

Metro

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



Agenda - Final

Thursday, March 16, 2017

11:30 AM

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

Executive Management Committee

John Fasana, Chair

Eric Garcetti, Vice Chair

James Butts

Sheila Kuehl

Mark Ridley-Thomas

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

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

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Internet Access to Agendas - www.metro.net

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

CALL TO ORDER**ROLL CALL****APPROVE Consent Calendar items: 14, 15, 16 and 17.****Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.**CONSENT CALENDAR**14 RECEIVE AND FILE monthly update on Transit Policing performance. [2017-0112](#)**

Attachments: [Attachment A - Transit Policing Division Report - JAN, 2017](#)
[Attachment B - Matrix of Bus Operator Assault Suspects](#)

15 RECEIVE AND FILE the action plan to address the transportation needs of older adults and people with disabilities. The action plan contains extensive background information on efforts currently underway at Metro in two distinct areas: [2016-0585](#)

- A. Planning and project programming efforts to identify and recommend actions addressing mobility needs of passengers with disabilities and senior individuals in Los Angeles County, including initiatives mandated under state and federal law; and
- B. Specific enhancements of both public transit infrastructure and service operations to accommodate passenger with disabilities and senior individuals on Metro's fixed-route transit system and complementary paratransit service.

Attachments: [Attachment A - Board Motion #47 Countywide Services for Older Adults and Pe](#)
[Attachment B - 2016-2019 Coordinated Plan Strategies by Goal](#)
[Attachment C - Existing System & Potential Future Enhancements](#)

16 RECEIVE AND FILE State and Federal Legislative Report. [2017-0115](#)

Attachments: [Attachment A - March 2017 Legislative Matrix](#)

17 APPROVE bylaws revisions for Metro's Citizens' Advisory Council (CAC). [2017-0075](#)

Attachments: [Attachment A - Revised Bylaws](#)

NON-CONSENT

- 8 APPROVE the release of the **draft Measure M Master Guidelines for public review.** [2017-0051](#)

Attachments: [Attachment A - Draft Measure M Guidelines.Rev](#)
[Attachment B - 20% Transit Operations Process & Working Group](#)
[Attachment C - Rev-17% Local Return Process & Working Group](#)
[Presentation - Item 8 Draft Measure M Guidelines](#)

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

- 18 RECEIVE AND FILE report on the **proposed slate and creation of the Measure M Policy Advisory Council.** [2017-0050](#)

Attachments: [Attachment A - Measure M PAC Categories](#)
[Attachment B - Metro Policy Advisory Council Members](#)

- 19 ADOPT staff recommended positions: [2017-0114](#)

- A. ~~AB 287 (Holden) - State Highway Route 710: Advisory Committee~~
OPPOSE UNLESS AMENDED
- B. **AB 378 (C. Garcia)** - California Global Warming Solutions Act of 2006:
Regulations **SUPPORT**
- C. **AB 408 (Chen)** - Eminent Domain: Final Offer of Compensation **OPPOSE**

Attachments: [Attachment B - AB 378 \(Garcia\)](#)
[Attachment C - AB 408 \(Chen\)](#)

- 20 AWARD a cost plus fixed fee contract for Technical and Program Management Support Services under Contract No. OP20113000 for the **P2000 Light Rail Vehicle Overhaul Program Consultant Support Services, to CH2M Hill, Inc.**, in the not-to-exceed amount of \$5,829,626 for a period of 55 months from issuance of a Notice-to-Proceed (NTP) for the overhaul of 52 Siemens P2000 LRVs, subject to resolution of protest(s), if any. [2017-0149](#)

Attachments: [Attachment A - Procurement Summary 2017-0149 \(0805\)](#)
[Attachment B - DEOD Summary](#)
[Attachment C - P2000 LIGHT RAIL VEHICLES OVERHAUL PROGRAM CONS](#)

21 CONSIDER:

[2016-0881](#)

- A. FINDING that compliance with PUC sections 130232 and 130233 does not constitute a method of procurement adequate for the operation of prototype equipment and herewith approves the procurement of prototype buses under PUC section 130236 without further observance of any provisions regarding contracts, bids, advertisement or notice;
- B. APPROVING the **Advanced Transit Vehicle Consortium's (ATVC) Award and Execution of a non-competitive Contract No.OP29199 with BYD Motors, Inc. (BYD), for the purchase of five (5) prototype 60 foot articulated battery electric vehicles and charging equipment** at a firm fixed price of \$6,594,771, including applicable taxes;
- C. AUTHORIZING the Contract Modification credit in the amount of \$3,000,000 under Contract No. OP33202790, with BYD, resulting from the buy-back of five (5) battery electric 40 foot vehicles delivered to Metro to be expended on the five prototype articulated battery electric vehicles in recommendation B; and
- D. CLOSING project 201071 Bus Acquisition 30 Zero Emission/Super Low Emission and utilize unused funds from this project to establish a Life-of-Project (LOP) Budget of \$8,109,500 for project 201074, BYD 60 foot Articulated Zero Emission Bus.

(REQUIRES TWO-THIRDS VOTE)

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - ATVC BR BYD ELECTRIC BUS BUY BACK PROPOSAL DATE](#)
[Attachment C - Motion by Directors Garcetti, Krekorian and Antonovich, Oct 27,](#)
[Attachment D - DEOD Summary](#)

- 13 AUTHORIZE the Chief Executive Officer to execute two Easement Agreements allowing construction of a portion of the **Hope/2nd Street Pedestrian Bridge to be built on, and Metro patron access across, private property owned by the Broad Museum.** [2017-0023](#)

Attachments: [Attachment A - July 2014 Board Motion 77](#)
[Attachment B - Conceptual Design](#)
[Attachment C - Site Plan](#)
[Attachment D - Draft Plat Diagram](#)
[Attachment E - Conceptual Signage Plan](#)
[Presentation - Hope 2nd Street Bridge](#)

(ALSO ON CONSTRUCTION COMMITTEE)

- 22 AUTHORIZE the Chief Executive Officer to award a five-year, indefinite delivery/indefinite quantity Contract No. PS28069-2000, for **space planning/installation services and furniture**, to M3 Office, Inc., for a not to exceed amount of \$5,000,000 for the three-year base period, and \$1,000,000 for each of the two, one-year options, for a combined total of \$7,000,000 effective April 1, 2017, subject to resolution of protest(s), if any. [2016-0969](#)

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

- 23 RECEIVE oral **report on System Safety, Security and Operations.** [2016-0811](#)
- 24 RECEIVE oral **report by the Chief Innovation Officer.** [2017-0153](#)

Adjournment

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



Board Report

File #: 2017-0112, **File Type:** Informational Report

Agenda Number: 14

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017**

SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **monthly update on Transit Policing performance.**

ISSUE

On October 4, 2014, the board requested that staff provide a monthly update on transit policing performance to Systems Safety and Operations Committee. Specifically, the board requested monthly updates on criminal activity, fare compliance, response time, deployment and perception of safety.

DISCUSSION

This report covers the month of January 2017. Staff continues to be proactive in working with Operations, Los Angeles County Sheriff's Department (LASD), and Communications in addressing perception of safety, criminal activity, fare compliance, response time, and deployment.

In the new law enforcement services contract, staff is including key performance indicators as tools to track performance.

Below are the key highlights for January 2017:

Monthly Update on Transit Policing Performance Report:

Staff is working on redesigning the Systems Safety and Operations Committee monthly transit policing performance report in order to enhance the current reporting system.

Actions to Improve the Ridership Experience

Metro is committed to providing a safe and quality ridership experience for all of its customers. To minimize blight and disorder on the Metro system in part caused by homelessness (encampments, loitering without fare, etc.) and illegal vending, Metro has launched two programs: The Homeless Task Force and the Vendor Pilot Program at Westlake/McArthur Park.

1) Homeless Task Force

As part of Metro’s broader Transit Homeless Action Plan, in November 2016 Metro launched a Homeless Task Force, a working group of homeless organizations and stakeholders interested in providing transit specific solutions to the LA County homeless crisis. The Task Force conducted a 3 day homeless count the week of 1/23/17. The Transit Homeless Action Plan was finalized in January 2017

2) Westlake/ McArthur Park Vendor Pilot Program

To control the voluminous non-permitted illegal vending at Metro’s Red/Purple Line Westlake/ McArthur Park station, Metro has partnered with Supervisor Solis and Los Angeles City Council Office, Gil Cedillo to launch a controlled Vendor Pilot Program. The result of this pilot program is to minimize blight and disorder at this station by eliminating unpermitted street vending on Metro Property, ensure safe boarding and alighting of bus patrons and to ultimately transform the station plaza into an inviting environment.

Metro’s Public Relations and Special Events are communicating with the City of Los Angeles have an anticipated opening date of March 30, 2017.

High Visibility

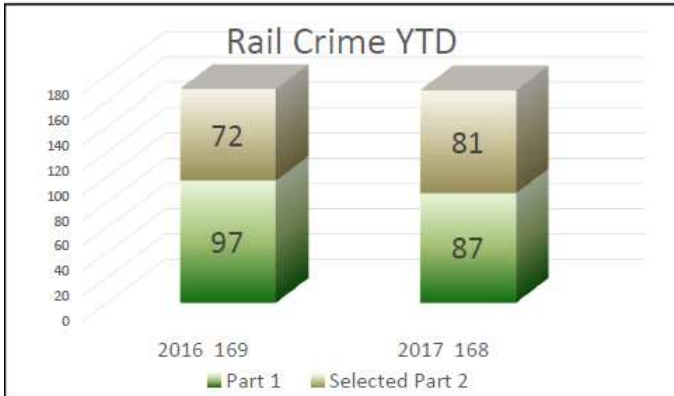
- Transit Security Officers (TSO) and Los Angeles County Sheriffs (LASD) have been engaging and interacting with patrons and operators to increase presence and increase the perception of safety on the Metro system. LASD has a 20 deputy train riding team (10 cover the Red and Gold Lines and 10 cover Blue, Expo and Green Lines. The goal of these operations is to combat quality of life issues on the Metro system. TSO’s conduct high visibility both on bus and rail.

▪ TSO High Visibility Activity:

	Mode	Fare Checks	Boardings/Fixed Post
January	Rail	100,775	34 Stations
	Bus	29,214	384 Boardings

Criminal Activity:

JANUARY 2017:



Rail Part 1 Crime **Down** **-10.3%** **from last year**

Rail Sel Part 2 Crime **Up** **12.5%** **from last year**

Total Rail Crime **Down** **-0.6%** **from last year**



Bus Part 1 Crime **Down** **-13.5%** **from last year**

Bus Sel Part 2 Crime **Down** **-10.7%** **from last year**

Total Bus Crime **Down** **-12.0%** **from last year**



U/S Part 1 Crime	Down	0.0%	from last year
U/S Sel Part 2 Crime	Down	50.0%	from last year
Total U/S Crime	Down	12.5%	from last year

Bus Operator Assaults:

- Starting a new year, in January 2017 there were 15 operator assaults. Of the 15 total operator assaults, 75% of the total assaults have had a suspect taken into custody. The majority of bus operator assaults are caused by fare related followed by closing door on suspect.
- Comparing January 2016 to January 2017, Operator Assaults have increased 150%.
- Of the 15 total operator assaults from January 2017, there were 9 non-aggravated assaults, 4 aggravated assaults, 1 sex crime, and 1 robbery. The method of assault was as follows: 7 used hands/feet, 4 used spit, 1 threw cold liquid, 1 threw an object, 1 used a weapon, there was 1 sex crime, and 1 robbery.
- Attachment B contains the matrix for the suspects who have assaulted Bus Operators that LASD has been tracking.
- In January 2017 there were 22,171,342 bus boardings and 15 total operator assaults, equating to 1 bus operator assault per 1.3 million boardings.

Operator Safety:

- The ongoing Transit Ambassador Program focuses on classes that address conflict resolution for Operators and Supervisors.

- Metro Operations is continuing to move forward with the installation of barriers and monitors in the remaining serviceable fleet.
- In June 2016 staff started a program to retrofit operator barriers onto buses. This program is expected to run for approximately 24 months. Staff is also developing a new program to have video monitors retrofit onto the rest of Metro's bus fleet.
- As of January, 2017 the Metro New Flyer Buses that in service are as follows:
 - Number of New Flyer buses in service (LA Metro & Contract Services) = 900 of 900
 - Number of buses "in-service" with protective barriers = 883
 - Number of buses "in-service" with live video monitors = 895
 - All other New Flyer Buses are complete. Buses (17) remaining are Contract Services'.

Significant Activities

- **1/5/2017-** 2G33A observed a male suspect breaking the window of a Metro van by the trailer at the west-end Culver City Expo Station, and placed the subject under arrest for vandalism. LASD-TPD Unit 663A arrived at 2025 hours. LASD-TPD Handling Unit 660W arrived at 2031 hours, and took custody of the subject for transportation and booking for vandalism at 2108 hours.
- **1/16/2017-** MTA custodian called to report multiple sleepers on the platform and mezzanine. H21 responded. H20 were assigned to back. H21/H20 woke up multiple sleepers; all cleared the station without incident
- **1/19/2017-** TPD deputies responded to the location regarding a medical emergency call. Upon arrival, Metropolitan Transportation Authority bus operator informed deputies she was conducting an end of service bus sweep when she noticed a male Hispanic patron was lying on a seat and appeared to be unresponsive. She immediately notified transit policing division and summoned paramedics to the scene. Responding deputies noticed the patron was not breathing and began cardiopulmonary resuscitation efforts.

Redondo Beach fire department paramedics #r62 relieved the deputies with the cardiopulmonary resuscitation efforts. The cardiopulmonary resuscitation efforts continued as the patron was transported to little Mary hospital in the city of Torrance where he was pronounced dead at approximately 0828 hours of apparent natural causes.
- **1/24/2017-** Deputies responded to the blue line 7th/metro pax regarding a sexual battery report. Upon arrival, they contacted a victim who identified a male who groped her aboard a blue line train. He was arrested for sexual battery. The suspect was on active probation for 245 and he was additionally charged with a probation violation.

Fare compliance:

- In January 2017, law enforcement and Transit Security performed 272,729 fare checks on the rails and Orange Line. Based on the monthly targets, in January 2017 law enforcement had a 2% saturation rate.
- Based on the chart, green checks occur when a patron has valid fare and has tapped at a turnstile or stand-alone validator. Yellow checks occur when a patron has valid fare, but failed to TAP at a transfer point. Red checks occur when a patron either has a daily/weekly/monthly pass and has not tapped at all during their trip, has stored value and failed to TAP, or has no stored value.
- The fluctuation of ticket issuance is due to transition of fare compliance from LASD to Metro Transit Security. LASD ceased fare compliance beginning January 2017.
- Metro’s Transit Security department was authorized to hire an additional 77 TSO to help with fare compliance.
 - As of 1/31/17, 27 new TSO have been hired
 - We expect to complete the hiring process by May 2017.
- At the discretion of the fare inspector, patrons are encouraged to make payment at the ticket vending machine or TAP their card on the validator in lieu of receiving a citation.

JANUARY	2017								*MONTHLY TARGET
	FARES CHECKED	GREEN CHECKS	YELLOW CHECKS	RED CHECKS	TICKETS	TARGET* ATTAINED	RIDERSHIP	TAP ENTRIES	
Red/Purple	142,743	117,389	14,875	10,479	859	65%	3,870,738	2,784,205	220,000
Blue	48,432	20,961	21,268	6,203	591	23%	2,013,366	1,107,337	212,000
Green	10,136	7,138	1,502	1,496	39	8%	849,081	540,198	136,000
Gold	59,090	50,995	3,092	5,003	149	51%	1,415,686	943,728	116,000
Expo	5,969	3,048	2,190	731	57	7%	1,517,153	631,626	90,000
Orange	3,557	3,171	149	237	2	4%	574,909	381,888	92,000
Bus	2,802	2,505	169	128	41		-	-	
Total	272,729	205,207	43,245	24,277	1,738		10,240,933	6,388,982	
SATURATION RATE	2%								

Traffic Enforcement Activity in the Bus Rapid Transit Lanes:

- In January 2017, there were 110 “Failure to Obey Signs” citations issued on Wilshire Blvd.

Response Time:

- In January 2017, the average response time for “Calls for Service” (Emergency, Priority, and Routine) for all rail lines and buses was 17.85 minutes.
- LASD reports emergency call responses averaged 5.62 minutes in January 2017.

ATTACHMENTS

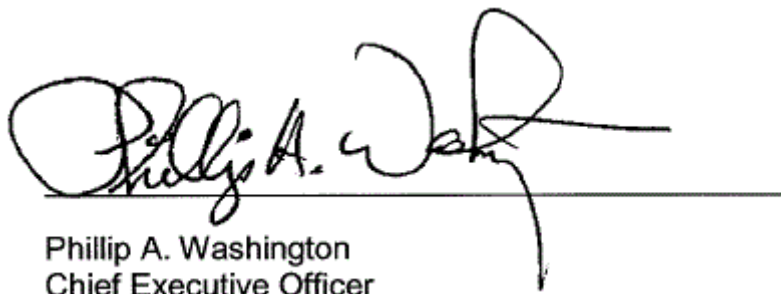
Attachment A - Transit Policing Division Report January 2017

Attachment B - Matrix of Bus Operator Assault Suspects

Prepared by: Alex Z Wiggins, Chief, System Security and Law Enforcement, (213) 922-4433

Reviewed by:

Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*



**MTA
MONTHLY REPORT
January 2017**

Prepared by the Crime Analysis Unit



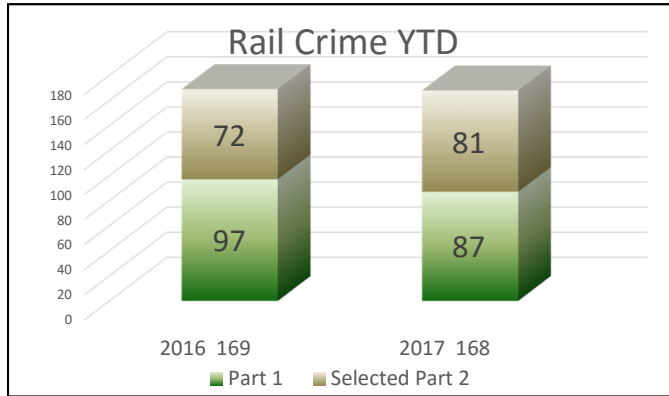
*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*

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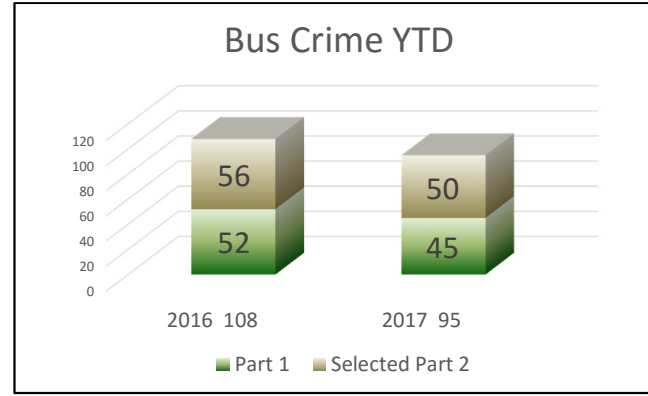
Monthly Statistics

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Blue Line	7
Green Line	8
Expo Line	9
Red Line	10
Gold Line	11
Orange Line	12
Silver Line	13
South Bus.....	14
North Bus	15
Union Station.....	16

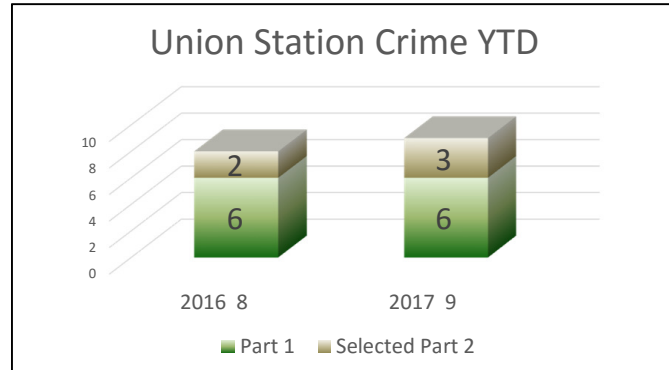
TRANSIT POLICING DIVISION SUMMARY - 2017



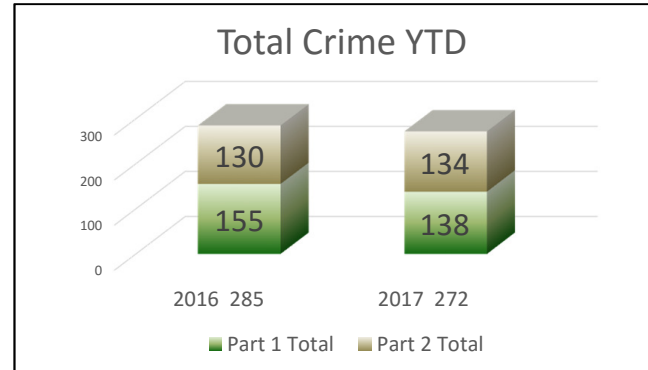
Rail Part 1 Crime	Down	-10.3%	from last year
Rail Sel Part 2 Crime	Up	12.5%	from last year
Total Rail Crime	Down	-0.6%	from last year



Bus Part 1 Crime	Down	-13.5%	from last year
Bus Sel Part 2 Crime	Down	-10.7%	from last year
Total Bus Crime	Down	-12.0%	from last year



U/S Part 1 Crime	Down	0.0%	from last year
U/S Sel Part 2 Crime	Down	50.0%	from last year
Total U/S Crime	Down	12.5%	from last year

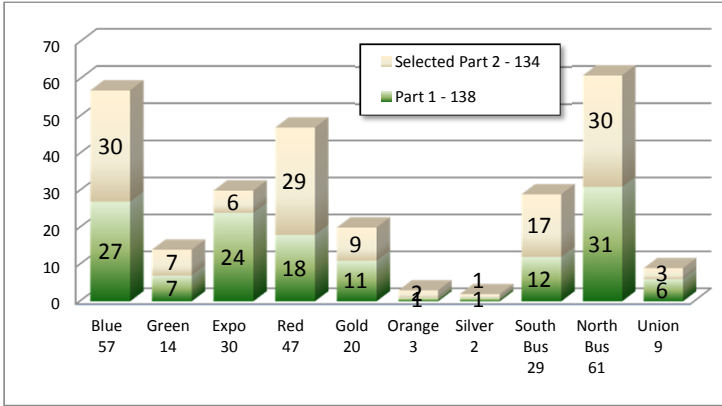


Total Part 1 Crime	Down	-11.0%	from last year
Total Sel Part 2 Crime	Down	3.1%	from last year
Total Crime	Down	-4.6%	from last year

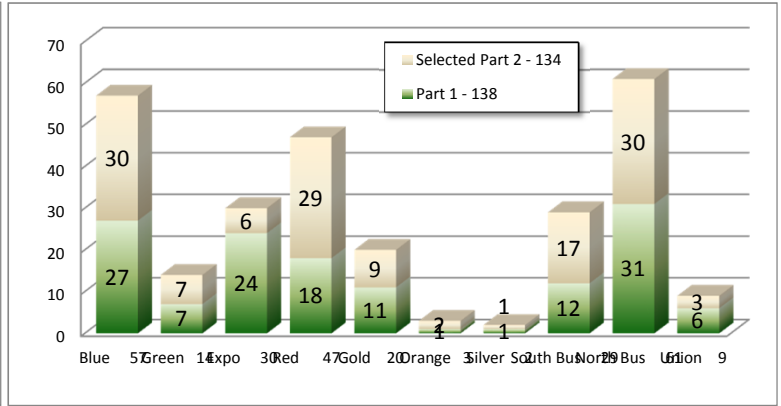
Part 1 Crimes: Homicide, Rape, Robbery, Aggravated Assault, Burglary, Theft, Grand Theft Auto, Arson
 Selected Part 2 Crimes: Battery, Sex Offenses, Weapons, Narcotics, Trespassing, Vandalism

TRANSIT POLICING DIVISION SUMMARY - 2017

Jan Crimes - 272



YTD Crimes - 272

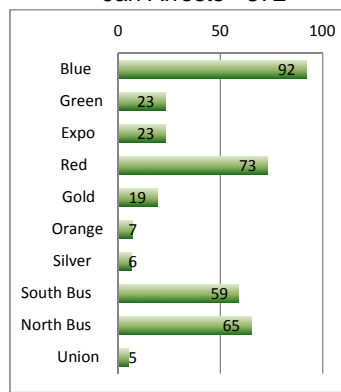


Part 1 Crimes per 1,000,000 Riders

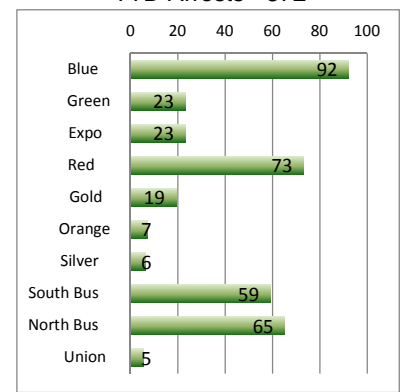
	2017 Jan	2016 Jan	2015 Jan	2014 Jan
Blue	13.4 ↓	14.6	18.6	16.0
Green	8.2 ↓	33.7	27.1	29.9
Expo	15.8 ↑	7.4	14.5	14.3
Red	4.7 ↓	5.3	4.2	5.1
Gold	7.8 ↓	8.1	15.9	7.7
Orange	1.7 ↓	5.1	5.9	6.0
Silver	3.1 ↓	7.9	0.0	0.0
Bus	2.0 ↑	1.9	1.7	1.8

Arrow indicates an increase or decrease from last year.

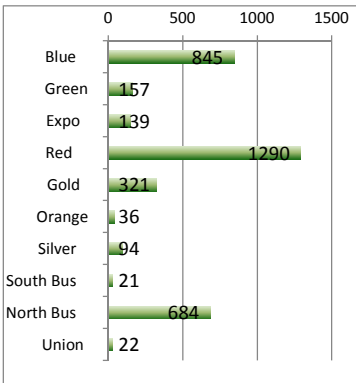
Jan Arrests - 372



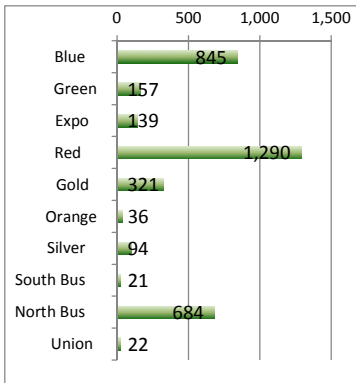
YTD Arrests - 372



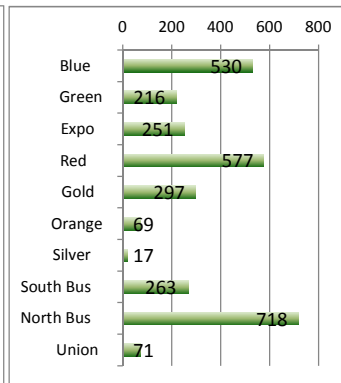
Jan Citations - 3609



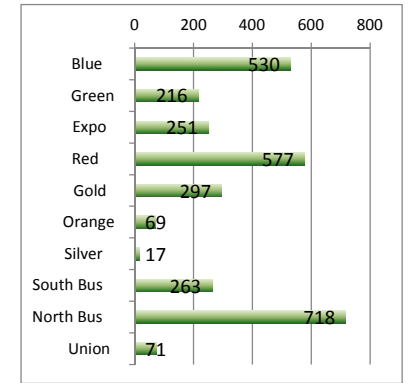
YTD Citations - 3609



Jan Calls For Service - 3009



YTD Calls For Service - 3009



SATURATION RATE

January	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
Ridership	2,013,366	849,081	1,517,153	3,870,738	1,415,686	574,909	10,240,933
Contacts	49,198	10,204	6,083	143,805	59,258	3,580	272,128
%Passengers Inspected	2.44%	1.20%	0.40%	3.72%	4.19%	0.62%	2.66%

YTD	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
YTD Ridership	2,013,366	849,081	1,517,153	3,870,738	1,415,686	574,909	10,240,933
YTD Contacts*	49,198	10,204	6,083	143,805	59,258	3,580	272,128
%Passengers Inspected	2.44%	1.20%	0.40%	3.72%	4.19%	0.62%	2.66%

* Contacts are calculated by adding MPV checks and citations.

System-Wide Highlights

Part 1 Crimes have decreased by 10% from Jan 2017 compared to Jan 2016.

All rail lines had a decrease in part 1 crimes per 1,000,000 riders except the Expo Line.

Overall, buses had a decrease in part 1 crimes per 1,000,000 riders from the same period last year.

*Part 1 Crimes by Month - Rail

Blue Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	11	0	0	0	0	0	0	0	0	0	0	0	11
Agg Assault	8	0	0	0	0	0	0	0	0	0	0	0	8
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	3	0	0	0	0	0	0	0	0	0	0	0	3
Petty Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
GTA	3	0	0	0	0	0	0	0	0	0	0	0	3
BTFV	1	0	0	0	0	0	0	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	0	0	0	0	0	0	0	0	0	0	0	27

Green Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	0	0	0	0	0	0	0	0	0	0	0	1
Agg Assault	1	0	0	0	0	0	0	0	0	0	0	0	1
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
Petty Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
GTA	3	0	0	0	0	0	0	0	0	0	0	0	3
BTFV	1	0	0	0	0	0	0	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	0	0	0	0	0	0	0	0	0	0	0	7

Expo Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	5	0	0	0	0	0	0	0	0	0	0	0	5
Agg Assault	0	0	0	0	0	0	0	0	0	0	0	0	0
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Theft	8	0	0	0	0	0	0	0	0	0	0	0	8
Petty Theft	8	0	0	0	0	0	0	0	0	0	0	0	8
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	2	0	0	0	0	0	0	0	0	0	0	0	2
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	0	0	0	0	0	0	0	0	0	0	0	24

Red Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	3	0	0	0	0	0	0	0	0	0	0	0	3
Agg Assault	4	0	0	0	0	0	0	0	0	0	0	0	4
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	4	0	0	0	0	0	0	0	0	0	0	0	4
Petty Theft	7	0	0	0	0	0	0	0	0	0	0	0	7
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	0	0	0	0	0	0	0	0	0	0	0	18

Gold Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	4	0	0	0	0	0	0	0	0	0	0	0	4
Agg Assault	3	0	0	0	0	0	0	0	0	0	0	0	3
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
Petty Theft	2	0	0	0	0	0	0	0	0	0	0	0	2
GTA	2	0	0	0	0	0	0	0	0	0	0	0	2
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	0	0	0	0	0	0	0	0	0	0	0	11

* Part 1 Crimes are calculated in accordance with the FBI Uniform Crime Report standards. Homicides, Rapes, and Aggravated Assaults are counted by the number of victims.

Part 1 Crimes by Month - Bus

Orange Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	0	0	0	0	0	0	0	0	0	0	0	0
Agg Assault	0	0	0	0	0	0	0	0	0	0	0	0	0
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
Petty Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	1

Silver Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	0	0	0	0	0	0	0	0	0	0	0	1
Agg Assault	0	0	0	0	0	0	0	0	0	0	0	0	0
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
Petty Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	1

South Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	2	0	0	0	0	0	0	0	0	0	0	0	2
Agg Assault	3	0	0	0	0	0	0	0	0	0	0	0	3
Agg Assault on Op	3	0	0	0	0	0	0	0	0	0	0	0	3
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
Petty Theft	2	0	0	0	0	0	0	0	0	0	0	0	2
GTA	1	0	0	0	0	0	0	0	0	0	0	0	1
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	0	0	0	0	0	0	0	0	0	0	0	12

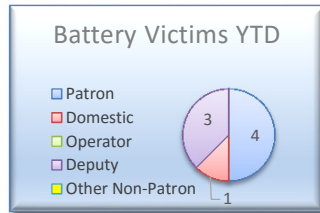
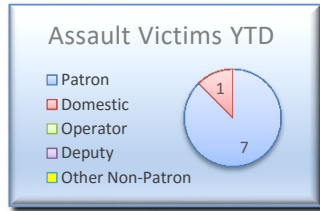
North Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	9	0	0	0	0	0	0	0	0	0	0	0	9
Agg Assault	10	0	0	0	0	0	0	0	0	0	0	0	10
Agg Assault on Op	1	0	0	0	0	0	0	0	0	0	0	0	1
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	5	0	0	0	0	0	0	0	0	0	0	0	5
Petty Theft	6	0	0	0	0	0	0	0	0	0	0	0	6
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	0	0	0	0	0	0	0	0	0	0	0	31

Union Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	0	0	0	0	0	0	0	0	0	0	0	0
Agg Assault	1	0	0	0	0	0	0	0	0	0	0	0	1
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
Petty Theft	3	0	0	0	0	0	0	0	0	0	0	0	3
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	1	0	0	0	0	0	0	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	0	0	0	0	0	0	0	0	0	0	6

Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	36	0	0	0	0	0	0	0	0	0	0	0	36
Agg Assault	30	0	0	0	0	0	0	0	0	0	0	0	30
Agg Assault on Op	4	0	0	0	0	0	0	0	0	0	0	0	4
Burglary	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Theft	22	0	0	0	0	0	0	0	0	0	0	0	22
Petty Theft	31	0	0	0	0	0	0	0	0	0	0	0	31
GTA	9	0	0	0	0	0	0	0	0	0	0	0	9
BTFV	5	0	0	0	0	0	0	0	0	0	0	0	5
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	0	0	0	0	0	0	0	0	0	0	0	138

BLUE LINE

REPORTED CRIME		
PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	11	11
Agg Assault	8	8
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	3	3
Petty Theft	1	1
Motor Vehicle Theft	3	3
Burg/Theft From Vehicle	1	1
Arson	0	0
SUB-TOTAL	27	27
Selected Part 2 Crimes		
Battery	8	8
Battery Rail Operator	0	0
Sex Offenses	1	1
Weapons	6	6
Narcotics	13	13
Trespassing	1	1
Vandalism	1	1
SUB-TOTAL	30	30
TOTAL	57	57



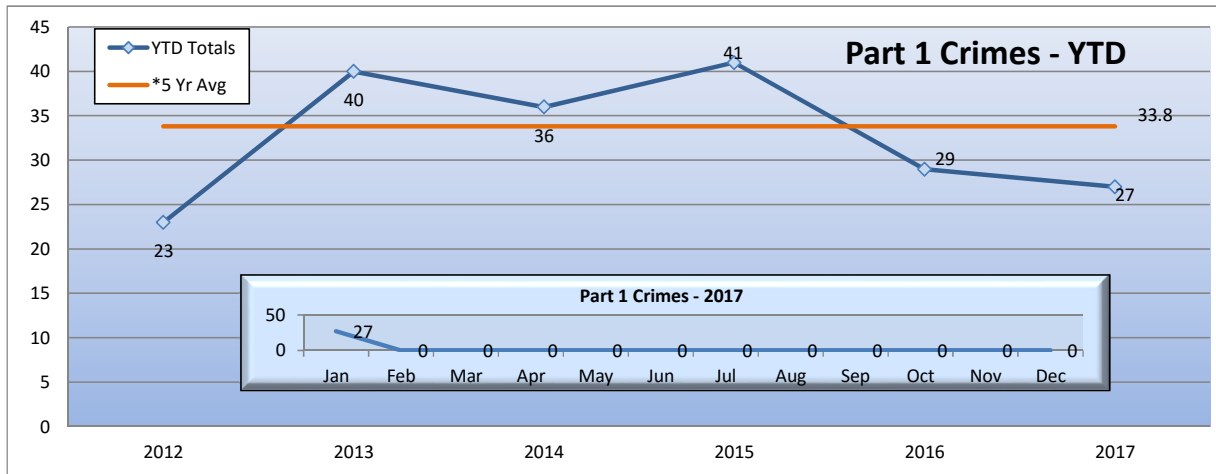
Part 1 Crimes per Station		
Station	Jan	YTD
7th/Metro	4	4
Pico	0	0
Grand	1	1
San Pedro	0	0
Washington	1	1
Vernon	1	1
Slauson	1	1
Florence	1	1
Firestone	0	0
103rd St	3	3
Willowbrook	7	7
Compton	1	1
Artesia	0	0
Del Amo	3	3
Wardlow	3	3
Willow	1	1
PCH	0	0
Anaheim	0	0
5th St	0	0
1st St	0	0
Transit Mall	0	0
Pacific	0	0
Rail Yard	0	0
Total	27	27

ARRESTS		
Type	Jan	YTD
Felony	27	27
Misdemeanor	65	65
TOTAL	92	92

CITATIONS		
Type	Jan	YTD
Fare Evasion Citations	561	561
Other Citations	45	45
Vehicle Code Citations	239	239
TOTAL	845	845

CALLS FOR SERVICE				
TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	40	6.0	40	6.0
Priority	241	10.0	241	10.0
Routine	249	24.3	249	24.3
Total	530	16.4	530	16.4

FARE ENFORCEMENT		
	Jan	YTD
Ridership	2,013,366	2,013,366
Contacts	49,198	49,198
% of Patrons Inspected	2.44	2.44
Boardings	0	0
Ride	0	0
Fare Warning	0	0



Blue Line Highlights

The Blue Line had 2 less part 1 crimes, which is a 7% decrease from the same period last year.

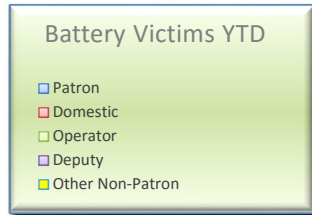
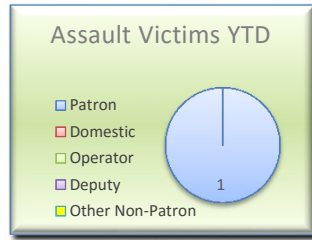
Part 1 crimes per 1,000,000 riders were down from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2012 - 2016.

GREEN LINE

REPORTED CRIME

PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	1	1
Agg Assault	1	1
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	0
Petty Theft	1	1
Motor Vehicle Theft	3	3
Burg/Theft From Vehicle	1	1
Arson	0	0
SUB-TOTAL	7	7
Selected Part 2 Crimes		
Battery	0	0
Battery Rail Operator	0	0
Sex Offenses	0	0
Weapons	0	0
Narcotics	2	2
Trespassing	0	0
Vandalism	5	5
SUB-TOTAL	7	7
TOTAL	14	14



Part 1 Crimes per Station

Station	Jan	YTD
Redondo Beach	0	0
Douglas	1	1
El Segundo	0	0
Mariposa	0	0
Aviation	1	1
Hawthorne	0	0
Crenshaw	0	0
Vermont	0	0
Harbor	0	0
Avalon	0	0
Willowbrook	1	1
Long Beach	0	0
Lakewood	3	3
Norwalk	1	1
Total	7	7

ARRESTS

Type	Jan	YTD
Felony	8	8
Misdemeanor	15	15
TOTAL	23	23

CITATIONS

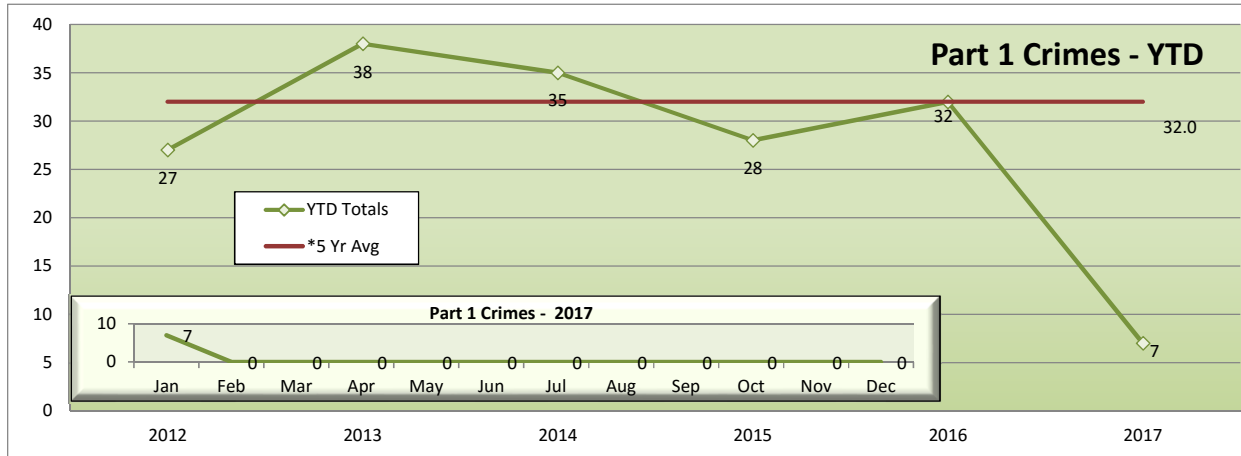
Type	Jan	YTD
Fare Evasion Citations	40	40
Other Citations	8	8
Vehicle Code Citations	109	109
TOTAL	157	157

CALLS FOR SERVICE

TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	17	4.8	17	4.8
Priority	69	10.3	69	10.3
Routine	130	23.6	130	23.6
Total	216	17.9	216	17.9

FARE ENFORCEMENT

	Jan	YTD
Ridership	849,081	849,081
Contacts	10,204	10,204
% of Patrons Inspected	1.20	1.20
Boardings	0	0
Ride	0	0
Fare Warning	0	0



*5 yr average is based on the average of part 1 crimes from 2012 - 2016.

Green Line Highlights

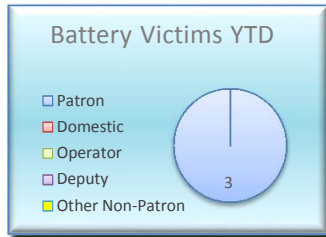
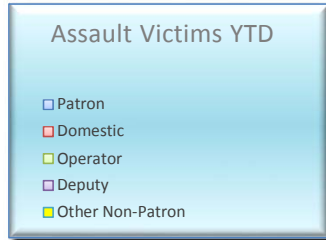
The Green Line had 25 less part 1 crimes, which is a 78% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

EXPO LINE

REPORTED CRIME

PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	5	5
Agg Assault	0	0
Agg Assault on Op	0	0
Burglary	1	1
Grand Theft	8	8
Petty Theft	8	8
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	2	2
Arson	0	0
SUB-TOTAL	24	24
Selected Part 2 Crimes		
Battery	3	3
Battery Rail Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	1	1
Trespassing	0	0
Vandalism	1	1
SUB-TOTAL	6	6
TOTAL	30	30



Part 1 Crimes per Station

Station	Jan	YTD
7th/Metro	1	1
Pico	1	1
23rd St	0	0
Jefferson/USC	1	1
Expo/USC	0	0
Expo/Vermont	1	1
Expo/Western	5	5
Expo/Crenshaw	1	1
Farmdale	2	2
La Brea	0	0
La Cienega	2	2
Culver City	3	3
Palms	3	3
Expo/Westwood	0	0
Expo/Sepulveda	1	1
Expo/Bundy	2	2
26th St /Bergamot	0	0
17th St/SMC	0	0
D/T Santa Monica	1	1
Expo Rail Yard	0	0
Total	24	24

ARRESTS

Type	Jan	YTD
Felony	12	12
Misdemeanor	11	11
TOTAL	23	23

CITATIONS

Type	Jan	YTD
Fare Evasion Citations	33	33
Other Citations	2	2
Vehicle Code Citations	104	104
TOTAL	139	139

CALLS FOR SERVICE

TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	14	3.8	14	3.8
Priority	104	11.0	104	11.0
Routine	133	42.1	133	42.1
Total	251	27.1	251	27.1

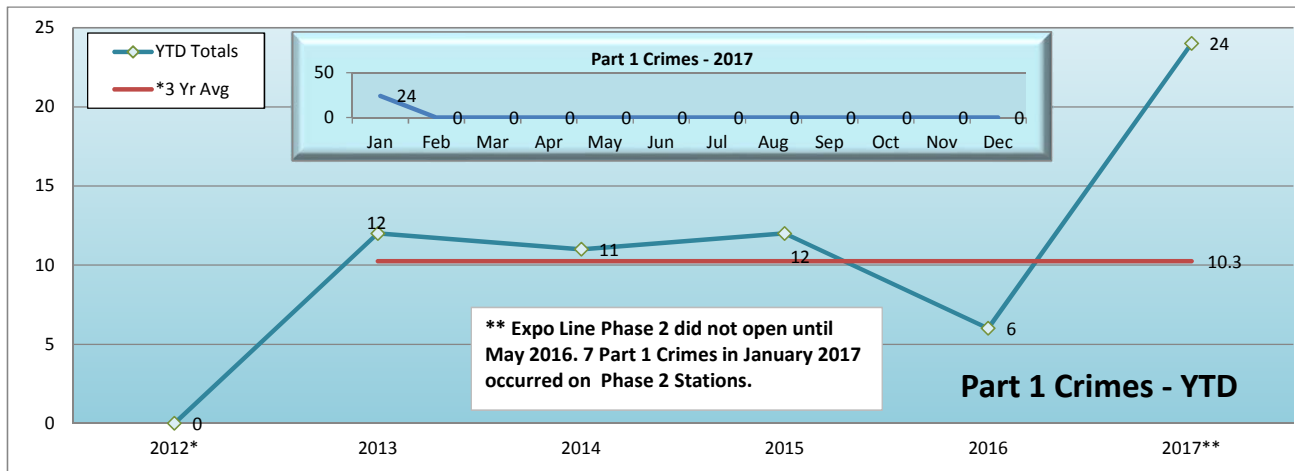
FARE ENFORCEMENT

	Jan	YTD
Ridership	1,517,153	1,517,153
Contacts	6,083	6,083
% of Patrons Inspected	0.40	0.40
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Expo Line Highlights

The Expo Line had 18 more part 1 crime, which is a 300% increase from the same period last year.

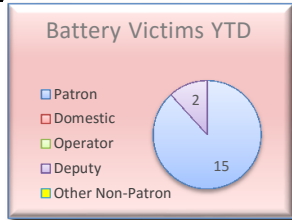
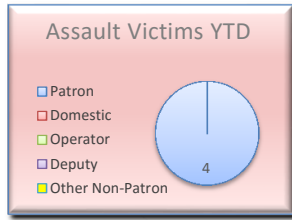
Part 1 crimes per 1,000,000 riders were up from the same period last year.



*Expo line opened in April 2012, so a 4 yr average from 2013 - 2016 is calculated.

RED LINE

REPORTED CRIME		
PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	3	3
Agg Assault	4	4
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	4	4
Petty Theft	7	7
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	18	18
Selected Part 2 Crimes		
Battery	17	17
Battery Rail Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	8	8
Trespassing	2	2
Vandalism	1	1
SUB-TOTAL	29	29
TOTAL	47	47



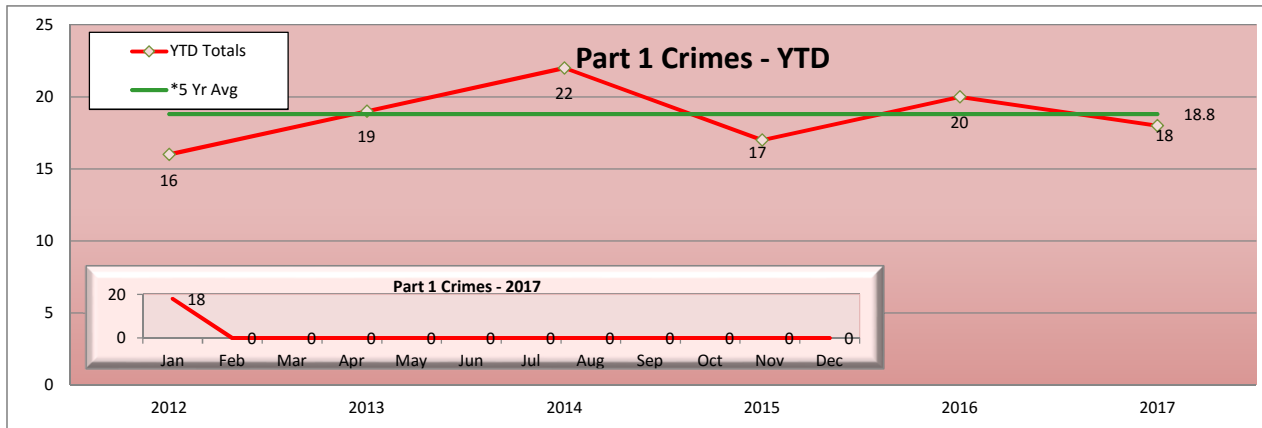
Part 1 Crimes per Station		
Station	Jan	YTD
Union Station	1	1
Civic Center	1	1
Pershing Square	1	1
7th/Metro	3	3
Westlake	0	0
Wilshire/Vermont	0	0
Wilshire/Normandie	1	1
Vermont/Beverly	1	1
Wilshire/Western	0	0
Vermont/Santa Monica	1	1
Vermont/Sunset	0	0
Hollywood/Western	1	1
Hollywood/Vine	3	3
Hollywood/Highland	1	1
Universal	0	0
North Hollywood	4	4
Red Line Rail Yard	0	0
Total	18	18

ARRESTS		
Type	Jan	YTD
Felony	16	16
Misdemeanor	57	57
TOTAL	73	73

CITATIONS		
Type	Jan	YTD
Fare Evasion Citations	875	875
Other Citations	68	68
Vehicle Code Citations	347	347
TOTAL	1,290	1,290

CALLS FOR SERVICE				
TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	30	4.5	30	4.5
Priority	285	16.3	285	16.3
Routine	262	22.5	262	22.5
Total	577	18.5	577	18.5

FARE ENFORCEMENT		
	Jan	YTD
Ridership	3,870,738	3,870,738
Contacts	143,805	143,805
% of Patrons Inspected	3.72	3.72
Boardings	0	0
Ride	0	0
Fare Warning	0	0



RED Line Highlights

The Red Line had 2 less part 1 crimes which is a 10% decrease from the same period last year.

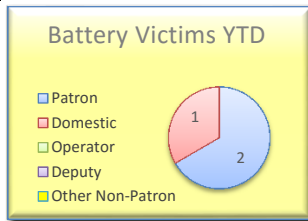
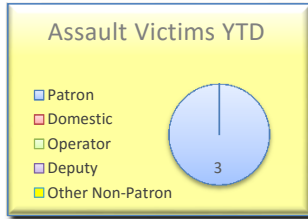
Part 1 crimes per 1,000,000 riders were down from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2012 - 2016.

GOLD LINE

REPORTED CRIME

PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	4	4
Agg Assault	3	3
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	0
Petty Theft	2	2
Motor Vehicle Theft	2	2
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	11	11
Selected Part 2 Crimes		
Battery	3	3
Battery Rail Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	1	1
Trespassing	1	1
Vandalism	3	3
SUB-TOTAL	9	9
TOTAL	20	20



Part 1 Crimes per Station

Station	Jan	YTD
APU/Citrus College	1	1
Azusa Downtown	0	0
Irwindale	0	0
Duarte	0	0
Monrovia	0	0
Arcadia	0	0
Sierra Madre	0	0
Allen	0	0
Lake	0	0
Memorial Park	0	0
Del Mar	0	0
Fillmore	1	1
South Pasadena	0	0
Highland Park	1	1
SW Museum	0	0
Heritage Square	2	2
Lincoln Heights	1	1
Chinatown	1	1
Union Station	0	0
Little Tokyo	0	0
Pico/Aliso	1	1
Mariachi	0	0
Soto	0	0
Indiana	3	3
Maravilla	0	0
East La	0	0
Atlantic	0	0
Total	11	11

ARRESTS

Type	Jan	YTD
Felony	4	4
Misdemeanor	15	15
TOTAL	19	19

CITATIONS

Type	Jan	YTD
Fare Evasion Citations	142	142
Other Citations	13	13
Vehicle Code Citations	166	166
TOTAL	321	321

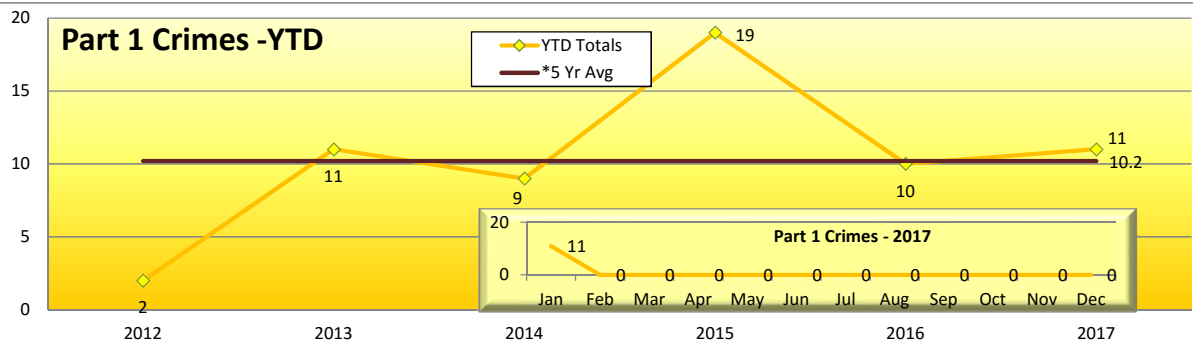
CALLS FOR SERVICE

TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	23	5.8	23	5.8
Priority	122	13.0	122	13.0
Routine	152	18.7	152	18.7
Total	297	15.3	297	15.3

FARE ENFORCEMENT

	Jan	YTD
Ridership	1,415,686	1,415,686
Contacts	59,258	59,258
% of Patrons Inspected	4.19	4.19
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Part 1 Crimes -YTD



*5 yr average is based on the average of part 1 crimes from 2012 - 2016.

Gold Line Highlights

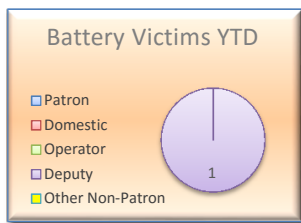
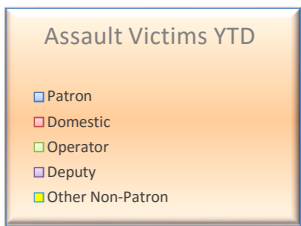
The Gold Line had 1 more part 1 crime, which is a 10% increase from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

ORANGE LINE

REPORTED CRIME

PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	0	0
Agg Assault	0	0
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	0
Petty Theft	1	1
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	1	1
Selected Part 2 Crimes		
Battery	1	1
Battery Bus Operator	0	0
Sex Offenses	0	0
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	1	1
SUB-TOTAL	2	2
TOTAL	3	3



Part 1 Crimes per Station

Station	Jan	YTD
North Hollywood	0	0
Laurel Canyon	0	0
Valley College	0	0
Woodman	0	0
Van Nuys	0	0
Sepulveda	0	0
Woodley	0	0
Balboa	0	0
Reseda	0	0
Tampa	0	0
Pierce College	1	1
De Soto	0	0
Canoga	0	0
Warner Center	0	0
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	0
Total	1	1

ARRESTS

Type	Jan	YTD
Felony	0	0
Misdemeanor	7	7
TOTAL	7	7

CITATIONS

Type	Jan	YTD
Fare Evasion Citations	4	4
Other Citations	1	1
Vehicle Code Citations	31	31
TOTAL	36	36

CALLS FOR SERVICE

TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	3	4.0	3	4.0
Priority	42	13.0	42	13.0
Routine	24	22.5	24	22.5
Total	69	15.9	69	15.9

FARE ENFORCEMENT

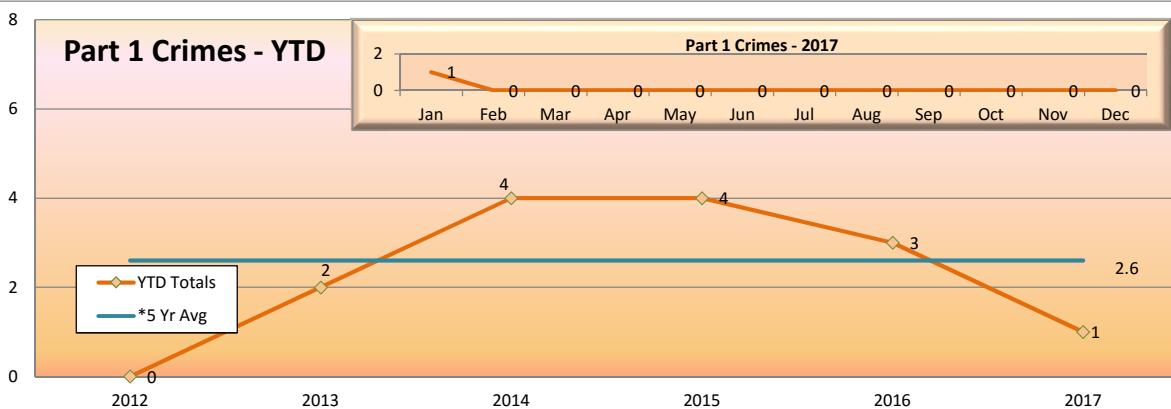
	Jan	YTD
Ridership	574,909	574,909
Contacts	3,580	3,580
% of Patrons Inspected	0.62	0.62
Boardings	0	0
Ride	0	0
Fare Warning	0	0

Orange Line Highlights

The Orange Line had 2 less part 1 crimes, which is a 67% decrease from the same period last year.

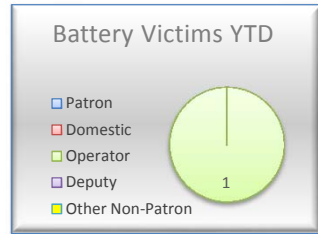
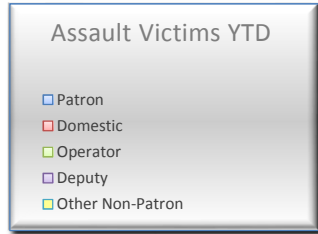
Part 1 crimes per 1,000,000 riders were down from the same period last year.

Part 1 Crimes - YTD



SILVER LINE

REPORTED CRIME		
PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	1	1
Agg Assault	0	0
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	0
Petty Theft	0	0
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	1	1
Selected Part 2 Crimes		
Battery	1	1
Battery Bus Operator	0	0
Sex Offenses	0	0
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
SUB-TOTAL	1	1
TOTAL	2	2



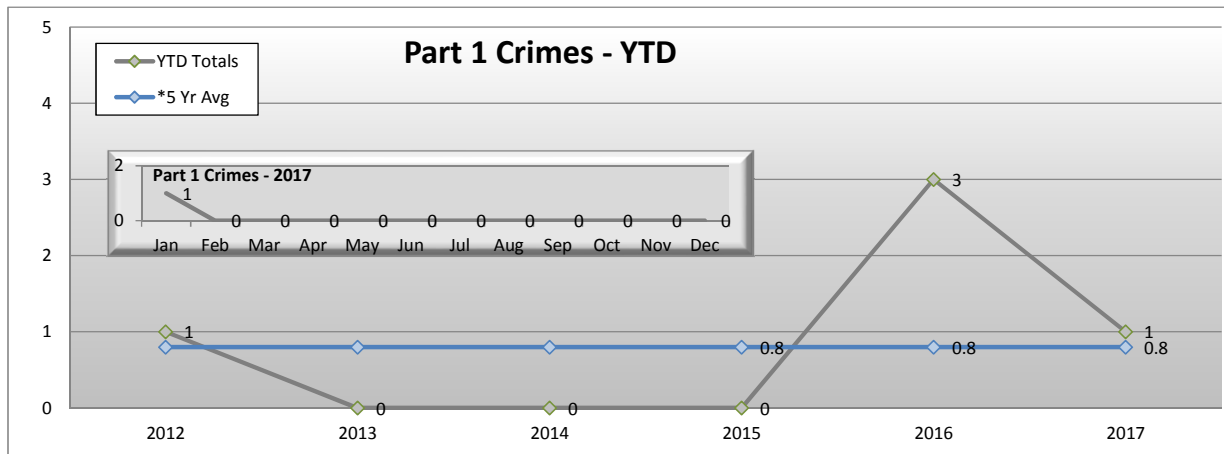
Part 1 Crimes per Station		
Station	Jan	YTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	0
Alameda	0	0
Downtown	0	0
37th St/USC	0	0
Slauson	0	0
Manchester	0	0
Harbor Fwy	1	1
Rosecrans	0	0
Harbor/Gateway	0	0
Carson	0	0
PCH	0	0
San Pedro	0	0
Total	1	1

ARRESTS		
Type	Jan	YTD
Felony	0	0
Misdemeanor	6	6
TOTAL	6	6

CITATIONS		
Type	Jan	YTD
Fare Evasion Citations	0	0
Other Citations	6	6
Vehicle Code Citations	88	88
TOTAL	94	94

CALLS FOR SERVICE				
TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	1	7.0	1	7.0
Priority	8	9.6	8	9.6
Routine	8	30.4	8	30.4
Total	17	19.2	17	19.2

FARE ENFORCEMENT		
	Jan	YTD
Ridership	324,093	324,093
Contacts	3,256	3,256
% of Patrons Inspected	1.00	1.00
Boardings	0	0
Ride	0	0
Fare Warning	0	0



Silver Line Highlights

The Silver Line had 2 less part 1 crims, which is a 67% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2012 - 2016.

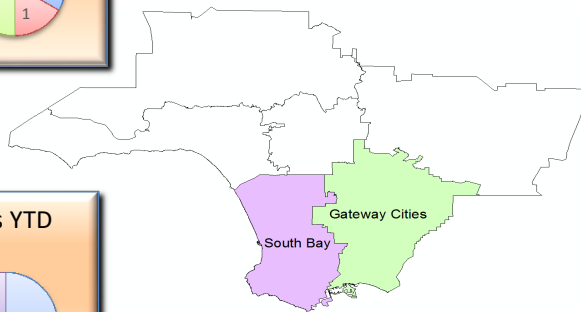
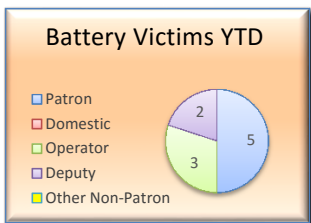
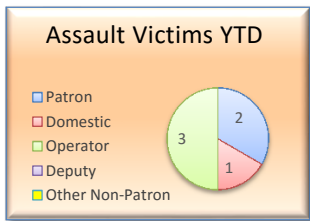
South Bus Patrol

REPORTED CRIME

PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	2	2
Agg Assault	3	3
Agg Assault on Op	3	3
Burglary	0	0
Grand Theft	1	1
Petty Theft	2	2
Motor Vehicle Theft	1	1
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	12	12
Selected Part 2 Crimes		
Battery	10	10
Battery Bus Operator	0	0
Sex Offenses	0	0
Weapons	1	1
Narcotics	1	1
Trespassing	0	0
Vandalism	5	5
SUB-TOTAL	17	17
TOTAL	29	29

Part 1 Crimes per Sector

Sector	Jan	YTD
Gateway Cities	2	2
South Bay	10	10
Total	12	12



ARRESTS

Type	Jan	YTD
Felony	10	10
Misdemeanor	49	49
TOTAL	59	59

CITATIONS

Type	Jan	YTD
Fare Evasion Citations	8	8
Other Citations	2	2
Vehicle Code Citations	11	11
TOTAL	21	21

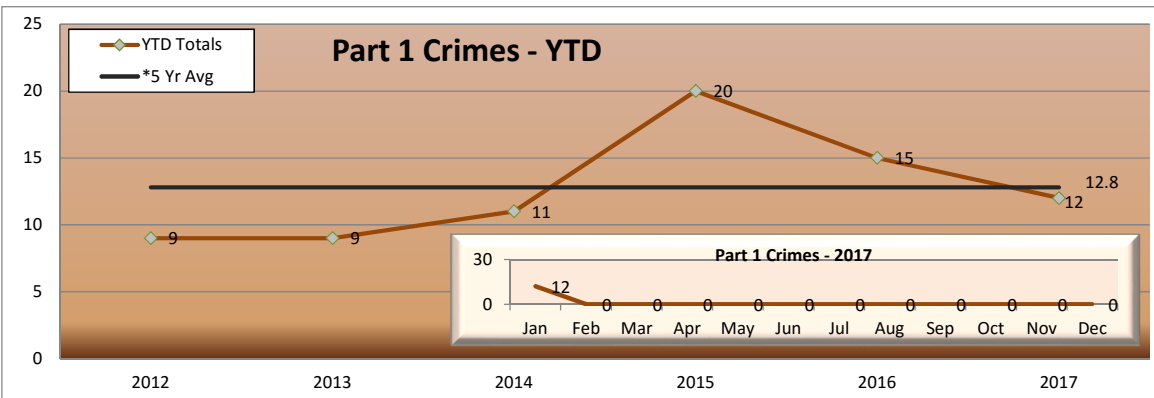
CALLS FOR SERVICE

TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	21	9.3	21	9.3
Priority	130	13.8	130	13.8
Routine	112	24.4	112	24.4
Total	263	18.0	263	18.0

FARE ENFORCEMENT*

*South Bus Fare Enforcement data is combined with North Bus.

Part 1 Crimes - YTD



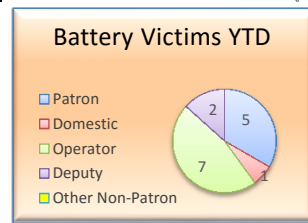
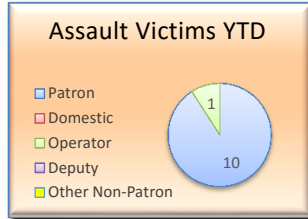
*5 yr average is based on the average of part 1 crimes from 2012 - 2016.

South Bus Highlights

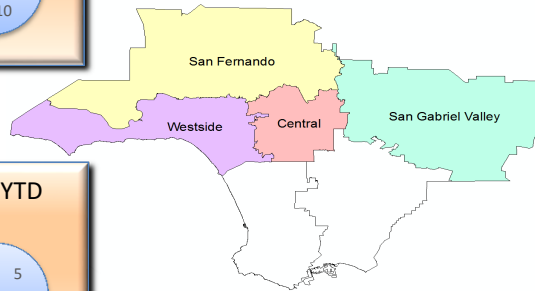
The South bus Lines had 3 less part 1 crime, which is a 20% decrease from the same period last year.

North Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	9	9
Agg Assault	10	10
Agg Assault on Op	1	1
Burglary	0	0
Grand Theft	5	5
Petty Theft	6	6
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	31	31
Selected Part 2 Crimes		
Battery	15	15
Battery Bus Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	6	6
Trespassing	0	0
Vandalism	8	8
SUB-TOTAL	30	30
TOTAL	61	61



Part 1 Crimes per Sector		
Sector	Jan	YTD
San Gabriel	1	1
Westside	3	3
San Fernando	6	6
Central	21	21
Total	31	31

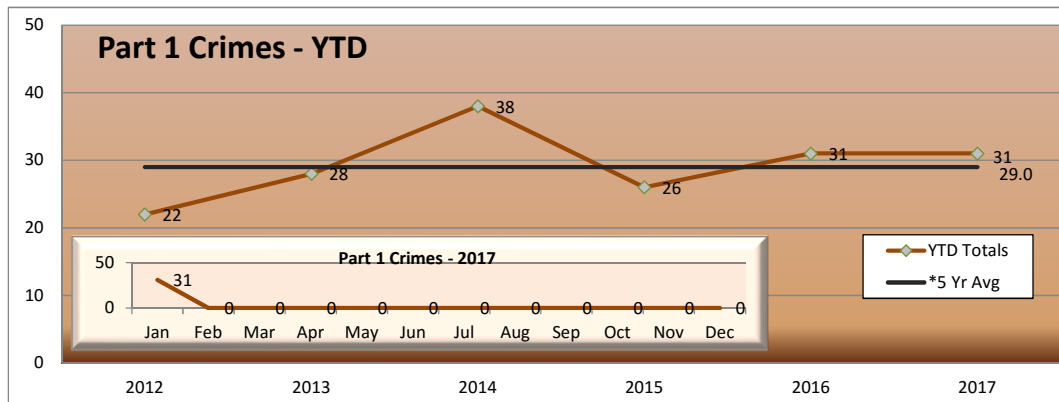


ARRESTS		
Type	Jan	YTD
Felony	7	7
Misdemeanor	58	58
TOTAL	65	65

CITATIONS		
Type	Jan	YTD
Fare Evasion Citations	13	13
Other Citations	11	11
Vehicle Code Citations	660	660
TOTAL	684	684

CALLS FOR SERVICE				
TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	59	10.0	59	10.0
Priority	360	14.7	360	14.7
Routine	299	24.5	299	24.5
Total	718	18.4	718	18.4

FARE ENFORCEMENT		
	Jan	YTD
Ridership*	22,171,342	21,276,350
Contacts	645	645
% of Patrons Inspected	0.00	0.00
Boardings	0	0
Rides	39	39
Fare Warning	0	0

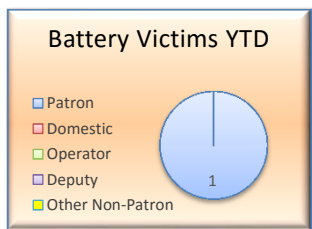
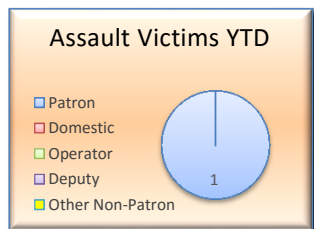


North Bus Highlights
The North Bus Lines had the same amount of part 1 crimes as last year.

*5 yr average is based on the average of part 1 crimes from 2012 - 2016.

Union Station

REPORTED CRIME		
PART 1 CRIMES	Jan	YTD
Homicide	0	0
Rape	0	0
Robbery	0	0
Agg Assault	1	1
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	1	1
Petty Theft	3	3
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	1	1
Arson	0	0
SUB-TOTAL	6	6
Selected Part 2 Crimes		
Battery	1	1
Battery Bus Operator	0	0
Sex Offenses	0	0
Weapons	1	1
Narcotics	0	0
Trespassing	0	0
Vandalism	1	1
SUB-TOTAL	3	3
TOTAL	9	9



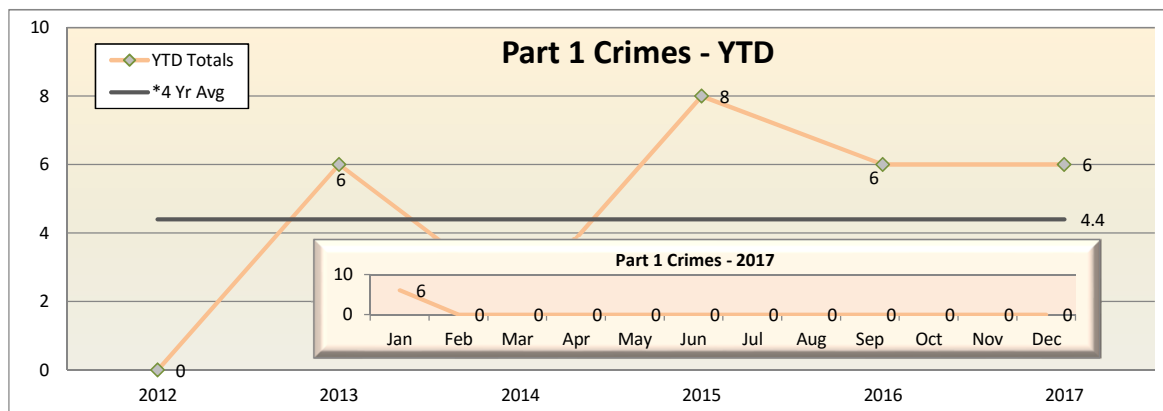
Part 1 Crimes at Union Station		
Side	Jan	YTD
Westside	4	4
Eastside	2	2
Total	6	6



ARRESTS		
Type	Jan	YTD
Felony	1	1
Misdemeanor	4	4
TOTAL	5	5

CITATIONS		
Type	Jan	YTD
Fare Evasion Citations	1	1
Other Citations	14	14
Vehicle Code Citations	7	7
TOTAL	22	22

CALLS FOR SERVICE				
TYPE	Jan		YTD	
	Total	Avg	Total	Avg
Emergency	1	1.0	1	1.0
Priority	28	4.4	28	4.4
Routine	42	17.0	42	17.0
Total	71	11.8	71	11.8



Union Station Highlights

Union Station had 2 less part 1 crimes, which is a 25% decrease from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2012 - 2016.

Bus Operator Assault Matrix

Bus #	Type	Date	Day	Time	Narrative	Flyer	Arrest	Charges Requested	Charges Filed	Sentence (Probation/Time/Jail or Prison)
8620	Assault	1/1/2017	Sun	23:15	Assault sus arrested for throwing glass bottle at bus op for stealing his bag		Yes			
3992	Battery	1/5/2017	Thu	15:47	Sus 2 FB/502-507/105-120/15-17yrs slapped and hit bus op in face with a plastic bottle, barrier not used properly, only half shut		Y			
9581	Battery	1/11/2017	Wed	15:24	Sus FB spit on the bus op for not allowing her to use her phone to call Metro, outside of bus when assault occurred					
8127	Battery	1/13/2017	Fri	15:54	Sus FH/506/180/red spit in bus op's eye for closing rear door on sus, barrier not used		Y			
7528	Assault	1/14/2017	Sat	12:43	Sus MH/25-26/507-509/200-220 boarded the bus and punched the bus op multiple times for previous argument,		Y			
5515	Sex Crime	1/15/2017	Sun	7:15	Sus MB/510/220/45yrs grabbed bus op's breast					
8124	Robbery	1/16/2017	Mon	9:00	Sus FB/20-25/508/160 stole earrings and purse from bus op, no barrier installed					
3940	Assault	1/16/2017	Mon	3:00	Assault sus arrested for pulling a knife on bus op when vic was bleeding on bus,		Yes			
9440	Battery	1/17/2017	Tue	8:15	Sus MH/25-30/505-507/130-150 threw liquid and a cardboard sign at bus op for previous incident, no barrier					
8560	Battery	1/19/2017	Thu	18:40	Battery sus arrested for punching bus op when she asked him to stop pressing buttons on ATM control box,		Yes			
6083	Assault	1/22/2017	Sun	15:30	MB suspect arrested for punching the bus op about having to exit bus		Yes			
8531	Battery	1/23/2017	Mon	6:30	Sus MH/505/140 pushed bus op after she caught him vandlizing bus,					
5642	Battery	1/24/2017	Tue	15:05	Sus MB spit on bus op after asking sus for fare, barrier being used					
8384	Battery	1/25/2017	Wed	15:25	Sus MB/22/508/160 spit on bus op after arguing over paying fare,					
9442	Battery	1/28/2017	Sat	11:50	Battery sus arrested for punching bus op after she told sus to wait while she helped a passenger board, no barrier		Yes			

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.



Board Report

File #: 2016-0585, File Type: Informational Report

Agenda Number: 15

EXECUTIVE MANAGEMENT COMMITTEE MARCH 16, 2017

SUBJECT: ACTION PLAN TO ADDRESS THE TRANSPORTATION NEEDS OF OLDER ADULTS AND PEOPLE WITH DISABILITIES

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **action plan to address the transportation needs of older adults and people with disabilities**. The action plan contains extensive background information on efforts currently underway at Metro in two distinct areas:

- A. Planning and project programming efforts to identify and recommend actions addressing mobility needs of passengers with disabilities and senior individuals in Los Angeles County, including initiatives mandated under state and federal law; and
- B. Specific enhancements of both public transit infrastructure and service operations to accommodate passenger with disabilities and senior individuals on Metro's fixed-route transit system and complementary paratransit service.

ISSUE

At the June 2016 meeting, the Board approved Motion #47 (Attachment A) directing the Chief Executive Officer to: 1) develop an Action Plan to better address the transportation needs of older adults and people with disabilities, 2) prepare an annual accessibility report and, 3) work with Access Services to convene an annual countywide forum to address improvements in service coordination and integration.

The motion requested the Action Plan to include five specific elements including:

- A. An overview of agency-wide efforts to serve older adults and persons with disabilities with a focus on activities that go beyond the Americans with Disabilities Act (ADA) requirements;
- B. Recommended metrics to measure challenges and successes;
- C. A roadmap and timeline to enhance community partnerships and participation of non-profits and other stakeholders;
- D. An evaluation of the feasibility of enhancing the paratransit service provided by Access Services beyond the ADA minimum; and,

E. An analysis of Electric Personal Assistive Mobility Devices.

This report represents the Action Plan and includes how staff will address the numerous elements outlined in the motion. Note that in several cases, as indicated, the Action Plan lays out the future steps to be undertaken in order to adequately address the elements - not all could be initiated, conducted and concluded at the time of this response.

DISCUSSION

The first step in developing the Action Plan requires identification of existing plans, current implementation efforts, and available resources to support enhancing transportation services for older adults and persons with disabilities. Based on TAP data, about 16.5 percent of Metro's total annual ridership consists of older adults and persons with disabilities. Responsibility for working with these riders is shared among several departments.

The Office of Civil Rights is responsible for ensuring that Metro complies with the requirements of the ADA and California's Title 24 and developing programs that go above and beyond the statutory minimums. Countywide Planning and Development Department prepares the Long Range Transportation Plan (LRTP) and the Coordinated Public Transit - Human Services Transportation Plan, oversees the allocation of Federal Section 5310 Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 program funds for Los Angeles County, and develops new programs related to active transportation and first and last mile services. Operations is involved in many aspects of ensuring the system is fully accessible for older adults and persons with disabilities. The Community Relations Department develops community partnerships and also manages travel training for older adults through the On the Move program. Access Services is a separate, independent agency that is funded from regional sales tax dollars collected by Metro and through the Federal Transit Administration (FTA).

I. ACTION PLAN

A. Overview of Agency Efforts

1. Overarching Policy Documents & Initiatives

The Long Range Transportation Plan (LRTP)

The LRTP, updated last in 2009, provides a vision and the guiding policy behind funding decisions for future transportation projects and programs in Los Angeles County. Among other requirements, these major projects and programs must be developed and operated to meet ADA mandates. In addition, funding for complementary paratransit service is a priority in the adopted LRTP. During the next update, staff will conduct a needs assessment for transportation services by older adults and people with disabilities so a strategic view may be developed as part of the LRTP update. However, the LRTP must be financially constrained so these needs must be evaluated and balanced against other needs within constrained resources. Therefore, the LRTP update will include a cost assessment to ensure investments are made that provide the most benefit. Overall, the strategic view and the LRTP update will need to reflect the significant new baseline created by the passage of Measure M.

The 2016-2019 Coordinated Public Transit - Human Services Plan

In July 2015, the Board adopted the locally-developed 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County (Coordinated Plan). This is a long standing federal requirement, wherein the Coordinated Plan “identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes (Target Populations); provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation.” It also documents the considerable investment in transportation which has been made within Los Angeles County and its benefits to address some of the mobility needs of the Target Populations.

The Coordinated Plan was developed through a process that included participation by older adults, persons with disabilities, veterans, persons of low income, representatives of public, private and non-profit transportation and human services providers and other members of the public. The Coordinated Plan also considered existing research, studies, and reports relevant to the Target Populations from Metro, SCAG, Access Services, local governments and nonprofit organizations.

Through these efforts, the Coordinated Plan documents the results of a transportation needs assessment for the Target Populations. Key findings include: heavy reliance on both local and regional transit services ranging from fixed-route to specialized services; north county communities have additional transit needs not being met by existing services; specific mobility challenges exist in using the established transportation network effectively; changes in demographics (aging and languages) are increasing the challenges of providing needed transportation; and difficulty in accessing medical trips.

The Coordinated Plan also provides and prioritizes 38 strategies grouped by five goals to address gaps in services for the Target Populations. The five goals include: 1) fund mobility options, 2) address mobility gaps, 3) provide support services, 4) promote and improve information portals, and 5) enhance accountable performance monitoring systems. Attachment B contains a listing of the 38 subregional and regional strategies to achieve these goals. Importantly, these strategies serve as the list of project types eligible for Section 5310 program funds. However, the needs are much greater than the Section 5310 funding available.

Section 5310 Program

Metro is the Designated Recipient of FTA Section 5310 funds in urbanized areas of Los Angeles County, totaling about \$7 million per year, and is responsible for the planning, programming, distribution and management of these funds. To fulfill our Designated Recipient obligations, a competitive solicitation for projects was conducted in 2015 and the Board approved allocation of available funds to 22 eligible projects for Los Angeles County. The next solicitation for Section 5310 projects is planned for 2017 and the proposed process will be presented to the Board for approval in January 2017. As noted above, projects selected for funding must be included in the adopted Coordinated Plan. Outreach to various stakeholders to receive input on the eligibility requirements, evaluation criteria and funding allocations for the 2017 solicitation has been completed.

Periodically, other federal, state or non-profit discretionary funding opportunities such as the recent FTA Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility emerge, and staff will determine how these efforts align and support the future Annual Accessibility Report.

The Office of Civil Rights

Metro's Office of Civil Rights was created in 2011 to oversee and manage the services for users protected under various Civil Rights legislation at the federal and state level and Metro's own civil rights policies. The Civil Rights Office also ensures that Metro is fully compliant with requirements of the ADA and other state and federal requirements for ensuring our system is fully accessible to persons with disabilities. Prior to 2011, Metro had a single staff person assigned to deal with all aspects of customer ADA issues. Today the Office of Civil Rights has a staff of 7 individuals dedicated to improving accessibility for persons with disabilities and ensuring that Metro meets all federal and state accessibility requirements.

The Consolidated Transportation Services Agency

In 1994, in response to the passage of Assembly Bill 120, the Social Services Transportation Act, Metro designated Access Services as the Consolidated Transportation Services Agency (CTSA) for Los Angeles County. The role of a CTSA is to facilitate coordination of transportation services to reduce gaps in transportation for low mobility groups including older adults and persons with disabilities. The role of a CTSA is also to achieve cost savings, lower insurance premiums and more efficient use of vehicles and funding resources to serve these disadvantaged groups. The CTSA and its unique supporting legislation allow it to deal with the problems of efficient or duplicative transportations systems and can/should be the leaders in developing new services for the populations with mobility challenges in Los Angeles.

Metro Strategic Plan

The Office of Extraordinary Innovation (OEI) has initiated the development of a Metro Strategic Plan to establish a clear vision for the agency, develop a roadmap to guide Metro in achieving our goals, measure our progress, and ensure that our agency can adapt to the changing needs of our customers and LA County residents, and the way they travel. This includes working with the Board, staff, and the larger community to define mobility goals for the county and enhancing our business strategies to tie programs together across Metro and align them towards a focused purpose. As part of this work, we will be exploring how Metro can better serve all LA County residents, which includes older adults and persons with disabilities, to create and maintain a seamless, world-class transportation system.

2. Technical and Outreach Enhancements to Operational System

There have been a number of new and innovative technical enhancements that have been implemented to address the accessibility on the Metro system. The initiatives include: the G-Tel system that assists disabled riders to gain access to the rail system where turnstiles are latched; specialized interior designs for new bus and rail vehicles to make them more convenient and safer for persons with disabilities and older adults; tactile pathways and directional bars to lead visually-impaired riders through the system; Wayfindr Bluetooth beacon system to help the visually impaired navigate complex terminals; enhanced bus operator training and accessibility fairs at bus divisions to reinforce training; Mystery Rider program that provides ADA checks on bus operators; enhancements to transit terminal information systems to improve provision of information to visually-impaired and other disabled riders; and new rail station lighting criteria. In addition to these enhancements, Metro offers discounted fares to older adults and persons with disabilities. Attachment C contains additional information on these current operational systems.

Additionally, Metro is implementing a number of outreach efforts to improve access to information about reduced fare, services provided and specialized features on the rail and bus system for older adults and persons with disabilities. The programs include a mobile customer service center that visits senior facilities; On the Move Riders Club that provides senior peer-to-peer training; and various travel training activities through the Abilities Expo, Rancho Los Amigos Hospital and the Braille Institute. Attachment C presents further descriptions of these outreach efforts.

In addition to the many technical enhancements and specialized outreach in support of better accessibility to the Metro transit system that have been implemented to date, Metro is pursuing several additional initiatives. These initiatives include: hands-free elevators, stronger signage for reserved (priority) seating, mandatory wheelchair securement, further bus enhancements, grade crossing protection, Countywide Forum on Coordination and Integration of Transportation for Older Adults and Persons with Disabilities, and Mobile Wheelchair Strapping and Marking program to assist passengers with wheelchairs be correctly secured as they ride on Metro buses. Attachment C presents further descriptions of these programs that are being considered. A cost assessment will be conducted as staff determines whether these enhancements should be pursued.

It is the goal of Metro to become the most accessible transit system in the world and these innovative programs go above and beyond the minimum requirements provided in federal and state regulations.

B. Recommended Metrics

The motion passed at the June meeting includes a requirement to develop metrics to measure challenges and successes for providing countywide services for older adults and persons with disabilities. Metro will begin reporting on the proposed metrics in the Annual Accessibility Report that will be prepared as an augmentation of the Coordinated Plan as discussed above. The metrics currently being considered to be included in the Accessibility Report include:

1. Ridership growth rate of older adults on Metro compared to growth rate of countywide older adult population

The purpose of this metric is to determine if ridership on Metro by older adults is growing faster, slower or at the same speed as the population growth of older adults in the county. Data will be obtained from periodic surveys of ridership onboard Metro buses and rail lines and compared to publicly available estimates of the annual growth rate of the population of older adults in Los Angeles County.

2. Free trips (Taps) taken by Access Services members on Metro

This metric measures the use of certified Access members riding Metro. Access members are permitted to ride Metro free of charge in order to encourage the use of Metro rather than the much more expensive paratransit service provided by Access. The opportunity to ride Metro, and most other fixed-route services in Los Angeles at no cost, has encouraged many Access riders to use fixed route rather than Access paratransit.

3. Number of trips taken by Access Services registrants on Access and number of trips taken by wheelchair registrants on Access Services

The opportunity to ride Metro, and most other fixed-route services in Los Angeles at no cost, has encouraged many Access riders to take as many trips on fixed-route services. These two numbers will show how many trips are being taken on Access and provide an indication of how successful Metro is providing services that are convenient and attractive to users of wheelchairs.

4. Number of Access Services registrants in LA County

It is believed that in recent years the number of Access Services riders has increased due to an increase in the older adult population that are also disabled and, as a result, eligible for ADA paratransit service. As more baby boomers reach retirement age and as older adults suffer further declines in their health, more of them may choose or need to use ADA paratransit services for their transportation needs. This data will allow Metro to compare the growth rate in registrants with the actual number of rides on both Access and Metro and to assess this trend.

5. Trips (Taps) by Los Angeles County Transit Operators Association (LACTOA) Card Holders on Metro

Older adults and persons with disabilities are eligible to obtain a LACTOA TAP Card which entitles the pass holder to receive discounted fares. Knowing the number of Taps from these users will enable Metro to report on use by older adults and persons with disabilities. The data can be separated to provide totals for each category of rider.

6. Number of active LACTOA cards in circulation

This metric, when used in combination with the number of LACTOA Taps, will allow Metro to understand how often older adults or persons with disabilities are using Metro and to measure the success of service enhancements in attracting new rides by older adults or persons with disabilities.

7. Number of annual trips provided and/or program participation as a result of Section 5310 program grant awards

The Section 5310 program provides funds to Metro for the purpose of awarding grants to assist private nonprofit groups and/or governmental agencies in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet their needs. As part of the awards process, the number of trips that will be taken or program participants served as a result of the grant funding will be monitored. This metric will measure how the grant money is being used to provide transportation options in Los Angeles County.

8. Mystery Rider Accessibility Index

The Office of Civil Rights has developed an Accessibility Index based on the results of the

Mystery Ride program on Metro buses. The Index will come into effect in 2017 following updates to the Mystery Ride questionnaire and it will become a key performance indicator for accessibility. Including this metric will provide a picture of how well Metro equipment and staff are meeting the accessibility standards required by the ADA and Metro policies.

9. Number of Outreach Events and Contacts

This metric will provide an estimate of the number of outreach events attended and the contacts made with older adults and persons with disabilities. The total numbers will include estimates since definite data will not always be available; however it should provide an indication of the strength of our outreach activities.

10. Qualitative Research on Rider Experience

This metric will help Metro better understand the experience of older adults and people with disabilities using the Metro system, including the identification of impediments to the full utilization of available transportation resources by these groups. This will include analysis of available focus group data.

11. Community Feedback by Older Adults and People with Disabilities

This metric will analyze feedback submitted in writing or by telephone regarding concerns by older adults and people with disabilities regarding the provision of Metro Service. Comments will be categorized by subject and frequency.

12. Incidents of Facility Failure Impacting Accessibility at Transit Stations

This metric will monitor the number incidents where transit station facilities, such as elevators and escalators, fail to operate properly and impact accessibility for older adults and people with disabilities. The location and time of the facility failure will be included in the analysis.

The above noted metrics may be modified and other metrics may be added once staff begins developing the Annual Accessibility Report.

C. Roadmap and Timeline to Increase Community Partnerships

As highlighted in the Overview of Agency Efforts, the Coordinated Plan requires extensive outreach and engagement with multiple stakeholders in the disabled and elderly communities, and those who serve them. As we develop the Annual Accessibility Report, staff will assess how this outreach needs to be enriched, and a timeline for doing so. Staff is considering establishing an advisory group to provide input on Action Plan efforts, and assist Metro to expand its reach in providing information to older adults and people with disabilities through advisory member communication networks.

D. Evaluation of Enhancing Access Services Paratransit

Access Services will be undertaking a Comprehensive Operational Review (COR) of its service

delivery model. As part of the review, Access will investigate centralizing its reservations, scheduling and/or dispatch systems to see if it would make the service more efficient. During this review, Access will task the consulting firm with evaluating the feasibility and the costs associated with changing from a next day service to same day service model, and expanding Access' service area beyond the minimum required ¾ mile from a fixed-route corridor to 1.5 miles. Access has awarded a contract for comprehensive operational review. Additionally, Access has issued an RFP and is reviewing new methods for conducting its eligibility review process.

E. Evaluation of EPAMDs

Staff will develop a scope of work in order to study a range of issues related to Electronic Personal Assistive Mobility Devices (EPAMDs) e.g. Segways and other self-balancing 2 wheel devices. These issues will include those specifically directed within the motion including Metro policy review, assessing newer technologies, expanding current Metro shared-mobility programs, infrastructure needs, and potential legislative or policy changes.

The work effort will result in a report focused on opportunities to expand mobility options and complement existing transportation services. We anticipate completion of a report in approximately 9 months, with results to be highlighted within the upcoming annual report also directed by this motion. The study will focus on scenarios and case studies that will evaluate the use of devices for specific types of trips. Recommendations will focus on the trips/devices that are the most promising for meeting the objectives of the motion, but will also consider broader mobility benefits for all users, including first/last mile accessibility to transit.

Work to develop the report will include the creation of a project working group which will advise staff and consultants. The group would consist of Metro departments with applicable expertise including Civil Rights, Bus Operations, Information Technology Services (ITS) and OEI. Additionally, the group will include representatives of older adults and disability communities. It should be noted that ITS recently completed a review of some EPAMDs as part of a Coro Fellowship project. While not focused on older adults or persons with disabilities, the Coro report will provide baseline data useful for this effort.

Anticipated resources to complete a work as described here are reviewed in the Fiscal Impact section of this report. Among the options to be considered will be augmenting an existing study developing a Slow Speed Lane Network Strategic Plan that is currently being developed in conjunction with the South Bay Cities Council of Governments.

II. ANNUAL ACCESSIBILITY REPORT

The Motion approved by the Board also directed staff to prepare an annual accessibility report, which will include at least five elements. These elements include: A) all planned and implemented Coordinated Plan programs and projects funded with federal Section 5310 funds and other fund sources; B) an assessment of first mile/last mile accessibility, connectivity, and opportunities to, from and at transit stations and bus stops; C) an analysis of local return funds utilized and allocated towards services for older adults and people with disabilities; D) steps to improve outreach and education so older adults and people with disabilities are more informed about available services; E)

identification of other metrics to evaluate how Metro and partnering agencies are serving older adults and people with disabilities; F) efforts to expand Metro staff training to increase responsiveness to the needs of the older adults and people with disabilities; and G) summary of results from the Annual Forum and any resulting actions.

Given these elements, the Annual Accessibility Report almost exactly maps with the purpose of the Coordinated Plan that Metro must currently prepare under federal law. For example, the Coordinated Plan states that “addressing the remaining mobility gaps and needs of the Target Populations will require maintaining the breadth of existing transportation options that are already in place and expanding these to accommodate demographic and other changes.” It notes that the region will also need to support nontraditional modes that provide transportation alternatives to the Target Populations and encourage innovation and pilot efforts to meet some hard-to-serve trip needs. Given this significant work to date, and the clear overlap it has with desired elements of the Annual Accessibility Report requested in the motion, and the need to avoid duplication as Metro coordinates and enhances efforts to address the needs of seniors and persons with disabilities, staff will determine how to augment the Coordinated Plan and its attendant community outreach requirements to address many of the motion’s directives.

III. ANNUAL COUNTYWIDE FORUM

Finally, the Board directed staff to convene a countywide forum working jointly with Access Services to address improvements in coordination & integration of services for older adults and people with disabilities. The forum will include: gerontology & mental health specialists; local governmental/non-governmental transportation & social services providers; municipal operators, local jurisdictions and consumers of services. The forum will be held no later than 90 days from the date the Annual Accessibility Report is released.

FINANCIAL IMPACT

There will potentially be numerous and significant administrative, operational and capital impacts associated with recommendations in the Action Plan, and the future Annual Accessibility Report identified under this motion. As individual elements are brought forward for implementation, associated costs and the revenues available to meet those will be fully vetted, including resources that will need to be included in the FY18 and future Budgets.

NEXT STEPS

Staff will begin developing the Annual Accessibility Report which will be prepared as an augmentation to the Coordinated Plan. The report is estimated to be released this summer after the 2017 Solicitation of Projects for Section 5310 funding is completed. Staff will present the report to the Board for approval at that time. Metro, in partnership with Access Services, will then convene an annual countywide forum to address improvements in coordination and integration of services to older adults and persons with disabilities. The forum will occur no later than 90 days after the release of the Annual Accessibility Report, estimated to be in late fall

ATTACHMENTS

Attachment A - Motion #47 on Countywide Services for Older Adults and People with Disabilities

Attachment B - The 2016-2019 Coordinated Public Transit - Human Services Plan for LA County
Prioritized Strategies by Goal

Attachment C - Existing System and Potential Future Enhancements

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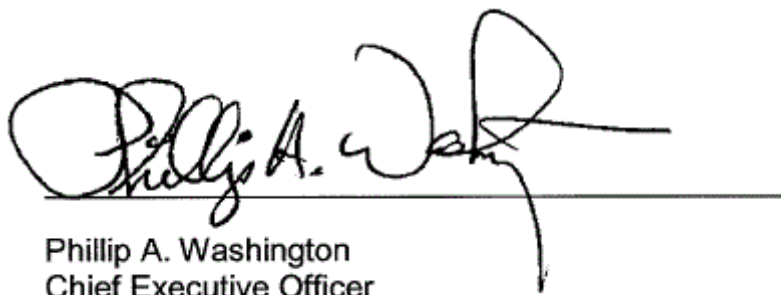
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Board Report

File #:2016-0501, File Type:Motion / Motion
Response

Agenda Number:47

EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2016

Motion by:

Directors Kuehl, Knabe, Solis and Antonovich

June 16, 2016

Countywide Services for Older Adults and People with Disabilities

Metro has taken a leading role in expanding accessibility in our public transit system and has often undertaken initiatives that go beyond simply meeting the standards required by the Americans with Disabilities Act (ADA). The Metro Board adopted the 2016-2019 Public Transit-Human Services Transportation Plan for Los Angeles County (The Coordinated Plan) in order to identify and address the needs of these populations.

The Coordinated Plan includes five critical goals: 1) sustain, fund and continue to expand the rich array of public, human services and private transportation service available in Los Angeles County, 2) improve coordination between public transportation and human services to address identified mobility gaps, 3) provide necessary support services to enable access to public and human service transportation services by older adults and persons with disabilities, 4) promote, improve and expand multi-cultural information portals and mobility management tools to increase mobility options, and 5) enhance customer feedback and accountable performance monitoring systems to ensure a high quality of service.

In 2010, one out of every nine Angelenos was more than 65 years old. By 2030, this ratio is anticipated to grow to be one in five. This demographic change will be accompanied by rapid growth in the number of people with disabilities who now total more than one million individuals within LA County.

In order to serve this rapidly expanding population and to implement the Coordinated Plan, Metro must identify opportunities to enhance the mobility of older adults and people with disabilities with respect to the development and operations of both the current and future system. Metro's investments in future construction projects must not only reflect the best accessibility practices to meet federal, state, and local standards but must also encompass reliable and coordinated services through: 1) accessible services and other connecting systems that span both local and countywide areas, 2) enhancement of accessibility to, from and on fixed route transit, 3) improvement of safety and security measures and, 4) provision of necessary community education about transportation

options.

The Office of Civil Rights currently oversees Metro's efforts to better serve people with disabilities and the Customer Relations Department provides outreach and travel training to older adults. While much progress has been made, the Office of Civil Rights should have an expanded mandate, and potentially more resources, to address the growing demands of our aging and disabled populations. This office should expand its scope in a number of ways including issuing an annual report that will enable the Board to evaluate the integration of accessibility and related efforts into Metro's operations and capital program. While the office has the primary responsibility for reporting the related issues and providing accountability, these efforts must be undertaken agency-wide in order to maximize the opportunities to meet the needs of older adults and the disabled.

MOTION by Kuehl, Knabe, Solis and Antonovich that the Board direct the Chief Executive Officer to work with Access Services to convene an annual county-wide forum to address improvements in coordination and integration of services to older adults and the disabled. The forum shall include consultant specialists in gerontology and mental health as well as local governmental and non-governmental providers of transportation and social services to older adults and the disabled. Metro shall encourage municipal operators and local jurisdictions to participate in the annual forum. Each forum should occur no later than 90 days after the release of the annual report.

FURTHER MOVE that the Board direct the Chief Executive Officer to report back to the Metro Board in October 2016 with an action plan to better address the transportation needs of older adults and people with disabilities. The plan shall include the following elements:

- A. An overview of the agency-wide efforts to serve older adults and people with disabilities with a specific focus on those activities that go beyond meeting ADA requirements and with an objective to ensure coordination in planning and implementing necessary initiatives.
- B. Recommended metrics to measure challenges and successes.
- C. A roadmap and timeline to enhance community partnerships and the participation of non-profits and other stakeholders to ensure full public participation.
- D. An evaluation of the feasibility of enhancing Access Services to expand the area of services beyond the ADA minimum, including but not limited to, changing next day service to same day service, changing the requirement that clients must live within $\frac{3}{4}$ mile from a public transit line to $\frac{1}{2}$ mile.
- E. An analysis of Electric Personal Assistive Mobility Devices (EPAMD) and other power-driven devices as defined by the California Vehicle Code and the U.S. Department of Justice, Civil Rights Division, Disability Rights Section. Analysis shall include, but not be limited to:
 - 1. Existing Metro policies and/or the need to create a specific policy;
 - 2. Advancements in technology and ability to reduce greenhouse gas emissions;

3. Opportunity for expanding our countywide, ride-share program beyond bike-share and car-share to include EPAMD's and similar devices.
4. Assessment of the infrastructure necessary to accommodate EPAMD's such as Class-I and Class-IV bike paths, enhanced sidewalks, etc.
5. Legislative and policy challenges and prospects for promoting a mode-shift toward these and similar devices especially in conjunction with transit at the federal, state and local levels.

ADDITIONALLY MOVE that the Board direct the Chief Executive Officer to prepare an annual accessibility report, which will include, at a minimum, the following elements:

- A. All planned and implemented programs and projects, including timelines, in the Coordinated Plan including those utilizing 5310 federal funds as well as additional initiatives that are supported through other federal, state and local resources.
- B. Assessment of first mile/last mile accessibility, connectivity, and opportunities to, from and at transit stations and bus stops. This assessment should include, as well, an analysis of relevant policies and programs, such as those outlined in the Active Transportation Strategic Plan, and the ways that they are enhancing accessibility for older adults and people with disabilities.
- C. Analysis of the utilization of local return funds in order to determine the allocation towards accessibility and services that are specifically targeted for older adults and people with disabilities.
- D. Steps taken to improve outreach and education of older adults and people with disabilities so that they are more informed about available services and how to best utilize them.
- E. Identification of other metrics to evaluate how Metro and partnering agencies (governmental and non-governmental) are serving older adults and people with disabilities.
- F. Efforts made to expand the training of Metro staff to increase responsiveness to the needs of older adults and people with disabilities.
- G. Summary of the results of the annual forum and any resulting actions.

The 2016-2019 Coordinated Public Transit – Human Services Plan for LA County
 Prioritized Strategies by Goal

GOAL	STRATEGY	PRIORITY
GOAL 1 FUND MOBILITY OPTIONS: Sustain, fund and continue to expand the rich array of public, human services and private transportation service available in Los Angeles County.		
REGIONAL STRATEGIES		
1.1	<u>Strategy:</u> Fund regional services of Metro, Foothill Transit and municipal operators, as well as Access Services, vanpool, and other travel assistance services, while addressing recommendations included in SCAG’s Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and Metro’s Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) to support regional trip making and address capacity and service level issues.	1
1.2	<u>Strategy:</u> Fund projects and activities that address high priorities identified in the 2016-2019 Coordinated Plan to enhance the mobility of seniors, persons with disabilities, persons of low income and veterans, including through dedicated funding from potential voter approved countywide sales tax measures.	1
1.3	<u>Strategy:</u> Develop profiles of best practices for improving mobility options for the Target Populations of the 2016-2019 Coordinated Plan to increase adoption by interested agencies and programs.	2
1.4	<u>Strategy:</u> Broaden cost-effective mobility choices that support achieving goals included in applicable regional plans, including SCAG’s RTP/SCS and Metro’s SRTP and LRTP.	1
SUBREGIONAL STRATEGIES		
1.5	<u>Strategy:</u> Improve bus service within/between the Santa Clarita Valley and the Antelope Valley and to provide better connections to the San Fernando Valley and the rest of Los Angeles County.	1
1.6	<u>Strategy:</u> Develop first and last mile access improvements to Metro’s expanding light rail network, including bicycle and transit connections to Metro rail stations.	2
1.7	<u>Strategy:</u> Fund city-based and other local short range transit plans and service-level improvements to address capacity and service level issues.	1
1.8	<u>Strategy:</u> Upgrade human service agency vehicle fleets to become accessible by persons with disabilities and encourage private sector taxi companies and Transportation Network Companies, such as Uber and Lyft, to operate accessible vehicles.	2
1.9	<u>Strategy:</u> Institute vehicle replacement for human service agencies to serve the Target Populations.	2
1.10	<u>Strategy:</u> Institute vehicle replacement for public transportation agencies to serve the Target Populations.	2
1.11	<u>Strategy:</u> Institute vehicle expansion for human service agencies to serve the Target Populations.	1
1.12	<u>Strategy:</u> Institute vehicle expansion for public transportation agencies to serve the Target Populations.	2

GOAL	STRATEGY	PRIORITY
Goal 2 Address Mobility Needs: Improve coordination between public transportation and human service organizations to address identified mobility gaps.		
REGIONAL STRATEGIES		
2.1	<u>Strategy:</u> Improve county-to-county paratransit trips through best practice solutions and formalized inter-agency agreements.	3
2.2	<u>Strategy:</u> Expand incentive programs to encourage subregional coordination of specialized transportation services and promote mobility management strategies to connect riders with local and subregional transportation options.	1
SUBREGIONAL STRATEGIES		
2.3	<u>Strategy:</u> Provide same-day transportation for critical transportation needs of the Target Populations, such as for medical care, job interviews, training and education.	1
2.4	<u>Strategy:</u> Address connectivity, including transfer and fare issues, to improve the customer experience with trips involving multiple operators.	2
2.5	<u>Strategy:</u> Improve first and last mile bus access connections within local communities, including sidewalks, and enhance safety of transit users who are also pedestrians or bicyclists.	1
2.6	<u>Strategy:</u> Provide enhanced incentives and support collaborative partnerships to better address the need for medical trips and other hard-to meet trip purposes.	1
2.7	<u>Strategy:</u> Increase span of service on weekdays and weekends on public transportation services, recognizing riders' needs for evening community college classes, retail work shifts and others.	2
2.8	<u>Strategy:</u> Fill mobility gaps for low-income job seekers to assist transition to stable employment.	2
Goal 3 Provide Support Services: Provide necessary support services to enable access to public and human service transportation services by seniors, persons with disabilities, persons of low-income and the veteran population.		
3.1	<u>Strategy:</u> Increase resources for travel training programs, and related rider campaigns, to encourage use of fixed route transportation by seniors and persons with disabilities when feasible.	1
3.2	<u>Strategy:</u> Develop, fund and support additional volunteer driver/mileage reimbursement programs for difficult-to-serve trips for seniors and persons with disabilities, replicating mileage reimbursement models already successful with these populations.	1
3.3	<u>Strategy:</u> Broaden availability of best practice solutions for door-to-door and door-through-door transportation for persons who are frail or isolated and/or need additional assistance at the trip origin or destination.	2
3.4	<u>Strategy:</u> Develop bus stop, path-of-access and other pedestrian or bicycle improvement projects.	2
3.5	<u>Strategy:</u> Incorporate lower-cost ridesharing options including Transportation Network Companies (such as Uber and Lyft) into subsidy and voucher based programs that benefit users and support other activities that promote cost-efficient, cost-effective, coordinated transportation.	2
3.6	<u>Strategy:</u> Support and broaden means-based fare discounts to very low income populations to enhance their accessibility and use of public transportation services.	2
Goal 4 Promote and Improve Information Portals: Promote, improve and expand multi-cultural information portals and mobility management tools to increase mobility options.		

GOAL	STRATEGY	PRIORITY
REGIONAL STRATEGIES		
4.1	<u>Strategy:</u> Enhance trip planning to incorporate transportation services offered by public transit agencies, human service agencies, and private sources to provide current and specific origin and destination trip plans, providing current and updated information to the Target Populations and other users. This includes establishing an easily accessible multi-modal “find-a-ride” function and maintaining it with up-to-date information.	1
4.2	<u>Strategy:</u> Increase the effectiveness in use of social media to promote mobility options to the Target Populations.	3
SUBREGIONAL STRATEGIES		
4.3	<u>Strategy:</u> Support local and regional public transportation services by providing real-time transit information.	2
4.4	<u>Strategy:</u> Provide route/schedule information, including bus stop identification information at the bus stop, including for low-frequency routes.	3
4.5	<u>Strategy:</u> Ensure that transit information is available in multiple languages and formats due to the diverse populations of Los Angeles County, including via call centers, to address the transportation needs of members of the Target Populations who may not be proficient in English.	3
4.6	<u>Strategy:</u> Develop mobility management functions at subregional major transit centers and other locations.	3
4.7	<u>Strategy:</u> Promote agency-based mobility management functions to assist seniors and other members of the Target Populations connect with available transit and other transportation options, as well as to establish agency-level knowledge of local and regional transportation and effective specialized transportation programs.	1
Goal 5 Enhance Accountable Performance Monitoring Systems: Enhance customer feedback and accountable performance monitoring systems to ensure that high quality is maintained.		
5.1	<u>Strategy:</u> Expand annual passenger satisfaction surveys to include all publicly funded transportation services.	2
5.2	<u>Strategy:</u> Ensure continued attention to the quality of the ride for specialized transportation users.	2
5.3	<u>Strategy:</u> Adopt standard complaint resolution policies that are also applicable to municipal transit and Dial-A-Ride services, as well as to human service agencies that provide transportation services.	3
5.4	<u>Strategy:</u> Establish a performance measurement monitoring and reporting program for specialized transportation projects based on agency-established performance goals that also includes a customer satisfaction component and provides technical support to encourage the funding and implementation of projects that best address the transportation needs of the Target Populations.	3
5.5	<u>Strategy:</u> Develop connectivity performance standards among all service modes.	2

Existing System and Potential Future Enhancements

Technical Enhancements to Operational System

G-Tel

When Metro announced the intention to latch the turnstiles at rail stations persons in the disabled community raised concerns that some people with disabilities who previously were able to access the trains would not be able to tap to gain access. In consultation with the disabled community The Office of Civil Rights and Wayside Systems developed a G-Tel, a hands free system that allows an individual with a disability to contact the Rail Operations Control center in order to have the accessible turnstile remotely opened. Metro is the only transit operation with such a system designed to facilitate the entry into our gated stations by persons with disabilities.

New Bus Design

The Office of Civil Rights and Operations jointly worked on redesigning the interior of new buses to make them more convenient and safer for persons with disabilities and older adults. Among the features now incorporated in every bus are:

- Q-Pod wheelchair securement systems
- Rear facing wheelchair positions that do not require securement
- Blue floor to demarcate areas for wheelchairs older adults and persons with disabilities
- Relabeling of priority seating areas as either reserved for wheelchairs or reserved for older adults and persons with disabilities
- Use of special custom fabric to better identify reserved seating areas
- Addition of a single flip up seat to accommodate walkers in addition to two wheel positions

Tactile Pathways & Directional Bars

Metro is the first U.S. transit agency to adopt the practice of installing tactile pathways to lead the visually impaired from the property line to a safe location on the train platform adjacent to where the doors on the train will open. This system is in general use in many countries around the world and increases safety and convenience for the blind, persons with visual impairments and older adults who may find it difficult to navigate stations. The tactile pathways are being installed on the recently opened Expo and Foothill extensions and all future rail lines. In addition all stations on the network are being retrofit by Operations with direction bars which identify where the car doors will be located when the train pulls into the station. This makes using the system more convenient and safer for the visually impaired.

Wayfindr

Wayfindr is an innovative new way finding system that uses Bluetooth beacons and a smartphone app to help the visually impaired navigate complex terminals such as Union Station or 7th and Metro Center. This is a joint project of the Office of Civil Rights and

Countywide Planning (Union Station) The system was developed by the Royal London Society for Blind and funded by Google. The system is currently being designed and installation in Union Station should be complete in 2017. It will be the first such system in a major bus and rail station in the United States.

Enhanced Bus Operator Training/Accessibility Fairs

In 2013 Metro Operations expanded the training provided to all bus operators to ensure that they are knowledgeable about the requirements of the ADA, that they know proper wheelchair securement technique and are sensitive to the needs of persons with disabilities. Refreshers are now provided every year. In addition the Office of Civil Rights now offers a program of Accessibility Fairs that visit each division to reinforce sensitive issues, knowledge of ADA responsibilities and wheelchair securement skills. The Accessibility Fair includes an agency wide wheelchair securement competition with prizes and trophies to recognize superior skills.

Mystery Rider Program

The Mystery Ride program managed by the Office of Civil Rights has been enhanced and expanded in recent years to ensure that a statistically valid check is made on the ADA compliance of our bus operations. The observers report on items such as courtesy towards individuals with disabilities, use of the ramp and kneeling features, wheelchair securement and handling of service animal requests. Bus operators may receive commendations, counseling or discipline based on the observations of the Mystery Riders.

New Light Rail Vehicles

The Kinkisharo light rail vehicles now being delivered to Metro incorporate several new features designed to improve accessibility and usability for persons with disabilities and older adults. These include designation of reserved seating pairs (rather than individual seats) for persons with disabilities or older adults, four positions for persons in wheelchairs instead of two with separate areas for bikes and luggage, blue colored floor to denote reserved areas for persons in wheelchairs.

Next Bus Information

Metro has been installing Next Bus signage at major bus stops such as Patsaouras Plaza to inform passengers about the next bus arrival times. In addition to the visual information Metro ITS has designed a system to also provide a 'push to listen' feature which allows persons with visual impairments to also obtain this real time schedule information.

Improved Visual Information Systems

The Transit Passenger Information System (TPIS) in Red and Purple Line was recently upgraded by ITS. The upgrade included making the text larger and ensuring sufficient color contrast was provided to make the message more legible and easier to read by persons with visual impairments and older adults.

Hands-free Intercoms

Metro currently provides emergency and passenger information intercoms at all rail stations. The current units are ADA compliant, but do require a patron to use their hands to physical push a button located up to 48 inches above the floor to activate the system. A new intercom unit was specified by the Office of Civil Rights and designed by Creative Services. It is now being installed in new stations and includes a hands free activation system for persons with disabilities. Someone in a wheelchair or with limited reach range can now bump a 4" X 30" kick plate to activate the intercom and seek assistance.

Braille Stops & Fleet Numbers

Neither the ADA nor California Title 24 requires transit agencies to provide Braille information at bus stops, or Braille fleet numbers on board vehicles. Stops and Zones has installed Braille stop information at 500 of the busiest bus stops and all bus and rail vehicles have fleet numbers posted in Braille to help visually impaired customers report complaints or commendations.

ADA Complaint Process

Since 2011, the OCR, Customer Relations, Operations and ITS have worked together to improve the handling of complaints from passengers with disabilities. Improvements have been made in the receipt, classification, recording, investigation, oversight and notification of complaints involving persons with disabilities.

Discounted Fare Programs

Federal Department of Transportation regulations require that Metro provide half price transit fares during off peak periods to older adults and persons with disabilities. As a result of funding obtained through local propositions Metro has significantly exceeded this minimum discount required by the Federal government. Currently older adults and persons with disabilities receive an 80% discount on single cash off peak fares, and a 57% discount on cash peak fares. In addition an 80% discount is provided for monthly passes and a 65% discount is offered on day passes which are valid at all times.

New Lighting Criteria

In response to concerns raised by the community regarding the level of lighting in new rail stations the Office of Civil Rights engaged a lighting consultant to develop Metro lighting design criteria. The design criteria are being applied to new stations and rehabilitation projects to ensure that the lighting types and levels are designed to minimize issues for persons with visual impairments.

Rancho Los Amigos Shuttle Service

The regular Metro bus routes serving the Rancho Los Amigos National Rehabilitation Center in Downey are among the most popular services in the region for individuals using mobility devices. In order to respond to this demand for additional accessible capacity for mobility devices, Metro partners with Access Services to provide a dedicated shuttle service with a small bus capable of transporting up to five persons in mobility devices at the same time. The service operates Monday through Friday on a

regular schedule between the Metro Rail Willowbrook (Rosa Parks) Station on the Green and Blue lines, and Rancho Los Amigos, thus relieving the demand for accessible spaces on Metro routes 117 and 120.

Outreach Enhancements to Operational System

Pilot Mobile Customer Service Centers

Metro Customer Programs and Services have launched a Mobile Customer Service Center. The Mobile Center will allow Metro to visit drop in centers, senior centers or senior residences in order to make it easier and more convenient for older adults and persons with disabilities to sign up for reduced fare TAP cards.

Senior Transportation Expo

The first annual Senior Transportation Expo was held at Union Station on October 11, 2016. About 300 older adults were invited to attend and hear presentations, and visit displays booths from Metro, municipal transit operators, Access Services and other transportation providers. The presentations and displays covered tips on using transit and alternative transportation systems. Metro had a new bus and the mobile customer service center on display. Signups for reduced fare TAP cards were also available.

Abilities Expo

Each year the Office of Civil Rights joins with Access Services to provide a large presence at the Abilities Expo. The two agencies jointly staff a booth providing information on services available, installation of wheelchair tether straps and the staff provides answers to questions and concerns regarding the use of public transportation for persons with disabilities.

On the Move Riders Club

The Office of Civil Rights initiated development of the On the Move Riders Club to provide travel training for older adults. Management of the program was turned over to the Community Relations program since their mission is more closely aligned with the promotion of outreach in the community.

New Passenger Orientation

The Office of Civil Rights and Operations developed a program to introduce transit to riders who have recently become disabled. Metro staff and a bus visit the Rancho Los Amigos Hospital and the Braille Institute to provide an opportunity for individuals to practice boarding and alighting from actual Metro buses and receive information about using Metro. It also provides an excellent opportunity for operators to become familiar with different types of mobility devices and individuals with different types of disabilities.

Disabled Community Outreach

The Office of Civil Rights works with various groups including the Regional Centers, Service Dog Training Organizations and the Abilities Expo to bring Metro to the community. The events provide an opportunity for members of the disabled community to meet with staff from Metro to discuss their mobility address and learn about the

programs and services provided by Metro. Metro also facilitates the training of service dogs aboard our bus and trains in support of riders with disabilities.

Videos and Video Vignettes

In FY 2016 the Office of Civil Rights produced three videos and 19 video vignettes describing the accessibility features of our system and how to use them. The videos and vignettes are available on Metro.net and 2,500 copies of the content on DVDs were distributed free of charge to agencies and community groups that work with passengers with disabilities.

Potential Future Initiatives

In addition to the many enhancements that have been introduced since 2011 the Office of Civil Rights in conjunction with other departments at Metro is pursuing several additional initiatives to improve the accessibility of our system for persons with disabilities and older adults. These initiatives include:

Operational

Hands-free Elevators

In order to access underground or elevated it necessary for patrons in wheelchairs to utilize elevators. Person with limited or no use of their arms or hands may be unable to push the call and control buttons on elevators. Metro is investigating the installation of a hands free system to call the elevator and automatically direct the car to the appropriate floor. This system would improve the independence of our patrons with disabilities.

Stronger Signage for Reserved (Priority) Seating

Federal Department of Transportation regulations currently require transit agencies to identify areas in buses and railcars for priority seating for persons in wheelchairs, older adults and individuals with disabilities. The federal regulations do not mandate that passengers yield these seats when requested to accommodate persons with disabilities or older adults. In 2014 the California legislature passed Senate Bill 413 which enabled transit agencies to post signage indicating that yielding the seats is mandatory. Metro is monitoring the success of agencies in San Diego, San Diego and Sacramento that have implemented this rule. A recommendation may be brought forward if other California agencies are able to report improved compliance with the priority seating requirements.

Mandatory Wheelchair Securement

Metro is the only major transit property in California that does not require mandatory wheelchair securement on board transit buses. Every other major transit property in California including Santa Monica Transit, Foothill Transit and Long Beach Transit in Los Angeles County require wheelchairs to be secured before the bus leaves the stop. The use of seatbelts must remain optional based on the choice of the passenger. The Office of Civil Rights is working with Operations to implement mandatory forward facing wheelchair securement when about 70 percent of the bus fleet is equipped with Q-Pods or other similar systems that offer fast and easy securement. Mandatory forward facing securement will significantly improve the safety of passengers using wheelchairs and

other passengers on board Metro buses. New buses are also being equipped with rear facing wheelchair positions that allow passengers to safely ride without securement in the rear facing position if they prefer.

Further Bus Enhancements

The Office of Civil Rights is working with Operations to ensure that additional accessibility improvements are included in the interior design of future bus acquisitions. The current options being evaluated include:

- Knurled stanchions located adjacent to reserved seating for persons with disabilities and older adults so that persons with visual impairments identify the location.
- The Office of Civil Rights is recommending that a limited number of new buses be purchased with more than two wheelchair positions in order to reduce the pass up of persons in wheelchairs on lines that are heavily used by patrons in wheelchairs. Several transit properties such as Muni in San Francisco, the RTA in Las Vegas and Valley Transit in Phoenix are purchasing buses with 3 and 4 wheelchair positions per bus to respond to the increase riders with disabilities due to the aging population.

Grade Crossing Protection

The California Public Utilities Commission (PUC) requires that light rail pedestrian crossing be protected with swing gates when they are located at stations in dedicated rights of way but are not equipped with automatic gates. The Commission requires that these gates swing out away from the tracks, which means they must be pulled by pedestrians. This effectively creates a barrier for persons without full use of their arms. In FY 2017 Metro will initiate discussions with the PUC on a redesign of the protection that maintains safety but does not create a barrier for persons with disabilities.

Transportation Network Companies (TNCs) & Metro

The Office of Extraordinary Innovation (OEI) is negotiating with TNCs through the Unsolicited Proposal Process to implement new first and last mile options to support Metro transit services. The Office of Civil Rights is working with OEI to ensure that any new pilot or permanent services are fully ADA compliant. Countywide Planning and Development worked with OEI to submit a grant proposal for funding to develop a pilot ride sharing program under the FTA Mobility on Demand Sandbox Program that partners with TNC.

TNCs & Access

The Office of Extraordinary Innovation is working with Access Services to identify if there are opportunities to incorporate TNCs and/or microtransit options into the family of services that are offered under the ADA Paratransit banner or as supplemental service to improve mobility for persons with disabilities by increasing coverage, span of service or reducing the booking window. Through the use of these services, we have the potential to provide same day or on-demand mobility services for our customers at

competitive rates.

Outreach

Countywide Forum on Coordination and Integration of Transportation for Older Adults and Persons with Disabilities

The Consolidated Transportation Services agency at Access Services, in conjunction with Metro is planning for the first annual County Wide Forum on Coordination and Integration of Transportation for Older Adults and Persons with Disabilities. The forum will include consultant specialists in gerontology and mental health as well as local governmental and non-governmental providers of transportation to older adults and persons with disabilities.

Mobile Wheelchair Strapping and Marking

The Office of Civil Rights is introducing a free Mobile Wheelchair Strapping and Marking Outreach Program in FY 17. This program will install straps or provide markings on wheelchairs to enable passengers to have their wheelchairs be quickly and correctly secured when they ride a Metro bus. This will help supplement a similar program currently being provided by Access Services at its eligibility facility.



Board Report

File #: 2017-0115, **File Type:** Informational Report

Agenda Number: 16

EXECUTIVE MANAGEMENT COMMITTEE MARCH 16, 2017

SUBJECT: STATE AND FEDERAL REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

DISCUSSION

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

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on February 22, 2017 and will be updated, as appropriate, at the Executive Management Committee meeting on March 16, 2017.

Trump Infrastructure Plan

Metro is working with the White House and Congressional stakeholders to ensure that our Board-approved priorities are reflected in any infrastructure plan advanced by the Trump Administration and then considered by the 115th Congress. This work will continue to evolve as the Trump Administration and Congress begin to engage on infrastructure plans this spring. With the passage of both Measure R and M, Metro is smartly positioned to benefit from most any infrastructure plan put forward by the Trump Administration.

Federal Budget for Fiscal Year 2018

As of the writing of this report, the Trump Administration is expected to issue a rough outline of its Fiscal Year 2018 Budget on March 13, 2017. A more detailed version of the budget is expected to be released in late April or May - which will include detailed information on the federal transportation programs that will be funded and also what amount the Trump Administration is going to recommend for our New Starts projects. We will be vigilant in carefully following this budget process to ensure that our Board-approved Federal Legislative program is advanced by this document.

Federal Grants for Fiscal Year 2017

As reported last month - Metro looks forward to aggressively seeking federal transportation grants - as authorized under the FAST Act.

Late last year, the U.S. Department of Transportation (USDOT) announced a Notice of Funding Opportunity for the second round of the FASTLANE Grant Program which was created as part of the freight focused funding section of the FAST Act. Metro's FASTLANE grant applications were submitted prior to December 15, 2016 - consistent with the USDOT's stated deadline. Because Congress did not appropriate a full year of funding for transportation projects and programs last year - this second round of FASTLANE grant funding was put on hold. Metro's Government Relations team will continue to work with our Planning Department to advocate for the applications that were submitted. The USDOT's announcement of FASTLANE grant awards will be made by our nation's new USDOT Secretary Elaine Chao, who was confirmed on January 31st. At this time there is no indication of when this grant will be announced.

Federal Appropriations for Fiscal Year 2017

As Federal Fiscal Year 2016 came to a close on September 30th, Congress was unable to agree on passing a full year funding bill and instead approved a short term Continuing Resolution that will fund the Federal Government at Fiscal Year 2016 levels until April 28, 2017.

We continue to work with staffers for both the House and Senate Appropriations Committees to make sure the final federal spending bill includes \$100 million for the Regional Connector, \$100 million for Purple Line Extension (Segment 1), and \$100 million for Purple Line Extension (Section 2). The Appropriations process for Fiscal Year 2018 is not expected to begin until May of 2017, after Fiscal Year 2017 funding is completed for the remainder of the Federal Fiscal Year.

Conclusion

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

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

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of state matters of interest to our agency. This report was prepared on February 22, 2017 and will be updated, as appropriate, prior to the Executive Management Committee meeting on March 16, 2017.

California State Legislature Reviews Bill Introductions in 2017-2018 Legislative Session

The deadline for bill introductions for the California State Legislature was Friday, February 17, 2017. At the close of the bill introduction deadline, there have been 1,687 Assembly Bills introduced and 808 Senate Bills introduced (for a total of 2,495 bills). This is nearly 200 measures above the normal for the first year of the 2-year session. Staff is reviewing the proposed legislation for potential impacts to Metro programs and projects and will keep the Board apprised through the legislative session as bills move through the legislative process. A number of measures will be brought forward for consideration to the Executive Management Committee this month.

Senator Mendoza Introduces Spot Bill

Senator Mendoza (D-32) has introduced Senate Bill 268, a spot bill, which makes non-substantive changes to the statute that establishes the membership of Metro's Board of Directors. We believe that this bill has been introduced, and will be amended to include language that could re-structure Metro's Board of Directors. Senator Mendoza was previously unsuccessful in passing legislation in the 2015-2016 Legislative Session. Staff will continue to monitor this bill as it moves through the legislative process.

CalSTA Submits List of State's Priority Infrastructure Projects to the National Governor's Association

In February, Governor Jerry Brown submitted the State's list of priority projects to the National Governor's Association for inclusion in the national priority list for President Trump's potential infrastructure spending package. The final list features priority projects that Metro submitted in response to Secretary Brian Kelly's request for projects. Several of Metro's top priority projects were featured in the final list. Projects included in the list included highway and bridge, rail and transit, emergency response, water and flood control, and military projects. Of the list of projects that were submitted, Metro's priority projects included the I-710 corridor, rail expansion for the Purple Line, Airport Metro Connector, Orange Line BRT, Metro fleet replacement and modernization, and Southern California improvements for High Speed Rail. Among the projects are also two projects related to the Port of Long Beach and Port of Los Angeles. The letter and list of projects that were submitted to the National Governor's Association highlight more than \$100 billion in potential investment statewide.

Governor Brown Issues Assignment for Legislature before Spring Recess

Governor Jerry Brown has implored the legislature to act on a Transportation funding proposal prior to the April 6, 2017 Spring Recess. A number of transportation funding proposals are moving through each house of the legislature for consideration. Metro has submitted letters to the authors of Senate Bill 1 and Assembly Bill 1, communicating Metro's Board of Director's priorities for increased and sustainable funding for transit, a package of policy reforms and a renewed commitment to highway maintenance and capital projects.

Progress on Metro Related Legislation

We are pleased to report that Metro's advocacy team continues to make progress to advance key transportation legislation. AB 28 (Frazier), which would extend the authority for Caltrans to act on

behalf of the Federal Highway Administration, continues to move through the legislative process. Metro's team is working closely with Chairman Frazier to move this bill as expeditiously as possible. Additionally, SB 1 (Beall), which would provide significant funding for transportation projects and services, has passed the first of 3 policy committees.

Conclusion

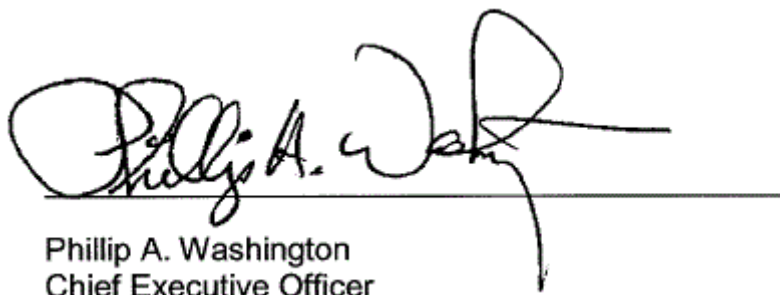
We will expand on this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

ATTACHMENTS

Attachment A - March 2017 - Legislative Matrix

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

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



Phillip A. Washington
Chief Executive Officer

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

STATE LEGISLATION

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

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

Bill ID/Topic	Location	Summary	Position
AB 17 Holden D Transit Pass Program: free or reduced-fare transit passes.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would create the Transit Pass Program to be administered by the department. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers, as defined, are required to use to make available free or reduced-fare transit passes to eligible participants, as defined, and to ensure that moneys from the program are used to expand eligibility or further reduce the cost of a transit pass under existing programs. The bill would exempt the development of those guidelines from the Administrative Procedure Act. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students. This bill contains other related provisions.	
AB 28 Frazier D Caltrans: NEPA Delegation Authority	1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and JUD.	Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision. This bill would declare that it is to take effect immediately as an urgency statute.	SUPPORT

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

Bill ID/Topic	Location	Summary	Position
AB 46 Cooper D Employers: wage discrimination.	12/5/2016-A. PRINT 12/6/2016-From printer. May be heard in committee January 5.	Existing law prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, and performed under similar working conditions, unless the employer demonstrates that one or more specific factors, reasonably applied, account for the entire wage differential. Existing law also similarly prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of another race or ethnicity for substantially similar work. This bill would define “employer” for those purposes to include public and private employers. The bill would specify that a public employer is not subject to the misdemeanor provision. This bill contains other existing laws.	
AB 52 Cooper D Public employees: orientation and informational programs: exclusive representatives.	1/19/2017-A. P.E.,R. & S.S. 1/19/2017-Referred to Com. on P.E., R., & S.S.	(1)Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes the Public Employment Relations Board and prescribes its powers and duties, in relation to these acts. These acts grant specified public employees of these entities the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. This bill would require the public employers regulated by the acts described above to provide all employees an orientation. The bill would also require these public employers to permit the exclusive representative, if applicable, to participate. By creating new duties for various local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

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

Bill ID/Topic	Location	Summary	Position
AB 65 Patterson R Transportation bond debt service.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.	
AB 66 Patterson R High-Speed Rail Authority: reports.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	
AB 69 Allen, Travis R State highways: roadside rests.	12/16/2016-A. PRINT 1/4/2017-Read first time.	Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Existing law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.	

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

Bill ID/Topic	Location	Summary	Position
<p>AB 73 Chiu D</p> <p>Planning and zoning: housing sustainability districts.</p>	<p>1/19/2017-A. L. GOV. 1/19/2017-Referred to Coms. on L. GOV. and NAT. RES. 2/9/2017-Coauthors revised.</p>	<p>(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various reforms and incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance. The bill would require the office to approve a zoning incentive payment if the ordinance meets the above-described requirements. The bill would also require the Department of Housing and Community Development, each October 1 following the approval of the housing sustainability district, to issue a certificate of compliance if the city, county, or city and county meets specified criteria pertaining to the continued compliance with these provisions or to deny certification, as provided. The bill would provide that a city, county, or city and county with a housing sustainability district would be entitled to a zoning incentive payment, subject to appropriation of funds for that purpose, and require that 1/2 the amount be provided upon zone approval by the office and 1/2 the amount upon verification by the department of the issuance of permits for the projected units of residential construction within the zone, provided that the city, county, or city and county has received a certificate of compliance for the applicable year. The bill, if no construction has started in a housing sustainability district within 3 years of the date that the first 1/2 of the incentive payment has been made, would require the city, county, or city and county to return the full amount of zoning incentive payments it has received to the department. This bill contains other related provisions and other existing laws.</p>	

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

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

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AB 91 Cervantes D High-occupancy vehicle lanes.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.	
AB 151 Burke D California Global Warming Solutions Act of 2006: market-based compliance mechanisms.	1/11/2017-A. PRINT 1/12/2017-From printer. May be heard in committee February 11.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030. This bill contains other existing laws.	

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AB 161 Levine D Department of Finance: infrastructure investment.	1/30/2017-A. P.E.,R. & S.S. 1/30/2017-Referred to Com. on P.E., R., & S.S.	Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws.	
AB 174 Bigelow R California Transportation Commission: membership.	1/17/2017-A. PRINT 1/18/2017-From printer. May be heard in committee February 17.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws.	
AB 179 Cervantes D California Transportation Commission.	1/18/2017-A. PRINT 1/19/2017-From printer. 2/15/2017-Re- referred to Com. on TRANS.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that 6 of those voting members have specified qualifications. This bill contains other related provisions and other existing laws.	

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AB 188 Salas D Vehicle retirement.	1/19/2017-A. PRINT 1/20/2017-From printer. May be heard in committee February 19.	Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. This bill would require the State Air Resources Board, no later than March 2018, to update the guidelines for the enhanced fleet modernization program to make applicable to light-duty pickup trucks the same standard for miles per gallon that is applicable to minivans, as specified.	
AB 195 Obernolte R Local initiative measures: ballot printing specifications.	1/30/2017-A. E. & R. 1/30/2017-Referred to Com. on E. & R.	Existing law requires that the ballots used when voting upon a proposed county, city, or district ordinance submitted to the voters as an initiative measure have printed on them specified text relating to the proposed ordinance and dictates placement of that text. This bill would extend these ballot requirements to any measure submitted to the voters that is proposed by a local governing body or submitted to the voters as an initiative measure. By expanding the local measures to which the ballot requirements apply, the bill would impose a state-mandated local program.	
AB 215 Rodriguez D Metro Gold Line Foothill Extension Construction Authority.	1/24/2017-A. PRINT 1/25/2017-From printer. May be heard in committee February 24.	Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and defines specified terms relating to that authority and project. This bill would make a nonsubstantive change to those provisions.	
AB 221 Gray D Workers' compensation: liability for payment.	2/6/2017-A. INS. 2/6/2017-Referred to Com. on INS.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, that generally requires employers to secure the payment of workers' compensation for injuries incurred by their employees that arise out of, or in the course of, employment. Existing law requires an employer to provide all medical services reasonably required to cure or relieve the injured worker from the effects of the injury. This bill would provide that for claims of occupational disease or cumulative injury filed on or after January 1, 2018, the employee and the employer would have no liability for payment for medical treatment unless one or more of certain conditions are satisfied, including, among others, that the treatment was authorized by the employer.	Watch

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AB 239 Ridley-Thomas D California Environmental Quality Act: urbanized areas.	2/6/2017-A. NAT. RES. 2/6/2017-Referred to Com. on NAT. RES.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines the terms “urban area” and “urbanized area” to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.	Watch
AB 241 Dababneh D Personal information: privacy: state and local agency breach.	2/6/2017-A. P. & C.P. 2/6/2017-Referred to Com. on P. & C.P.	Existing law requires a person or business conducting business in California and any state or local agency, as defined, that owns or licenses computerized data that includes personal information, as defined, to disclose a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person in the most expedient time possible and without unreasonable delay, as specified. Existing law requires a person or business, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to the person whose information was or may have been breached if the breach exposed or may have exposed the person’s social security number, driver’s license number, or California identification card number. This bill also would require a state or local agency, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to a person whose information was or may have been breached if the breach exposed or may have exposed the person’s social security number, driver’s license number, or California identification card number. This bill contains other related provisions.	Watch

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AB 262 Bonta D Public contracts: lowest responsive bidder: eligible materials.	2/13/2017-A. A. & A.R. 2/13/2017-Referred to Coms. on A. & A.R. and NAT. RES.	The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. The act generally requires that an awarding department that proposes to contract a public work to award that contract pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative bidding procedures authorized in certain cases. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, for that type of product. The bill would require an awarding department, when calculating the lowest responsible bidder for purposes of public works contracts that use eligible materials, to adjust that portion of the bid on the base contract that represents the cost of the eligible materials to incorporate the value of the social cost of those materials. The bill would require the Secretary of Government Operations to establish a formula to calculate the social cost of eligible materials, in accordance with requirements set out in the bill. This bill contains other related provisions and other existing laws.	Watch
AB 268 Waldron R State mandates.	2/1/2017-A. PRINT 2/2/2017-From printer. May be heard in committee March 4.	The California Constitution requires the state to provide a subvention of funds to reimburse local government for the costs of that new program or higher level of service, with specified exceptions, when the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts. Existing law establishes the sole and exclusive procedure by which a local agency or school district may claim reimbursement for these costs. This bill would make a technical, nonsubstantive change to this provision.	Watch

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AB 278 Steinorth R California Environmental Quality Act: exemption: existing transportation infrastructure.	2/13/2017-A. NAT. RES. 2/13/2017-Referred to Coms. on NAT. RES. and TRANS.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.	
AB 287 Holden D State Highway Route 710: advisory committee.	2/13/2017-A. TRANS. 2/13/2017-Referred to Com. on TRANS.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, including Route 710 in the County of Los Angeles. This bill would require the Department of Transportation, in consultation with the Los Angeles County Metropolitan Transportation Authority, to establish the I-710 Gap Corridor Transit Study Zone Advisory Committee, with a specified membership, to study the alternatives considered in the State Route 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the I-710 Corridor project area, along with alternatives not considered by the environmental review. The bill would require the advisory committee, by January 1, 2019, to make recommendations in a report to the Legislature, the Department of Transportation, and the Los Angeles County Metropolitan Transportation Authority on the most appropriate and feasible alternative in the I-710 Corridor project area to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population and employment and activities related to goods movement. This bill contains other related provisions.	

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AB 298 Gallagher R Immigration holds.	2/13/2017-A. PUB. S. 2/13/2017-Referred to Com. on PUB. S.	(1)Existing state law provides that a law enforcement official has discretion to cooperate with federal immigration officials by detaining an individual on the basis of an immigration hold after the person becomes eligible for release only if continued detention of the individual on the basis of the hold does not violate federal, state, or local law, or any local policy, and the person has been convicted of certain crimes.This bill would require a local law enforcement official to cooperate with federal immigration officials by detaining an individual convicted of a felony on the basis of an immigration hold for up to 48 hours, as specified, after the person becomes eligible for release from custody if continued detention on the basis of the immigration hold would not violate federal law. By creating new duties for local officials, this bill would impose a state-mandated local program. The bill would also make conforming changes.This bill contains other related provisions and other existing laws.	Watch
AB 301 Rodriguez D Driver's license: examination requirements: certificate of driving skill.	2/6/2017-A. PRINT 2/7/2017-From printer. May be heard in committee March 9.	Under existing law, an applicant for a driver's license is required to submit to an examination appropriate to the type of motor vehicle or combination of vehicles the applicant desires to drive. The examination includes, among other things, a test of the applicant's knowledge and understanding of the law governing the operation of vehicles upon the highways, and, with specified exceptions, an actual demonstration of the applicant's ability to exercise ordinary and reasonable control in operating a motor vehicle by driving it under the supervision of an examining officer. Under existing law, the department is authorized to accept a certificate of driving skill issued by an applicant's employer that is authorized by the department to issue a certificate under a specified provision, in lieu of a driving test, on class A or B applications, under certain circumstances.This bill would make technical, nonsubstantive changes to those provisions.	Watch

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AB 302 Gipson D Greenhouse Gas Reduction Fund: 3-year investment plan.	2/6/2017-A. PRINT 2/7/2017-From printer. May be heard in committee March 9.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires appropriations from the fund to be made in the annual Budget Act. This bill would make technical, nonsubstantive changes to those provisions.	Watch
AB 306 Gonzalez Fletcher D Unemployment benefits.	2/6/2017-A. PRINT 2/7/2017-From printer. May be heard in committee March 9.	Existing law prescribes a system for the payment of benefits to unemployed individuals who meet specified eligibility criteria. Existing law requires an employer to post and maintain, in places readily accessible to employees, printed statements concerning benefit rights and other matters. This bill would make nonsubstantive changes to these provisions.	Watch

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AB 330 Cooley D Highway safety.	2/21/2017-A. TRANS. 2/21/2017-Referred to Coms. on TRANS. and PUB. S.	Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the state transportation improvement program, based on the interregional transportation improvement program prepared by the Department of Transportation and the regional transportation improvement programs prepared by regional transportation planning agencies. Existing law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation (FAST) Act of 2015. This bill contains other related provisions and other existing laws.	Watch
AB 344 Melendez R Toll evasion violations.	2/21/2017-A. TRANS. 2/21/2017-Referred to Com. on TRANS.	Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified. This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. This bill contains other existing laws.	Watch

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AB 351 Melendez R Transportation funding.	2/21/2017-A. TRANS. 2/21/2017-Referred to Com. on TRANS.	(1)Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.This bill contains other related provisions and other existing laws.	
AB 358 Grayson D Regional economic development areas.	2/8/2017-A. PRINT 2/9/2017-From printer. May be heard in committee March 11.	Existing law finds and declares, among other things, that California’s economic development organizations and corporations are an integral component of the state job creation effort and defines specified terms relating to economic development.This bill would state the intent of the Legislature to enact legislation that would develop regional economic development areas.	
AB 378 Garcia, Cristina D California Global Warming Solutions Act of 2006: regulations.	2/21/2017-A. NAT. RES. 2/21/2017-Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.This bill would additionally require the state board to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations. The bill would authorize the state board to adopt or subsequently revise new regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.This bill contains other related provisions and other existing laws.	

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AB 382 Voepel R Fuel taxes: Off-Highway Vehicle Trust Fund.	2/21/2017-A. TRANS. 2/21/2017-Referred to Com. on TRANS.	Existing law imposes an excise tax on motor vehicle fuel (gasoline). Existing law, as a result of the elimination of the sales tax on gasoline effective July 1, 2010, provides for a commensurate increase in the excise tax on gasoline. These taxes are deposited to the Motor Vehicle Fuel Account in the Transportation Tax Fund. Existing law requires certain moneys attributable to taxes imposed upon distribution of gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund. Existing law, however, transfers, with respect to the increase in gasoline excise taxes as a result of the elimination of the sales tax on gasoline, to the General Fund the revenues attributable to off-highway vehicles that would otherwise be deposited in the Off-Highway Vehicle Trust Fund. Existing law also requires the Controller to withhold \$833,000 from the monthly transfer, and transfer that amount to the General Fund. The moneys in the Off-Highway Vehicle Trust Fund are required to be used, upon appropriation, for specified purposes related to off-highway motor vehicle recreation. This bill would, on June 30, 2018, eliminate the requirement that the Controller withhold \$833,000 from the monthly transfer and transfer it to the General Fund and would thereby transfer this amount monthly to the Off-Highway Vehicle Trust Fund.	

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AB 398 Garcia, Eduardo D Greenhouse Gas Reduction Fund: report.	2/21/2017-A. NAT. RES. 2/21/2017-Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for 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 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 to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys from the fund. This bill would require the department to include additional information in its annual report to the Legislature, including, among other things, the greenhouse gas emissions reductions attributable to each project and the geographic location, industry sector, and number of employees of the business entities, as defined, receiving moneys from the fund. The bill would require state agencies expending moneys from the fund to condition the acceptance of those moneys on the recipient providing information necessary to meet the reporting requirements.	
AB 408 Chen R Eminent domain: final offer of compensation.	2/21/2017-A. JUD. 2/21/2017-Referred to Com. on JUD.	Existing law governing settlement offers in eminent domain proceedings authorizes the recovery of litigation expenses under certain circumstances. Existing law provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant's litigation expenses. This bill would instead provide that if a court finds, on motion of the defendant, that the offer of the plaintiff was lower than 90% of the compensation awarded in the proceeding, then the court would be required to include the defendant's litigation costs in the costs allowed. If the court finds that the offer of the plaintiff was at least 90% and less than 100% of the compensation awarded in the proceeding, the court would be authorized to include the defendant's litigation costs in the costs allowed.	

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AB 428 Ridley-Thomas D Local government: the Ralph M. Brown Act.	2/21/2017-A. L. GOV. 2/21/2017-Referred to Com. on L. GOV.	The Ralph M. Brown Act requires that all meetings of a legislative body of a local agency be open and public, except that closed sessions may be held under prescribed circumstances. Existing law authorizes the legislative body of a local agency to use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law provided that the teleconferenced meeting or proceeding complies with all otherwise applicable requirements and provisions of law relating to a specific type of meeting or proceeding. Existing law, until January 1, 2018, authorizes a health authority that conducts a teleconference meeting to count members who are outside the jurisdiction of the authority toward the establishment of a quorum when participating in the teleconference if at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction, and the health authority provides a teleconference number, and associated access codes, if any, that allows any person to call in to participate in the meeting, as specified. This bill would extend the operation of these provisions relating to the establishment of a quorum for teleconferenced meetings of a health authority indefinitely. This bill contains other related provisions and other existing laws.	
AB 464 Gallagher R Local government reorganization.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, among other things, establishes procedures for consideration of a proposal for change of organization or reorganization, as defined. Existing law requires that an applicant seeking a change of organization or reorganization submit a plan for providing services within the affected territory that includes, among other requirements, an enumeration and description of the services to be extended to the affected territory and an indication of when those services can feasibly be extended. This bill would specify that the plan is required to also include specific information regarding services currently provided to the affected territory, as applicable, and make related changes.	

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AB 467 Mullin D Local transportation authorities: transactions and use taxes.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	(1) The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters. Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters. This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office. The bill would require the authority to provide sufficient copies of the plan to the county election office for mailing to each person requesting a copy. By imposing additional requirements on county election officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
AB 468 Santiago D Assault: transit operator: transit vehicle in motion.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	Existing law establishes the crime of assault committed against any person on the property of, or on a motor vehicle of, a public transportation provider, as defined. This bill would express the intent of the Legislature to enact legislation establishing the crime of assault against a transit operator while a transit vehicle is in motion.	Sponsor

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AB 496 Fong R Transportation funding.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws.	
AB 499 Harper R California Environmental Quality Act: infill development.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.	

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AB 515 Frazier D State Highway System Management Plan.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	Existing law requires the Department of Transportation to prepare the State Highway Operation and Protection Program for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law requires the State Highway Operation and Protection Program to be based on an asset management plan prepared by the department, and requires the department to submit the proposed State Highway Operation and Protection Program to the California Transportation Commission by January 31 of each even-numbered year for adoption by the commission and submittal by the commission to the Governor and Legislature by April 1 of each even-numbered year. This bill would require the department to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year. The bill would require the department to transmit the State Highway System Management Plan to the Governor and Legislature by May 1 of each odd-numbered year. This bill contains other existing laws.	
AB 544 Bloom D Vehicles: high-occupancy vehicle lanes.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Existing law also authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes. This bill would make a technical, nonsubstantive change to these provisions.	

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AB 548 Steinorth R State highways.	2/14/2017-A. PRINT 2/15/2017-From printer. May be heard in committee March 17.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
AB 555 Cunningham R Carl Moyer Memorial Air Quality Standards Attainment Program.	2/14/2017-A. PRINT 2/15/2017-From printer. May be heard in committee March 17.	Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program, which is administered by the State Air Resources Board. The program authorizes the state board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The program also authorizes funding for a fueling infrastructure demonstration program and for technology development efforts that are expected to result in commercially available technologies in the near-term that would improve the ability of the program to achieve its goals. This bill would make technical, nonsubstantive changes to these provision.	
AB 636 Irwin D Local streets and roads: expenditure reports.	2/14/2017-A. PRINT 2/15/2017-From printer. May be heard in committee March 17.	Existing law provides for a portion of gasoline excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a city or county. The bill would make other conforming changes.	

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AB 673 Chu D Public transit operators: vehicle safety requirements.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	(1)Existing law imposes various requirements on transit operators and provides funding for transit services and capital improvements.This bill would require a public transit operator, before placing a new bus into revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for the purpose of protecting bus operators from the risk of assault from persons and by removing blind spots. By creating new duties for public transit operators, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.	
AB 687 Chen R State highway routes: route numbers.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system by route numbers and provides that the route numbers are those given to the routes by the California Transportation Commission.This bill would make nonsubstantive changes to the latter provision.	

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AB 697 Fong R Tolls: exemption for privately owned emergency ambulances.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven while responding to or returning from an urgent or emergency call, engaged in an urgent or emergency response, or engaging in a fire station coverage assignment directly related to an emergency response. Existing law requires a toll operator to accept, in lieu of payment of a bill for an authorized emergency vehicle using a toll facility, a letter from a fire chief, police chief, county sheriff, head of a public agency, or his or her designee certifying that the use of the authorized emergency vehicle was exempt from the payment of the toll or other charge. Existing law further requires, upon written request and information and belief of the toll operator that the use of an authorized emergency vehicle was not in compliance with this section, a fire chief, police chief, county sheriff, head of the public agency, or his or her designee, to provide or otherwise make accessible to the toll operator the dispatch records or log books relevant to the time period when the authorized emergency vehicle was in use on the toll highway, vehicular crossing, or high-occupancy toll (HOT) lane. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the California Highway Patrol. This bill would expand the exemption from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines under these conditions to include a privately owned emergency ambulance licensed by the California Highway Patrol.	
AB 730 Quirk D Transit districts: prohibition orders.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. This bill would permanently apply these provisions to the San Francisco Bay Area Rapid Transit District. This bill contains other existing laws.	

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AB 733 Berman D Enhanced infrastructure financing districts: projects: climate change.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that incentivize adapting to the impacts of climate change, including, but not limited to, extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought, and would make conforming changes to the Legislature's findings and declarations.	
AB 788 Frazier D Department of Transportation: administration.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law establishes the Department of Transportation in the Transportation Agency. Existing law provides that the department has possession and control of all property, real or personal, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department. This bill would make nonsubstantive changes to these provisions.	
AB 843 Fong R Vehicles: statewide application of the code.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law regulates the issuance of drivers' licenses and the licensure and operation of vehicles on the roads of the state. Under existing law, these provisions are applicable and uniform throughout the state and in all counties and municipalities. Existing law prohibits local authorities from enacting or enforcing an ordinance or resolution in this area unless expressly authorized. This bill would make technical, nonsubstantive changes to these provisions.	
AB 943 Santiago D	03/02/17 Referred to Coms. on L. GOV. and E. & R. 02/17/17 From printer. May be heard in committee March 19. 02/16/17 Read first time. To print.	The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Existing law also establishes procedures by which city ordinances may be enacted by initiative, including requiring that an ordinance proposed by the voters or submitted by the legislative body of the city be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance that would curb, delay, or deter growth or development within a city, require that an ordinance proposed by the voters or submitted by the legislative body of the city receive 2/3 of the votes cast on the ordinance in order to become effective. The bill would declare that it addresses a matter of statewide concern.	

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AB 979 Lackey R Local government.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, provides the sole and exclusive authority and procedure for the initiation, conduct, and completion of changes of organization and reorganization for cities and districts and makes related findings and declarations. This bill would make nonsubstantive changes to those findings and declarations.	
AB 1015 Mathis R State highways.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law establishes the Department of Transportation and the California Transportation Commission, provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
AB 1060 Burke D Enhanced infrastructure financing districts.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district. This bill contains other related provisions.	Sponsor
AB 1063 Fong R Transportation funds.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Existing law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.	

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AB 1073 Garcia, Eduardo D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill instead would require the state board, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology. This bill contains other existing laws.	
AB 1094 Choi R Vehicles: automated traffic enforcement systems.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. Existing law makes it unlawful for a driver to enter or travel in any lane over which a red signal is shown. A violation of those provisions is an infraction punishable by a fine of \$100. This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision. This bill contains other existing laws.	
AB 1103 Oberholte R Bicycles: yielding.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law, subject to exceptions, provides that a person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the laws applicable to the driver of a vehicle. A violation of the Vehicle Code is punishable as an infraction. This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. The bill would require a person operating a bicycle to continuously signal an intention to turn right or left during the last 100 feet traveled before the turn, except as specified. Because this bill would impose a new requirement on bicycle operators, the violation of which would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

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AB 1113 Bloom D State Transit Assistance program.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law requires the transfer of a specified portion of the sales tax on diesel fuel, in addition to various other revenues, to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) program. Existing law requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The bill would revise the duties of the Controller and the Department of Transportation in administering the program. The bill would make various other conforming changes and would delete obsolete provisions.	
AB 1160 Bonta D Autonomous vehicles.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle and is operated without the active physical control or monitoring by a human operator.	

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AB 1218 Obernolte R California Environmental Quality Act: exemption: bicycle transportation plans.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend indefinitely those 2 exemptions.	
AB 1259 Calderon D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would make technical, nonsubstantive changes to these provisions. This bill contains other existing laws.	

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AB 1282 Mullin D Transportation: task force: permit processing.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would establish a transportation permitting task force consisting of representatives from the department, the commission, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.	
AB 1301 Fong R Joint Legislative Committee on Climate Change Policies.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would state the mission of the joint committee, as specified, and would require the chair of the State Air Resources Board to annually make a specified presentation to the joint committee on specified greenhouse gas emissions reduction measures that are being implemented or considered by the state board.	
AB 1324 Gloria D Metropolitan planning organizations: transactions and use taxes.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. Existing federal law provides for the designation of some of these entities as metropolitan planning organizations. This bill would authorize a metropolitan planning organization authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the levy, expansion, increase, or extension to be used only within the area for which the levy, expansion, increase, or extension was approved by the voters.	

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AB 1363 Baker R Transportation revenues.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2018, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would, on July 1, 2018, instead require the miscellaneous revenues to be retained in the State Highway Account and to be used solely for transportation expenditures consistent with the restrictions for expenditure of fuel tax revenues in Article XIX of the California Constitution.	
AB 1383 Fong R California Global Warming Solutions Act of 2006: regulations.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would require the state board to take specified actions and make specified findings prior to adopting a regulation under the act. The bill also would require the state board to take specified actions within 2 years of adopting a regulation under the act and to revise that regulation based on those specified actions.	

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AB 1395 Chu D State highways: blight.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. This bill would state the intent of the Legislature to enact legislation to create a pilot project that consists of the Division of Maintenance of the Department of Transportation working with a local jurisdiction to effectively address blight on state highway property.	
AB 1418 O'Donnell D Freight transportation systems.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement and for specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. Existing law requires the California Transportation Commission, in determining trade corridor improvements eligible for funding with these revenues, to consult various plans, including the State Air Resources Board's Sustainable Freight Strategy. This bill would state the intent of the Legislature to enact legislation ensuring and promoting the competitiveness of California's statewide and local freight transportation systems, including job growth, in a manner consistent with the goals of the Sustainable Freight Strategy.	
AB 1421 Dababneh D Intercity rail services: noise and vibration.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. This bill would require the department to conduct a study to determine the noise and vibration levels, associated with the operation of state-funded intercity rail passenger services, that impact residential areas or schools along railroad lines where the department contracts for those services.	

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AB 1427 Eggman D Metropolitan Transportation Commission.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law designates the Metropolitan Transportation Commission (MTC) as the regional transportation planning agency for the 9-county San Francisco Bay area, with various powers and duties relative to transportation planning, programming, and funding. Existing law requires the California Transportation Commission, when allocating funds for construction on the state highway system within the region under the jurisdiction of the MTC, to conform to the regional transportation plan and the schedule of priorities adopted by the MTC, but authorizes the California Transportation Commission to deviate from the MTC's plan and schedule because of an overriding statewide interest. Existing law describes the authorized routes in the state highway system, which includes the routes in the interstate highway system in California. This bill would, in this regard, delete a specific reference to the interstate highway system and instead refer solely to the state highway system.	
AB 1442 Allen, Travis R Bonds: transportation: water projects.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would state the intent of the Legislature to enact legislation to redirect the high-speed rail bond act funds to water projects.	
AB 1444 Baker R Livermore Amador Valley Transit Authority: demonstration project.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified. This bill contains other existing laws.	Watch

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AB 1512 McCarty D Motor Vehicle Fuel Tax Law.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The Motor Vehicle Fuel Tax Law imposes a tax on each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered or sold into this state and provides for the deposit of all moneys received under that law into a specified fund. This bill would make nonsubstantive changes to the provision related to that fund.	
AB 1519 Cervantes D State highways.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
AB 1523 Obernolte R Transportation funds.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law requires the Department of Transportation and the California Transportation Commission to develop estimates of available state and federal funds and provides that, after deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are to be available for capital improvement projects to be programmed in the state transportation improvement program. This bill would make nonsubstantive changes to these provisions.	Watch
AB 1623 Acosta R State Air Resources Board.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles. This bill would make a technical, nonsubstantive change to that provision.	Watch

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AB 1630 Bloom D California Transportation Plan: wildlife movement.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law requires various transportation planning activities by state and regional agencies. Existing law provides for the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature and to complete the first update by December 31, 2015, and to update the plan every 5 years thereafter, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection. This bill would add wildlife movement across transportation infrastructure to the subject areas that the plan is required to consider for the movement of people and freight.	Watch
AB 1635 Quirk-Silva D Public contracts: small business participation.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The Small Business Procurement and Contract Act requires the Director of General Services and the heads of other state agencies that enter into contracts for the provision of goods, services, and information technology and for the construction of state facilities to establish goals for the participation of small businesses in these contracts, to provide for small business preference in the award of these contracts, to give special consideration and special assistance to small businesses, and, whenever possible, to make awards to small businesses, as specified. This bill would require all state agencies, departments, boards, and commissions to establish and achieve an annual goal of 25% small business participation in state procurements and contracts, to ensure that the state's procurement and contract processes are administered in order to meet or exceed the goal, and to report to the director statistics regarding small business participation in the agency's procurements and contracts. The bill would require the Department of General Services to monitor the progress of the agencies toward meeting the goal and to provide this information to the Office of Small Business Advocate. The bill would also require a state agency, department, board, or commission that has not achieved the goal by the close of the fiscal year to submit a corrective action plan to the department within 45 days. This bill contains other related provisions.	

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AB 1640 Garcia, Eduardo D Transportation funding: low-income communities.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires each transportation planning agency, on a biennial basis, to prepare and submit to the commission a regional transportation improvement program containing transportation capital projects identified for funding through the next cycle of the 5-year state transportation improvement program. This bill would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the department, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018, to define and map low-income communities that are disadvantaged with respect to transportation, to identify communities that would benefit from the allocation requirements, and to specify criteria for determining whether certain investments benefit low-income residents of the identified communities. The bill would require the department to provide financial support, upon appropriation by the Legislature, to low-income residents of low-income communities for specified purposes generally relating to enabling their participation in the development of these guidelines and the selection of transportation projects and programs.	

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AB 1652 Kalra D Public transportation.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law provides various sources of funding for transportation purposes, including public transportation. This bill would state the intent of the Legislature to enact legislation to promote access to public transportation.	
AB 1658 Frazier D Open meetings.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The Ralph M. Brown Act generally requires that the meetings of the legislative bodies of local agencies be conducted openly, with specified exceptions. The act authorizes a legislative body of a local agency to require that a copy of the act be given to each member of the legislative body and to any person elected to serve as a member of the legislative body who has not yet assumed the duties of the office. This bill would make a nonsubstantive change to that provision.	
AB 1684 Bloom D Joint highway districts.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law authorizes the creation of joint highway districts to be composed of 2 or more counties for the purpose of improving public highways. Existing law authorizes the board of directors of a joint highway district to request the board of supervisors of a county within the district to condemn and acquire property or rights-of-way necessary for the projects of the district. This bill would make nonsubstantive changes to these provisions.	
ACA 3 Kiley R Elections: initiatives and referenda.	1/19/2017-A. PRINT 1/20/2017-From printer. May be heard in committee February 19.	The California Constitution provides that the electors may propose a statute or an amendment to the California Constitution by initiative and approve or reject a statute by referendum. An initiative measure may be proposed by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution, and is certified to have been signed by the required number of electors, as prescribed. A referendum measure may be proposed by presenting to the Secretary of State a petition that sets forth the statute or part of the statute to be submitted to the electors, and is certified to have been signed by the required number of electors. Prior to the circulation of an initiative or referendum petition for signatures, the California Constitution requires that a copy of the petition be submitted to the Attorney General, who must prepare a title and summary of the measure. This measure would transfer from the Attorney General to the Legislative Analyst the duty of preparing the title and summary for a proposed initiative or referendum.	Watch

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SB 1 Beall D Transportation funding.	2/22/2017-S. GOV. & F. 2/22/2017-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 4. Noes 2.) (February 22). Re-referred to Com. on GOV. & F.	(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase, phased in over 3 years, in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$100 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.	Support

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SB 20 Hill D Vehicles: buses: seatbelts.	1/12/2017-S. T. & H. 2/15/2017-From committee with author's amendments. Read second time and amended. Re- referred to Com. on T. & H.	Existing law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction. This bill would also require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt. The bill would also require a bus operator to inform passengers of the requirement to wear a seatbelt and would authorize a bus driver to post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified. The bill would make a violation of this provision an infraction punishable by a fine of not more than \$20 for a first offense and a fine of not more than \$50 for each subsequent offense. By creating a new crime, the bill would impose a state-mandated local program. The bill would specify that it does not apply to schoolbuses. This bill contains other related provisions and other existing laws.	
SB 21 Hill D Law enforcement agencies: surveillance: policies.	1/12/2017-S. PUB. S. 1/12/2017-Referred to Coms. on PUB. S. and JUD.	Under existing law, a city or county is empowered to perform duties including providing for public safety and law enforcement. A city or county is authorized, either directly or indirectly, to prescribe policies and regulations for law enforcement agencies under its jurisdiction. This bill would, beginning July 1, 2018, require each law enforcement agency, as defined, to submit to its governing body at a noticed hearing, open to the public, a proposed plan for the use of all surveillance technology and the information collected, as specified. The bill would require that the law enforcement agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. This bill contains other related provisions and other existing laws.	

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SB 22 Hill D Firearms: law enforcement agencies: agency firearm accounting.	1/12/2017-S. PUB. S. 1/12/2017-Referred to Com. on PUB. S.	Existing law generally requires that a transaction involving a firearm be conducted through a licensed firearms dealer. This requirement does not apply under existing law to the sale or transfer of a firearm to an authorized law enforcement representative for exclusive use by that law enforcement agency if, prior to the transfer of the firearm, written authorization from the head of the agency is presented to the person from whom the transfer is being made. In these cases, existing law requires the firearm to be entered as an institutional weapon into the Automated Firearms System via the California Law Enforcement Telecommunications System. This bill would require a law enforcement agency, as defined, to adopt a written procedure to account for firearms that are owned, acquired, maintained, sold, loaned, lost, stolen, or in any way possessed by that agency or by an employee of that agency if used or carried for purposes of carrying out the official duties of his or her employment, as specified. The bill would require that the acquisition of firearms by an agency employee for use within the course of his or her employment be entered into the AFS, and would require that a record of firearms that are lost, stolen, or otherwise disposed of be entered into the AFS. By imposing additional duties on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
SB 53 Hueso D Natural gas vehicles.	1/12/2017-S. T. & H. 1/12/2017-Referred to Com. on T. & H.	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. This bill would authorize a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system.	

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SB 54 De León D Law enforcement: sharing data.	1/31/2017-S. APPR. 1/31/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (January 31). Re-referred to Com. on APPR.	Existing law provides that when there is reason to believe that a person arrested for a violation of specified controlled substance provisions may not be a citizen of the United States, the arresting agency shall notify the appropriate agency of the United States having charge of deportation matters. This bill would repeal those provisions. This bill contains other related provisions and other existing laws.	
SB 80 Wieckowski D California Environmental Quality Act: notices.	1/19/2017-S. E.Q. 2/14/2017-From committee with author's amendments. Read second time and amended. Re- referred to Com. on EQ.	(1)The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The act requires the lead agency to mail certain notices to persons who have filed a written request for notices. The act provides that if the agency's offer to provide the notices by email, upon filing a written request for notices, a person may request that the notices be provided to him or her by email. This bill would require the lead agency to post those notices on the agency's Internet Web site. The bill would require the agency to offer to provide those notices by email. Because this bill would increase the level of service provided by a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

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SB 137 Allen D Transit districts: ordinances.	1/26/2017-S. T. & H. 1/26/2017-Referred to Com. on T. & H.	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.	Watch
SB 145 Hill D Autonomous vehicles: testing on public roads.	1/26/2017-S. T. & H. 1/26/2017-Referred to Com. on T. & H.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Existing law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill would also repeal the requirement that the approval of such an application not be effective any sooner than 180 days after the date the application is submitted. This bill contains other related provisions.	

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SB 159 Allen D Arts Council.	1/19/2017-S. RLS. 2/2/2017-Referred to Com. on RLS.	The Dixon-Zenovich-Maddy California Arts Act of 1975 establishes the Arts Council, consisting of 11 appointed members. The act specifies the duties of the council, including providing for the exhibition of art works in public buildings throughout California. This bill would additionally require the Arts Council to encourage the public exhibition of art works in both public and private spaces throughout California.	Watch
SB 163 Bradford D Elections: domicile: residence.	2/2/2017-S. JUD. 2/2/2017-Referred to Coms. on JUD. and E. & C.A.	Existing law defines "residence" for voting purposes as a person's domicile. Existing law describes the domicile of a person as that place in which his or her habitation is fixed, wherein the person has the intention of remaining, and to which, whenever he or she is absent, the person has the intention of returning. Existing law describes the residence of a person as that place in which the person's habitation is fixed for some period of time, but wherein he or she does not have the intention of remaining. Existing law provides that a person may have only one domicile at a given time, but may have more than one residence. Existing law also provides that, for purposes of determining the domicile of a Member of the Legislature or a Representative in the Congress of the United States, it shall be conclusively presumed that the residence address indicated on that person's currently filed affidavit of voter registration is that person's domicile. This bill would provide that a person's domicile or residence may also be the place in which the person has legal tenancy. This bill would define legal tenancy for voting purposes to mean a person's right to possess or hold property, whether by lease or by title. This bill would provide that the conclusive presumption for determining a Member of the Legislature's domicile applies if the person has legal tenancy at the residence address indicated on his or her affidavit of voter registration.	Watch

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SB 194 Anderson R Probation: revocation: new period.	2/9/2017-S. PUB. S. 2/9/2017-Referred to Com. on PUB. S.	Existing law allows an order revoking probation to be set aside for good cause before judgement has been pronounced. If probation has been revoked after judgment has been pronounced, existing law allows the judgment and the order which revoked the probation to be set aside within 30 days after the court has notice that the execution of the sentence has commenced. If an order setting aside the judgement, the revocation of probation, or both is made after the expiration of the probationary period, existing law allows the court to place the person on probation for that period and with those terms and conditions as it could have done immediately following conviction. This bill would allow the court to place the person on probation for a new period of probation with those terms and conditions as it could have done immediately following conviction whether the order setting aside the judgement, the revocation of probation, or both was made before or after the expiration of the probationary period. By increasing the duties of probation officers, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
SB 200 Morrell R Public employees' retirement benefits: final compensation.	1/31/2017-S. RLS. 2/9/2017-Referred to Com. on RLS.	The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes certain new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan. This bill would make a nonsubstantive change to that provision. This bill contains other existing laws.	Watch

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SB 224 Jackson D California Environmental Quality Act: baseline conditions.	2/16/2017-S. E.Q. 2/16/2017-Referred to Com. on EQ.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would prohibit the lead agency, in determining the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment, from considering the effects of certain actions on the environment.	

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SB 251 Cannella R Autonomous vehicles: pilot project.	2/16/2017-S. T. & H. 2/16/2017-Referred to Com. on T. & H.	Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver’s seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. Notwithstanding these provisions, existing law, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver’s seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour, as provided. This bill would, until 180 days after the operative date of the above specified regulations, allow the County of Merced to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver’s seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted at the Castle Commerce Center. The bill would require the County of Merced or a private entity, or a combination of the two, to obtain an instrument of insurance, surety bond, or proof of self-insurance in an amount of \$5,000,000 prior to the start of testing of any autonomous vehicle on or across a public road and would require evidence of the insurance, surety bond, or proof of self-insurance to be provided to the Department of Motor Vehicles in the form and manner required by the department. The bill would require the County of Merced or a private entity, or a combination of the two, to provide the department with a detailed description of the testing program, as specified. The bill would require the operator of the autonomous vehicle technology to disclose what personal information concerning a pilot project participant is collected by an autonomous vehicle. The bill would allow the department to require data collection for evaluating the safety of the vehicles, as provided.	Watch

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Position
SB 256 Atkins D Public contracts: criminal offenses and statute of limitations.	2/16/2017-S. PUB. S. 2/16/2017-Referred to Com. on PUB. S.	Existing law makes it unlawful to split or separate into smaller work orders or projects for various local entities, including cities, counties, community college districts, reclamation districts, and school districts, for the purpose of evading laws requiring public works to be done by contract after competitive bidding. Existing law makes that act a misdemeanor if the work order or project is for a city or county. This bill would require that prosecution for a misdemeanor violation of the crimes described above with respect to a city, county, community college district, reclamation district, or school district, or with respect to a public agency whose governing board has by resolution elected to become subject to specified uniform construction cost accounting procedures and has notified the Controller of that election, commence within 3 years of the commission of the offense. This bill contains other related provisions and other existing laws.	Watch
SB 259 Wilk R Reports.	2/16/2017-S. G.O. 2/16/2017-Referred to Coms. on G.O. and JUD.	Existing law generally sets out the requirements for the submission of written reports by public agencies to the Legislature, the Governor, the Controller, and state legislative and other executive entities. This bill would require a written report, as defined, submitted by any state agency or department to the Legislature, a Member of the Legislature, or any state legislative or executive body to include a signed statement by the head of the agency or department declaring that the factual contents of the written report are true, accurate, and complete to the best of his or her knowledge. This bill contains other related provisions.	Watch
SB 262 Wieckowski D Climate change: climate adaptation: advisory council.	2/16/2017-S. E.Q. 2/16/2017-Referred to Com. on EQ.	Existing law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 263 Leyva D Climate Assistance Centers.	2/16/2017-S. E.Q. 2/16/2017-Referred to Coms. on EQ. and N.R. & W.	Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. Existing law requires the California Environmental Protection Agency to provide assistance in performing outreach to disadvantaged communities and assessing the environmental justice benefits of project awards. This bill would require the council to establish no less than 10 regional climate assistance centers, equitably distributed across urban and rural areas of the state, to build the capacity of local community organizations, municipalities, and small businesses from disadvantaged communities to participate in state climate investment programs, as specified. The bill would require the council to allocate available moneys to community-based and nonprofit organizations to engage with climate assistance centers and conduct outreach in disadvantaged communities, as specified. The bill would authorize moneys from the Greenhouse Gas Reduction Fund to be available, upon appropriation, for allocation by the council for the purposes of the climate assistance centers. The bill would require the council to establish a state interagency working group, coordinated by the council and including specified state agency staff, to develop integrated outreach information on state climate investment programs and to coordinate outreach activities with the climate assistance centers. The bill would require the council and the state board to make a specified report to the Legislature. This bill contains other existing laws.	Watch
SB 264 Nguyen R High-occupancy toll lanes.	2/8/2017-S. RLS. 2/16/2017-Referred to Com. on RLS.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes a regional transportation agency or the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. Existing law defines "regional transportation agency" for these purposes to include, among other agencies, a county transportation commission established under the County Transportation Commissions Act. This bill would instead refer to a county transportation commission or authority established under that act.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 267 Pan D Political Reform Act of 1974: City of Sacramento.	2/16/2017-S. E. & C.A. 2/16/2017-Referred to Com. on E. & C.A.	Existing law authorizes the Fair Political Practices Commission, upon mutual agreement between the Commission and the Board of Supervisors of the County of San Bernardino, to have primary responsibility for the impartial, effective administration, implementation, and enforcement of a local campaign finance reform ordinance of the County of San Bernardino, as specified. Existing law also authorizes the Fair Political Practices Commission to enter into such an agreement with the City Council of the City of Stockton. This bill would authorize the Commission and the City Council of the City of Sacramento to also enter into such an agreement, as specified. The bill would require, if such an agreement is executed, that the Commission report specified information to the Legislature regarding the performance of that agreement within four years of the date on which the agreement was entered. The bill would repeal its provisions on January 1, 2022. This bill contains other related provisions and other existing laws.	
SB 268 Mendoza D Los Angeles County Metropolitan Transportation Authority.	2/8/2017-S. RLS. 2/16/2017-Referred to Com. on RLS.	Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. The authority is governed by a 14-member board of directors which is the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. This bill would make nonsubstantive changes to these provisions.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 275 Portantino D Surplus residential property: State Route 710: property taxes: assessments.	2/23/2017-S. T. & H. 2/23/2017-Referred to Coms. on T. & H. and GOV. & F.	Existing law declares the intent of the Legislature to preserve, upgrade, and expand the supply of housing to persons and families of low or moderate income through the sale of specified surplus residential property owned by public agencies. Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. This bill would require surplus residential property purchased at an affordable price pursuant to the procedures described above to be assessed at its affordable price for property tax purposes. The bill would also require surplus residential property purchased at a reasonable price pursuant to the procedures described above to be assessed at its reasonable price for property tax purposes. The bill would provide that these provisions only apply to surplus residential properties for State Route 710, in Los Angeles County. This bill contains other related provisions and other existing laws.	
SB 337 Bates R Repatriation Infrastructure Fund.	2/23/2017-S. GOV. & F. 2/23/2017-Referred to Coms. on GOV. & F. and T. & H.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system, the local street and road system, and public transportation. This bill, until July 1, 2025, would require the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States. This bill contains other related provisions.	

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Bill ID/Topic	Location	Summary	Position
SB 387 Jackson D The False Claims Act.	2/23/2017-S. JUD. 2/23/2017-Referred to Com. on JUD.	Existing law, the False Claims Act, provides that a person who commits any one of several enumerated acts relating to the submission to the state or a political subdivision of the state of a false claim for money, property, or services, as specified, shall be liable to the state or political subdivision for certain damages and a civil penalty. Existing federal law requires the Office of Inspector General, in consultation with the United States Attorney General, to determine whether a state has a false claims act that qualifies the state for a 10-percentage-point increase under the Social Security Act in the state's share of any amounts recovered under that law, by, among other things, imposing a civil penalty that is not less than the amount of the civil penalty authorized under the Federal False Claims Act. Existing federal law, the Federal Civil Penalties Inflation Adjustment Act of 1990, requires federal agencies to adjust the levels of civil monetary penalties for inflation to improve the effectiveness of civil monetary penalties and to maintain their deterrent effect. This bill would specify that the fines imposed for violation of the False Claims Act shall be imposed as adjusted by the Federal Civil Penalties Inflation Adjustment Act of 1990.	
SB 389 Roth D State highways.	2/14/2017-S. RLS. 2/23/2017-Referred to Com. on RLS.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
SB 400 Portantino D City streets and highways.	2/15/2017-S. RLS. 2/23/2017-Referred to Com. on RLS.	Existing law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any existing street or highway a freeway. This bill would make nonsubstantive changes to this provision.	

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Bill ID/Topic	Location	Summary	Position
SB 406 Leyva D Vehicles: high-occupancy vehicles.	2/15/2017-S. RLS. 2/23/2017-Referred to Com. on RLS.	Existing federal law authorizes a state to allow the use of lanes designated for high-occupancy vehicles (HOVs) by specified vehicles that are not HOVs. Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs, which lanes may also be used by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). This bill would make a technical, nonsubstantive change to those provisions.	

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Bill ID/Topic	Location	Summary	Position
SB 414 Vidak R Transportation bonds: highway, street, and road projects.	2/23/2017-S. T. & H. 2/23/2017-Referred to Coms. on T. & H. and GOV. & F.	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the California Transportation Commission for allocation for repair and new construction projects on state highways and freeways, and to the Controller for apportionment to transportation projects or other infrastructure projects, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 5, 2018, statewide primary election.	

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Bill ID/Topic	Location	Summary	Position
SB 415 Vidak R High-speed rail: rights-of-way.	2/23/2017-S. T. & H. 2/23/2017-Referred to Com. on T. & H.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of property necessary for rights-of-way and the disposal of acquired property no longer necessary for that purpose. This bill would require the authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.	
SB 422 Wilk R Highways: separation-of-grade districts.	2/15/2017-S. RLS. 2/23/2017-Referred to Com. on RLS.	Existing law provides for the formation of separation of grade districts and, upon the completion and formation of a district, requires the board of supervisors of the county in which the district is situated to appoint a commission with specified powers, including the power to lay out, establish, construct, and maintain projects for separation of grade by underpass, overpass, or tunnel, or any combination thereof, within the district and, for this purpose, to acquire, pay for, and hold real and personal property and rights-of-way within the district. This bill would make nonsubstantive changes to this provision. This bill contains other existing laws.	Sponsor

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Bill ID/Topic	Location	Summary	Position
SB 513 Bradford D Assault and battery of a public utility worker.	2/16/2017-S. RLS. 2/17/2017-From printer. May be acted upon on or after March 19.	Existing law makes assault punishable by a fine not exceeding \$1,000, or by imprisonment in the county jail not exceeding 6 months, or by both the fine and imprisonment. Existing law provides for higher fines and longer terms of imprisonment for assaults against specified individuals, including a peace officer engaged in the performance of his or her duties when the person committing the offense knows or reasonably should know that the victim is a peace officer. This bill would make assault of a utility worker, as defined, engaged in the performance of essential service, and the person committing the offense knows or reasonably should know that the victim is a utility worker engaged in the performance of essential service, punishable by a fine not exceeding \$2,000, or by imprisonment in the county jail not exceeding one year, or by both the fine and imprisonment. This bill contains other related provisions and other existing laws.	
SB 584 De León D California Renewables Portfolio Standard Program.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. The California Renewables Portfolio Standard Program requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The Legislature has separately declared that its intent in implementing the program is to attain, among other targets for sale of eligible renewable resources, the target of 50% of total retail sales of electricity by December 31, 2030. This bill would revise those legislative findings and declarations to state that the goal of the program is to achieve that 50% target by December 31, 2025, and for all electricity sold at retail to be generated by eligible renewable energy resources by December 31, 2045.	

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Bill ID/Topic	Location	Summary	Position
SB 591 Berryhill R Motor vehicle fuel tax.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon.This bill would make a nonsubstantive change to this provision.	Watch
SB 594 Beall D Highway Users Tax Account.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund.This bill would make nonsubstantive changes to these provisions.	Watch
SB 614 Hertzberg D Public transportation agencies: administrative penalties.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct on or in a transit facility or vehicle. Existing law requires these penalties to be deposited in the general fund of the county in which the citation is administered.This bill would instead require the penalties to be deposited with the public transportation agency that issued the citation.	
SB 639 Hertzberg D Use fuel taxes.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	The Use Fuel Tax Law imposes a state excise tax at specified rates on the use of fuel, which includes any combustible gas or liquid of a kind used in an internal combustion engine for the generation of power to propel a motor vehicle on the highways, other than fuel subject to the Motor Vehicle Tax Law or the Diesel Fuel Tax Law.This bill would make a nonsubstantive change to this provision specifying those rates.	

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Bill ID/Topic	Location	Summary	Position
SB 640 Hertzberg D Taxation.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would make legislative findings regarding responding to pending proposals for federal tax reform and California’s tax climate and would state that the intent of the bill is to make 3 changes to taxation within the state, including broadening the tax base by imposing a modest sales tax on services. This bill would also establish the Retail Sales Tax on Services Fund in the State Treasury and state the intent of the Legislature that moneys in the fund would be appropriated to, among other purposes, provide tax relief to middle- and low-income Californians to offset the effect of a sales tax on services.	
SB 711 Hill D Infrastructure finance: Local-State Sustainable Investment Incentive Program.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing law establishes in state government the Strategic Growth Council, which is responsible for taking various actions related to supporting the planning and development of sustainable communities, including actions to reduce greenhouse gas emissions, promote water conservation, reduce fuel consumption, encourage infill development, and revitalize urban centers. This bill, until January 1, 2025, would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Strategic Growth Council. The bill would authorize cities, counties, city and counties, enhanced infrastructure financing districts, and community revitalization and investment authorities to apply to the Strategic Growth Council to participate in the program and would authorize the council to approve applications for projects meeting specific criteria on and after July 1, 2018. This bill contains other related provisions and other existing laws.	

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Bill ID/Topic	Location	Summary	Position
SB 732 Stern D Transportation funding.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill would require the Department of Finance, on or before March 1, 2018, to compute the amount of outstanding loans made from specified transportation funds. The bill would require the Department of Finance to prepare a loan repayment schedule and would require the outstanding loans to be repaid pursuant to that schedule, as prescribed. The bill would appropriate funds for that purpose from the Budget Stabilization Account. The bill would require the repaid funds to be transferred, pursuant to a specified formula, to cities and counties and to the Department of Transportation for maintenance of the state highway system and for purposes of the state highway operation and protection program.	
SB 760 Wiener D Transportation funding: active transportation: complete streets.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	(1)Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users. This bill would establish a Division of Active Transportation within the department and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department’s active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. The bill would require, on or before January 1, 2018, the department to update the Highway Design Manual to incorporate the “complete streets” design concept, including, but not limited to, a specified guidance for selection of bicycle facilities. This bill contains other related provisions and other existing laws.	

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Bill ID/Topic	Location	Summary	Position
SB 768 Allen D Transportation funds.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing law requires the Department of Transportation and the California Transportation Commission to develop estimates of available state and federal funds and provides that, after deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are to be available for capital improvement projects to be programmed in the State Transportation Improvement Program. This bill would make nonsubstantive changes to these provisions.	
SB 775 Wieckowski D California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board also to consult with local agencies for these purposes.	
SCA 6 Wiener D Local transportation measures: special taxes: voter approval.	2/23/2017-S. GOV. & F. 2/23/2017-Referred to Coms. on GOV. & F., T. & H., and RLS.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.	
SR 18 Cannella R Relative to Engineers Week.	2/23/2017- S. ADOPTED 2/23/2017-Read. Adopted. (Ayes 40. Noes 0.)	This measure proclaims that In recognition of the services bestowed upon the citizens of the State of California by engineers, the Senate hereby recognizes the week of February 19, 2017, to February 25, 2017, as Engineers Week.	

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

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Board Report

File #: 2017-0075, File Type: Policy

Agenda Number: 17.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 16, 2017

SUBJECT: CITIZENS' ADVISORY COUNCIL/BYLAWS REVISIONS

ACTION: APPROVE BYLAWS REVISIONS

RECOMMENDATION

APPROVE bylaws revisions for Metro's Citizens' Advisory Council (CAC).

ISSUE

Metro's Citizens' Advisory Council (CAC) has not revised their bylaws since June 2008. The CAC is currently proposing changes intended to improve efficiency and more accurately reflect how the group operates. The CAC is asking for the revisions and has approved the revisions at the December 2, 2016 meeting. Article VII of the By-Laws states that amendments to it "are subject to MTA Board approval".

DISCUSSION

As part of the law establishing Metro (AB 152), the agency is required to establish a Citizens' Advisory Council whose "membership shall reflect a broad spectrum of interest and all geographic areas of the County." The CAC's role is to consult, obtain and collect public input on matters of interest and concern to the community and to communicate their recommendations on these issues to the Metro Board of Directors. The Board may also assign issues to the CAC for its review, comment and recommendation.

Each Metro Director can appoint up to four (4) members to the CAC and can add or remove members at any time as they choose. Existing CAC members who have been appointed by an outgoing Director and wish to continue serving are requested to seek reappointment from the new Director or another Director within 90 days of the start of the new Director's term on the Metro Board.

Community Relations serves as support staff to the Citizens' Advisory Council.

The CAC last updated their bylaws in June 2008. The changes currently proposed are intended to improve efficiency and more accurately reflect how the CAC operates. Some of the changes include:

- Language to reflect that that CAC Members may serve for as long as their appointing

Directors want them to. This will avoid the need for Metro directors to take any action to reappoint CAC Members unless they wish to make a change in one of their CAC appointees. The CAC will nevertheless continue to inform directors about the status of their CAC appointees.

- Provisions to allow the CAC chair to notify the nominating Metro Director if one of their appointees has more than three unexcused absences in a row or within a 12-month period.
- Provisions allowing the CAC Executive Committee to adopt attendance guidelines including defining “unexcused absences.”
- Language clarifying how matters may be placed on the CAC Agenda.
- Language clarifying what constitutes a quorum for meetings of the CAC Executive Committee.

DETERMINATION OF SAFETY IMPACT

There is no safety impact from this action.

FINANCIAL IMPACT

There is no impact to the operating or capital budgets as this is only a bylaw revision. Bylaws revisions are executed by committee members so there is no need for additional costs.

The actions requested in this report have no direct impact upon Metro’s expenditures or revenues. Approval is consistent with the implementation of service included in the adopted FY2017 Budget.

ALTERNATIVES CONSIDERED

The Board could choose to not adopt or amend these proposed revisions.

NEXT STEPS

Upon approval, CAC Members will continue to monitor and ensure the revisions made to the bylaws are followed and provide input to Metro Board as appropriate, pursuant to State Statute.

ATTACHMENTS

Attachment A - Revised Bylaws

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Phillip A. Washington
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

CITIZENS' ADVISORY COUNCIL BY-LAWS

(as amended June 26, 2008)

ARTICLE I: PURPOSE

Subject to the supervision of the Los Angeles County Metropolitan Transportation Authority Board of Directors, hereafter (MTA), the Citizens' Advisory Council, hereafter (CAC), shall consult, and will obtain and collect public input on those matters of interest and concern to the Community, and will communicate the CAC's recommendation with respect to such issues to the MTA. Issues may also be assigned to the CAC by the MTA for its review, comment and recommendation.

Subject to the direction and concurrence of the MTA, the CAC may also engage in such related activities as are appropriate to the discharge of its responsibilities, and bring matters of public concern to the attention of the MTA. In meeting its responsibilities, the CAC may conduct meetings and appoint committees and subcommittees.

ARTICLE II: MEMBERSHIP

A. **APPOINTMENT:** Each ~~current principal voting board member~~ of the MTA Board shall nominate four (4) public members to the CAC to serve at the pleasure of the appointing principal Board member ~~for a three-year term~~. There is no limit as to the ~~number of terms~~duration that a CAC member may serve. Members of the CAC shall be selected so as to reflect a broad spectrum of interests and all geographic areas of the County. A maximum of one (1) representative per MTA Sector Governance Council may be appointed as a Citizens' Advisory Council member.

In the event that an appointing Board member leaves the MTA Board, then the CAC member who is an appointee of the Board member shall have ninety (90) days in which to seek an appointment from another member of the Board.

Only CAC members who have signed appointment letters on file with the office providing staff support to the CAC shall be members of the CAC in good standing with full privileges of voting and holding office.

B. **ATTENDANCE:** If a member has more than three unexcused absences in a row or ~~within a six-month period~~ calendar year period, the ~~Executive Committee will determine if the CAC Chairperson~~ shall notify the nominating board member of each

unexcused absence from the next two general meetings. ~~-The Executive Committee may adopt attendance guidelines (the definition of “unexcused absences”) on annual basis.~~ Thereafter, the CAC Chairperson shall notify the nominating board member that, in accordance with these By-Laws, a vacancy exists due to unexcused non-participation. The CAC Chairperson shall request a new nomination be made. A principal Board member may re-nominate the inactive member or ~~the Executive Committee may recommend upon request of the CAC member or their appointer that the CAC member be designated as an Ex-Officio non-voting member.~~

ARTICLE III: OFFICERS

- A. **OFFICERS:** The officers of the CAC shall consist of the Chairperson, Vice-Chairperson, Secretary, and Chairperson Emeritus, each of whom shall be elected from among members of the CAC. The CAC, annually, at its June meeting and at such other time as there may be a vacancy, shall elect officers. The term of office shall be one year. Each shall serve for the balance of the current term. There is no limit to the number of consecutive terms that can be served.
1. **Duties of the Chairperson:** The Chairperson shall, preside at all meetings of the CAC and shall exercise and perform such other powers and duties as may be assigned by the CAC or prescribed herein.
 2. **Duties of the Vice-Chairperson:** The Vice-Chairperson shall perform the duties of the Chairperson in his or her absence, and when so acting shall have all the powers of and be subject to all the restrictions of the Chairperson.
 3. **Duties of Secretary:** The Secretary shall ~~cause the transmittal of transmit~~ action recommendations in a timely fashion to the Chief Executive Officer for distribution to the MTA Board. The Secretary shall keep or cause to be kept a book of minutes of all meetings of the CAC and shall ~~send-cause~~ a copy of such minutes of each meeting to ~~be distributed to~~ the MTA Board Secretary (for distribution to the MTA Board and other interested individuals), Chief Executive Officer, Executive Officers, and General Counsel as soon as possible after the minutes have been approved by the CAC. The Secretary shall give or cause to be given notice of all meetings (including the agenda) as may be required by law or by motion of the CAC, and shall have such other powers and perform such other duties as may be assigned by the CAC or prescribed herein. The Secretary shall maintain an up-to-date roster of members (and those individuals receiving agendas and minutes) and have it available at all meetings of the CAC. In the absence of both the Chairperson and the Vice-Chairperson the Secretary shall serve as the Chairperson Pro-Tempore and have all the powers and be subject to all the restrictions upon the Chairperson.
 4. **Duties of the Chairperson Emeritus:** The Chairperson Emeritus shall perform the duties of the Chairperson in the absence of the Chairperson, Vice-Chairperson or Secretary and shall have the powers of and be subject to all of

the restrictions of the Chairperson.

ARTICLE IV: WORK PROGRAM

In June of each year, the CAC shall adopt an Annual CAC work program, which outlines the activities and priorities of the CAC for the coming year.

ARTICLE V: SUBCOMMITTEES

A. **SUBCOMMITTEES:** Subject to the direction and concurrence of the MTA, the CAC may create subcommittees and appoint liaisons to accomplish its Work Program and its responsibilities. The subcommittees and liaisons may parallel the MTA committees and perform other functions as required. The subcommittees will monitor developments and issues within their respective subject areas. They will also assist the CAC Executive Committee provide for timely development of CAC recommendations. The following subcommittees of the CAC are hereby created:

1. **Executive Committee:** This committee shall include the Chairperson, Vice-Chairperson, Secretary, Chair Emeritus, and chairpersons of the Standing Committees. This committee shall see to the ongoing operation of the CAC.
2. **Standing Committees:** The CAC may create standing committees to accomplish its work program and to help in its responsibility to advise the Board of the MTA. The committees will parallel committees of the MTA. The chairpersons of these committees will be elected by the members of the standing committees and they or their alternates will also serve as the CAC liaison to the parallel MTA Committee. The committee will be responsible for an assigned portion of the work program, which relates to the responsibility of their parallel MTA Committee.
3. **Ad Hoc Committees:** Ad Hoc Committees may be formed to study and make recommendations on a specific issue or take specific action on behalf of the CAC. The Chairperson of the CAC or of a Standing Committee may appoint an Ad Hoc Committee whose chairperson will be elected by the members of that committee. An Ad Hoc Committee can also be formed by any four members of the CAC with the approval of a majority vote of the CAC members present. The Chairperson of the CAC will be informed of the members and the purpose of any such committee. The findings and recommendations of the Ad Hoc Committees must first be submitted to the Executive Committee of the CAC and then to the CAC at a regularly scheduled meeting. Further action, as appropriate, requires a majority vote of the CAC members present at a regular scheduled meeting of the CAC. The Ad Hoc Committees shall exist for a period of 90 days and may be extended for an additional 90 days by the majority vote of

the CAC.

ARTICLE VI: MEETINGS

- A. **AGENDA:** Matters to be placed on the agenda for any ~~regular general~~ meeting may be ~~filed with submitted or recommended to~~ the Secretary by any member of the CAC ~~to the Executive Committee. If the Executive Committee at its meeting recommends placement on general meeting agenda, it shall be agendized.~~ The Secretary shall cause the agenda to be prepared ~~and posted in accordance with the Brown Act and copies thereof to be mailed or delivered to each member of the CAC, the CEO, the Executive Officers, General Counsel, and the Board Secretary of the MTA at least three working days prior to the regular meeting date.~~
- B. **REGULAR MEETINGS:** The CAC will hold regularly scheduled monthly meetings the fourth Wednesday of each month and from time to time thereafter, unless such day is a holiday, in which case the meeting shall be held on the following Wednesday or the day before the MTA Board meeting, or to any date suggested by the majority of the CAC membership.
- C. **EXECUTIVE COMMITTEE MEETINGS:** Regular meetings of the Executive Committee shall be held the first Friday each month and from time to time thereafter, unless such day is a holiday, in which case the meeting shall be held on the following Friday, or to any date suggested by the majority of the CAC membership.
- D. **STANDING COMMITTEE MEETINGS:** The Standing Committee meetings will be held at the time and place designated by the members of the Standing Committees.
- E. **AD HOC COMMITTEE MEETINGS:** The AD Hoc Committee meetings will be held at the time and place designated by the members of the Ad Hoc Committee.
- F. **SPECIAL MEETINGS:** A special meeting may be called at any time by the MTA, Chairperson, or in his or her absence, by the Vice-Chairperson, or by a majority of the members. When a majority of the members call a meeting they shall deliver either personally or by mail written notice signed by a majority of the members to the Secretary and MTA staff liaison or by the MTA. Such notice shall be postmarked at least 72 hours before the time of such meeting as specified in the notice. The call and notice shall specify the time and place of the special meeting and the business to be transacted. No other business shall be transacted at such meeting.
- G. **RALPH M. BROWN ACT:** All meetings of the Committee shall be called, noticed and conducted in the manner prescribed by the Section 54952.3 of the Government Code (the Ralph M. Brown Act).
- H. **QUORUM:** ~~For the General CAC meetings, a~~ majority of existing, appointed members of the CAC, including at least one elected officer of the CAC, shall constitute a quorum for the transaction of business, and all official acts of the CAC shall require

the affirmative vote of a majority of the members present. For the Executive Committee meetings, a majority of the Executive Committee members shall constitute a quorum for the transaction of business.

- I. **ADDRESSING COMMITTEE ON AGENDA ITEMS:** No person or member shall address the Committee at any meeting until first recognized by the Chairperson. The decision of the Chair not to recognize a person may be changed by vote of a majority of the members of the CAC present at the meeting. The Chairperson may, in the interest of facilitating the business of the CAC, limit the amount of time which a person or member may use in addressing the CAC.

ARTICLE VII: AMENDMENTS

Amendments to By-Laws: The CAC By-laws may be amended from time to time by the CAC by a vote of a two-thirds majority of the membership as listed on the membership roster at the time of such a vote. Any proposed By-laws amendment must be properly noticed on the agenda of a regularly scheduled CAC meeting and scheduled for a membership vote at the next regularly scheduled CAC meeting. Any amendments to the By-laws are subject to MTA Board approval.

ARTICLE VIII: POWERS

The Council is created and given perpetual succession by terms of the Los Angeles County Metropolitan Transportation Authority Act. The CAC shall, however, have no powers or existence separate or apart from that of the MTA.

No member of the CAC shall make representation to the MTA or any other body or body representative or person as representing the CAC unless specifically authorized by a majority vote of the CAC or the CAC Executive Committee.

END OF BYLAWS



Board Report

File #: 2017-0051, File Type: Plan

Agenda Number: 8.

3rd REVISION
PLANNING AND PROGRAMMING COMMITTEE
MARCH 15, 2017
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: DRAFT MEASURE M MASTER GUIDELINES

ACTION: APPROVE THE RELEASE OF THE DRAFT MEASURE M MASTER GUIDELINES FOR PUBLIC REVIEW

RECOMMENDATION

APPROVE the release of the **draft Measure M Master Guidelines for public review.**

ISSUE

On June 23, 2016, the Metro Board of Directors approved the Los Angeles County Traffic Improvement Plan Ordinance (#16-01, titled Measure M), which was subsequently approved by more than 71% of voters at the November 8, 2016 general election.

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

DISCUSSION

The Guidelines must address all aspects of administering and overseeing Measure M. For a comprehensive and balanced approach, staff prepared a Master guidance document that will provide direction for all elements of Measure M. Primary elements include: Administration and Oversight; Audits; Assessments and Amendments; Cashflow; Transit Operations and Other Designated Operational Funding; Multi-year Subregional Programs; Local Return; and State of Good Repair. (Attachment A).

Please note the following three major themes integrated throughout, that deserve special attention.

- **Timely Use of Funds/Project Readiness:** It is imperative that Metro exercise fiduciary

responsibility at the outset of implementing Measure M. Our core objective is to allocate funds that will be put to use to benefit the people of Los Angeles County as soon as possible.

- Cashflow: In line with the timely use of funds is the recognition that needs must be optimally aligned with revenue availability. Therefore, a cashflow approach is the foundation of Measure M resource management. Included within the cashflow area are the following topics -
 - Acceleration
 - Debt Policy
 - Contingency
 - 3% Local Contribution
- Multi-Year Subregional Programs and the Related Toolbox: There will be significant attention directed to the role and contribution of our local partners. We seek to balance flexibility with the overarching timely use of funds and cashflow provisions as they apply to the Multi-Year Subregional Programs.

PROCESS

To gather countywide input, OMB staff convened two Measure M Working Groups in January. The Transit Operations Working Group included representatives from transit operators countywide, while the Local Return Working Group included representatives from small and large Los Angeles County jurisdictions across the region. Other sections of the draft were created by Metro staff and circulated through the internal review process within Metro, and key funding recipients as appropriate. A summary of the guideline development process for the indicated Guidelines sections is also attached as follows:

Attachment B - 20% Transit Operations Process & Working Group; and

Attachment C - 17% Local Return Process & Working Group.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Impact to Budget

Approving the staff recommendations will have no impact on the FY 2017 Budget.

ALTERNATIVES CONSIDERED

The Measure M ordinance requests specific guidelines, as indicated in this report. Staff believes that a master guidance document will streamline and expedite delivery of Measure M projects and programs, especially if implemented prior to the effective date of the Measure M Ordinance, which will begin collection on July 1, 2017. The alternative considered was to create guidelines only for

elements specifically mandated in the Ordinance. Staff selected the master guidance framework in order to provide a more comprehensive approach.

NEXT STEPS

If approved by the Board, the Draft Measure M Guidelines will be released for public review. The Guidelines will be posted on the Metro website on April 1, 2017, and there will be a place at the same location for people to submit comments. During April-May 2017, the Measure M Master Guidelines document will be discussed by the Policy Advisory Council, and staff will conduct additional outreach. Following public input and comment, a final guidelines document will be present to the Board in June 2017 for adoption.

ATTACHMENTS


Attachment A - Draft Measure M Master Guidelines

Attachment B - 20% Transit Operations Process & Working Group

Attachment C - 17% Local Return Process & Working Group

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Phillip A. Washington
Chief Executive Officer

REVISED

ATTACHMENT A



MEASURE M

DRAFT

GUIDELINES

DRAFT

Introduction

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

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

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

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ADMINISTRATION & OVERSIGHT

Evolving framework

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

Ordinance background

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

OVERSIGHT

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

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

Additional information is available on the Metro website.

TIMELY USE OF FUNDS

Given the objective of Measure M to improve transportation, transit service and ease traffic congestion in the region, the timely use of funds is a foundational principle throughout these Guidelines. It is the fiscal responsibility of Metro to ensure that Measure M sales tax revenues

are spent according to the requirements of the Ordinance as quickly as possible to realize the benefits of the Measure M Expenditure Plan as promised for the people of Los Angeles County.

Project Readiness

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

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

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

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

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

Lapsing Requirements

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

PROJECT ACCELERATION

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

- Available local funding such as supplemental a local sales tax ballot measure;
- Available private investment when funding assumes such P3 investment;
- Unique qualities that attract federal funding such as access to health care and affordable housing development opportunities; and
- Ease of property acquisition or use due to available rights-of-way and/or municipal or Metro-owned properties.

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

COST CONTAINMENT POLICY FOR EXPENDITURE PLAN MAJOR PROJECTS

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

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

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

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

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

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

If recommended sources involve any funds that are not from locally controlled sources, the planned reduction must conform to the priorities of the LRTP and available funding with the TFP.

AUDIT REQUIREMENTS

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

MEASURE M RECOGNITION

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

REVISIONS TO PROGRAM GUIDELINES

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

AUDITS

Annual Financial and Compliance Audit and Independent Audit Firm Solicitation

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

Annual Audit Workshop

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

Review of Annual Audit Results and Public Hearing

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

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

COMPREHENSIVE PROGRAM ASSESSMENT PROCESS & AMENDMENTS

Five-Year Assessment

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

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

Specific evaluation areas and criteria of the Five-Year Comprehensive Program Assessment will be approved by the Metro Board of Directors in consultation with the Measure M Independent Taxpayer Oversight Committee, and will include an update to the Transportation Finance Plan (TFP) Model, originally developed for the LRTP.

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

Ten-Year Assessment

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

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

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

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

Amendment Opportunities

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

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

MAJOR PROJECT ACCELERATION AMENDMENTS

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

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

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

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

The Metro Board of Directors shall perform an assessment of any major project acceleration proposal. Major projects proposed for acceleration can be considered “Shovel Ready” such that they:

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

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

Changes in circumstances affecting the delivery of other projects/programs will be evaluated through the assessment to confirm and update actual project delivery schedules.

The Measure M Independent Taxpayer Oversight Committee shall review and provide comment on the assessment to the Metro Board of Directors. Prior to action on any amendment the

Metro Board of Directors shall hold a public meeting on proposed amendments. Notice of the public meeting shall be provided at least 60 days in advance of the meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall include a copy of the proposed amendments. All amendments must be passed by a 2/3 vote of the Metro Board of Directors.

General Amendments

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

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

DEBT POLICY

INTRODUCTION

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

PROGRAM OBJECTIVES

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

PROGRAM AMOUNT AND ALLOCATION PERIOD

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

REPORTING REQUIREMENTS

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

AUDIT REQUIREMENTS

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

REVISIONS TO PROGRAM GUIDELINES

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

CASHFLOW MANAGEMENT

INTRODUCTION

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

PROGRAM OBJECTIVES

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

PROGRAM AMOUNT AND ALLOCATION PERIOD

The TFP Model outputs identify annual programmed funding for the LRTP period, as defined above. Cashflow will be identified to fund these projects within those capacities after allocations to the Transit Operating & Maintenance, and the Local Return / Regional Rail subfunds. All Highway and Transit Capital projects and programs will be funded based on the schedules established in the Measure M Expenditure Plan as supported by the Program Management Plan and 10-Year Capital and annual Metro budget processes. If Measure M cash receipts for capital projects or programs are insufficient based on the annual receipts then bond proceeds may be used to maintain the schedule set forth in the Expenditure Plan. If bond

proceeds are insufficient to maintain the Expenditure Plan schedule, then other local, state, and federal funding may be programmed for project completion in the TFP Model. The Expected Opening Date identified in the Expenditure Plan represents the first year of a three-year window, so Measure M funding may extend beyond the Expected Opening Date.

ALLOCATION METHODOLOGY

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

RESERVE/CARRYOVER REQUIREMENTS

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

ADVANCING MULTI-YEAR SUBREGIONAL PROGRAM PROJECTS WITH LOCAL FUNDS

One of the major challenges in accessing the Multi-Year Subregional Measure M funding is that the Measure M Expenditure Plan identifies the availability of these funds (“Groundbreaking Start Date”) broadly over the first 40 years. Across all nine subregions there are 37 Multi-Year Subregional Programs covering multiple categories/modes of transportation investments. In many cases the “Groundbreaking Start Date” and “Expected Opening Dates” stretch from 2018 to 2057; and the “Groundbreaking Start Date” can vary from as early as fiscal year 2018 to as late as fiscal year 2048.

Metro will request notice from Multi-Year Subregional Program (MSP) project sponsors seeking funding to identify project readiness together with funding requests, no less than 4 months prior to the beginning of each Metro fiscal year. When notice is not provided, project sponsors will be “subject to a first come first serve” fund availability requirement within each fiscal year.

However, where funds may not yet be available, and to support the immediate delivery of high priority projects within the Multi-Year Subregional Programs, the Metro Board of Directors will consider various tools to promote delivery of these projects as quickly as possible, including,

but not limited to subregional requests for a Letter of No Prejudice (LONP), allowing the local project sponsor to move forward with the delivery of the project using other local funds while requesting eligibility for future reimbursement of Measure M funds when such funding is available.

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

REPORTING REQUIREMENTS

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

REVISIONS TO PROGRAM GUIDELINES

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

CONTINGENCY SUBFUNDS

INTRODUCTION

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

Section 7 (2) A:

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

PROGRAM OBJECTIVES

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

PROGRAM AMOUNT AND ALLOCATION PERIOD

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

Major Projects

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

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

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

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

Multi-Year Programs

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

Multi-Year Programs

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

- Transportation System and Mobility Improvement Program

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

RESERVE/CARRYOVER REQUIREMENTS

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

REPORTING REQUIREMENTS

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

AUDIT REQUIREMENTS

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

REVISIONS TO PROGRAM GUIDELINES

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

3% LOCAL CONTRIBUTION TO MAJOR TRANSIT PROJECTS

INTRODUCTION

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

PROGRAM METHODOLOGY

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

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

Eligible Fund Contributions

Eligible fund sources to satisfy 3% local contribution include any funds controlled by the local agency or local agencies (e.g. General Fund, State Gas Tax Subventions, Prop. A, Prop. C and Measure R and M Local Return Funds, Measure M Subregional Program Funds), or any funds awarded from non-Metro competitive grant process funding. Measure M Subregional Program Fund contributions must be accompanied by documented agreement from all jurisdictions that would otherwise be eligible for those sub-regional funds. In-kind contributions eligible to satisfy 3% local contribution include project specific right-of-way and waiver of permitting fees, if calculated in the project cost and contribution amount.

Active Transportation Capital Improvement Contributions

These guidelines reflect provisions adopted by the Board that allow for local jurisdictions to meet all or a portion of their 3% local contribution obligation through active transportation capital improvements and first/last mile investments that are included in the project scope and cost estimate at the conclusion of preliminary engineering (30% plans). All local improvements must be consistent with station area plans that will be developed by Metro in coordination with the affected jurisdiction(s). The criteria for local first/last mile investments for first/last mile contributions are being developed by Metro, specifically to carry out integration of first/last mile within transit capital projects.

Local Contribution Limits

The 3% local contribution will only be calculated against the overall project scope and cost determined at the conclusion of preliminary engineering (30% plans). Local agencies cannot count other transportation investments that are not included in the project scope and cost estimate after the conclusion of preliminary engineering (30% plans). Metro staff will provide written notice to the affected jurisdiction(s) and a report to the Metro Board at the completion of 30% engineering completion.

Opt Out Option

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

MULTI-YEAR SUBREGIONAL PROGRAMS

INTRODUCTION

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

READINESS

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

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

For both the pre-construction and construction phase:

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

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

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

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

USE OF MEASURE M FUNDS

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

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

Supplemental Funds Requirements

If project sponsors are able to use the Multi-Year Subregional Program funds for a Mobility Matrix project that is within the available planned funding, and matches the definitions within these Guidelines, then the project sponsor may proceed with the project. However, if the project requires supplemental Metro support or funding, including Metro staff resources, then the project must comply with all requirements attached to Metro sponsored or controlled fund sources and policies, as appropriate. For example, if a project using Measure M subregional funds is matched with discretionary fund programs managed by Metro, the project is subject to all evaluation criteria, reporting requirements or other provisions of that discretionary program. This includes any Metro sponsored Measure M programs identified in these Guidelines (coded as “SC”), as set forth herein. There is no minimal amount of additional Metro investment that

would prevent additional Measure M policy requirements. The only exception to this rule is use of Local Return funding from Measures A, C, R or M. Once the Metro supplemental funding request is made, staff will notify project sponsors of policy implications.

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

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

AUDIT REQUIREMENTS

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

MEASURE M RECOGNITION

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

REVISIONS TO PROGRAM GUIDELINES

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

MULTI-YEAR PROGRAMS (HIGHWAY SUBFUNDS)

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

Highway Subfund Program	Subregion	
Highway Efficiency and Operational Improvements	AV, SG, LVM NC, SB	*1
Highway Demand-Based programs (such as HOV connections/extensions)	SG	
Multi-Modal connectivity Projects	AV	
Freeway Interchange Improvements	CC	*1
Arterial Street Improvements	NC	
Transportation System and Mobility Improvements	SB	

*shared program definition

Detailed definitions are provided in this section.

There are several overlapping themes within the Multi-Year Subregional Programs (MSP) and individual projects are not defined in the Ordinance. The Guidelines assign a uniform eligible project definition when applicable to MSP programs with consistent or similar themes. The following activities will need to be undertaken to better define the scope and schedule of future Measure M projects:

Pre-construction activities such as planning studies, environmental clearance, design and right of way, to define the project limits, deficiency, and actual total project cost.

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

Subfunds can be used for both pre-construction and construction activities.

Submittal, review, and approval of projects

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

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

A. *“Highway Efficiency and Operational Improvements” definition:*

Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance safety by reducing conflicts; improve traffic flow, trip reliability, travel times; and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways, which achieve these same objectives, within one mile of a State Highway, are also eligible under this category. Highway subfunds are eligible for construction-related work upon demonstrated completion of pre-construction activities. State of good repair, maintenance improvements and/or beautification projects are not eligible for Highway subfunds.

Example of Eligible Projects:

- system and local interchange modifications
- ramp modifications/improvements
- auxiliary lanes for merging or weaving between adjacent interchanges
- alignment/geometric design improvements
- left-turn or right-turn lanes on state highways or arterials

- intersection and street widening/improvements
- turnouts
- shoulder widening/improvements
- safety improvements that reduce incident delay
- freeway bypass/freeway to freeway connections facilitating traffic detours for incidents, shutdowns or emergency evacuations
- ExpressLanes

B. *“Highway Demand-Based programs”* definition:

Highway Demand-Based programs (such as HOV connections/extensions) include managed lane projects, which once implemented, would improve regional mobility and enhance safety on the Freeway system. Managed lane projects include high-occupancy vehicle (HOV) lanes, access control or special use lanes and high occupancy toll (HOT) lanes. “Managed lanes” are defined as highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changes in traffic/demand conditions. Managed lane projects should provide motorist with viable travel options/solutions for mobility improvements through managed lanes concepts in congested corridors. Highway subfunds are eligible for construction related work upon demonstrated completion of pre-construction activities. State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds.

Example of Eligible Projects:

- freeway to freeway HOV/HOT lane connectors
- extension of HOV lanes on interstates or state freeways
- access control of exit and entry points
- grade separated ramps
- conversion of HOV lanes to HOT lanes

C. *“Multi-Modal connectivity”* definition

Multi-Modal connectivity projects include those projects, which upon implementation, would improve regional mobility, network performance, provide network connections, reduce congestion, queuing or user conflicts and encourage ridesharing. Project should encourage and provide multi-modal access based on existing demand and/or planned need and observed safety incidents or conflicts. Subfunds are eligible for construction related work upon demonstrated completion of pre-construction activities. State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds.

Example of Eligible Projects:

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

D. **“Freeway Interchange Improvements” definition:**

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

Example of Eligible Projects:

- interchange modification/improvements
- ramp modifications
- auxiliary lanes for merging or weaving between adjacent interchanges
- curve corrections/improve alignment
- two-way left-turn or right-turn lanes
- intersection and street widening
- turnouts
- shoulder widening/improvements
- safety improvements that reduce incident delay

E. **“Arterial Street Improvements” definition:**

Arterial Street improvements include those projects, which upon implemented, would improve regional mobility, system performance, enhance safety by reducing conflicts, improve traffic flow, trip reliability, travel times, and reduce recurring congestion and operational deficiencies. Projects must be located on a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered -- i.e. serves major activity center(s), accommodates trips entering exiting the jurisdiction, serves intra-area travel – and adopted in the City’s general plan. Highway subfunds are eligible for construction related work upon

demonstrated completion of pre-construction activities. State of good repair, maintenance improvements and/or beautification projects are not eligible for Highway subfunds.

Example of Eligible Projects:

- Intersection or street widening
- two-way left-turn or right turn lanes
- curve corrections/improve alignment
- two-way left-turn or right turn lanes
- turnouts
- safety improvements that reduce incident delay
- network connectivity multiple modes

“Transportation System and Mobility Improvements”

Transportation System and Mobility Improvements include those projects that once implemented, would improve regional mobility, enhance trip reliability, system performance, and network connectivity between modes, reduce user conflicts, and encourage ridesharing. Projects must be located on a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered -- i.e. serves major activity center(s), accommodates trips entering exiting the jurisdiction, serves intra-area travel – and adopted in the City’s general plan. Highway subfunds are eligible for construction related work upon demonstrated completion of pre-construction activities. State of good repair, maintenance improvements and/or beautification projects are not eligible for Highway subfunds.

Additional definitions required by the Ordinance for the Guidelines include:

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

Highway and transit noise mitigations

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

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

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

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

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

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

Eligibility: Freeway Service Patrol

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

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

Definitions may include:

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

Eligibility for ExpressLanes:

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

All interchange projects and freeway improvement PSRs/PDSs and PAEDs funded through Measure M must consider an ExpressLanes alternative for corridors identified in the Metro Countywide ExpressLanes Strategic Plan.

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INTELLIGENT TRANSPORTATION SYSTEMS AND TRANSPORTATION TECHNOLOGY IMPROVEMENTS

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

Definition:

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

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

Requirements:

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

Eligible Projects

Examples of eligible ITS and Transportation Technology projects include:

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

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

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

Project Initiation and Delivery Requirements

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

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

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

DRAFT

ACTIVE TRANSPORTATION (NORTH COUNTY, GATEWAY CITIES, LAS VIRGENES, MAIBU),

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

GREENWAY PROJECTS (SAN GABRIEL VALLEY),

GREAT STREETS,

POLICY CONSIDERATIONS

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

Metro encourages the above-referenced Subregional Programs to consider Metro Policies listed below. Note especially that the Supplemental Fund provisions listed on page ___ apply to these MSP funds.

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

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

DEFINITIONS

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

Eligible Projects

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

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

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

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

Eligible Projects

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

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

Eligible Projects

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

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

Eligible Projects

Examples meet the following requirements:

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

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

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

Eligible Projects

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

DRAFT

TRANSIT MULTI-YEAR SUBREGIONAL PROGRAMS

INTRODUCTION

These following four categories of Multi-Year Subregional Program (MSP) are Transit: Street Car Circulator Projects (SC/Metro Administered); Bus System Improvements (SG); Bus Rapid Transit Capital Improvements (SFV); and Public Transit State of Good Repair (CC). These four programs are only distinguished from the other MSP project types in previous sections by the fund source, specifically transit fund versus highway fund. All general MSP policies from these Guidelines apply to equally to both Transit MSP and Highway MSP. All MSP funds are for capital projects.

STREET CAR CIRCULATOR PROJECTS (SC)

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

BUS SYSTEM IMPROVEMENTS (SG)

These funds are for bus system improvements. Consistent with provisions for other MSP projects, these improvements should be previously identified in the Mobility Matrix, and will be subject to Fund Restriction/Supplemental Fund provisions. The project will be subject to readiness requirements as noted in Section ___ and cashflow availability.

BUS RAPID TRANSIT CAPITAL IMPROVEMENT (SFV)

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

PUBLIC TRANSIT STATE OF GOOD REPAIR (CC)

These funds are for public transit state of good repair in the Central City Subregion. Eligible state of good repair capital investments include: Capital Asset Replacement; Capital Asset Rehabilitation; and Capital Improvements when required by changed regulations and standards. MSP projects and improvements should be previously identified in the Mobility

Matrix in order to avoid additional Metro restrictions on eligibility of projects. The project will be subject to readiness requirements and cashflow availability.

AUDIT REQUIREMENTS

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

MEASURE M RECOGNITION

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

REVISIONS TO PROGRAM GUIDELINES

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

DRAFT

METRO ACTIVE TRANSPORTATION (2%)

Overarching Policies

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

Active Transportation Strategic Plan

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

First/Last Mile Policies

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

Bike Share Policies/Motion 22.1

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

Design for Safety/Vision Zero

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

Funding Availability

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

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

DRAFT

2% SYSTEM CONNECTIVITY PROJECTS (HIGHWAY CONSTRUCTION SUBFUND)

INTRODUCTION

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

PROGRAM OBJECTIVES

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

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

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

ALLOCATION METHODOLOGY

Funds will be allocated to Metro for administration, and Metro shall determine on a 5 year basis, based on cashflow and the TFP, how much funding will be made available for this program, and through an application process to eligible recipients. Funding commitments may be programmed and allocated over multiple years if necessary.

Funding Availability

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

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

ELIGIBLE RECIPIENTS

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

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

ELIGIBLE USES

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

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

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

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

RESERVE/CARRYOVER REQUIREMENTS

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

REPORTING REQUIREMENTS

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

AUDIT REQUIREMENTS

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

REVISIONS TO PROGRAM GUIDELINES

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

2% SYSTEM CONNECTIVITY PROJECTS (TRANSIT CONSTRUCTION SUBFUND)

INTRODUCTION

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

PROGRAM OBJECTIVES

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

ALLOCATION METHODOLOGY

Funds will be allocated to Metro for administration, and Metro shall determine on a 5 year basis, based on cashflow and the TFP, how much funding will be made available for this program, and through an application process to eligible recipients. Funding commitments may be programmed and allocated over multiple years if necessary.

Funding Availability

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

ELIGIBLE USES

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

RESERVE/CARRYOVER REQUIREMENTS

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

REPORTING REQUIREMENTS

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

AUDIT REQUIREMENTS

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

REVISIONS TO PROGRAM GUIDELINES

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

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VISIONARY PROJECT SEED FUNDING

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

Summary

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

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

Available Funding

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

Eligible Applicants

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

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

Eligible Projects

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

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

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

Selection Criteria

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

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

Cost Sharing or Matching

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

RESERVE/CARRYOVER REQUIREMENTS

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

REPORTING REQUIREMENTS

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

AUDIT REQUIREMENTS

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

REVISIONS TO PROGRAM GUIDELINES

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

COUNTYWIDE BRT EXPANSION

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

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

Metro will revisit the proposed BRT corridors identified in the 2013 in an updated study to be completed within 24 months of the adoption of the Measure M Guidelines. The updated study will include additional corridors throughout Los Angeles County from the Mobility Matrix process, and exclude those already funded.

Eligible projects

These funds are eligible for Metro BRT projects. The updated BRT study will establish metrics for BRT system performance, including, but not limited to, corridor travel time, bus speed, increasing ridership, and dwell time. Subsequent to the completion of the updated study, Metro will adopt a Phase 1 and Phase 2 prioritized BRT project sequence list based on performance metrics, regional balance, and available funding. As part of the Phase 1 and Phase 2 list adoption, Metro will establish design guidelines and additional BRT criteria. Once finalized, the BRT study and its elements will provide the foundation for the assignment of Measure M funds made available for this program. Procedures for that assignment will be amended by reference to the Guidelines once adopted. The procedures will also include the definition of "Bus Rapid Transit (BRT) Capital" under Measure M.

RESERVE/CARRYOVER REQUIREMENTS

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

REPORTING REQUIREMENTS

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

AUDIT REQUIREMENTS

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

REVISIONS TO PROGRAM GUIDELINES

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

DRAFT

SUBREGIONAL EQUITY PROGRAM

INTRODUCTION

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

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

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

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

ALLOCATION METHODOLOGY

Funding for this program will be identified as part of the Cashflow Management evaluation consistent with the TFP Model. The funds identified may be any combination of federal, state, or Metro controlled funds including, but not limited to, Measure M. Prior to each 5 year review Countywide Planning will provide a forecast of the amount of funding, if any, that is forecasted to be available for this program over the subsequent 5 years. Once funding is identified each subregion will be afforded an opportunity to submit their project to Metro staff for evaluation based on project readiness provisions outlined in these Guidelines. Additional details regarding the evaluation process for this program will be developed within one year of the adoption of

these Guidelines. In the interim, projects will be considered on a first come, first serve basis provided the sponsor can prove the project is ready to go to construction.

REPORTING REQUIREMENTS

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

AUDIT REQUIREMENTS

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

REVISIONS TO PROGRAM GUIDELINES

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

DRAFT

1% REGIONAL RAIL

INTRODUCTION

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

PROGRAM OBJECTIVES

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

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

PROGRAM AMOUNT AND ALLOCATION PERIOD

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

ALLOCATION METHODOLOGY

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

ELIGIBLE RECIPIENTS

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

ELIGIBLE USES

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

FUNDING EXPANSION

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

Performance criteria shall include the ongoing attainment of Operating, Cost Containment, and Investment goals.

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

- Service Reliability and On-Time-Performance (OTP): The operator of regional commuter rail services in Los Angeles County shall maintain an average OTP of not less than 90% of scheduled operations measured on a rolling 24 month average.
- Achievement of less than 20 train delays per month due to Mechanical Issues as defined in the SCRRA’s adopted Strategic Plan.
- Grow and retain ridership based on three (3) year average ridership changes that are at or above the average of the top 10 commuter rail operators as measured by the National Transit Database (NTD) or its successor index.
- Ensure a safe operating environment by reducing train accidents by incidents per 100,000 train miles at or above of the top 10 commuter rail operators as measured in the National Transit Database (NTD) or its successor index. NTD.

Cost Containment goals shall include the ongoing attainment of the following standards:

- Operating costs per revenue train mile, measured annually, on a rolling 3 year basis, shall not exceed the average increase of the top 10 commuter rail operators as measured by the National Transit Database (NTD) or its successor index.
- Total Revenue Recovery, including Fares and other Operating Revenues, shall meet or exceed 50% of operating costs on an annual basis as measured on a 3 year rolling average.

Investment goals shall include and be measured by the following standards:

The SCRRA, successor agency, or agency providing regional commuter rail services for LA County, shall provide Metro a detailed asset management plan (State of Good Repair) for Metro owned or shared assets that reflects both a fiscally constrained 5-year plan of actions as well as a 10 year unconstrained plan to identify Right-Of-Way (ROW), revenue equipment, capital projects, and other asset maintenance requirements. This plan shall be updated, at minimum, on a biannual basis.

As referenced above, the ten largest commuter rail operators shall be measured on the basis of total operating costs for the provision of commuter rail services.

FUND DISBURSEMENT

Funds will be disbursed after:

- A memorandum of understanding (MOU) between the recipient and Metro has been executed; or
- After approval by the Metro Board of Directors and applied towards an approved program of Regional Rail investment and subject to all Metro policies and procedures.

LAPSING REQUIREMENT

Given the objective of the program to improve transit service, recipients are encouraged to spend these funds in a timely manner.

Recipients have four years, which is the year of allocation plus three years, to spend the funds allocated through this program. All invoices must be submitted no later than one year after the four year program. Metro staff may grant extensions on a case-by-case basis, accompanied by adequate documentation of justification of the need for the extension request.

REPORTING REQUIREMENTS

Eligible recipients will provide an annual report to Metro describing how uses of Measure M 1% funds are contributing to accomplishing the program objectives. In addition, eligible recipients will be required to prepare quarterly reports on the status of performance criteria outlined above. These quarterly reports shall be submitted to Metro for review by the Independent Taxpayer Oversight Committee.

AUDIT REQUIREMENTS

Use of these funds will be audited as part of the annual audit of each recipient. Any organization receiving and utilizing these funds will retain all documents and records related to

this program and the use of funds for a period of three years after the year in which the funds are expended.

MEASURE M RECOGNITION

All operators are encouraged to recognize projects and services that are funded using Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each operator.

REVISIONS TO PROGRAM GUIDELINES

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

DRAFT

5% METRO RAIL OPERATIONS

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for Measure M Metro Rail Operations for the Los Angeles County Metropolitan Transportation Authority (Metro).

PROGRAM OBJECTIVES

As defined in Section 3 of the Measure M Ordinance, Metro Rail Operations “means service delivery for operating and regular and preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro Board of Directors, as well as Metro State of Good Repair.” Metro State of Good Repair “means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services.”

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 5% of all net revenues derived from the tax solely for Metro Rail Operations.

ALLOCATION METHODOLOGY

Funds will be allocated to Metro exclusively for Metro Rail Operations. In addition, Metro may expend some portion or all of these funds for Metro State of Good Repair. Allocations and uses for Metro State of Good Repair are further defined in the “Program Guidelines for 2% Metro State of Good Repair.”

ELIGIBLE RECIPIENTS

Metro shall be the sole recipient of Metro Rail Operations funds, as defined in the Measure M Ordinance.

ELIGIBLE USES

Eligible expenses include operating, regular and preventative maintenance for existing and new Metro Rail Lines, as well as the repair, replacement, and rehabilitation of Metro assets required for its rail transit vehicle fleet, systems and engineering, and stations. Examples of eligible expenses include, but are not limited to, the following:

- Rail transit operations, exclusive of bus bridges required for capital projects or disruptions in service
- Rail transit maintenance, including daily check-ups, cleaning, and repairs
- Rail transit communications, signals, power, controls, and track systems and engineering operations and upkeep
- Rail vehicle overhaul, midlife, and acquisition
- Maintenance and component replacement of rail communications, signals, power, controls, and track systems and engineering
- Rail station upkeep, repairs, and maintenance, including, but not limited to, fare gates, ticket vending machines (TVMs), transit passenger information system (TPIS) systems, and lighting
- Fare collection system and equipment

RESERVE/CARRYOVER REQUIREMENTS

Given the objective of the program to address Metro Rail Operations, Metro is encouraged to spend these funds in a timely manner. However, Metro may reserve or carryover its allocation to the next fiscal year.

REPORTING REQUIREMENTS

Metro will provide quarterly reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M 5% Metro Rail Operations funds are contributing to accomplishing the program objectives.

Measure M funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall.

AUDIT REQUIREMENTS

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

MEASURE M RECOGNITION

Projects and services funded by the Measure M Metro Rail Operations program will recognize the use of Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of Metro.

REVISIONS TO PROGRAM GUIDELINES

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

DRAFT

20% TRANSIT OPERATIONS (Metro and Municipal Providers)

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for the Measure M 20% Transit Operations program for the Los Angeles County Metropolitan Transportation Authority (Metro) and Municipal Operators.

PROGRAM OBJECTIVES

As defined in Section 3 of the Measure M Ordinance, Transit Operations “means countywide transit service operated by Metro and the Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted Formula Allocation Procedure (FAP).” The purpose of the Measure M 20% Transit Operations program is to improve countywide transit service operations, maintenance, and expansion. The intent of Measure M is to increase revenues available for the public transit system. The program is flexible to allow each operator to determine how best to accomplish making public transportation more convenient, affordable, and improve quality of life.

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 20% of all net revenues derived from the tax for transit operations to all existing eligible and included municipal transit operators in the County of Los Angeles and to Metro.

ALLOCATION METHODOLOGY

Funds will be allocated among the included and eligible municipal operators according to the shares calculated by the Formula Allocation Procedure (FAP) for the year in which funds are allocated. The allocations to the eligible and included municipal operators and Metro for this program shall be made solely from the revenues derived from the Measure M 20% funds, and not from other local discretionary sources. Measure M 20% services will not be included in the Foothill Mitigation Calculation.

ELIGIBLE RECIPIENTS

All included and eligible municipal operators and Metro participating in the FAP are eligible to receive these funds. Eligible recipients are those operators that were in existence when the

Measure M program was approved by the voters of Los Angeles County (California) and include the following:

City of Arcadia
City of Claremont
City of Commerce
City of Culver City
Foothill Transit
City of Gardena
City of La Mirada
Long Beach Transit
City of Montebello
City of Norwalk
City of Redondo Beach
City of Santa Monica
City of Torrance
Antelope Valley Transit Authority
City of Santa Clarita
Los Angeles Department of Transportation
Los Angeles County Metropolitan Transportation Authority – Operations

ELIGIBLE USES

Eligible expenses include operations for transit service, maintenance, and expansion, and any other operating expenses that will contribute to meet the above program purpose and/or objectives. For Metro, these funds are also eligible to be used for Metro Rail operations, and as secondary Metro Rail State of Good Repair and pilot programs for new transit services. Metro will develop policies that will define and establish criteria for implementing pilot programs.

MAINTENANCE OF EFFORT

Senate Bill No. 767 (De Leon) states that funds allocated by Metro to eligible and included municipal operators shall be used for transit operations and shall not supplant any funds authorized by other provisions of law and allocated by Metro to the eligible and included municipal operators for public transit. In addition to implementing new transit services and programs, eligible recipients may use Measure M 20% funds to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall. Metro staff reserves the right to request appropriate documentation from eligible recipients to support the existence of a funding shortfall.

For Metro, Senate Bill No. 767 (De Leon) states that funds allocated by Metro to itself shall be used for transit operations and shall not supplant funds from any other source allocated by Metro to itself for public transit operations (Attachment B – Senate Bill No. 767).

Measure M funds shall not supplant any local return fund contributions made toward the operations of a transit system.

FUND DISBURSEMENT

Funds will be disbursed after a memorandum of understanding (MOU) between the operator and Metro has been executed and the operator has submitted to Metro a Measure M 20% Improvement Plan showing the assignment of that fiscal year's funds. The Measure M 20% Improvement Plan should include a description of how these funds will be spent. The plan should explain how these services will meet the program objective and benefit transit users. The Measure M 20% Improvement Plan may be amended by the operator in coordination with Metro's Local Programming staff. Funds for operating purposes will be disbursed monthly in equal portions of an operator's allocation once an invoice for the annual allocation amount is received from that operator.

All interest accrued on the Measure M 20% transit operations fund will be reallocated annually through the FAP and according to these guidelines.

RESERVE/CARRYOVER REQUIREMENTS

An operator may reserve or carryover its allocation to the next fiscal year; however, the funds will retain their original year of allocation for the purpose of applying the lapsing requirement.

An operator may assign its funds for a given fiscal year to another operator that is able to use them according to the program, purpose, and objectives and within the lapsing requirement timeframe. Fund trade will not be allowed using Measure M 20% funds.

LAPSING REQUIREMENT

Given the objective of the program to improve transit service, operators are encouraged to spend these funds in a timely manner.

Operators have three years, which is the year of allocation plus two years, to spend the funds allocated through this program. Metro may grant extensions on a case-by-case basis, accompanied by adequate documentation of justification of the need for the extension request. The appeal of any lapsing funds will be submitted to Metro, in consultation with Bus Operations Subcommittee (BOS), and subject to approval by the Metro Board of Directors, with any lapsed funds reverting back to the Measure M 20% fund for reallocation to eligible recipients.

REPORTING REQUIREMENTS

Operators will provide quarterly reports to Metro describing how uses of Measure M 20% funds are contributing to accomplishing the program objectives. Metro will compile the operators' quarterly reports into a regional Measure M 20% Program update for the Metro Board and the Measure M Independent Taxpayer Oversight Committee. The quarterly reports are in addition to the annual Improvement Plan. All service funded with Measure M 20% Transit Operations proceeds will be included in the FAP, and reported separately on the Transportation Performance Measurement forms. Measure M Funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall. Measure M 20% Funds used for expansion may only be included in the FAP if there is an overall service level increase (as evidenced in the National Transit Database Report).

AUDIT REQUIREMENTS

Use of these funds will be audited as part of the annual audit of each municipal operator. Those operators that perform their own audit shall consult with Metro for a scope of work, which covers the Measure M 20% audit requirement. The audit shall include in the scope of work compliance with the Maintenance of Effort provision and exceptions to that provision will be reported as a finding. Operators will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

MEASURE M RECOGNITION

All operators are encouraged to recognize projects and services that are funded using Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each operator.

REVISIONS TO PROGRAM GUIDELINES

These guidelines cannot be changed without consensus from the eligible recipients, as defined in these guidelines, and upon approval of the Metro Board of Directors.

2% ADA PARATRANSIT FOR THE DISABLED; METRO DISCOUNTS FOR SENIORS AND STUDENTS

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for the Measure M 2% program for:

- A) ADA paratransit for people with disabilities, *and*
- B) Los Angeles County Metropolitan Transportation Authority (Metro) discounts for seniors and students.

PROGRAM OBJECTIVES

The purpose of this Measure M 2% program is:

- A) To maintain and improve the service performance of ADA paratransit services for people with disabilities in Los Angeles County. As defined in Section 3 of the Measure M Ordinance, ADA paratransit “means paratransit service for the disabled as provided for by the Americans with Disabilities Act,” *and*
- B) To fund Metro discounts for seniors and students.

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 2% of all net revenues derived from the tax to the program objectives set out above.

ALLOCATION METHODOLOGY

The program funds will be allocated annually based on budgetary needs, with ADA as a priority, for a maximum of 75% for ADA paratransit, and

a minimum of 25% for Metro discounts for seniors and students. Any unused funds will revert back to the pool of funds to be redistributed in the following fiscal year.

ELIGIBLE RECIPIENTS

- A) For the ADA paratransit portion, any transportation agency that provides ADA paratransit services on behalf of Los Angeles County fixed route transit operators is eligible to receive the program funds. In Los Angeles County, ADA paratransit is

currently provided by Access Services on behalf of fixed route transit operators countywide. If there are any changes to eligible ADA paratransit providers, the content of these guidelines should be revisited.

- B) For the Metro discounts for seniors and students portion, all funds will be allocated to Metro to fund the fare subsidy program described in Appendix B/Attachment A.

ELIGIBLE USES

- A) For the ADA paratransit portion, eligible uses include ADA paratransit operating expenses, capital expenses and activities to enhance ADA paratransit services provided by the eligible recipients as described above.
- B) For the Metro discounts for seniors and students portion, funds will be allocated to the fare subsidy program described in Appendix B/Attachment A.

FUND DISBURSEMENT

- A) For the ADA paratransit portion, funds will be disbursed after a Memorandum of Understanding (MOU) between each eligible ADA paratransit provider and Metro has been executed.
- B) For the Metro discounts for seniors and students portion, Metro will be the sole recipient, and all such monies will be used to fund the discounts as described in Attachment A.

REPORTING REQUIREMENTS

- A) Eligible recipients will provide an annual report to Metro describing how uses of Measure M 2% funds are contributing to accomplishing the program objectives. In addition, eligible recipients will be required to prepare quarterly reports on the status of performance metrics as specified in the MOU. These quarterly reports shall be submitted to Metro for review by the Independent Taxpayer Oversight Committee.
- B) Metro will be required to report quarterly to the Independent Taxpayer Oversight Committee on the status and utilization of the fare subsidy program described in Attachment A.

AUDIT REQUIREMENTS

- A) Use of these funds by ADA paratransit providers will be audited as part of Metro's Consolidated Audit program.
- B) Use of these funds for Metro discounts for seniors and students will be audited as part of Metro's Consolidated Audit program.

MEASURE M RECOGNITION

All recipients are encouraged to recognize projects and services that are funded using Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each recipient.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors. Future Board adopted changes to the fare subsidy program described in Appendix B/Attachment A shall automatically append these guidelines.

DRAFT

2% METRO STATE OF GOOD REPAIR

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for Measure M 2% Metro State of Good Repair for the Los Angeles County Metropolitan Transportation Authority (Metro).

PROGRAM OBJECTIVES

As defined in Section 3 of the Measure M Ordinance, Metro State of Good Repair “means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services.” This definition is will also apply to Measure M funding categories that are Metro State of Good Repair eligible: 5% Metro Rail Operations and 20% Transit Operations.

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 2% of all net revenues derived from the tax solely for Metro State of Good Repair.

ALLOCATION METHODOLOGY

Funds will be allocated to Metro exclusively for Metro State of Good Repair.

ELIGIBLE RECIPIENTS

Metro shall be the sole recipient of Metro State of Good Repair funds for rail, as defined in the Measure M Ordinance.

ELIGIBLE USES

Eligible expenses include the repair, replacement, and rehabilitation of Metro assets required for its rail transit vehicle fleet, systems and engineering, and stations. Examples of eligible expenses include, but are not limited to, the following:

- Rail vehicle overhaul, midlife, acquisition, and maintenance
- Maintenance, component replacement, and upkeep of rail communications, signals, power, controls, and track systems and engineering; and,

- Rail station upkeep, repairs, and maintenance, including, but not limited to, fare gates, ticket vending machines (TVMs), transit passenger information system (TPIS) systems, and lighting
- Fare collection system and equipment
- Systems, software and services to assess, prioritize and report on state of good repair projects

RESERVE/CARRYOVER REQUIREMENTS

Given the objective of the program to address Metro State of Good Repair, Metro is encouraged to spend these funds in a timely manner. However, Metro may reserve or carryover its allocation to the next fiscal year.

REPORTING REQUIREMENTS

Metro will provide quarterly reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M 2% Metro State of Good Repair funds are contributing to accomplishing the program objectives.

Measure M funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall.

AUDIT REQUIREMENTS

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

MEASURE M RECOGNITION

Projects and services funded by the Measure M Metro State of Good Repair program will recognize the use of Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of Metro.

REVISIONS TO PROGRAM GUIDELINES

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

LOCAL RETURN

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion. Consistent with the Measure M Ordinance, these guidelines summarize the funding policies and administrative procedures for the Measure M Local Return (LR) program.

PROGRAM OBJECTIVES

The Measure M Ordinance specifies that LR funds are to be used for transportation purposes. No net revenues distributed to cities and the County of Los Angeles (Jurisdictions) may be used for purposes other than transportation purposes. The Measure M Ordinance directs the Los Angeles County Metropolitan Transportation Authority (Metro) to develop LR Guidelines, including administrative requirements. The projects included herein further define those transportation purposes for which Measure M LR revenues may be used.

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year, Metro shall allocate 17% of all net revenues to the LR Program. This amount shall increase to 20% on July 1, 2039.

ALLOCATION METHODOLOGY

Metro will require that Jurisdictions submit Assurances and Understandings agreements before participating in the LR Program. The Measure M Ordinance specifies that 17% of its revenues be allocated to Jurisdictions on a per capita basis. After administrative costs are deducted, apportionments are made to all Jurisdictions within the Los Angeles County, currently 88 cities and the County of Los Angeles (for unincorporated areas). The Jurisdictions' allocations are based on the population shares from the projected populations as derived from annual estimates made by the California State Department of Finance. The projected populations are revised annually in the Transit Fund Allocations and approved by the Metro Board.

ELIGIBLE RECIPIENTS

The following cities and the County of Los Angeles are eligible to receive Measure M LR funds:

- Agoura Hills
- Alhambra
- Arcadia
- Artesia
- Avalon
- Azusa
- Baldwin Park
- Bell
- Bellflower
- Bell Gardens
- Beverly Hills
- Bradbury
- Burbank
- Calabasas
- Carson
- Cerritos
- Claremont
- Commerce
- Compton
- Covina
- Cudahy
- Culver City
- Diamond Bar
- Downey
- Duarte
- El Monte
- El Segundo
- Gardena
- Glendale
- Glendora
- Hawaiian Gardens
- Hawthorne
- Hermosa Beach
- Hidden Hills
- Huntington Park
- Industry
- Inglewood
- Irwindale
- La Canada Flintridge
- La Habra Heights
- Lakewood
- La Mirada
- Lancaster
- La Puente
- La Verne
- Lawndale
- Lomita
- Long Beach
- Los Angeles City
- Lynwood
- Malibu
- Manhattan Beach
- Maywood
- Monrovia
- Montebello
- Monterey Park
- Norwalk
- Palmdale
- Palos Verdes Estates
- Paramount
- Pasadena
- Pico Rivera
- Pomona
- Rancho Palos Verdes
- Redondo Beach
- Rolling Hills
- Rolling Hills Estates
- Rosemead
- San Dimas
- San Fernando
- San Gabriel
- San Marino
- Santa Clarita
- Santa Fe Springs
- Santa Monica
- Sierra Madre
- Signal Hill
- South El Monte
- South Gate
- South Pasadena
- Temple City
- Torrance
- Vernon
- Walnut
- West Covina
- West Hollywood
- Westlake Village
- Whittier
- Unincorporated Los Angeles County

ELIGIBLE USES

Following are listings of eligible projects for which Measure M LR funds can be used.

1. Streets and Roads. Planning, right of way and utility acquisition, engineering and design, administration, construction, improvement, maintenance, and operation of public streets and roads, bridges, highways and exclusive public mass transit guide ways, and their related public facilities for non-motorized traffic, including the mitigation of their environmental effects, improvements to capture, convey, infiltrate, and/or treat urban runoff and storm water, and all costs associated with property acquisition for such purposes.

Streets and Roads improvements may consist of, but are not limited to, the following:

- Repair and maintenance of public roadways, pavement maintenance, slurry and rubberized seals, chip seals, pot-hole repair, pavement rehabilitation, or other pavement preservation treatments, roadway construction or reconstruction, curb, gutter, sidewalk, trees, roadway signage, median and parkway improvements, and storm drain systems in connection with any roadway improvements
- Cape seals, or other pavement preservation treatments, slope maintenance to preserve the operation of the public right of way
- Capacity enhancements, street widenings, pavement marking and striping or restriping
- Exclusive bike or bus lanes
- Roadway safety improvements such as sound walls, roadway lighting, traffic signals, raised median or roadway striping and signage, railroad crossings, erosion/sediment controls for hillside roads, and guardrails
- Street improvements to meet Americans with Disabilities Act (“ADA”) requirements

Complete Streets

As defined in Section 3 of the Measure M Ordinance, “Complete Streets” means a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclist, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.

Specific aspects of a complete street are dependent on the context in which the roadway is located (urban, suburban, rural, heavy traffic volume, numerous pedestrian destinations, etc.).

Green Streets

As defined in Section 3 of the Measure M Ordinance, “Green Streets” means urban transportation rights-of-way integrated with storm water treatment techniques that use natural processes and landscaping and quantitatively demonstrate that they capture and treat storm water runoff from their tributary watershed through infiltration or other means and are included within the respective Enhanced Watershed Management Plan.

Green Streets are a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems, such as permeable pavements, to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls. Enhanced Watershed Management Programs may include, but are not limited to, any Watershed Management Plan and/or Program approved by the California Regional Water Quality Control Board, Los Angeles Region, or its successors. Projects that integrate urban runoff storm water capture, infiltration, and/or treatment techniques that are not included within a watershed management plan or program may still be eligible for Measure M LR funds as part of other eligible project categories.

Per Ordinance, no more than 33 1/3% of LR funds received may be spent on Green Streets projects in any fiscal year.

Storm Drains

Storm drains are drains designed to remove excess rain and ground water from impervious surfaces such as paved streets, parking lots, bikepaths, and sidewalks. Most storm drainage systems are designed to drain the water, untreated and unfiltered, into channels and water bodies.

2. Traffic Control Measures. Signal Synchronization, Transportation Demand Management (“TDM”), Transportation Systems Management (“TSM”), Intelligent Transportation System (“ITS”), new traffic signals, traffic signal modification, signalization of turns, traffic management center, and traffic safety.
 - a. Signal Synchronization. The research, planning, design, engineering, administration, construction, improvement, maintenance, and operation of traffic signals and traffic signal improvement projects, in particular those

improvements required to install and maintain traffic signal synchronization and coordinated traffic signal timing across jurisdictions.

Signal Synchronization Improvements may consist of, but are not limited to, the following:

- Installation of new traffic signal
- Installation of left-turn or right-turn phasing
- Maintenance, repair, replacement and/or upgrade of traffic and pedestrian signal equipment
- Installation, repair and maintenance of vehicle detection system which may include operation as a fully traffic actuated signal
- Installation of time-based coordination; installation and maintenance of traffic signal coordination timing
- Traffic Management Center (TMC) establishment or modification for management of traffic signals
- Installation of signal-related electrical system and/or fiber optic in the roadway

- b. TDM projects are defined as strategies/actions intended to influence how people commute, resulting in minimizing the number of vehicle trips made and vehicle miles traveled during peak travel periods.

TDM projects must be made available to all employers and/or residents within the Jurisdiction boundaries.

TDM-eligible project expenditures may consist of, but are not limited to, the following:

- Vanpool and/or vanpool incentive programs, and carpool and biking incentive programs. Community-based shuttles for employees, if such services complement existing transit service
- Parking management incentive programs, including parking cash-outs or parking pricing strategies
- Employer or citizen ride-matching programs and subsidies
- Transportation Management Organization's ("TMO") insurance costs or individual employer's vanpool programs under the umbrella vehicle insurance policy of the Jurisdiction
- Matching funds for LR-eligible projects such as Safe Routes to School projects, Call for Projects, and highway improvement safety projects
- Car sharing programs

- Bike sharing programs
 - Guaranteed Ride Home Programs, Telework Incentives, Ride-hailing incentives
 - First/last mile transit connectivity strategies including shared mobility services (mobility hubs, secure bike parking, bikeshare, carshare, universal reservation payment systems, etc.
 - Safe routes for Seniors
 - Safe routes to school
 - Autonomous and/or Connected Shared Vehicle Technology
- c. TSM-eligible project expenditures include those for relatively low-cost, non-capacity-enhancing traffic control measures that improve vehicular flow and/or increase safety within an existing right-of-way. TSM projects may consist of, but are not limited to, the following:
- Reserved bus lanes (no physical separation) on surface arterials
 - Contra-flow lanes (reversible lanes during peak travel periods)
 - Ramp meter by-pass (regulated access with bus/carpool unrestricted entry)
 - Traffic signal priority for buses (to allow approaching transit vehicles to extend green phase or change traffic signal from red to green)
 - Preferential turning lanes for buses
 - Other traffic signal improvements that facilitate traffic movement

Traffic Control Measures - Eligibility Restrictions

LR funds may not be used to alter system/signal timing that was implemented under a traffic forum project/grant, unless coordinated with all affected Jurisdictions in the corridor. If a LR-funded project is or has an ITS component, it must be consistent with the Regional ITS Architecture. ITS projects must comply with the Countywide ITS Policy and Procedures that the Metro Board has adopted.

3. Active Transportation. Active transportation is any non-motorized, human-powered mode of transportation, such as walking, bicycling, rolling, skating or scooting. Complete Streets projects are intended to facilitate and encourage the use of active transportation modes.

Bikeway and pedestrian improvements are for public uses and should follow ADA and California Title 24 specifications for accessibility requirements. Bikeways and pedestrian improvements may consist of, but are not limited to, the following:

- Construction and maintenance of bike/pedestrian facilities, sidewalks, related lighting, and cycle track operation and maintenance of off-street bike and pedestrian facilities, shared use paths, bike/pedestrian trails and trail connections
- Installation, repair, and maintenance of street furniture, such as seating and parklets
- Signage, information/safety programs
- Lighting for bike and pedestrian safety, including ongoing energy and maintenance costs
- Bike signal, bike detection, bike valet, bike lane and bike parking/storage
- ADA improvements, streetscapes, crossings and curb cuts
- Bike sharing
- Pedestrian, bike safety and bike education and studies
- Pedestrian plans
- Demonstration, pilot, or temporary staging projects to show the public a project and test the project's feasibility
- Improve first and last mile access to transit
- Bicycle center and supportive secure parking, and repair services for city owned bike share program
- Open street events to provide opportunities for 1) riding transit, walking and riding a bike, possibly for the first time, 2) to encourage future mode shift to more sustainable transportation modes, and 3) for civic engagement to foster the development of multi-modal policies and infrastructure at the city/community level.
- Non-profit and private organization consultant services that can offer their expertise in outreach, planning, cost estimation, grant writing, design, environmental review, implementation, and maintenance.

4. Public Transit Services. Proposed new or expanded transit or paratransit services to address unmet transit needs must be coordinated with Metro and other affected existing regional bus transit systems to determine the proposed service's compatibility with the existing service(s). Metro may request that the proposed service be modified. Proposed services must also meet the criteria outlined under "Non-Exclusive School Service" and "Specialized Transit." Emergency Medical Transportation is not an eligible use of LR funds. Public transit service expenditures may include, but are not limited to, the following:

- New fixed route, paratransit (Elderly and Disabled and/or General Public) or Flexible Destination bus service

- Extension or augmentation of an existing bus route(s) and coordination of existing paratransit service
- Contracting with a transit operator or private provider for transportation services
- Contracting with transit operator in an adjacent county to provide transportation services within Los Angeles County
- Operating subsidy to existing municipal or regional bus operator
- Service enhancements related to bus/rail interface
- Shuttle service between activity centers
- Fare subsidy, subsidized taxi service for residents
- Taxi coupon programs used to provide paratransit systems for senior and disabled patrons
- ADA related improvements to fixed route or paratransit operations
- Transit security operations
- Recreational transit
- Software or technology for collecting, reporting, and analyzing real-time operations, performance, or fare collection data
- Support existing levels of transit operations

Public Transit Services - Eligibility Restrictions

- a. **Non-Exclusive School Service** which includes fixed-route bus services or demand-responsive services available to the general public, which also provide school trips, are eligible for LR funding. Exclusive school bus services are not eligible. Projects must meet the following conditions:
 - The vehicles utilized cannot be marked "School Bus" or feature graphics that in any way indicate they are not available to the general public. Yellow paint schemes should not be for the specific purpose of meeting the vehicle code definition of a school bus.
 - The bus head sign is to display its route designation by street intersection, geographic area, or other landmark/destination description and cannot denote "School Trip" or "Special." In cases where the service includes an alternate rush-hour trip to provide service by a school location, the dashboard sign is to indicate the line termination without indicating the school name.
 - Timetables for such services which will be made available to the general public, shall provide the given schedule and route but must not be labeled "school service".

- Drivers must be instructed that such service is available to the general public and board and alight all passengers as required at designated stops.
 - The same fare payment options must be made available to all users.
 - The overall transportation service provided in the Jurisdiction must not be for school hour service only.
- b. **Specialized Public Transit**, special user group service or social service transit may be eligible where it can be incorporated into the existing local transit or paratransit program. Jurisdictions must demonstrate that existing services cannot be modified to meet the identified user need. Projects must meet the following conditions:
- The special user group identified does not discriminate on the basis of race, religion, sex, disability or ethnicity.
 - Service shall be available to all members of the general public having that specialized need and not be restricted to a specific group or program.
 - Service shall be advertised to the general public.
 - Metro may require, as a condition of approval, inter-jurisdictional project coordination and consolidation.
 - LR funds may only be used for the transportation component of the special user group program, i.e., direct, clearly identifiable and auditable transportation costs, excluding salaries for specialized escorts or other program aides.
 - The designated vehicle(s) used must be made available for coordination with other paratransit programs if space permits.

- c. **Recreational Transit Services** are eligible for travel within a 300 mile radius of the designated point of departure within the Jurisdiction. All eligible trips must be made within California, and eligibility restricts the use to day trips (no overnight trips). Trips may be limited to certain general age groups (e.g., children under 18, senior citizens, persons with disabilities); however, trips must be made available to all individuals within that designated group. Special events or destinations may be served; however, all members of the general public including individuals with disabilities must be allowed to use the service.

LR funds may not be used to pay the salaries of recreation leaders or escorts involved in recreational transit projects. All recreational transit trips must be advertised to the public, such as through newspapers, flyers, posters, and/or websites. Jurisdictions must submit a Recreational Transit Service Form (Appendix II) on or before October 15th after the fiscal year the service was made available, to certify that all conditions were met.

5. **Public Transit Capital.** Bus/rail improvements, maintenance, and transit capital. Jurisdictions must coordinate bus stop improvements with affected transit operators. Public Transit Capital projects may consist of, but are not limited to, the following:

- Improvements to bus stops or rail stations (including street improvements)
- Transit Infrastructure
- Vehicles (new, replacement, and/or maintenance)
- Transit facilities
- Maintenance of facilities/state of good repair
- Transportation Enhancements (“TE”), park-and-ride lots
- Right of way improvements
- Improvements to rail crossing(s)
- Farebox systems and related improvements
- Transit Access Pass (“TAP”)
- Universal Fare System (“UFS”), plan development or projects
- Passenger counting systems, Automated Passenger Counter
- Purchase and installations of bus stop /station amenities and signage
- Parking facilities that support public transit use
- Transportation technical systems
- Transit security capital

6. Transit Oriented Community Investments (TOC). Transit-oriented development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable and bikeable neighborhood and located within a half-mile of quality public transportation.

Measure M's intent goes beyond TOD to focus on the creation of "transit oriented communities" (TOC). TOCs represent a comprehensive approach to creating compact, walkable and bikeable places in a community context, rather than focusing on a single development site, particularly around transit.

Measure M funds must leverage private and other public funds to create TOC. Jurisdictions are encouraged to publicize that Measure M funding was used to fund the project.

7. Transportation Marketing. If promotional signage, literature, or other project marketing material is distributed or displayed as part of a Measure M project outreach or marketing activity, Jurisdictions are encouraged to include a notation indicating that Measure M funding was used to fund the project.

Marketing projects may consist of, but are not limited to, the following:

- Transportation kiosks and/or transit pass sales centers
- Transportation information amenities such as maps, brochures, transportation signage
- Transportation user subsidy programs
- Promotions and events
- GIS mapping of bikeways & other bikeway information

8. Planning, Engineering and/or Study, Congestion Management Program ("CMP") Planning, coordination, engineering and design costs incurred toward implementing an eligible LR project are eligible when the following conditions are met:

- Projects being planned (designed, coordinated, etc.) are LR eligible. Coordination includes: Jurisdictions' start-up costs or dues for Councils of Governments ("COGs") and Transportation Management Associations ("TMAs"); advocacy; and funding for Joint Powers Authorities ("JPAs") by Jurisdictions or ("COGs"). If some activities are LR eligible and some are not, partial payment of dues must be made proportionally to the organization's budget for LR-eligible projects.

- TDM-related activities as required by the CMP. CMP projects may consist of, but are not limited to the following:
 - a. preparation of TDM ordinances
 - b. administration and implementation of transit or TDM-related projects pursuant to CMP deficiency plans
 - c. monitoring of transit standards by transit operators

9. Transportation Administration. Expenditures for those administrative costs associated with and incurred for the aforementioned eligible projects/programs.

Direct administration include those fully-burdened costs that are directly associated with administering LR program or projects, salaries and benefits, office supplies and equipment, and other overhead costs. All costs must be associated with developing, maintaining, monitoring, coordinating, reporting and budgeting specific LR project(s). Expenditures must be reasonable and appropriate to the activities undertaken by the locality. The administrative expenditures for any year shall not exceed twenty percent (20%) of the total LR annual expenditures.

10. Local Funding Contributions. Measure M LR funds may be used as matching funds for other federal, state, or local sources that may be used to fund transportation projects as listed herein in this section.

The Measure M Ordinance requires a three percent (3%) local funding contribution for designated projects. LR funds may be used to provide these local funding contributions. The 3% Local Contribution to Major Transit Projects guidelines are included in Attachment A.

MAINTENANCE OF EFFORT (“MOE”)

Measure M LR Program funds are to be used to augment, not supplant, existing local revenues being used for transportation purposes. Jurisdictions must maintain their individual existing local commitment of funds, for current transportation projects and services.

In addition to implementing new Measure M eligible projects and programs, Jurisdictions may use Measure M LR funds to supplement existing Measure M eligible projects and programs should current grant funding that supports the operations of a program sunset, or it there is a

current or projected funding shortfall. Metro reserves the right to request appropriate documentation from a Jurisdiction to support the existence of grant funding schedules and/or a funding shortfall.

COORDINATION APPROACH

Jurisdictions are encouraged to coordinate and use their Measure M LR funded projects as follows:

1. More corridor based projects, specifically projects that support other Measure M rail, bus and highway corridors
2. Coordination on arterials
3. Land use policies to support rail and bus transit
4. Bike connectivity between Jurisdictions
5. Bicycle and pedestrian access to support transit stations and rail stations
6. Rapid bus service implementation
7. Street improvements to support coordinated signal synchronization across jurisdictions
8. Complete streets, green measures
9. Improve first and last mile access to transit network.

PROMOTE SUSTAINABILITY

Jurisdictions are encouraged to use Measure M LR funds for projects that will foster a more sustainable countywide transportation system by improving the efficiency and operation of streets and roads and/or increasing alternative transportation choices. Jurisdictions should also consider sustainability in the development of each project by incorporating design elements that reduce construction-related and long-term environmental impacts.

Sustainable design elements should aim to reduce energy, water, waste and air pollutants that occur throughout the lifecycle of a project, including its construction, maintenance, and operations.

ADMINISTRATIVE

AGREEMENT

Prior to receiving disbursements, a Jurisdiction must submit an executed Assurances and Understandings (legal agreement), a sample of which is shown in Attachment B. Funds are then automatically disbursed on a monthly basis from the net received revenues, on a per capita basis, to the Jurisdiction.

REPORTING REQUIREMENTS

Expenditure Plan (Form M-One)

To maintain legal eligibility and meet Measure M LR program compliance requirements, Jurisdictions shall submit to Metro an Expenditure Plan (Form M-One), annually, by August 1st of each year. A sample of Form M-One is shown in Attachment C.

Form M-One provides a listing of projects funded with Measure M LR funds along with estimated expenditures for the year. For both operation and capital projects, Part I is to be filled out. Part II is to be filled out for capital projects (projects over \$250,000). Metro will provide LR funds to a capital project or program sponsor who submits the required expenditure plan containing the following:

1. The estimated total cost for each project and/or program activity;
2. Funds other than Measure M that will be expended on the projects and/or program activity;
3. The active funding schedule for each project and/or program activity; and,
4. The expected completion dates for each project and/or program activity.

Expenditure Report (Form M-Two)

The submittal of an Expenditure Report (Form M-Two) is also required to maintain legal eligibility and meet Measure M LR program compliance requirements. Jurisdictions shall submit a Form M-Two, to Metro annually, by October 15th (following the conclusion of the fiscal year). The Expenditure Report serves to notify Metro of previous year LR fund receipts and expenditures. Jurisdictions are required to specify administration charges to Direct Administration in order to

verify compliance of the 20% cap on administration costs. A sample of Form M-Two is shown in Attachment D.

Recreational Transit Form

Jurisdictions that use their Measure M LR funds for recreational transit services must fill out, sign and submit this form no later than October 15th after the fiscal year in which the services were rendered. A sample Recreational Transit Form is shown in Attachment E.

Form Submission Timeline

<u>FORM</u>	<u>DETERMINATION</u>	<u>ANNUAL DUE DATE</u>
Expenditure Plan (Form M-One)	New, amended, ongoing and carryover projects; Capital projects require additional information	August 1 st
Expenditure Report (Form M-Two)	All projects	October 15 th
Recreational Transit Form	Recreational Transit only	October 15 th

FINANCE

Establishing a Separate Account

Jurisdictions are required to establish a separate account, or sub-account (line item), and deposit all Measure M LR revenues, interest earnings received and other income earned (such as fare revenues, revenue from advertising, etc.) in that account.

Pooling of Funds

Metro will allow Jurisdiction's to pool Measure M LR funds in order to obtain maximum return on investments. Such investment earnings must be reported and expended consistent with these guidelines. As in fund exchanges or transfers, Jurisdictions involved in such arrangement should keep adequate records of such transactions in order to allow for subsequent audits.

Unexpended Project Funds

All unexpended project funds remaining upon completion of an approved project must be re-programmed.

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Reimbursement

Measure M LR funds may be used to advance a project which will subsequently be reimbursed by federal, state, or local grant funding, or private funds, if the project itself is eligible under these guidelines. The reimbursement must be returned to the Measure M LR account.

A jurisdiction may advance an approved Measure M LR project using City/County funds, to be subsequently reimbursed by Measure M LR funds.

Fund Exchange: Trade, Loan, Gift

Jurisdictions involved with fund exchanges are required to obtain Metro approval and keep all related documents on file.

1. Trading of Measure M LR funds are restricted to other dedicated transportation funds/revenues (except for Proposition C funds which are not allowed).
2. Jurisdictions may arrange a mutually acceptable temporary transfer or loan from one Jurisdiction to another in order to meet short-term project financing needs while allowing for multi-year payback to the lead agency. These loans are to be made on terms to be negotiated between the involved parties. The participating Jurisdictions are held mutually responsible for ensuring that the end use of Measure M is for statutorily allowed purposes.
3. Jurisdictions can gift its Measure M LR funds to another Jurisdiction for the implementation of a mutual project, providing that the funds are used for eligible transportation purposes as listed herein. Jurisdictions giving the funds away cannot accept an exchange or gift of any kind in return.

See Attachment F for a sample Fund Exchange Agreement.

Bonding

Jurisdictions may issue bonds against Measure M LR Revenue. See Attachment G for bonding requirements.

LAPSING REQUIREMENT

Measure M LR funds have five (5) years to be expended. Funds must be expended within five years of the last day of the fiscal year in which funds were originally allocated or received. For example: funds received in FY 2017-18 are required to be expended by June 30, 2023. A First-In-First-Out (FIFO) method of calculation will be used to determine any lapsing of funds. The Measure M LR allocation, interest income and other income earned from LR projects (such as revenues from advertising) which are not expended within the allocated time, will consequently lapse, and be returned to Metro upon request, for reallocation to Jurisdictions on a per capita basis.

Metro will allow a time extension for Jurisdictions to reserve funds (see RESERVE/CARRYOVER REQUIREMENTS below).

RESERVE/CARRYOVER REQUIREMENTS

Jurisdictions, may set up a reserve fund account to obtain additional time (beyond the five year term limit) to expend funds. The reserve project will be accounted for in a separate account, or sub-account for audit purposes and lapse date calculation. The reserve fund process is as follows:

1. The Jurisdiction must send a letter to Metro requesting a reserve fund along with project details, including an Expenditure Plan and justification and time continuance specific to the project for which the extension is needed.

2. Metro will determine if the extension is warranted. If the project qualifies, Metro will send an approval letter for the reserve.
3. The Jurisdiction will then be required to establish a separate account, or sub-account (line item), that can be audited.

However, if a Jurisdiction finds that the reserve fund project cannot be constructed for reasons beyond the Jurisdiction's control, the Jurisdiction may submit a request to Metro to reprogram the reserve. The Jurisdiction must indicate in writing the proposed use of the accumulated reserve funds to be reprogrammed, and receive written Metro approval. If the reserve funds are reprogrammed without the approval of Metro, Metro may request that the funds be paid back to Metro for reallocation to Jurisdictions on a per capita basis through the Measure M LR allocation process.

AUDIT REQUIREMENTS

A financial and compliance audit will be conducted annually as part of Metro's Consolidated Audit Program to verify adherence to the Measure M Guidelines. Audits will be performed in accordance with auditing standards generally accepted in the United States of America and the Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that the audit is planned and performed to obtain reasonable assurance about whether the basic financial statements are free of material misstatement. The audit shall include examining, on a test basis, evidence supporting the amounts and disclosures in the basic financial statements. The audit shall also include review of internal control procedures, assessing the accounting principles used, as well as evaluation of the overall basic financial presentation.

It is the Jurisdictions' responsibility to maintain proper accounting records and documentation to facilitate the performance of the audit prescribed in these guidelines. This includes proper controls that administrative charges are adequately supported (timesheets, payroll registers, labor distribution reports and other related documentation). Jurisdictions are required to retain LR records for at least four years following the year of allocation and be able to provide trial balances, financial statements, worksheets and other documentation required by the auditor. Jurisdictions are advised that they can be held accountable for excess audit costs arising from poor cooperation and inaccurate accounting records that would cause delays in the completion of the required audits.

Note: Jurisdictions are required to expend their Measure M LR funds for transportation purposes, as defined by these guidelines. Any Jurisdiction that violates this provision must fully reimburse the LR Measure M fund, including interest thereon, for the misspent funds and may be deemed ineligible to receive Measure M LR funds for a period of three (3) years.

Financial and Compliance Provisions

The Measure M LR Audits shall include, but not limited to, verification of adherence to the following financial and compliance provisions of this guidelines:

Audit Area	Non-Compliance Penalty (for failure to comply with Audit Area)
<p>Measure M LR funds were expended for transportation purposes (as defined by the Measure M LR Guidelines)</p> <p>Assurances and Understandings (fully executed agreement)</p> <p>Accounts and records have established a separate operating Measure M Local Transportation Assistance Account for LR purposes.</p> <p>Verification of revenues received</p>	<p>Reimbursement to the LR fund of unsupported expenditures, and possible suspension of disbursements for three (3) years. The suspended funds will be reallocated to Jurisdictions on a per capita basis</p> <p>Suspension of disbursements until compliance</p> <p>Suspension of disbursements until compliance</p> <p>Suspension of disbursements until</p>

<p>including allocations, project generated revenues, interest income properly credited to Measure M account</p>	<p>compliance</p>
<p>Verification that funds were expended with Metro’s approval</p>	<p>Jurisdiction will be required to reimburse its LR account</p>
<p>Verification that funds were not substituted for property tax and are in compliance with the MOE</p>	<p>Jurisdiction will be required to reimburse its LR account (Auditors will measure MOE compliance globally, not project by project)</p>
<p>Verification that the funds are expended within five (5) years from the last day of the fiscal year in which funds were originally allocated or received (unless an approved reserve fund has been established). See page 98.</p>	<p>Lapsed funds will be returned to Metro for reallocation to Jurisdictions on a population basis</p>
<p>Verification that <u>administrative expenditures</u> did not exceed 20% of the total annual LR expenditures.</p>	<p>Jurisdictions will be required to reimburse their LR account for the amount over the 20% cap.</p>
<p>Verification that the Expenditure Plan was submitted on or before August 1st at the beginning of the new fiscal year.</p>	<p>Audit exception.</p>
<p>Verification that the Annual Expenditure Report was submitted on or before October 15th following the end of the</p>	<p></p>

<p>prior fiscal year.</p> <p>Where funds expended are reimbursable by other grants or fund sources, verification that the reimbursement is credited to the Local Return account upon receipt of reimbursement.</p> <p>Where Measure M funds were given, loaned or exchanged by one Jurisdiction to another, verification that the receiving Jurisdiction has credited its LR account with the funds received.</p> <p>Where a capital reserve has been granted, verification that a separate account for the capital reserve is established, and current status is reported in the Expenditure Plan</p>	<p>Audit Exception.</p> <p>Audit exception and reimbursement received must be returned to the LR account</p> <p>Audit exception and reimbursement of affected funds to the LR account.</p> <p>Audit exception.</p>
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Audit Deliverables

The auditor shall submit to the Jurisdictions and to Metro a Comprehensive Annual Report of Measure M LR funds no later than March 31st following the end of fiscal year. The report must, at the minimum, contain the following:

- Audited Financial Statements – Balance Sheet, Statement of Revenues and Expenditures and Changes in Fund Balances.
- Compliance Report, Summary of Exceptions, if any, and ensuing recommendations.
- Supplemental Schedules – Capital Reserves, if any; Schedule of Detailed Project Expenditures; and Capital Assets.

Suspension or Revocation

Jurisdictions are expected to take corrective action in response to the LR financial and compliance audit. Notwithstanding the provisions of these guidelines, Metro reserves the right to suspend or revoke allocation to Jurisdictions that may be found to be in gross violation of these guidelines, or repeatedly committing violations, or refusing to take corrective measures.

MEASURE M RECOGNITION

All jurisdictions are encouraged to recognize projects and services that are funded using Measure M funds. Examples may include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each jurisdiction.

REVISIONS TO PROGRAM GUIDELINES

These guidelines shall be reviewed by a Working Group of LR jurisdictions at least every five years. Any revisions to these program guidelines shall be approved by the Metro Board of Directors.

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ATTACHMENTS

Note: currently under development and not included in this draft

- A. 3% Local Contribution to Major Transit Projects Guidelines
- B. Assurances and Understandings (Sample)
- C. Form M-One (Sample)
- D. Form M-Two (Sample)
- E. Recreational Transit Form (Sample)
- F. Fund Exchange Agreement (Sample)
- G.** Bonding

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APPENDIX A: POTENTIAL 3% JURISDICTIONS BY MAJOR TRANSIT PROJECT

Measure M Transit Project	City – Station Location
Crenshaw Light Rail Northern Ext to West Hollywood (LRT)	City of Los Angeles
Crenshaw Light Rail Northern Ext to West Hollywood (LRT)	City of Los Angeles
Crenshaw Light Rail Northern Ext to West Hollywood (LRT)	West Hollywood
East San Fernando Valley Transit Corridor (LRT)	City of Los Angeles
East San Fernando Valley Transit Corridor (LRT)	San Fernando
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	Pomona
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	Glendora
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	San Dimas
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	La Verne
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	Claremont
Green Line to Norwalk Metrolink Station (LRT)	Norwalk/Santa Fe Springs
Green Line to Norwalk Metrolink Station (LRT)	Norwalk
Lincoln Blvd LRT	Los Angeles County/City of Los Angeles
Lincoln Blvd LRT	Inglewood
Lincoln Blvd LRT	City of Los Angeles
Lincoln Blvd LRT	City of Los Angeles
Lincoln Blvd LRT	City of Los Angeles
Lincoln Blvd LRT	Santa Monica
Gold Line Eastside Phase II [SR-60]	Montebello/Monterey Park
Gold Line Eastside Phase II [SR-60]	Los Angeles County/Monterey Park
Gold Line Eastside Phase II [SR-60]	Los Angeles County
Gold Line Eastside Phase II [SR-60]	Monterey Park
Gold Line Eastside Phase II [SR-60]	South El Monte
Gold Line Eastside Phase II [SR-60]	Los Angeles County
Gold Line Eastside Phase II [SR-60]	Montebello
Gold Line Eastside Phase II [SR-60]	Rosemead
Gold Line Eastside Phase II [SR-60]	Los Angeles County
Gold Line Eastside Phase II [Washington Blvd]	Montebello/Monterey Park
Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County/Monterey Park
Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County/Whittier
Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County/Santa Fe Springs
Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County
Gold Line Eastside Phase II [Washington Blvd]	Pico Rivera
Gold Line Eastside Phase II [Washington Blvd]	Whittier
Gold Line Eastside Phase II [Washington Blvd]	Montebello
Gold Line Eastside Phase II [Washington Blvd]	Commerce
Gold Line Eastside Phase II [Washington Blvd]	Montebello

Metro Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County
Metro Gold Line Eastside Phase II [Washington Blvd]	Santa Fe Springs
Metro Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County
Orange Line Conversion to Light Rail (LRT)	City of Los Angeles
Sepulveda Pass Corridor - Westwood to LAX (HRT)	City of Los Angeles
Sepulveda Pass Corridor - Westwood to LAX (HRT)	City of Los Angeles
Sepulveda Pass Corridor - Westwood to LAX (HRT)	Culver City
Sepulveda Pass Corridor - Westwood to LAX (HRT)	City of Los Angeles
Sepulveda Pass Corridor - Westwood to LAX (HRT)	Culver City
Sepulveda Pass Transit Corridor (HRT)	City of Los Angeles
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Torrance/Redondo Beach (Harbor Subdvsn 182-190 St)
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Torrance
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Lawndale
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Redondo Beach
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Redondo Beach
Transit Connector Orange/Red Line to Gold Line (LRT)	Glendale
Transit Connector Orange/Red Line to Gold Line (LRT)	Burbank
Transit Connector Orange/Red Line to Gold Line (LRT)	City of Los Angeles
Transit Connector Orange/Red Line to Gold Line (LRT)	Pasadena
Vermont Transit Corridor (HRT)	Los Angeles County/City of Los Angeles
Vermont Transit Corridor (HRT)	City of Los Angeles
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park/Vernon
West Santa Ana Transit Corridor (Gardendale to Downtown)	South Gate/Cudahy; Metro ROW
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park/Cudahy; Metro ROW
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park/Bell
West Santa Ana Transit Corridor (Gardendale to Downtown)	South Gate
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park
West Santa Ana Transit Corridor (Gardendale to Downtown)	Los Angeles County
West Santa Ana Transit Corridor (Gardendale to Downtown)	City of Los Angeles
West Santa Ana Transit Corridor (Gardendale to Downtown)	Bell
West Santa Ana Transit Corridor (Gardendale to Downtown)	Downey
West Santa Ana Transit Corridor (Gardendale to Downtown)	South Gate/Downey
West Santa Ana Transit Corridor (Pioneer to Gardendale)	Bellflower
West Santa Ana Transit Corridor (Pioneer to Gardendale)	South Gate
West Santa Ana Transit Corridor (Pioneer to Gardendale)	Paramount
West Santa Ana Transit Corridor (Pioneer to Gardendale)	Cerritos
West Santa Ana Transit Corridor (Pioneer to Gardendale)	Artesia
Westside Purple Line Ext to Westwood/VA Hospital (Section 3)	City of Los Angeles
Westside Purple Line Ext to Westwood/VA Hospital (Section 3)	Los Angeles County

DRAFT

APPENDIX B: ATTACHMENT A

Note: The program outlined below will be formally brought to the Board of Directors for approval in May 2017, prior to Board approval of the Measure M guidelines.

Measure M – Metro Discounts for Seniors and Students Summary Description of Low Income Fare Subsidy Program

BACKGROUND

As required by the Measure M Ordinance and further described in the Measure M Guidelines for the 2% program (ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students), a maximum of 25% of the revenues generated by this program shall be allocated to fare discounts for seniors and students. This document outlines the provisions for the use of these funds.

Current Fare Discounts Offered to Seniors and Students

Within Metro's existing fare structure, there are a wide variety of discounted fare products available to seniors, K-12 students, and college/vocational students. The total effective subsidy for all reduced fare products and Metro fare subsidies currently offered is over \$100M annually. By contrast, Measure M is expected to generate \$4M annually for this purpose—an overall subsidy increase of less than 5%.

Leveraging Measure M to Benefit Low Income Seniors and Students

In order to best utilize the Measure M monies available for senior and student discounts, these limited funds will be directed toward fare discounts for low income seniors and low income students. With the fare subsidy program described below, Metro is aiming to maximize the impact of the Measure M 2% program by providing fare subsidy benefits to the senior and student transit riders who need it most.

LOW INCOME FARE SUBSIDY PROGRAM

This revised fare subsidy program focused on low income riders in Los Angeles County will build upon the successes and lessons learned of the current fare subsidy programs – Immediate Needs Transportation Program (INTP) and Rider Relief Transportation Program (RRTP). The program will utilize funds from the existing programs and the additional Measure M revenues to offer additional subsidies to program participants, with a total estimated FY18 budget of \$14M - \$5M from INTP, \$5M from RRTP, and a projected \$4M in new sales tax revenue from Measure M.

The program will combine and increase benefits provided separately by each program today, while improving the customer's experience in applying for and utilizing program

benefits. Projected efficiencies under the new program together with additional funds from Measure M will fund the expansion of subsidies to program participants, allowing Metro to provide more benefits to more riders. Key elements of the new program are summarized in the following table.

Eligibility	<ul style="list-style-type: none"> o Low income per LA County Poverty Guidelines o Annual determination of eligibility
Subsidy	<ul style="list-style-type: none"> o Regular Riders - \$18 to \$24 pass subsidy o Reduced Fare - \$8 to \$12 pass subsidy, with potential variability by rider type to provide a more equitable discount o Introduction of a ride benefit (i.e. 10 to 20 rides per month) <p><i>Note: subsidy levels are currently under evaluation</i></p>
Annual Budget	<ul style="list-style-type: none"> o \$10M from existing RRTP and INTP budgets o An estimated additional \$4M from Measure M in FY18
TAP Integration	<ul style="list-style-type: none"> o Program benefits available through TAP card o Convenience of purchasing discounted fares through the entire TAP vendor network and taptogo.net

Details on the new program, including comparison with the current fare subsidy programs, are described in further detail below.

- Consolidation of Transit Benefits for Individuals – RRTP provides a discount off a weekly or monthly pass while the INTP provides tokens for individual trips. Individuals may not participate in both programs so must choose to register in one or the other, receiving either the pass discount or tokens. The revised program will allow participants to choose which benefit meets their needs each month. Further, very few types of trips or trip purposes qualify for tokens under the INTP program. The revised program will no longer consider trip purpose, making all trips made using transit eligible.
- Increased Subsidy Amount – RRTP provides \$10 off a full-fare pass, and \$6 off a reduced fare (senior/disabled, college/vocational, or student) pass. INTP provides an average of 10 tokens (rides) per person per month. Under the new program, pass discounts will increase to \$X and \$Y. The ride benefit will increase to Z rides.
- Simplify Participant Eligibility Process – Customers are required to appear in person twice a year for RRTP coupon distribution, and monthly for INTP token allocation. Under the revised program, participant eligibility will be determined once per year at any time during the year to allow the customer to receive benefits for twelve consecutive months.

- TAP Integration– Today subsidies are provided in the form of paper coupons (RRTP) and tokens (INTP). When fully implemented, the new program will provide participant benefits through a customer’s enrolled TAP card, streamlining and improving the experience for customers, agencies, vendors, and Metro staff.
- New TAP Ride-Based Option – Tying customer benefits to a TAP card allows for a new ride fare product to replace the tokens issued under the INTP today. Under the revised program, the customer can choose either a discounted pass product or the TAP rides each month. This enhancement will allow the customer to receive full benefit of the Metro two hour transfer that is not supportable with the tokens used today.
- Convenient Access to Program Benefits – Customers will be able to utilize taptogo.net as well as the entire TAP vendor network for redeeming their pass or ride benefits under the revised program.
- Refocused Taxi Element – The taxi element of the revised program will focus on agencies rather than individuals, and on specific critical trip purposes. Today, individuals may receive taxi coupons from participating agencies that can be utilized at any time and for any reason. The new program will provide access to taxi services to approved agencies/organizations like hospitals and shelters to call upon on behalf of their members to provide trips categorized by mobility limitations, urgency, or safety. A member’s enrollment in the transit subsidy element of the new program will not prevent them from receiving taxi services initiated by an agency on their behalf.

IMPLEMENTATION TIMELINE

The new Low Income Fare Subsidy program will be presented to the Metro Board for consideration in May 2017. If adopted, the implementation of the new program is anticipated to occur in two phases beginning in January 2018. The first phase will consist of program policy changes that can be implemented without TAP enhancements/modifications including increases to subsidy levels and taxi service provision, culminating in the issuance of an RFP in FY19 for new third party administrators. The second phase will incorporate the remaining TAP program elements and will also begin in January 2018 but will take longer to implement as improvements to the TAP vendor network are rolled out countywide.

ATTACHMENT B

20% Transit Operations Process & Working Group

The following Measure M Program Guidelines for 20% Transit Operations are the result of consensus achieved through meetings of the Measure M Transit Operations Working Group. A formal letter from Metro's Chief Executive Officer requesting volunteers for participation in the Working Group was sent out to the General Managers of all eligible and included transit operators in December 2016.

The Working Group was established and convened in January 2017, with the final Working Group meeting held on January 25, 2017. The draft guidelines that were agreed upon by the Working Group members were then forwarded to Metro Operations for input and comment. We believe the resulting draft guidelines have been adequately evaluated by the appropriate stakeholders and affected Metro departments and are therefore ready for external review.

Measure M Transit Operations Working Group Membership

Name	Agency	Subregion
Len Engel	Antelope Valley Transit Authority	North County
Judy Fry		
Norm Hickling		
Art Ida	Culver City Bus Lines	Westside
Michelle Caldwell	Foothill Transit	San Gabriel Valley
Ernie Crespo	Gardena Municipal Bus Line (G-Trans)	South Bay
Dana Pynn	Long Beach Transit	Gateway
Martha D'Andrea	Los Angeles Department of Transportation	Central City
Nora Chin		San Fernando
Jim Parker	Norwalk Transit	South Bay
Joyce Rooney	Redondo (Beach Cities) Transit	Westside
David Feinberg	Santa Monica Big Blue Bus	Gateway

Eric O'Connor		
James Lee	Torrance Transit	South Bay
Manijeh Ahmadi	Metro	N/A - Los Angeles County
Nalini Ahuja		
Rufus Cayetano		
Chris Gallanes		
Tim Mengle		
Michelle Navarro		

Note: For each transit agency, only one vote was allowed in discussions regardless of the count of representatives.

17% Local Return Process & Working Group

The following Measure M Program Guidelines for 17% Local Return are the result of the discussions held during meetings of the Measure M Local Return Working Group. A formal letter from Metro's Chief Executive Officer requesting volunteers for participation in the Working Group was sent out to all Los Angeles County jurisdictions and the County of Los Angeles in December 2016.

The Working Group was established and convened in January 2017, with the final Working Group meeting held on March 2, 2017. At the time of the last meeting, consensus was achieved on all provisions in the attached draft guidelines, except for the specific terms of allocation to the jurisdictions of Los Angeles County. Three scenarios were identified by the Working Group, minimums to be provided at the sub-regional level, incorporation of an employment-based measure, and minimum allocations ranging from \$100,000 to \$300,000 per jurisdiction. A majority of the Working Group members were in favor of the concept of a minimum allocation to each jurisdiction.

After evaluation of several scenarios, Metro is recommending:

Minimum allocation of \$100,000 per jurisdiction, reflecting a 0.43% contribution from donor cities to 8 small cities in year 1. Dollar impact would be highest for City of Los Angeles at \$230,873 and County of Los Angeles at \$60,253.

Measure M Local Return Working Group Membership

Name	Jurisdiction	Subregion
Audra McDonald	City of Avalon	Gateway
Aaron Kunz	City of Beverly Hills	Westside
Beverly Wong	City of Burbank	Arroyo Verdugo
Benjamin Chan	City of Calabasas	Las Virgines/Malibu
Rebecca Scott	City of Cerritos	Gateway
Mohammad Mostahkami	City of Downey	Gateway
Kristen Petersen	City of Duarte	San Gabriel Valley
Elaine Jeng	City of El Monte	San Gabriel Valley
Greg Carpenter	City of El Segundo	South Bay
Kathryn Engle	City of Glendale	Arroyo Verdugo
La Shawn Butler	City of Glendora	San Gabriel Valley
Andrew Brozyna	City of Hermosa Beach	South Bay
Alex Gonzalez	City of Industry	San Gabriel Valley
Judy Quinonez	City of La Mirada	Gateway
Sonia Southwell	City of Lakewood	Gateway
Abraham Bandegan	City of Long Beach	Gateway
Carlos Rios	City of Los Angeles	Central City San Fernando South Bay Westside
Buffy Bullis	City of Monrovia	San Gabriel Valley
Brian Kuhn	City of Palmdale	North County
Sebastian Hernandez	City of Pasadena	Arroyo Verdugo
Rene Guerrero	City of Pomona	San Gabriel Valley
Natalie Chan	City of Rancho Palos Verdes	South Bay
Joyce Rooney	City of Redondo Beach	South Bay

Daniel Wall	City of San Marino	San Gabriel Valley
Jason Smiko	City of Santa Clarita	North County
Joe Barrios	City of Santa Fe Springs	Gateway
Francie Stefan	City of Santa Monica	Westside
Charlie Honeycutt	City of Signal Hill	Gateway
Jacquelyn Ascosta	City of South Gate	Gateway
Claudia Arellano	City of Vernon	Gateway
Joanna Hankamer	City of West Hollywood	Westside
Mary Reyes	LA County DPW	All Subregions
Nalini Ahuja	Metro	N/A - Los Angeles County
Kelly Hines		
Tim Mengle		
Susan Richan		

A large, stylized letter 'M' is the central focus of the top half of the slide. The 'M' is composed of several white, rectangular blocks with a slight 3D effect, set against a dark green circular background. This green circle is partially overlaid by a large, curved orange shape that sweeps across the middle of the slide. The background below the orange shape is dark grey or black.

Measure M Draft Guidelines Executive Management Committee

March 16, 2017



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Introduction

Measure M is Distinct from Measure R:

- Measure M is more comprehensive & complex
- No sunset
- Increased oversight and evaluation mechanisms

Therefore, these Guidelines must:

- Reinforce fiduciary responsibility first and foremost
- Provide guidance framework for all aspects of Measure M, not just where guidance specifically indicated
- Use lessons learned from Measure R

Measure M Direction

Metro is not here to escrow funds.

**Metro is here to manage dollars
to deliver projects and programs.**

Fiduciary Responsibility

Responsible funds management is imperative to deliver projects as promised.

Three Core Principles:

- **Timely Use of Funds**
- **Cashflow**
- **Multi-Year Funds Partnering & Related Toolbox**

Timely Use of Funds

Project Readiness:

- Demonstrate you are “ready to go” before locking down funds

Lapsing Policy:

- If money is not being used, reprogrammed to maximize delivery

Cashflow Management

Responsible funds management also means moving projects based on fund availability.

As part of that we address the following:

- **“Shovel Ready” – preparedness to move faster**
- **Cost Containment – maintain integrity of Measure M Commitments**
- **Comprehensive Assessments & Amendments – discipline in addressing changes**
- **Debt Policy & Contingency Funds – managing alignment of need & time**
- **3% Local Contribution – improve on Measure R**



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Example: 3% Local Contribution

- Definition includes “Walk-shed” of ½ mile from station;
- Eligible funds include Agency funds, Local Return, or Subregional Multi-year Program Funds;
- 30% Design Determines Local Contribution;
- Active Transportation Capital Improvements must be consistent with Metro design and policy; and
- Opt out for up to 15 Years of Local Return, withheld if no agreement by bid award*.



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*Award of any construction bid contract within jurisdiction border.

Multi-Year Subregional Programs (MSP)

MSP balances flexibility with Measure M goals. Flexibility exists within the following parameters:

- **Developed from Mobility Matrix**
- **Meet Guideline definitions**
- **Remain within Expenditure Plan program funding*, which includes ability of Subregions to borrow from their own multi-year program funding**

However, must meet Timely Use of Funds requirements.



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***Based on Cashflow and Project Readiness provisions.**

Multi-Year Subregional Programs (MSP) cont'd.

Metro will create a MSP Toolbox in anticipation of requests for managing resource timing, within and across subregional programs.

Supplemental Fund Provision: Flexibility maximized when MSP project funding remains within local and subregional sources; requests for other Metro funds/resources to supplement project needs will trigger application of additional Metro policies.



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Competitive Funds

Eligibility, technical criteria and competitive process will be further developed for the following capital areas:

- **2% ATP**
- **2% Highway**
- **2% Transit**

Operating, SGR & Regional Subsidies

Half of Measure M funds go to LA County transit operators, cities, Access and Metro to improve mobility in Los Angeles

Local Return (17%)	Transit Ops (20%)
ADA Paratransit/ Metro Discounts Seniors & Students (2%)	Rail Operations (5%)
Regional Rail (1%)	State of Good Repair (2%)

- **Guidelines were developed collaboratively with cities, transit operators and key stakeholders**
- **Measure R guidelines were used as the basis, incorporating new MM eligible uses and definitions**
- **New reporting requirements were included to satisfy Oversight Committee**

Key areas to highlight

Measure M	Key Area	Discussion
Local Return	Method of Allocation	<ul style="list-style-type: none"> ▪ Proposal is to move forward with minimum allocation of \$100K per jurisdiction ▪ Impact of reallocation: Est. \$585K ▪ City of LA: Est. \$230K and County of LA: Est. \$60K
ADA Paratransit/Metro Discounts for Seniors & Students	Two distinct uses	<ul style="list-style-type: none"> ▪ Comprehensive low-income program that combines our current fare subsidy programs ▪ Add to the \$100M in discounts in our fare structure ▪ Low-income program will be brought separately for Board approval
Regional Rail	Performance Measures	<ul style="list-style-type: none"> ▪ Ordinance requires performance criteria to increase % allocation in FY39 from 1% to 2% ▪ Service quality, safety, cost containment and investment measures ▪ Continue discussions with Metrolink

Evolving Process

Several areas require further procedural development and/or technical criteria.

Tax Oversight Committee: Guidelines provide framework for Committee review and reporting.

Metro Board has authority to adopt Guideline revisions consistent with assessment and amendment process to respond to changing circumstances.

Staff Recommendation

Request that the Board authorize the release of the Draft Measure M Guidelines for public comment



Questions?



Metro

**Board Report**

File #: 2017-0050, **File Type:** Program**Agenda Number:** 18

2nd REVISED
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017**SUBJECT: POLICY ADVISORY COUNCIL****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report on the **proposed slate and creation of the Measure M Policy Advisory Council**.

ISSUE

At the December 1, 2016 Board Meeting, Chief Executive Officer Phillip Washington presented the proposed staff approach for Measure M implementation. Part of the recommendation included the creation of a Policy Advisory Council (PAC) that would directly advise the Board regarding Measure M guidelines and the Long Range Transportation Plan (LRTP).

In a Board Box dated December 20, 2016, an outline of the roles and responsibilities of the PAC and an overview of the composition was distributed. This PAC would be made up of three major constituency categories, each with 9 representatives to reflect a diverse coalition - transportation consumers, transportation providers and jurisdictions (Attachment A). This PAC would not vote on single positions but would provide broad input from all perspectives represented in the PAC. Through outreach to all representatives in this coalition, a proposed slate of representatives and alternates for the PAC has been developed (Attachment B). They will meet for the first time as a group on April 5, 2017 to review the Draft Measure M Master Guidelines (Guidelines).

DISCUSSION**Policy Advisory Council**

The purposes of the PAC are to review, comment, advise and provide input and insight on the Guidelines and the LRTP to the Metro Board. This PAC seeks to ensure an equal, representative voice for the three key constituencies: transportation consumers - those who use or are impacted by our complex transport system; transportation providers - those who supply or regulate transportation infrastructure and services; and jurisdictions - representatives of elected bodies accountable to the needs of both consumer and provider constituencies. A key criterion for membership on the PAC is

that the representatives have access to resources that would allow them to offer quality representation and provide necessary outreach to their represented group. PAC members will be called upon to broadly disseminate information to, and solicit input from, their constituencies.

Forming the PAC required reaching out to each of the core three categories. In most cases, the transportation providers had one or a small number of designees; and representatives and alternates were named among them. In the case of the Federal representative, we reached out to the FTA and the FHWA for nominations. However, their respective counsels reviewed the role and responsibilities of the PAC and determined that in order to ensure no conflicts in FTA and FHWA employee's roles and responsibilities, it would be prudent to decline the request to provide nominations to the PAC. Therefore, we have reached out to SCAG for a representative and alternate since under federal law, the agency is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

For the jurisdictions, nominating information was sent to representatives of Councils of Governments (COGs), whose collective jurisdictional memberships included all cities. The information was copied directly to mayors and city managers to underscore that the role of the COG seat is to be a direct conduit to city insight and positions, not a seat for the COB Board as a separate body.

For the consumer category, it was necessary to identify groups which represented the individual consumer designations identified in Attachment A. Los Angeles County is fortunate to have a wide-ranging, diverse consumer groups and organizations who are fully engaged in the issues of transportation and how our system impacts their constituencies. We reached out to over 100 consumer groups representing a broad range of interests, many of which were partners with Metro in the successful passage of Measure M. They received information regarding the formation of the PAC along with a request for nominations. An informational meeting was held with this group on February 2, and approximately 40 representatives attended. It was an opportunity for this group to understand the role and responsibilities of the PAC as well as network with fellow representatives from like organizations. Nominations were accepted through February 14. In most instances, when there were multiple nominations which exceeded the number of slots in a particular category, staff facilitated a process of self-selection within the group.

The PAC will be meeting monthly and have its first meeting as a group in April to review the Draft Measure M Master Guidelines. Additionally, the PAC's chair or designee will provide an oral report directly to the Board, and its Committees as appropriate, on the issues being addressed at their meetings.

FINANCIAL IMPACT

The Measure M PAC has no impact on the FY17 budget.

NEXT STEPS

Staff will meet with the PAC in April and begin the review process for the Measure M Master Guidelines.

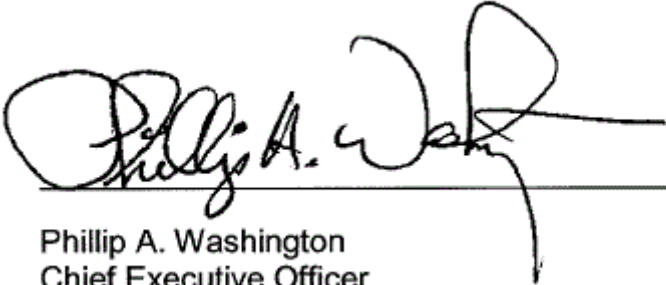
ATTACHMENTS

Attachment A - Measure M Policy Advisory Council Categories

Attachment B - ~~Measure M Metro Policy Advisory Council Members~~ Representatives and Alternates

Prepared by: Vivian Rescalvo, Senior Director, Countywide Planning & Development, (213) 922-2563

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



Phillip A. Washington
Chief Executive Officer

Measure M Policy Advisory Council Categories

CONSUMERS	PROVIDERS	JURISDICTIONS
Elderly/Disabled	Transit Munis	County of LA
Students	CalTrans	City of LA
Enviro/Social Equity	Metrolink	San Gabriel COG
Enviro/Social Equity	Access Services	San Fernando Valley COG
Enviro/Social Equity	Ports	Gateway COG
Business	Airports	South Bay COG
Small Business Assn.	Federal	North County COG
Labor (Non-Metro)	Auto Club	Westside Cities COG
CAC Chair	Bike/Pedestrian infrastructure & programs	Las Virgenes/Malibu COG

¹ City of Los Angeles holds the Central City COG position. Cities in the Arroyo Verdugo area group of have representation in the SFV, and SG COGs.

Attachment B

Metro ~~Measure M Guidelines and LRTP~~ Policy Advisory Council Members

Consumers

Elderly/Disabled

Stephanie Ramirez, Associate State Director of Community, AARP.....Representative

Richard Hernandez, Systems Change Adv., Disabled Resource Center.....Alternate

Students

Mary Gallagher, VP Admin. Services, Los Angeles Community College.....Representative

Colin Donahue, VP Admin. Finance, Cal State Northridge.....Alternate

Enviro/Social Equity - Social Justice

Jessica Meaney, Executive Director, Investing in Place.....Representative

Thomas Yee, Initiative Officer, LA Thrives.....Alternate

Enviro/Social Equity - Low-Income Communities

KeAndra Dodds, Sr. Program Director, Enterprise Community Partners.....Representative

Malcolm Harris, Program & Organizing Director, Trust South LA.....Alternate

Enviro/Social Equity - Environment

Bryn Lindblad, Assoc. Director, Climate Resolve.....Representative

Max Podemski, Planning Director, Pacoima Beautiful..... Alternate

Business

Hilary Norton, Executive Director, Fixing Angelenos Stuck in Traffic.....Representative

Adam Lane, Director Leg. Affairs, Los Angeles Business Council.....Alternate

Small Business

William Osgood, TBAC & President, LA Chapter DVBA.....Representative

Moises Cisneros, Executive Director, LA Latino Chamber of Commerce.....Alternate

Labor

Ron Miller, Executive Secretary, Los Angeles Building Trade.....Representative

Rusty Hicks, Executive Secretary-Treasurer, LA Federation of Labor.....Alternate

CAC

Dalila Soletto, President, Metro CAC.....Representative

TBD.....Alternate

Providers Jurisdictions

County of Los Angeles

Mark Pestrella, Director, Public Works.....Representative

Angela George, Asst. Director, Public Works.....Alternate

City of Los Angeles

Seleta Reynolds, General Manager, LADOT.....Representative

Bridget Smith, Asst. General Manager, LADOT.....Alternate

San Gabriel COG

Mark Christoffells, CEO, Alameda Corridor East.....Representative

Marisa Creter, Asst. Executive Director.....Alternate

San Fernando Valley COG

John Bwarie, Executive Director.....Representative

TBD.....Alternate

Gateway COG

Yvette Kirrin, COG Engineer.....Representative

Craig Beck, Director Public Works, Long Beach.....Alternate

South Bay COG

Jacki Bacharah, Executive Director.....Representative

Steve Lantz, Transportation Director.....Alternate

North County COG

Michael Behen, Spec. Project Manager, Palmdale.....Representative

Trolis Niebla, City Engineer, Lancaster.....Alternate

Westside Cities COG

Cecilia Estolano, Executive Director.....Representative

TBD.....Alternate

Las Virgenes/Malibu COG

Terry Dipple, Executive Director.....Representative

Jessica Arden, Dep. City Engineer, Westlake Village.....Alternate

Jurisdictions Providers

Transit Munis

Art Ida, Director, Culver CityBus.....Representative

Ed King, Director, Big Blue Bus.....Alternate

Caltrans

Carrie Bowen, Director, District 7.....Representative

Gary Slater, Deputy Director, District 7.....Alternate

Metrolink

Elissa Konove, Deputy CEO, Metrolink.....Representative

Roderick Diaz, Director, Metrolink.....AlternateRepresentative

Access Services

Andre Colaiace, Executive Director, Access Services.....Representative

Hector Rodriguez, Dep. Executive Director, Access Services.....Alternate

Ports

Kerry Cartwright, Director, Port of Los Angeles.....Representative

Rick Cameron, Managing Director, Port of Long Beach.....Alternate

Airports

Frank Miller, Executive Director, Burbank Airport.....Representative

~~Jessica~~ Jess Romo, Director, Long Beach Airport.....Alternate

SCAG

Hasan Ikhata, Executive Director, SCAG.....Representative

Darin Chidsey, Chief Operating Officer, SCAG.....Alternate

Auto Club

Marianne Kim, Prin. Public Policy Analyst, Auto Club.....Representative

Metro Measure M Policy Advisory Council Members

Hamid Bahadori, Manager, Auto Club.....Alternate

Bicycle/Pedestrian

Tamika Butler, Executive Director, LA County Bicycle Coalition.....Representative

Romel Pascual, Executive Director, CicLAvia.....Alternate



Board Report

File #: 2017-0114, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 19.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

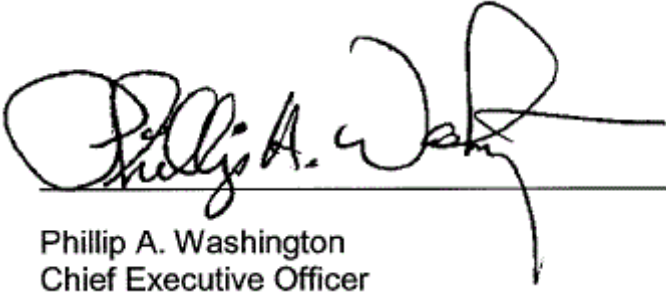
- A. **AB 287 (Holden)** - State Highway Route 710: Advisory Committee **OPPOSE UNLESS AMENDED**
- B. **AB 378 (C. Garcia)** - California Global Warming Solutions Act of 2006: Regulations **SUPPORT**
- C. **AB 408 (Chen)** - Eminent Domain: Final Offer of Compensation **OPPOSE**

ATTACHMENTS

- Attachment A – **AB 287 (Holden) Legislative Analysis**
- Attachment B - **AB 378 (C. Garcia) Legislative Analysis**
- Attachment C - **AB 408 (Chen) Legislative Analysis**

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
 Desarae Jones, Government Relations Administrator, (213) 922-2230
 Ronald Stamm, Principal Deputy County Counsel, (213) 215-2525

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT B

BILL: ASSEMBLY BILL 378

AUTHOR: ASSEMBLYMEMBER CRISTINA GARCIA (D-BELL GARDENS)
CO-AUTHORS ASSEMBLYMEMBERS C. HOLDEN (D-PASADENA), E. GARCIA (D-COACHELLA)

SUBJECT: CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006:
REGULATIONS

STATUS: REFERRED TO COMMITTEE ON NATURAL RESOURCES

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Bill 378 (Garcia). This bill would amend the California Global Warming Solutions Act of 2006, which authorizes the State Air Resources Board (CARB) to monitor and regulate the sources of greenhouse gasses.

The bill would amend the California Global Warming Solutions Act of 2006 to include new mechanisms for achieving the statewide greenhouse gas emission reduction targets of 40 percent below the 1990 level by 2030.

Specifically the bill would:

- Require CARB to consider and account for the social costs of emissions and greenhouse gases when adopting new rules and regulations;
- Authorize CARB to adopt or subsequently revise new regulations that establish a market-based compliance mechanism, applicable from January 1, 2021 through December 31, 2030; and
- Require CARB to adopt the most effective and equitable mix of emissions reduction measures, ensure that emissions reduction measures collectively and individually support achieving air quality and other environmental public health goals.

DISCUSSION

Staff recommends that the Board adopt a support position on the measure, AB 378 (Garcia). As introduced, the bill would require CARB to consider environmental justice and social costs associated with greenhouse gas emissions. This bill is widely supported by a broad coalition of legislators, social justice and environmental groups. The bill aims to compliment last year's Senate Bill 32 (Pavley) and Assembly Bill 197 (E. Garcia), which set aggressive targets for greenhouse gas emission reductions and defined CARB's authority.

AB 387 (Garcia), in its current form, gives CARB the authority to revise current regulations to meet the 2030 targets set under SB 32, while considering social equity and a utilizing a market-based system. The author's intent for the legislation is to consider social justice and quality of life in regulating greenhouse gas emission reduction goals. This bill would require CARB to incorporate market-based mechanisms for reducing greenhouse gases during each step of regulation and Global Warming Solutions Act program implementation. The bill aims to give CARB the flexibility to introduce and amend regulations to meet reduction targets, without relying solely on the success of cap-and-trade.

Staff recommends that the Board adopt a SUPPORT position on the measure AB 378 (Garcia).

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2017 State Legislative Program Goal #6 which is to coordinate with local and state partners to incorporate the region's needs in emerging climate change and sustainability programs.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on this measure; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT C

BILL: ASSEMBLY BILL 408

AUTHOR: ASSEMBLYMEMBER PHILLIP CHEN (R-DIAMOND BAR)

SUBJECT: EMINENT DOMAIN: FINAL OFFER OF COMPENSATION

STATUS: REFERRED TO COMMITTEE ON JUDICIARY
HEARING SCHEDULED: MARCH 14, 2017

ACTION: OPPOSE

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE position on Assembly Bill 408 (Chen). This bill would amend existing law related to final offers of compensation for eminent domain proceedings.

The bill would amend the Code of Civil Procedure relating to eminent domain to provide additional remedies for final compensation in proceedings.

Specifically the bill would:

- Provide that if a court finds, on motion of the defendant, that the offer of the plaintiff was lower than 90 percent of the compensation awarded in the proceeding, then the court would be required to include the defendant's litigation costs in the costs allowed;
- Authorize the court to include the defendant's litigation costs in the costs allowed if the court finds that the offer of the plaintiff was at least 90 percent and less than 100 percent of the compensation awarded in the proceeding.

DISCUSSION

Staff recommends that the Board adopt an oppose position on the measure, AB 408 (Chen). As introduced, the bill would require courts to award litigation costs in eminent domain court proceedings under certain circumstances. This bill would substantively change the rules on when a property owner is entitled to attorney fees in an eminent domain matter.

If the measure is passed, in its current form, it would be highly detrimental to public entities such as Metro, significantly increasing the risk of the agency being required to pay a property owner's attorney fees in eminent domain court proceedings. The bill, as drafted could also incentivize property owners to pursue a trial in lieu of settlement to recoup additional fees and compensation.

David Graeler of Nossaman, LLP, in an e-alert issued on February 21, 2017 wrote that, “Fundamentally, it (AB 408) would cause right-of-way costs to go up dramatically and projects may take longer to build.” The measure would place an undue burden on Metro in eminent domain matters by increasing the cost of litigation and compensation should the final offer not be deemed sufficient.

Staff recommends that the Board adopt an OPPOSE position on the measure AB 408 (Chen).

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a support or neutral position on the bill. A support or neutral position would be inconsistent with Metro’s Board approved 2017 State Legislative Program goals. A support position on this legislation would be contrary to our agency’s goal of cost-effectively building highway and transit projects funded under Measure R and Measure M.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on this measure, staff will communicate the Board’s position to the author and work to ensure inclusion of the Board’s priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

**Board Report**

File #: 2017-0149, **File Type:** Contract

Agenda Number: 20.

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017**

**SUBJECT: CONSULTING SERVICES FOR THE P2000 LIGHT RAIL VEHICLE (LRV)
OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT
SERVICES**

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AWARD a cost plus fixed fee contract for Technical and Program Management Support Services under Contract No. OP20113000 for the **P2000 Light Rail Vehicle Overhaul Program Consultant Support Services, to CH2M Hill, Inc.**, in the not-to-exceed amount of \$5,829,626 for a period of 55 months from issuance of a Notice-to-Proceed (NTP) for the overhaul of 52 Siemens P2000 LRVs, subject to resolution of protest(s), if any.

ISSUE

Metro will require Technical and Program Management Support Services to provide oversight of the Rail Vehicle Overhaul Contractor in order to facilitate the timely overhaul and delivery of the P2000 LRVs and associated deliverables.

DISCUSSION

Metro operates 52 Siemens P2000 LRVs on the Green, Blue and Expo Lines. The P2000 LRVs were delivered between 2000 and 2003. The age of this fleet and accumulated mileage (average of 1.15 million miles) indicate it is timely to perform an overhaul of key subsystems.

The Consultant shall provide Metro with expert professional engineering, technical oversight, and program management support services as directed and required by Metro staff to ensure the Rail Vehicle Overhaul Contractor's performance is consistent with the delivery requirements of the Contract. Subject to Metro direction, the Consultant shall apply appropriate engineering, technical and program management resources to ensure the timely overhaul and delivery of the overhauled Vehicles and associated deliverables.

The scope of services shall include, but not be limited to, reviewing and preparation of correspondence in response to technical submissions; provide oversight of the project status; identify any variances from schedule and deliverable requirements and recommend corrective action; assess

and report on project performance; support of project reviews; document control; oversight of the Rail Vehicle Overhaul Contractor's supply chain process; review and provide input on change order requests; test and inspection activity oversight; and other technical and program management support services as directed by Metro.

The approach to use a single consultant to provide both Technical and Program Management support is typical of the vast majority of Metro's rail vehicle capital projects. Separate consultants are used when, due to the scale and complexity of the project, it is a challenge for individual firms to adequately staff for the anticipated duration, thus limiting competition. As the scale and complexity of the overhaul is very limited, Metro's typical use of one consultant is employed.

The Diversity and Economic Opportunity Department (DEOD) has completed its initial evaluation of the Proposer's commitment to meet the twenty percent (20%) Race Conscious Disadvantage Business Enterprise (RC DBE) goal established for this project. CH2M Hill, Inc. exceeded the goal by making a 24.8% DBE commitment and is deemed responsive to the DBE requirements.

DETERMINATION OF SAFETY IMPACT

The approval of this Contract award will have a direct and positive impact to system safety, service quality, system reliability, maintainability and overall customer satisfaction. The P2000 Light Rail Vehicle Overhaul Program will permit Metro to maintain the state of good repair (SGR) on the LRV fleet.

FINANCIAL IMPACT

The total contract amount for this effort is \$5,829,626. \$2,304,000 is included in the FY18 budget in cost center 3043, Rail Vehicle Acquisition, Account 50316, Professional and Technical Services under project number CP206044, P2000 Light Rail Vehicle Overhaul Program.

Since this is a multi-year contract, the cost center manager and project manager will be responsible for budgeting the cost in future fiscal years, including the exercise of any options.

Impact to Budget

The source of funds for this action is Federal Section 5337 State of Good Repair funds provided under the Transportation Improvement Program (TIP). Other eligible source of funds include Proposition A 35% and Measure R 2% which is eligible for rail capital activities. At this time, staff is developing guidelines for the Measure M (MM) Ordinance which may allow for the utilization of MM 2% State of Good Repair, MM 5% Rail Operations and MM 20%, Transit Operations as Rail State of Good Repair efforts are eligible uses for the MM source of funds. These guidelines are planned for adoption approximately midyear 2017. Concurrently, staff is actively pursuing additional State and Federal sources such as FAST Act and other eligible Federal sources to further supplement this project. Staff is also pursuing additional State and Local funding sources such as Cap and Trade and similar sources as they become available to meet the project funding needs.

ALTERNATIVES CONSIDERED

Staff considered the following alternatives: using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and subject matter experts (SMEs) available to perform this work.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended by Metro staff because the Overhaul Program is critical to maintaining a SGR on the 52 Siemens P2000 LRVs and to enable the Maintenance department to effectively plan and schedule its work.

NEXT STEPS

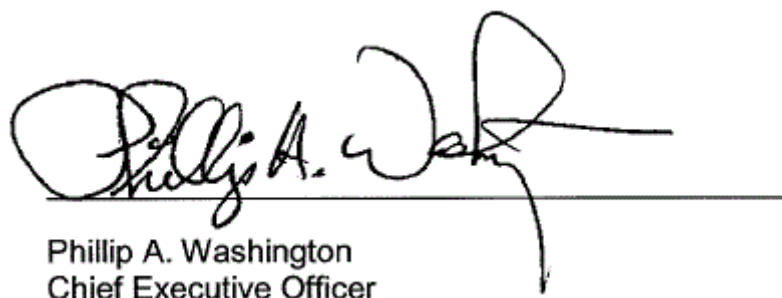
Upon Board approval, a contract will be awarded and a Notice-to-Proceed will be issued to CH2M Hill, Inc. Metro and CH2M Hill, Inc. will mobilize required resources and SMEs to ensure timely completion of deliverables by the Rail Vehicle Contractor.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Funding/Expenditure Plan

Prepared by: Annie Yang, Sr. Director, Project Control, Rail Vehicle Acquisition, (213) 922-3254
Jesus Montes, Sr. Executive Officer, Vehicle Acquisitions,
(213) 922-3838

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

**PROCUREMENT SUMMARY
CONSULTING SERVICES FOR THE P2000 LIGHT RAIL VEHICLE (LRV)
OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT
SUPPORT SERVICES / OP20113000**

1.	Contract Number: OP20113000	
2.	Recommended Vendor: CH2M Hill	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 2, 2015	
	B. Advertised/Publicized: September 25, 2015	
	C. Pre-proposal/Pre-Bid Conference: October 15, 2015	
	D. Proposals/Bids Due: November 30, 2015	
	E. Pre-Qualification Completed: October 21, 2016	
	F. Conflict of Interest Form Submitted to Ethics: October 14, 2016	
	G. Protest Period End Date: March 20, 2017	
5.	Solicitations Picked up/Downloaded: 19	Bids/Proposals Received: 2
6.	Contract Administrator: Susan Dove	Telephone Number: (213) 922-7451
7.	Project Manager: Annie Yang	Telephone Number: (213) 922-3254

A. Procurement Background

This Board Action is to approve the award of Contract No. OP20113000 for technical consulting services for the P2000 Light Rail Vehicle Overhaul Program to assist and augment Metro staff to ensure the successful overhaul of the P2000 Light Rail Vehicles. The recommended consultant shall provide engineering and administrative resources to support Metro's Project Manager in the technical and program management of the project. Board approval of contract awards are subject to resolution of all properly submitted protests.

The RFP was issued in accordance with Metro's Acquisition Policy. This was a best value procurement, and the contract type is Cost-Plus Fixed Fee.

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

- Amendment No. 1, issued on October 12, 2015, modified pricing forms.
- Amendment No. 2, issued on October 21, 2015, extended the proposal due date to November 12, 2015.
- Amendment No. 3, issued on November 4, 2015, extended the proposal due date to November 19, 2015.
- Amendment No. 4, issued on November 13, 2015, extended the proposal due date to November 30, 2015.
- Amendment No. 5, issued on March 31, 2016, to clarify the evaluation criteria.

- Request for Clarification/Interviews was issued in lieu of Amendment No. 6, on August 12, 2016, after receipt of proposals.
- Amendment No. 7, issued on September 26, 2016, was issued after receipt of proposals to invite firms to submit Best and Final Offers (BAFO's) as a result of revisions in the labor mix allocation.
- Amendment No. 8, issued on September 30, 2016, was issued after receipt of proposals to modify pricing forms.
- Amendment No. 9, issued on January 20, 2017, was issued to clarify the statement of work and commercial terms.

A total of two proposals were received on November 30, 2015. The initial proposal evaluation resulted in a series of clarifications to obtain further details from both proposers. Discussions and negotiations with the consultants were postponed until March 2016 when P2000 overhaul contractor proposals were due. The procurement process for the technical consulting contract was delayed in order to coincide with the award of the P2000 overhaul contract. Clarification interviews and presentations were conducted in August 2016. As a result of the clarification interviews, Metro staff concluded that the labor hour allocation needed to be revised higher to more accurately reflect Metro's operational needs on the P2000 Overhaul Contract. Therefore, requests for Best and Final offers (BAFO's) included an adjusted labor mix allocation. BAFO's were received on October 7, 2016. To ensure that the P2000 overhaul contract and the consulting contract were awarded simultaneously, the recommendation for award of the consulting contract was delayed until a full re-assessment of the P2000 Overhaul Project was completed.

As a result of additional changes in programmatic requirements in the P2000 Overhaul project, a request for revised Best and Final Offer was issued on January 20, 2017. Revised BAFO proposals for the P2000 Light Rail Vehicle Overhaul Consultant Support Services were received on January 27, 2017.

B. Evaluation of Proposals

The Proposal Evaluation Team consisting of staff from Metro's Rail Vehicle Acquisition Department, Rail Vehicle Engineering, and Rail Fleet Services convened and conducted a comprehensive technical evaluation of the proposals received. The proposals were evaluated based on the following evaluation criteria and weights:

The firm's degree of skills and experience	30% percent
Staff quality and technical expertise	20% percent
Understanding of work and appropriateness of approach for implementation	20% Percent
Price	30% percent

The evaluation criteria are appropriate and consistent with evaluation criteria developed for similar Best Value procurements. Several factors were considered when developing these weights, giving the greatest importance to the firm's skills, staff experience, and price.

All proposals were determined to be within the competitive range. The firms within the competitive range are listed below in alphabetical order:

1. CH2M Hill
2. Virginkar Associates/Parsons Brinckerhoff – Joint Venture

On August, 12, 2016, clarification/interviews were conducted. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation team's questions. Each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

Negotiations were conducted with both firms. On September 25, 2016, Best and Final Offers (BAFOs) were requested. On October 7, 2016, two BAFO proposals were received. Final revised pricing was received on January 27, 2017.

The PET evaluated the BAFO's and determined that CH2M Hill's was the most advantageous to LACMTA based upon the proposal evaluation criteria. CH2M Hill's proposal exceeded the RFP's requirements based on the firm's and staff's experiences on similar projects. CH2M Hill demonstrated its expertise in rail vehicle engineering consulting services by providing a comprehensive implementation plan showing specific consultant staff responsible for managing each major milestone during the program support services. CH2M Hill's strengths are listed below:

- Proposed a Senior Schedule Analyst who strengthened the team's skill, quality, technical expertise, and experience based on the scheduler's education and experience background.
- Proposed a Systems Integrator Engineer with extensive background and systems integration experience which enhanced the team in the critical area of system integration.

Qualifications Summary of Firms Within the Competitive Range:

CH2M Hill

CH2M Hill provided technical consulting services to LACMTA for development of the A650 technical specification and commercial requirements. CH2M Hill currently provides program support services for the P3010 Light Rail Vehicle Project. Since it has extensive experience with Metro projects, the firm will be able to begin work immediately as an integrated team to support the design development and to oversee the timely overhaul of the P2000 rail cars.

Other similar projects include the Midlife overhaul of CAF Heavy Rail Vehicle for the Port Authority of Allegheny County, (PAAC) Pittsburgh, PA. CH2MHill was also awarded the Service, Maintenance and Reliability Support contract for Massachusetts Bay Transportation Authority (MBTA).

VIRGINKAR/PARSONS BRINCKERHOFF – JOINT VENTURE

Both firms within the Joint Venture overall had experience working on overhaul projects. These project include the Massachusetts Bay Transit Authority (MBTA) on the 25 GP40 MC Diesel

Electric Locomotive Project and the Siemens Light Rail Vehicle Overhaul Project for the Port Authority of Allegheny County (PAAC). Although the team has experienced staff, it proposed less experienced systems integration engineers. The systems integration engineer position is critical to success of the project. Virginkar/Parsons Brinckerhoff Joint Venture is technically capable of performing the work.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Firm 1 CH2M Hill				
3	Skills and Experience the Firm	79.17	30.00%	23.75	
4	Staff Quality and Technical Experience	86.50	20.00%	17.30	
5	Understanding of the Work	87.50	20.00%	17.50	
6	Price		30.00%	30.00	
7	Total		100.00%	88.55	1
8	Firm 2 Virginkar/PB (Joint Venture)				
9	Skills and Experience of the Firm	69.17	30.00%	20.75	
10	Staff Quality and Technical Experience	68.33	20.00%	13.67	
11	Understanding of the Work	70.83	20.00%	14.17	
12	Price		30.00%	27.84	
13	Total		100.00%	76.43	2

C. Cost/Price Analysis

The recommended Not-To-Exceed Price has been determined to be fair and reasonable based on, an independent cost estimate, MAS audit findings, cost analysis of direct rates and provisional overhead rates, technical evaluation, fact finding, and negotiations. The negotiated NTE prices increased from the original proposed amounts for both Proposers after discussions led to a higher level of direct hours required.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	CH2M Hill	\$5,770,144	\$5,702,539	\$5,829,626
2.	Virginkar/Parsons	\$6,148,646	\$5,702,539	\$6,282,272

D. Background on Recommended Contractor

The recommended firm, CH2M Hill, has been in business for over 70 years and is a global engineering company that provides consulting, design, construction, and Rail Vehicle Program Support Services.

CH2M Hill proposed Senior Systems Integrator Engineers who combined have over 70 years of experience in systems integration in the Rail Vehicle industry and were involved with rail vehicle overhaul procurements from technical specification development to final acceptance. Overall, the proposed staff clearly exceeded the minimum requirements. All proposed staff including subcontractors has extensive technical and program management support experience.

DEOD SUMMARY

**CONSULTING SERVICES FOR THE P2000 LIGHT RAIL VEHICLE (LRV)
OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT
SUPPORT SERVICES / OP20113000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. CH2M Hill, Inc. exceeded the goal by making a 24.81% DBE commitment.

Small Business Goal	20% DBE	Small Business Commitment	24.81% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Virginkar & Associates	Subcontinent Asian American	18.36%
2.	Parthenon Corporation	Hispanic American	6.00%
3.	Langford & Carmichael	Asian Pacific American	0.45%
Total Commitment			24.81%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT C

**P2000 LIGHT RAIL VEHICLES OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES
FUNDING/EXPENDITURE PLAN**

	ITD thru FY16	FY17	FY18	FY19	FY20	FY21	FY22	Total	% of Total
Uses of Funds									
Midlife Overhaul 52 Siemens LRVs	\$0	\$7,003,993	\$14,007,987	\$27,503,993	\$45,000,000	\$40,000,000	\$6,563,894	\$140,079,867	87.1%
Professional Services	\$838,961	\$84,120	\$1,387,200	\$1,956,133	\$1,974,333	\$1,460,933	\$268,000	\$7,969,680	5.0%
MTA Administration	\$999,379	\$265,000	\$420,000	\$450,000	\$450,000	\$450,000	\$390,000	\$3,424,379	2.1%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$9,326,074	\$9,326,074	5.8%
Total Project Cost	\$1,838,340	\$7,353,113	\$15,815,187	\$29,910,126	\$47,424,333	\$41,910,933	\$16,547,968	\$160,800,000	100%
Sources of Funds									
Local (PA Rail 35%) / State / Federal		\$7,353,114	\$15,815,187	\$29,910,126	\$47,424,333	\$41,910,933	\$16,547,968	\$160,800,000	100%
Total Project Funding	\$1,838,340	\$7,353,113	\$15,815,187	\$29,910,126	\$47,424,333	\$41,910,933	\$16,547,968	\$160,800,000	100%

** Staff will pursue additional federal funds that may become available through MAP-21 or other federal sources for this project to maximize availability of local fund sources for Operations use. Staff will also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources. Measure M 2%, 5% and 20% fund source guidelines currently under development may also allow for future use of Measure M funds to support this effort.



Board Report

File #: 2016-0881, File Type: Contract

Agenda Number: 21.

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: CONTRACT OP29199, BYD BATTERY ELECTRIC ARTICULATED TRANSIT BUSES AND CHARGING EQUIPMENT FOR DEPLOYMENT ON THE METRO ORANGE LINE

ACTION: APPROVE CONTRACT OP29199 WITH BYD MOTORS FOR FIVE ARTICULATED BATTERY ELECTRIC BUSES

RECOMMENDATION

CONSIDER:

- A. FINDING that compliance with PUC sections 130232 and 130233 does not constitute a method of procurement adequate for the operation of prototype equipment and herewith approves the procurement of prototype buses under PUC section 130236 without further observance of any provisions regarding contracts, bids, advertisement or notice;
- B. APPROVING the **Advanced Transit Vehicle Consortium's (ATVC) Award and Execution of a non-competitive Contract No.OP29199 with BYD Motors, Inc. (BYD), for the purchase of five (5) prototype 60 foot articulated battery electric vehicles and charging equipment at a firm fixed price of \$6,594,771, including applicable taxes;**
- C. AUTHORIZING the Contract Modification credit in the amount of \$3,000,000 under Contract No. OP33202790, with BYD, resulting from the buy-back of five (5) battery electric 40 foot vehicles delivered to Metro to be expended on the five prototype articulated battery electric vehicles in recommendation B; and
- D. CLOSING project 201071 Bus Acquisition 30 Zero Emission/Super Low Emission and utilize unused funds from this project to establish a Life-of-Project (LOP) Budget of \$8,109,500 for project 201074, BYD 60 foot Articulated Zero Emission Bus.

(REQUIRES TWO-THIRDS VOTE)

ISSUE

ATVC and Metro are committed to deploying zero emission vehicles and transitioning the Metro bus fleet to zero emissions as vehicle capabilities and fiscal capacity allow.

In October 2016, Metro's Board of Directors directed staff to develop an implementation plan to use all electric buses on the Metro Orange Line (MOL) Bus Rapid Transit (BRT) by 2020 (Attachment C - Motion by Directors Garcetti, Krekorian and Antonovich, October 27, 2016). Metro staff intends to present the requested implementation plan to the Board in April 2017.

To address the Board's directive, Metro plans to test various Zero Emission Bus (ZEB) technologies and charging strategies to determine which technology best suit Metro's operational environments and needs. To maximize the evaluation of emerging technologies, Metro has developed a strategy to procure prototype vehicles under four separate contract awards; two procurements on a single source basis, and two competitively awarded procurements. This approval for a non-competitive procurement to BYD will address the first of the four contract actions.

The second prototype contract will be a single source to New Flyer for five 60' articulated ZEBs and en-route charging equipment utilizing a recently awarded FTA LoNo grant. The third and fourth prototype contract awards will be competitively procured under RFP No. OP28367 Forty-Foot (40') and Sixty-Foot (60') Low Floor CNG or Zero Emission Bus Procurement. These other awards will be brought to the Board for consideration in Spring 2017.

DISCUSSION

Metro Strategic ZEB Program

Metro is working to transform what is already one of the cleanest CNG transit fleets in the nation to an entirely zero emission fleet as quickly as technologically and fiscally possible.

Metro's strategic plans include transforming the Metro Orange Line (MOL) into a 100% ZEB line by 2020 followed by the Metro Silver line shortly thereafter. The MOL BRT has been identified as the top candidate line to be converted to electric ZEB operation. The MOL operates on a 19 mile dedicated right-of-way, that utilizes platform fare collection, and operates at a higher average speed with less frequent stops. The operating profile of battery electric vehicles is well suited for this type of duty cycle. Passengers and residents along the line will benefit from the inherent quietness and zero emission aspects of these battery electric vehicles. Staff believes that placing BYD 60' articulated battery electric buses into service on the MOL will provide an ideal environment for demonstrating the capabilities of these zero emission electric vehicles.

Once the Orange and Silver lines have begun ZEB service, staff will continue to identify lines suitable for ZEB operation and implement those conversions. Eventually as the technical capabilities of vehicles advance and become more mature, a full conversion to ZEB will occur. Metro intends to only procure ZEB vehicles in the near future.

Approval of recommendation B ratifies the ATVC contract award action taken in March 2017 and will provide the first vehicles necessary to convert the MOL to ZEB operation.

Background: Metro's ZEB Experience

Under a contract with BYD that was competitively awarded in June 2013, Metro tested five BYD 40' ZEBs. These buses were deployed at Metro Division 1 (Downtown Los Angeles) in April 2015. The operating performance of these initial 40' prototype buses did not meet Metro's daily operational requirements, and after a full year of operation, were removed from active revenue service at BYD's request.

In February 2016, BYD presented ATVC and Metro with an unsolicited proposal to repurchase the five 40' ZEBs in exchange for a \$3,000,000 credit towards the non-competitive purchase of five new 60' ZEB's that utilize BYD's latest generation technology and are manufactured to BYD's improved quality standards.

Staff's recommendation requests approval of the expenditure of the Contract Modification credit amount of \$3,000,000 to be used toward the purchase of five new, 60' battery electric buses that will be deployed on MOL BRT corridor.

Procurement Process

To procure the five 60' prototype ZEB's under a non-competitive procurement and to apply the proposed \$3 million credit, the Board must first find that the normal competitive methods of procuring these ZEB's are inadequate and that staff is directed to procure these prototype vehicles without observance of the normal competitive means. It is important to note that Metro is currently conducting two procurements for 40' and 60' ZEB's that are following normal competitive methods. Those two competitive procurements are for five (5) 40' and five (5) 60' ZEB vehicles, with options that could total up to 100 40' ZEBs and 100 60' ZEBs.

Technical Improvements at BYD

To address the original quality and reliability issues experienced at startup in April 2014, BYD has undergone a transformation at their Lancaster, CA facility. BYD has added quality engineers and inspectors and implemented a quality assurance program that tracks each vehicle as it moves through the assembly process. BYD is also pursuing ISO 9001:2008 certification, which is expected to be complete by mid-2017. The five 60' articulated buses proposed for Metro would be built in Lancaster and would meet BYD's updated quality assurance requirements.

BYD has also gained significant experience manufacturing buses locally. They are currently manufacturing 31 60' articulated buses at this facility for commercial orders with Antelope Valley Transit Authority and Albuquerque Rapid Transit, all of which are scheduled for delivery in 2017.

To address the suitability of their buses for Metro's operating environment, recent technological advances in battery capacity (range), and improvements in engineering and manufacturing capabilities at BYD are expected to provide next generation BYD articulated buses that are suitable for operation on high capacity BRT lines like Metro's Orange Line. The first of the 60' articulated electric buses will be delivered to Metro seven months after award of the contract and the fifth bus

twelve months after award of the contract.

BYD Battery Technology | Safety

BYD's 60' articulated buses are equipped with proprietary Lithium Iron Phosphate (LiFe PO₄) batteries that offer a higher degree of safety over conventional Lithium Ion batteries. The BYD LiFe battery chemistry is not susceptible to thermal events (such as with the Samsung Galaxy 7 cell phone batteries). BYD batteries are non-flammable, non-combustible, and don't overheat. BYD's batteries offer a wide thermal operating range of -20°F through 140°F. Because they contain no caustic materials, heavy metals, or toxic electrolytes, they are also considered more environmentally friendly than most other Lithium Ion battery chemistries.

BYD Prototype Experience

The bus type being proposed will be a prototype, but will have previous test and service experience. BYD demonstrated an early 60' battery electric prototype on Metro's Orange Line in December 2014. During the demonstration the bus was positively received by the operators, maintenance personnel, and passengers. In service vehicle performance was good, particularly in areas of acceleration and top speed. The bus also provided a smooth and very quiet ride. This bus has now accumulated 40,000 miles in demonstrations across North America. BYD has built two additional units in their Lancaster facility. One of these 60' buses was deployed to Altoona, PA for FTA's mandatory new bus testing. The second 60' bus was deployed to the Brazilian market. The new 60' BYD prototype bus proposed for Metro will have a new, more powerful rear axle drive motor assembly.

Metro Operating Environment

While Metro learned a great deal about ZEB technology while testing the BYD's 40' ZEBs, the technology has advanced rapidly. Now, 21 months after those vehicles went into service it makes good business sense to test the latest generation of ZEB vehicles to fully assess the technologies against our operational environment and requirements.

Cost/Price

The purchase price, per vehicle, for the original 40' BYD buses was \$756,316. The average net cost per vehicle was reduced to \$640,316 when Metro/ATVC received California Hybrid and Zero-Emission Truck and Bus Voucher credits. On June 2, 2016, BYD submitted an unsolicited offer to repurchase the 40' BYD vehicles and give the ATVC a credit of \$600,000 per vehicle to be used for the purchase of new BYD battery electric vehicles of ATVC's choice.

DETERMINATION OF SAFETY IMPACT

There is no anticipated safety impact for operating zero emission electric buses on MOL. BYD is expected to utilize components and sub-systems that have been proven in heavy duty applications and have been mass produced, and used in buses currently in transit service.

Zero emission buses use high voltage electrical systems. While these systems are isolated from operator and passenger compartments, maintenance personnel will be provided with additional

specialized training to ensure that they are prepared to maintain these higher voltage propulsion systems.

FINANCIAL IMPACT

Upon Board approval, this action will establish an LOP budget of \$8,109,500 for the procurement of 5 BYD Articulated 60' battery electric buses. Unused funding from project 201071 will be transferred to cover expenses for the procurement of these buses starting in FY17. This funding is programmed in Cost Center 3320 - Vehicle Technology. Because this is a multi-year contract, the Cost Center Manager will be responsible for ensuring that future year funding is programmed.

Impact to Budget

The source of funds for this action is Measure R 35% which is eligible for clean fuel bus procurements. This funding source will maximize the use of funds for this activity. There is no anticipated impact to the FY17 budget.

ALTERNATIVES CONSIDERED

Staff considered postponing this BYD project to purchase 60' ZE buses currently being solicited under RFP No. OP37267. This alternative is not recommended as it would delay the introduction of battery electric articulated buses into MOL. Further, it would limit Metro's ability to evaluate different technologies to determine which are the best fit for Metro's diverse operating environment. Metro does expect to purchase additional ZEB 60' buses under this solicitation, but there is no guarantee that BYD would prevail in this solicitation. If another vendor is selected for RFP No. OP38267, Metro would not be able to use the \$3,000,000 buy back credit offered by BYD. Given the significant value of the buy-back credit, staff recommends buying these five articulated buses from BYD.

NEXT STEPS

When the Metro Board approves that ratification request, staff will obtain the \$3 million credit, execute the new contract with BYD and issue a Notice to Proceed.

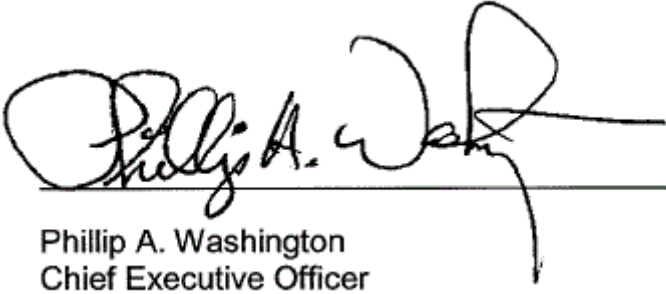
In the Spring 2017, staff will return to the Board with a request for a another non-competitive award to New Flyer for five prototype 60' articulated ZEBs and en-route charging equipment partially funded with a FTA LoNo grant award. Staff will return again with recommendations for additional prototype ZEB contract awards under a competitive procurement.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - ATVC BR BYD Electric Bus Buy Back Proposal Dated, June 22, 2016
- Attachment C - Motion by Directors Garcetti, Krekorian and Antonovich, Oct. 27, 2016
- Attachment D - DEOD Summary

Prepared by: Steve Schupak, Sr. Manager, Project Control (213) 617-6294

Reviewed by: Jesus Montes, Sr. EO, Vehicle Acquisition (213) 922-3838
James T. Gallagher, Chief Operations Officer (213) 922-4424
Debra Avila, Chief Vendor/Contract Management Officer
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BYD BATTERY ELECTRIC ARTICULATED TRANSIT BUSES AND CHARGING EQUIPMENT FOR DEPLOYMENT ON THE METRO ORANGE LINE/OP29199

1.	Contract Number: OP29199	
2.	Recommended Vendor: BYD Motors, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: Not Applicable	
	B. Advertised/Publicized: Not Applicable	
	C. Pre-Proposal Conference: Not Applicable	
	D. Proposals Due: July 29, 2016	
	E. Pre-Qualification Completed: TBD	
	F. Conflict of Interest Form Submitted to Ethics: February 21, 2017	
	G. Protest Period End Date: Not Applicable	
5.	Solicitations Picked up/Downloaded: Not Applicable	Bids/Proposals Received: Non-competitive offer
6.	Contract Administrator: Wayne Okubo	Telephone Number: (213) 922-7466
7.	Project Manager: Steve Schupak	Telephone Number: (213) 922-2170

A. Procurement Background

This Board Action is to approve Contract No. OP29199 for the non-competitive purchase of five 60-foot prototype battery electric buses and corresponding charging equipment from BYD Motors, Inc. (BYD). The Board action also recommends approval of the expenditure for the new prototype buses a credit in the amount of \$3,000,000 offered by BYD for the buy-back of five 40-foot battery electric buses delivered under Contract No. OP33202790. The unsolicited offer to buy-back the 40-foot buses was a result of BYD's ability to provide a newer generation of battery electric vehicles. The 60-foot prototype buses are not only of an improved generation, but also will be deployed at the Metro Orange Line where the operating conditions are more suitable for a battery-electric bus.

B. Evaluation of Proposals

Metro's Vehicle Technology and Acquisition department reviewed the technical proposal against the Zero Emissions Bus Technical Specification used in the current RFP solicitation for 60-foot buses. This evaluation was performed to ensure that the proposed prototype bus met basic Metro standards. Through a series of discussions and clarifications, the Vehicle Technology and Acquisition department determined that BYD's proposed bus substantially meets the Technical Specification requirements and appears to be acceptable for the Orange Line deployment. Final determination of suitability for Metro service use will be made after delivery of these prototype buses based on a pre-determined evaluation process that includes

capture of data for vehicle service range, maintainability, safety aspects and other factors.

Qualifications Summary of Firms within the Competitive Range:

BYD Motors, Inc.

BYD is the largest manufacturer of Zero Emissions Buses in the world. In North America, their current deployment is a fleet of 40 buses, with confirmed orders exceeding 120 buses along with options for an additional 120.

These prototype articulated buses will be manufactured at BYD’s assembly plant located in Lancaster, CA, and will utilize Iron Phosphate (Fe) batteries, which are thermally stable, nontoxic, completely recyclable, nonflammable, and noncombustible. The first of the 60’ articulated electric buses will be delivered to Metro seven months after award of the contract and the fifth bus twelve months after award of the contract.

C. Cost/Price Analysis

The recommended price for the new 60-foot battery electric buses has been determined to be fair and reasonable based upon MAS audit findings, cost analysis, technical evaluation, and negotiations.

The recommended credit has been determined to be fair and reasonable based on a technical evaluation and price analysis of the depreciation, useful life and value of the five 40-foot battery electric vehicles returned to BYD. The recommended credit of \$3,000,000 exceeds the remaining value in these one year old vehicles that were no longer in operation. The remaining value to Metro, estimated at \$581,000 per bus, was determined to be less than the credit offered of \$600,000 each.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	BYD Motors	\$7,151,342	\$6,417,534	\$6,594,771

D. Background on Recommended Contractor

The recommended firm, BYD Motors, Inc., located in Los Angeles, CA, has been in business domestically for six years and is a leader in the zero emissions bus industry. Worldwide, BYD has been developing electric and hybrid vehicle since 2004, introducing the world’s first production plug-in electric hybrid vehicle in 2008.

ADVANCED TRANSIT VEHICLE CONSORTIUM

Los Angeles County Metropolitan Transportation Authority
One Santa Fe Ave., MS 63-4-1,
Los Angeles, CA 90012

JUNE 22, 2016

TO: BOARD OF DIRECTORS

**FROM: JOHN DRAYTON
EXECUTIVE VICE PRESIDENT**



SUBJECT: BYD ELECTRIC BUS BUY BACK PROPOSAL

RECOMMENDATION

1. Authorize the ATVC President to Accept BYD's unsolicited proposal dated June 2, 2016 offering to buy back five (5) battery electric 40 foot vehicles for a credit of \$3,000,000
2. Authorize the ATVC President to negotiate a new sole source contract to purchase up to five (5) new 60 foot articulated battery electric vehicles and charging equipment at a cost not-to-exceed \$6,670,000, including applicable taxes.

ISSUE

ATVC and Metro have been conducting a demonstration test of five BYD buses since June 2015. To date, performance has not met operational requirements, mechanical reliability has been subpar compared to typical CNG vehicles, and technological advances in manufacturing at BYD have made these five vehicles an ill fit for current Metro operation.

DISCUSSION

In June 2015 five BYD battery electric buses were put into service at Division 1 in downtown Los Angeles. Although BYD has been working hard to support this project, full integration of the ZEB's into Metro's operating environment has not been fully successful. Over the last 12 months, Metro accumulated a total of 36,000 miles in operation from Metro's Division 1 in Downtown Los Angeles. Limited range between charges and poor hill-climbing ability of these buses severely limits the lines on which they may be operated. Additionally, the buses have experienced low reliability. Though these challenges are typical when introducing a new product in a new environment, it has significantly impacted these buses availability for service.

Given these challenges, operation of these buses was suspended April 2016. Metro and BYD are currently discussing options for BYD to buy-back these buses and to offer a credit for future ZEB buses.

On June 2, 2016 BYD submitted an unsolicited and unprecedented offer to repurchase the 40' BYD vehicles and give the ATVC a credit of \$600,000 per vehicle to be used for the purchase of new BYD battery electric vehicles of ATVC's choice.

The Metro Orange Line has been identified as the top candidate line to be converted to electric operation. The Metro Orange Line operates on a dedicated right of way, utilizes platform fare collection, operates at a higher average speed due to less frequent stops, and has Metro owned terminus stations that can be retrofitted with en-route rapid charge equipment. The operating profile of battery electric vehicles is well suited for this type of duty cycle. Passengers and residents along the line will benefit from the inherent quietness of battery electric vehicles. Staff believes placing BYD 60' articulated battery electric buses into service on the Metro Orange Line will provide an ideal line for electric vehicles.

In December 2014 BYD brought their 60' articulated bus to Metro for a one week test on the Metro Orange Line. The overall performance of the vehicle was impressive, and the bus was positively received by the operators, maintenance personnel, and passengers. Vehicle performance was very good particularly in areas of acceleration and top speed; the bus also provided a smooth and very quiet ride.

DETERMINATION OF SAFETY IMPACT

There is no anticipated safety impact for operating zero emission electric buses on Metro's Orange Line. New Flyer is expected to utilize components and sub systems that have been proven in heavy duty applications and have been mass produced and used in buses currently in transit service.

Zero emission buses are expected to use high voltage electrical systems. While these systems are isolated from operators and passenger compartments, maintenance personnel will need additional specialized training to ensure they are prepared to maintain these higher voltage propulsion systems.

FINANCIAL IMPACT

Total LOP funding of \$3 million is included in Cost Center 3320 - Vehicle Technology, in project 201071. For FY17, there is \$6.308 million programmed to cover expenses for purchasing these buses and other zero emission bus projects. Because this is a multi-year contract, the ATVC President and the Cost Center Manager will be responsible for ensuring that future year funding is programmed.

Impact to Budget

There is no anticipated impact to the FY16 or FY17 budgets.

ALTERNATIVES CONSIDERED

1. Staff considered relocating the test to the new Division 13. This alternative is not recommended as it will incur additional infrastructure costs in relocating the chargers to that facility, and the routes do not substantially differ in profile from those at Division 1.
2. Staff considered initiating a new open procurement for 60' articulated battery electric vehicles. In June 2016 Metro issued a Request for Information and Qualification (RFIQ) to ascertain which transit vehicle manufacturers produce a battery electric 60' articulated transit bus. The results of this RFIQ indicate that only New Flyer and BYD currently offer this type of vehicle in the United States.

In April, Metro was notified of a grant award to purchase five New Flyer 60' articulated battery electric buses. Since New Flyer will provide the vehicles under this grant and the \$3 million repurchase credit is only applicable to buses purchased from BYD, staff does not recommend this alternative.

Next Steps

Once the Board approves the actions requested in recommendations 1 and 2 above, staff will transfer title and deliver the five existing buses back to BYD. Then the ATVC President will negotiate a new sole source contract for the purchase of five 60' battery electric articulated buses from BYD, and return to the Metro Board for Approval.

Prepared by: Steve Schupak, Program Manager, Electric Bus Program

Attachment: A. BYD letter dated June 2, 2016 offering repurchase
B. Funding and Expenditure Plan

Copies: ATVC Board Members and Alternates
Phillip A. Washington, Metro CEO
Stephanie N. Wiggins, Metro Deputy CEO
James T. Gallagher, Metro COO
Jesus Montes, Metro Executive Director Vehicle Acquisition

BYD ELECTRIC BUY BACK PROPOSAL
FUNDING/EXPENDITURE PLAN

	FY17 +	Total	% of Total
Uses of Funds			
Bus Acquisition	\$6,570,000	\$6,570,000	97.0%
Charging Equipment	\$100,000	\$100,000	1.5%
Professional Services	\$100,000	\$100,000	1.5%
Total Project Cost	\$6,770,000	\$6,770,000	100.0%

	FY17 +	Total	% of Total
Sources of Funds			
Measure R 35%	\$3,770,000	\$3,770,000	55.7%
BYD 40' Bus Credit	\$3,000,000	\$3,000,000	44.3%
Total Sources of Funds	\$6,770,000	\$6,770,000	100.0%

Initial sources of funding planned for Measure R 35%. Staff will apply other federal, state and local sources as they become available and applicable to project sources.



June 2, 2016

Mr. John Drayton, Executive Vice President
Advanced Transit Vehicle Consortium
One Gateway Plaza
M/S 99-9-1
Los Angeles, CA 90012

Re: Unsolicited Proposal for Repurchase of five BYD Buses

Dear Mr. Drayton,

At a recent meeting with Mr. Gallagher and Mr. Montes, they shared LACMTA's vision and continued interest in the evolution of battery powered transit buses.

LACMTA displayed great vision and courage by becoming an early adopter of this technology through the purchase of the first five long range battery electric buses through the Advanced Transit Vehicle Consortium.

While we believe the five buses were State of the Art product at the time they were ordered and assembled, it has become clear over the last several months that the buses are not meeting LACMTA's expectations for range and overall reliability.

BYD Coach and Bus is committed to the success of the overall electric vehicle market as we believe that zero emission vehicles are one of the key cornerstones in the battle against global warming and in fostering the development of sustainable and renewable energy sources.

Further, BYD Coach and Bus holds as one of our core values that all owners of any of BYD's technologies are 100% satisfied and it has become apparent through ongoing dialogue with LACMTA staff that the current group of five buses are not meeting that standard.

To remedy this situation BYD Coach and Bus would like to offer you the following unsolicited proposal involving these steps:

1. BYD Coach and Bus will purchase the five buses back from LACMTA for a price of \$600,000.00 each.
2. To prevent any further investment of LACMTA staff resource, time, and energy we propose that the evaluation and operation of the buses be suspended and the buses be returned to BYD Coach and Bus on or before June 30th, 2016.
3. Upon mutual agreement to the steps outlined in this proposal BYD will post a credit to LACMTA's account in the amount of \$3,000,000.00 to be used against the purchase of new BYD buses of your choice.
4. BYD Coach and Bus will build and deliver the new bus selection in our plant in Lancaster CA. as buy America compliant buses and built to our most current configuration.



5. The new buses will be built in compliance to LACMTA and ATVC contract OP33202790 specifications and requirements, with the modifications attached to this agreement as Attachment A and will incorporate generational updates and upgrades.

At a minimum, the following advances in our technology will be integrated into the new buses:

- 280 amp hour batteries versus 200 amp hour batteries which means more energy and range in the same or less space
- 12 year unconditional battery warranty
- 100 kw continuous power wheel motors with 150 kw peak output versus the current 90 kw maximum output motors for 40 foot buses and 180kw motors for our 60 foot models translating to better hill climbing and better acceleration

We believe this plan of action will help maintain LACMTA's position as a leader in helping to advance emerging vehicle technology by resuming an evaluation program based on current and relevant vehicle technology.

All of us at BYD Coach and Bus are dedicated to total customer satisfaction and this repurchase plan represents our dedication to you as our valued customer and we hope you will agree that this plan provides an acceptable process to restoring the ev program on a successful path.

Thank you very much for your consideration of this proposal.

Very Best,

A handwritten signature in black ink, appearing to read 'Macy Neshati'.

Macy Neshati
Vice President,
BYD Coach and Bus

cc: James T. Gallagher, Metro Chief Operations Officer
Jesus Montes, Metro Executive Director, Vehicle Acquisition
Victor Ramirez, Metro Executive Officer, Procurement
Steve Schupak, Electric Bus Program Manager
Phil Rabottini, Sr. Engineer

Metro



Board Report

File #:2016-0852, **File Type:**Motion / Motion Response

Agenda Number:42.

**REGULAR BOARD MEETING
OCTOBER 27, 2016**

Motion by:

GARCETTI, KREKORIAN and ANTONOVICH

October 27, 2016

Relating to File ID 2016-0778

APPROVE **Motion by Directors Garcetti, Krekorian and Antonovich** that the Board direct the CEO to report back on the following:

- A. Develop an implementation plan to use all electric buses for the Orange Line Bus Rapid Transit Line by 2020. The plan shall include, but not limited to, the following:
 - 1. Total cost of electrification
 - 2. Eligible funding sources to address the costs
 - 3. Federal and State grant opportunities
 - 4. A schedule and transition plan

- B. Report back on the feasibility to use all electric buses for the Silver Line. The report shall include, but not be limited to, the following:
 - 1. Type of electric bus
 - 2. Range requirements
 - 3. Charging and infrastructure needs
 - 4. A recommended schedule and transition plan

DEOD SUMMARY

BYD BATTERY ELECTRIC ARTICULATED TRANSIT BUSES AND CHARGING EQUIPMENT FOR DEPLOYMENT ON THE METRO ORANGE LINE / OP29199**A. Small Business Participation**

The Diversity and Economic Opportunity Department did not establish a Small Business Enterprise (SBE) goal for this unsolicited, non-competitive procurement. BYD Motors, Inc. made a 5% SBE and 3% DVBE commitment. BYD's efforts to meet their SBE/DVBE commitment will be monitored throughout the life of the Contract.

Small Business Goal	0%	Small Business Commitment	5% SBE 3% DVBE
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SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
TBD	5%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0023, File Type: Project

Agenda Number: 13.

**CONSTRUCTION COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017**

SUBJECT: HOPE/2ND STREET PEDESTRIAN BRIDGE EASEMENT AGREEMENT

ACTION: AUTHORIZE CEO TO EXECUTE EASEMENT AGREEMENTS FOR PEDESTRIAN BRIDGE AT REGIONAL CONNECTOR STATION AT HOPE AND 2ND STREETS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute two Easement Agreements allowing construction of a portion of the **Hope/2nd Street Pedestrian Bridge to be built on, and Metro patron access across, private property owned by the Broad Museum.**

ISSUE

In July 2014, with Motion 77 (Attachment A), the Board of Directors directed staff to exercise a construction contract option to build a second station level and pedestrian bridge (“the Bridge”) at the Regional Connector Station at Hope and 2nd Streets (“the Station”) and secure a legally binding agreement between Metro and all relevant parties for access and maintenance of the Bridge onto private property.

Staff has negotiated with the Broad Museum, the Successor Agency to the Los Angeles Community Redevelopment Agency, The Related Company, and the Grand Avenue Joint Powers Authority, two Easement Agreements (“Agreements”) that will ensure that the Bridge can be constructed and connected into private property currently owned by the Broad to ensure Metro patrons access through private property onto Grand Avenue. The terms of those Agreements are explained herein.

DISCUSSION

The Station design has been modified to include a second level and a pedestrian bridge across Hope Street, as pictured in the Conceptual Design, Attachment B. The Site Plan, Attachment C, shows the Bridge and surrounds. Upper Grand Avenue is approximately 20 feet higher than Hope Street. The Station and Bridge were therefore designed so that patrons could exit the Station at Hope Street or at the second level, using the six high speed elevators that will connect patrons into the mezzanine level of the Station, several levels below grade. Patrons will be able to exit either at street level onto Hope Street, or one level higher onto the Bridge. The Bridge will then take them across Hope Street and onto the roof deck of the Broad garage.

The Easement Agreements will secure rights for Metro to build the Bridge with a connection to the Garage deck on the Broad property. The Bridge will be structurally independent from the Garage and will be joined with a seismic joint. The Easement Agreements will provide for Metro to build and maintain the seismic joint, a security gate, and Metro signage on the Broad Garage deck. The Agreements will secure the rights for Metro patrons to travel through the "Easement Area," depicted in Attachment D, securing an envelope with a height of 20 feet to be clear of any permanent obstructions as long as a structure stands or is rebuilt in the footprint of the garage. The Agreements will secure the right for Metro patrons to travel through the Broad Plaza ("Plaza") out onto Grand Avenue. Metro will be able to have signage on the Garage deck and the Plaza to guide patrons from Grand Avenue to the Bridge and Station. All signage will be in accordance with the Conceptual Signage Plan, Attachment E.

The Broad has agreed to enter into a maintenance agreement that would obligate the Broad to maintain the landscaping on the Bridge. Metro Facilities Maintenance would be responsible for all other maintenance of the Bridge.

The principal terms of the Agreements are as follows:

Pedestrian Easement Agreement

- The specific areas where Metro will retain rights are pictured in the Easement Plat Diagram, Attachment D.
- Requires Broad to build improvements on the Garage deck that are compatible with the Bridge by the end of 2018, in time for the Bridge to be constructed.
- Allows Metro the right to construct the Bridge including the support column and seismic joint.
- Allows Metro to build and maintain a security gate to secure the Bridge during non-operating hours.
- Secures access for Metro patrons over the garage deck to the Broad Plaza as long as any structure is there (i.e. if the Garage is torn down and something else is built in its place, Metro will retain an easement).
- Allows for Metro to have signage in the Easement Area.
- While the Garage itself is owned by the Broad, the air rights above it are owned by the Grand Avenue Joint Powers Authority. If they should choose to develop the space above the garage, they would be able to build over Metro's Easement Area, leaving an envelope with a clear height of 20 feet for Metro patrons to continue to travel.
- Allows the Broad to close access to the Bridge for no more than 7 times per year, under certain conditions.

Plaza Reciprocal Easement Agreement

- Secures Metro patrons the right to travel through the Broad Plaza and onto Grand Avenue.
- There is an underlying Reciprocal Easement Agreement (REA) in place for the Plaza which allows the privately-owned Plaza to be used by the public and outlines the maintenance responsibilities of the private parties that surround it.
- Forbids the Plaza REA from being amended to disallow Metro patrons across it.

- Outlines Metro's contribution to the maintenance of the Plaza of \$50,000 per year (since the Plaza will receive more wear and tear as a result of Metro patrons walking through it daily).
- Secures the right for Metro to design and manufacture signage, which the Broad would install on the Plaza, in accordance with the Conceptual Signage Plan.

Neither Easement requires compensation to Broad for the value of the easement itself.

DETERMINATION OF SAFETY IMPACT

This Board action will have no impact on Safety.

FINANCIAL IMPACT

There will be an annual payment of \$50,000 (plus escalations) associated with the maintenance of the Plaza starting in Fiscal Year 2022, when the Regional Connector is expected to open. Funds will then be budgeted annually in the non-departmental Cost Center 0651, the operating project for the new Regional Connector. Source of funds will be various operating funding. The budget will impact the bus and rail operating budget.

Impact to Budget

There will be no impact to the Fiscal Year 2017 Budget.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize the CEO to execute the Agreements. This alternative is not recommended because it is not consistent with previous Board direction and it would not allow the Bridge to be constructed.

NEXT STEPS

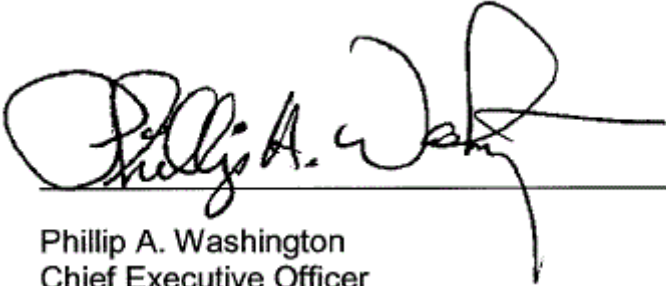
Upon approval of this board action, CEO will finalize negotiations and execute both Agreements and both will be recorded against the impacted properties. The Regional Connector Project team will include the provisions of the Agreements in any applicable contracts. The Bridge and Station will proceed with design and construction to be completed in time for the Station opening.

ATTACHMENTS

- Attachment A - July 2014 Board Motion 77
- Attachment B - Conceptual Design
- Attachment C - Site Plan
- Attachment D - Easement Plat Diagram
- Attachment E - Conceptual Signage Plan

Prepared by: Marie Sullivan, Principal Transportation Planner, (213) 922-5667
Cal Hollis, SEO, Countywide Planning & Development, (213) 922-7319

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



Phillip A. Washington
Chief Executive Officer

MOTION BY:

**MAYOR ERIC GARCETTI, SUPERVISOR DON KNABE,
SUPERVISOR GLORIA MOLINA &
DIRECTOR JACQUELINE DUPONT-WALKER**

July 17, 2014

Regional Connector**2nd & Hope Station**

The Regional Connector Project consists of a 1.9-mile double track light rail transit subway in downtown Los Angeles with three new stations.

Once completed, the project will provide regional transit benefits connecting the existing Blue Line, Gold Line, and Exposition Line through the downtown Los Angeles area.

In April 2014, the MTA Board approved the selection of a Design-Build contractor for the Regional Connector Transit Corridor Project.

Not only will the project eliminate forced transfers through downtown, but will also connect regional transit riders to cultural, educational, civic and entertainment centers in downtown such as the Music Center, Grand Park, the Walt Disney Concert Hall, the Museum of Contemporary Art, etc.

As currently planned, the 2nd and Hope station is nearly one block away from these downtown landmarks.

The design and proposed configuration of the station create significant access challenges from the station to the core business area due to the vertical grade difference.

The station layout can also create pedestrian safety issues along Hope Street and the surrounding area.

To help mitigate the access challenges, the 2nd and Hope Station should include a direct link to Grand Avenue via a pedestrian bridge structure from the current station location to the plaza vicinity at The Broad museum.

The Regional Connector Transit Design Build contractor included and estimated the bridge as a construction option (not a betterment) during the bidding process.

WE, THEREFORE, MOVE that the MTA Board direct the CEO to:

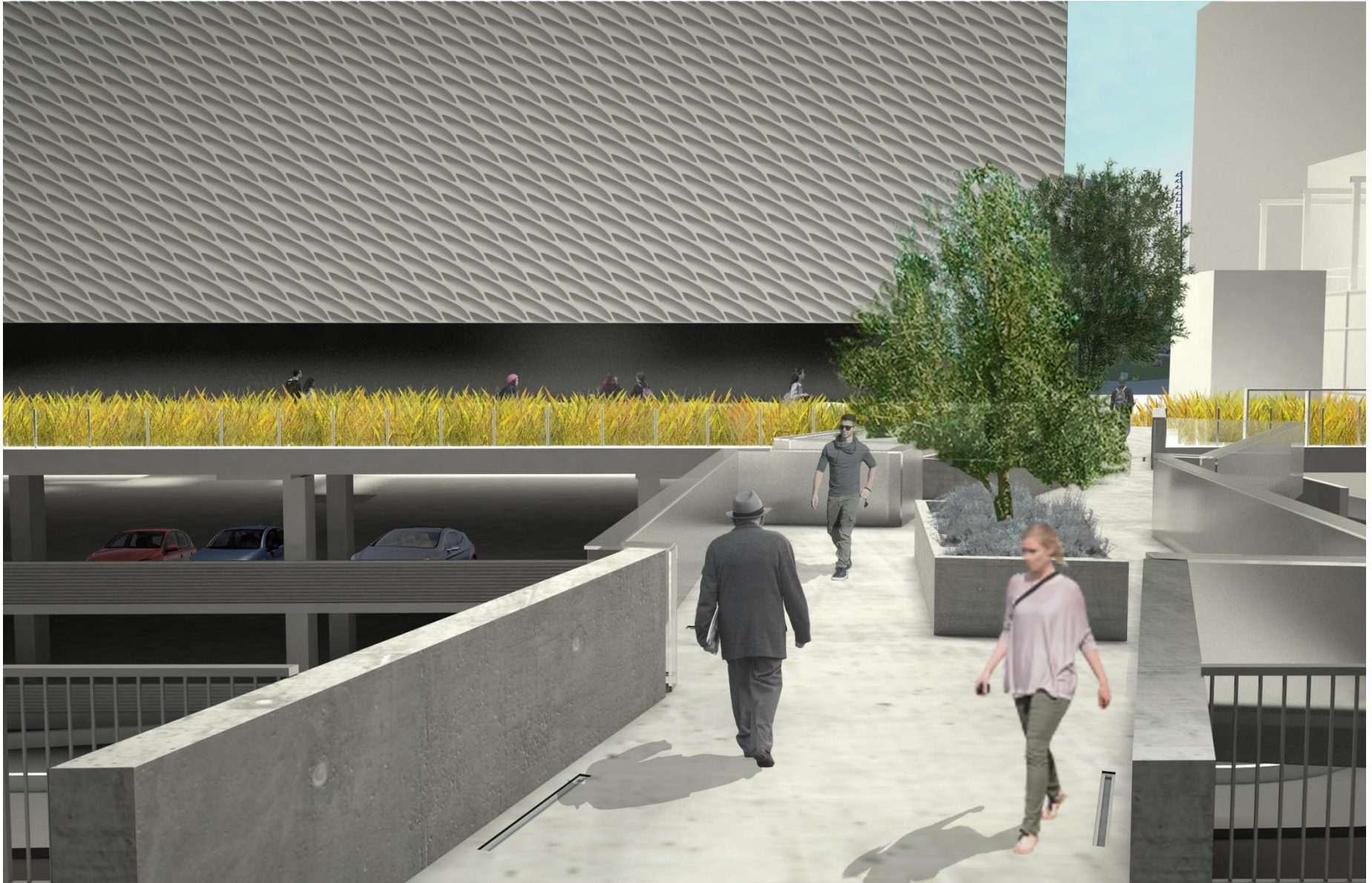
- A. Allocate up to \$4.0 million – and not increase the Life of Project Budget – to negotiate and reach an agreement with the Design-Build contractor to build the 2nd and Hope pedestrian bridge structure to the Broad museum.
- B. Secure a legally binding agreement between the MTA and all relevant parties for the access and maintenance of the bridge onto private property.
- C. Report back to the October 2014 MTA Board meeting the implementation plan and schedule to build the pedestrian bridge structure.

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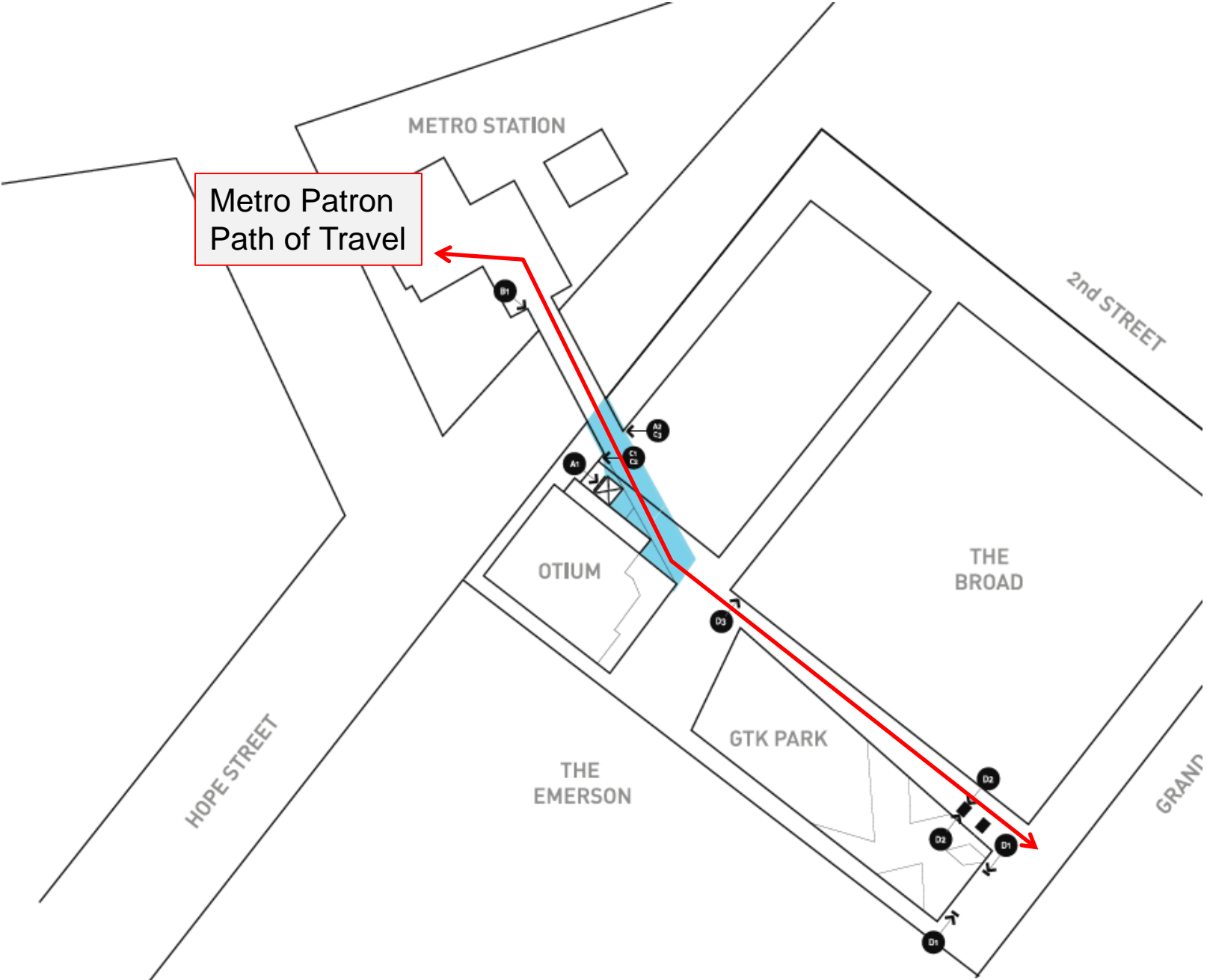
ATTACHMENT B



ATTACHMENT B



ATTACHMENT C



Metro Patron
Path of Travel

METRO STATION

2nd STREET

THE BROAD

OTIUM

GTK PARK




THE EMERSON

HOPE STREET

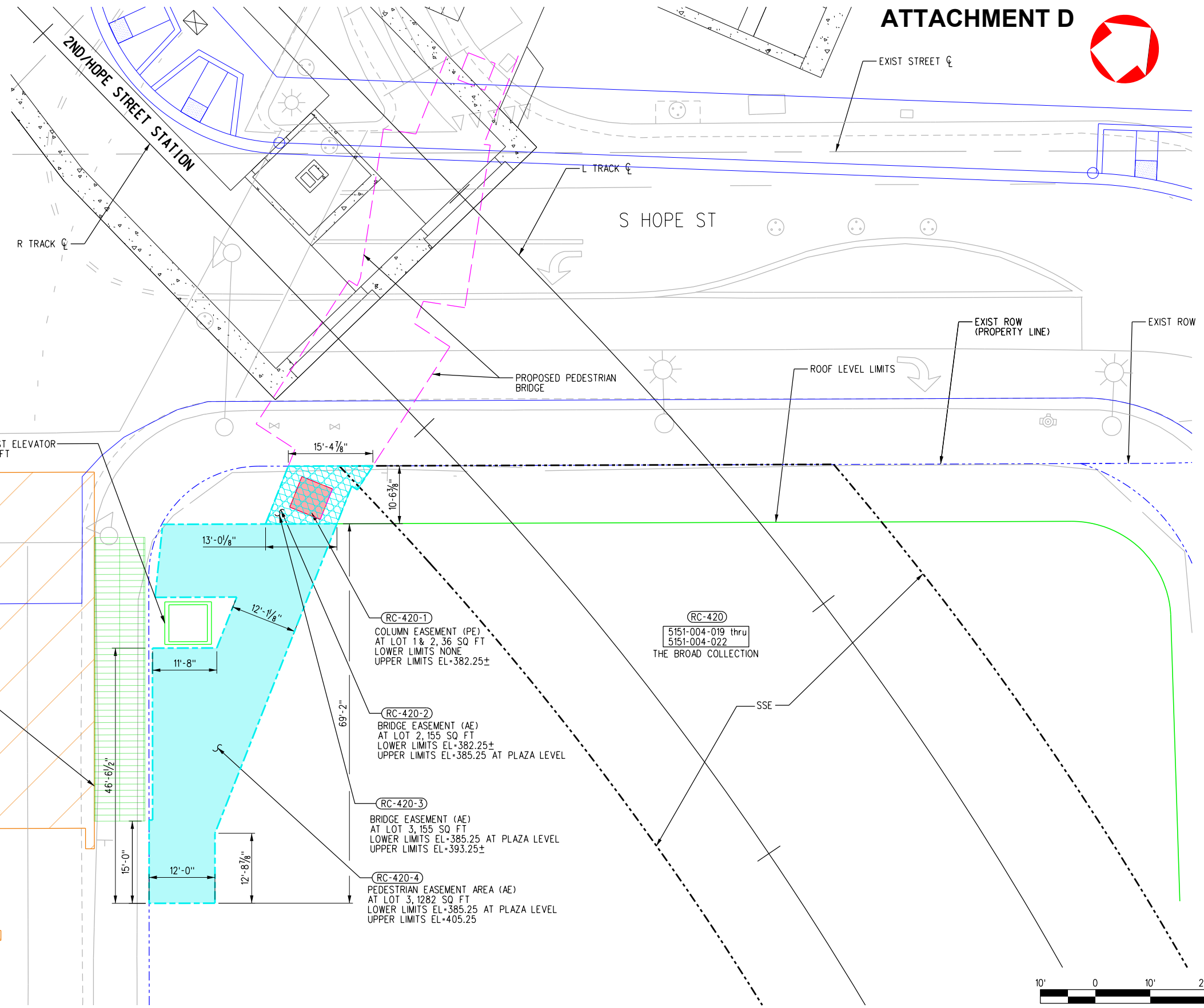
GRAND



LEGEND

-  BRIDGE EASEMENT (AERIAL EASEMENT)
-  PEDESTRIAN EASEMENT AREA (AERIAL EASEMENT)
-  COLUMN EASEMENT (PERMANENT EASEMENT)

PARCEL NO.	GRANTOR	NET AREA (SQ. FT.)		RECORDING DATA		ESTATE	NATURE OF IMPACTS
		TOTAL	ACQ.	INST. NO.	DATE		
RC-420-1	THE BROAD COLLECTION	58,258	36			PE	PERMANENT EASEMENT
RC-420-2	THE BROAD COLLECTION	58,258	155			AE	AERIAL EASEMENT
RC-420-3	CRA LA	19,575	155			AE	AERIAL EASEMENT
RC-420-4	CRA LA	19,575	1282			AE	AERIAL EASEMENT



EXIST STREET CL
GENERAL THADDEUS KOSCIUSZKO WAY

EXIST ELEVATOR SHAFT

RESTAURANT

PROPOSED PEDESTRIAN BRIDGE

ROOF LEVEL LIMITS

EXIST ROW (PROPERTY LINE)

EXIST ROW

RC-420-1
COLUMN EASEMENT (PE)
AT LOT 1 & 2, 36 SQ FT
LOWER LIMITS NONE
UPPER LIMITS EL+382.25±

RC-420-2
BRIDGE EASEMENT (AE)
AT LOT 2, 155 SQ FT
LOWER LIMITS EL+382.25±
UPPER LIMITS EL+385.25 AT PLAZA LEVEL

RC-420-3
BRIDGE EASEMENT (AE)
AT LOT 3, 155 SQ FT
LOWER LIMITS EL+385.25 AT PLAZA LEVEL
UPPER LIMITS EL+393.25±

RC-420-4
PEDESTRIAN EASEMENT AREA (AE)
AT LOT 3, 1282 SQ FT
LOWER LIMITS EL+385.25 AT PLAZA LEVEL
UPPER LIMITS EL+405.25

RC-420
5151-004-019 thru
5151-004-022
THE BROAD COLLECTION

RC-420A
5151-004-911
COMMUNITY REDEVELOPMENT AGENCY OF LA CITY



THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY	
DRAWN BY	
CHECKED BY	
IN CHARGE	
DATE	1/11/2017

Metro
The Connector Partnership

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

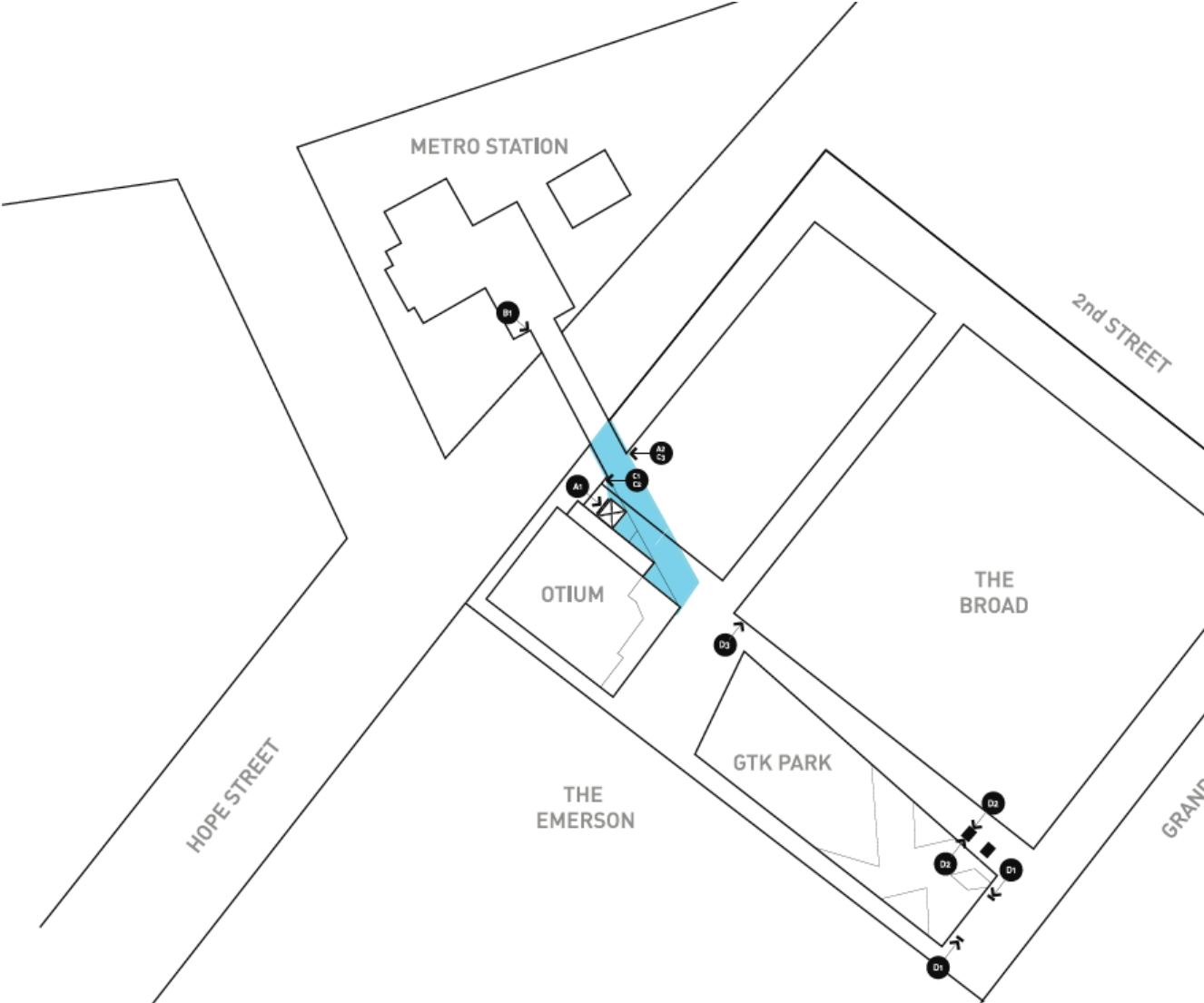
515 S. FLOWER STREET
8TH FLOOR
LOS ANGELES, CA 90071
T 213-593-8100

REGIONAL CONNECTOR TRANSIT CORRIDOR
PROJECT DEFINITION DRAWINGS
RIGHT OF WAY NEED
PEDESTRIAN BRIDGE

CONTRACT NO	C0980
DRAWING NO	EXB-R103A
SCALE	1"=10'
SHEET NO	

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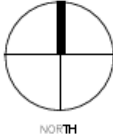
ATTACHMENT E



Metro-Related Signage

- A1 Illuminated Mapcase with Station ID header (2)
- A2/C3 ADA Station ID/Hours of Operation
- B1 ADA Exit Station
- C1/C2 Code of Conduct/Message Cabinet
- D1 Illuminated Metro ID with arrow
- D2 Metro ID with arrow (vinyl on info kiosk)
- D3 Metro ID with arrow (vinyl on architectural glass)

Note: Exact sign locations predicated on approved final landscape/hardscape design for bridge and adjacent areas



Hope / 2nd Street Bridge Pedestrian Easement Agreements

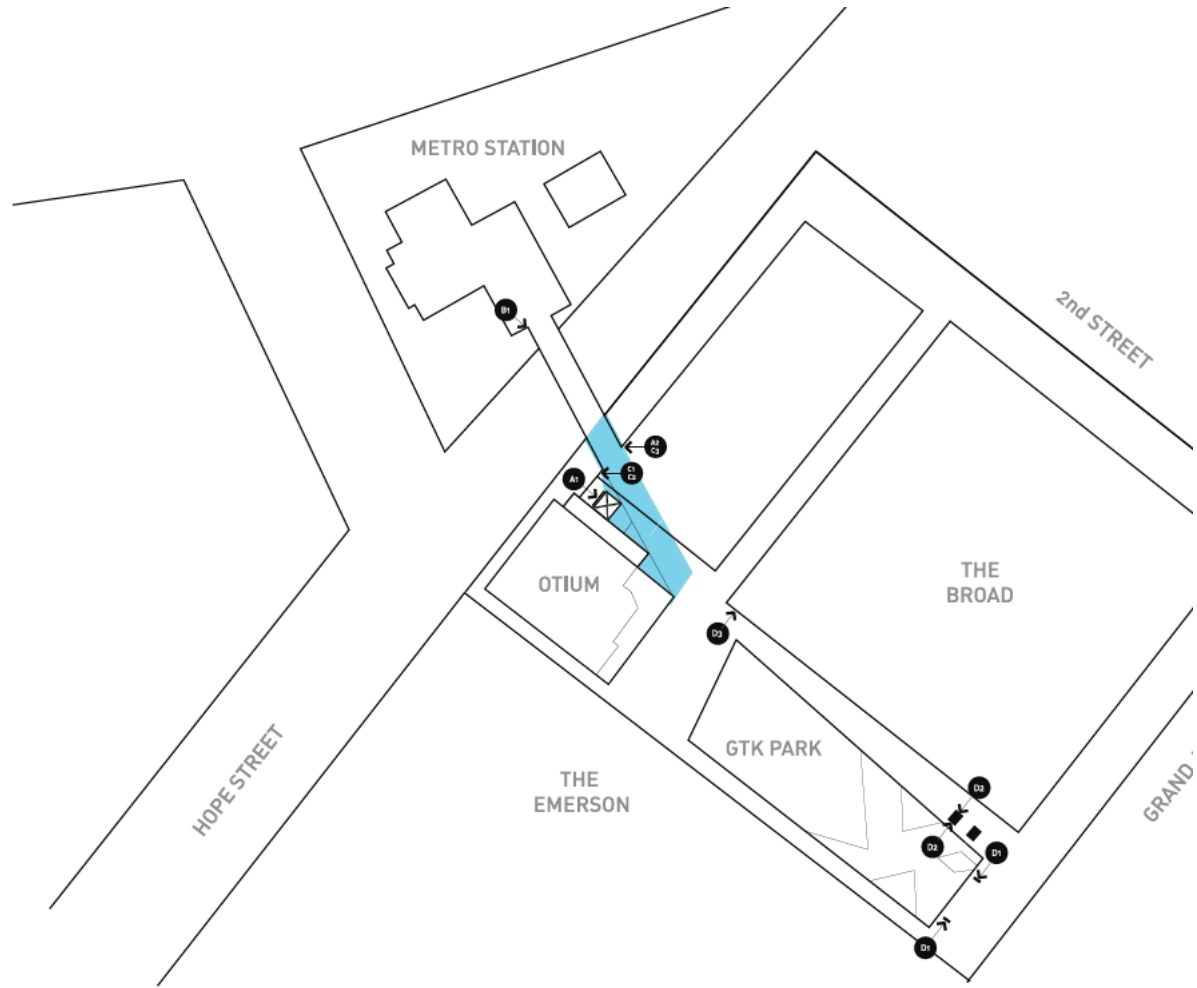
Metro Board of Directors

Executive Management Committee

March 2017



Site Plan



Major Agreement Terms

Easement

- Easement to construct the bridge including support column and seismic joint
- Access for Metro Patrons over limited portion of garage roof to the Plaza
- Development could be built over the easement (20 ft vertical envelope) or the easement could be incorporated into future development
- Easement for installation and maintenance of minimal signage and security gate

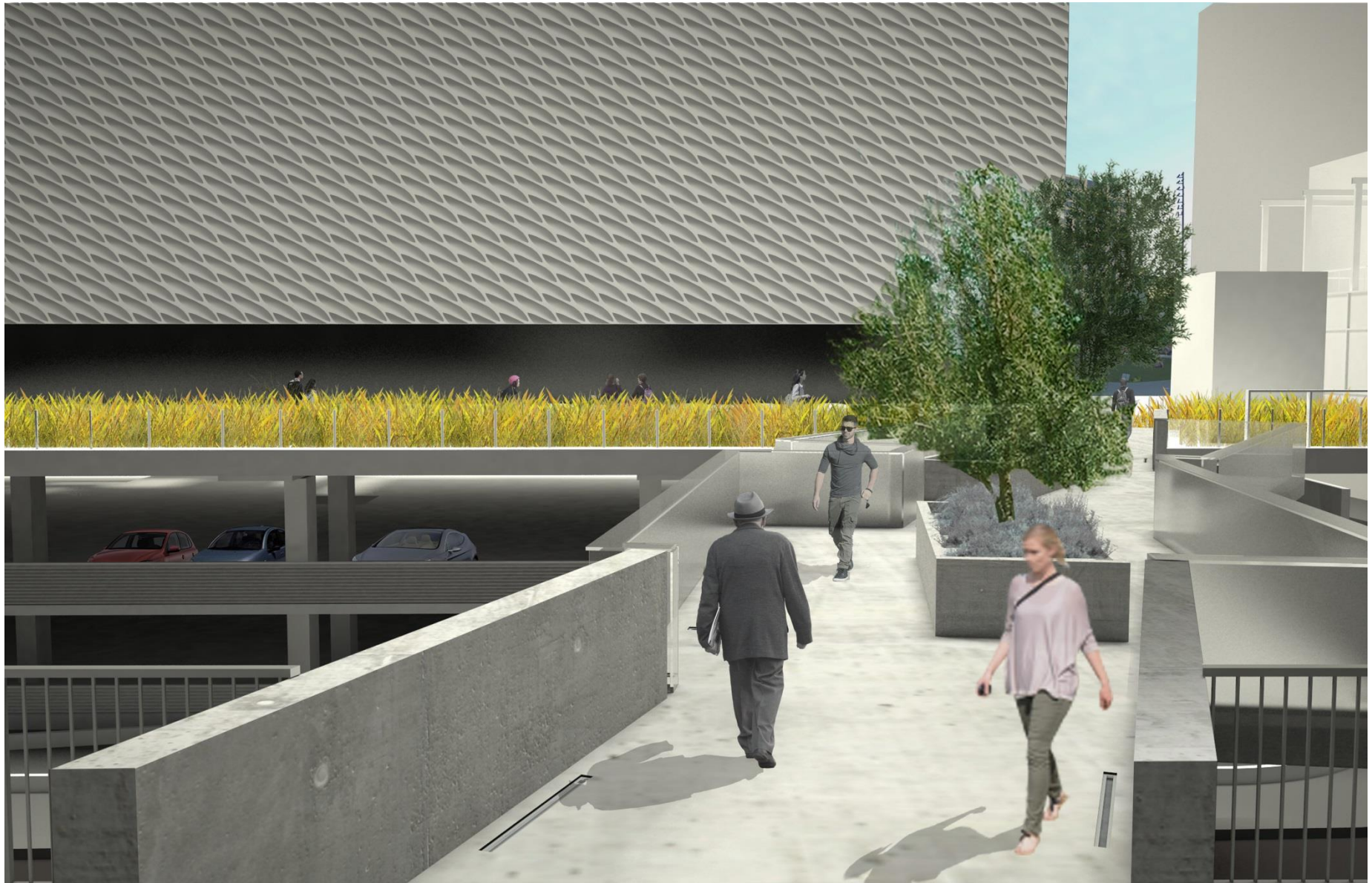
Plaza

- Plaza REA cannot be amended to disallow Metro patrons access
- Minor Metro signage easement
- Metro contribution to maintenance - \$50,000 annual with escalation

Conceptual Bridge Design

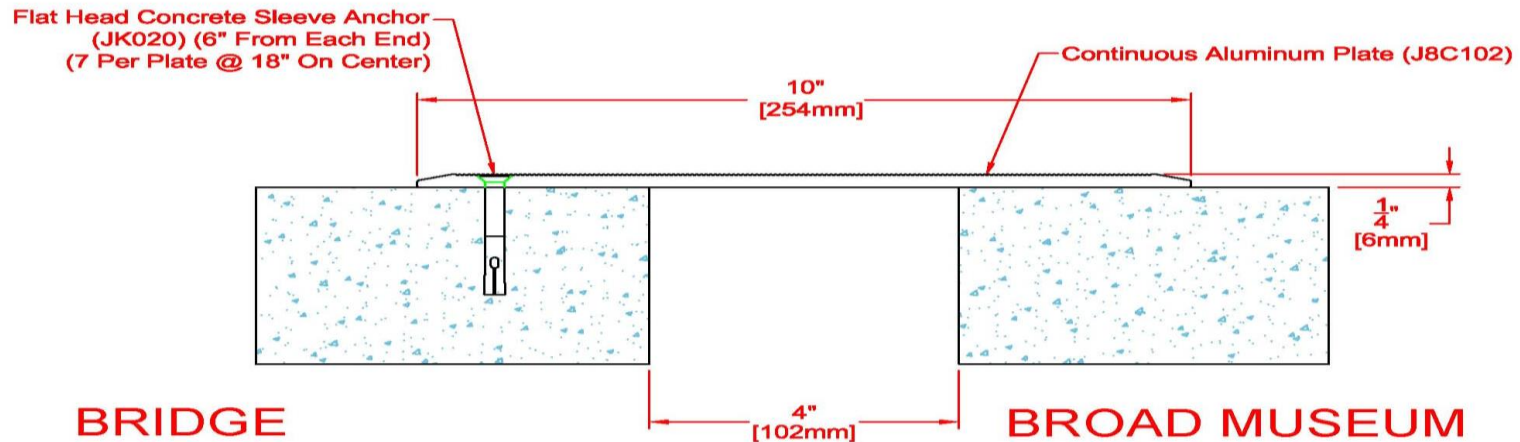


Conceptual Bridge Design






Bridge Connection to Garage

- Supported independently from garage with its own support column
- Seismic joint connects the garage and bridge
- Sliding security gate: 60" high, manually operated, designed to match Board guardrail

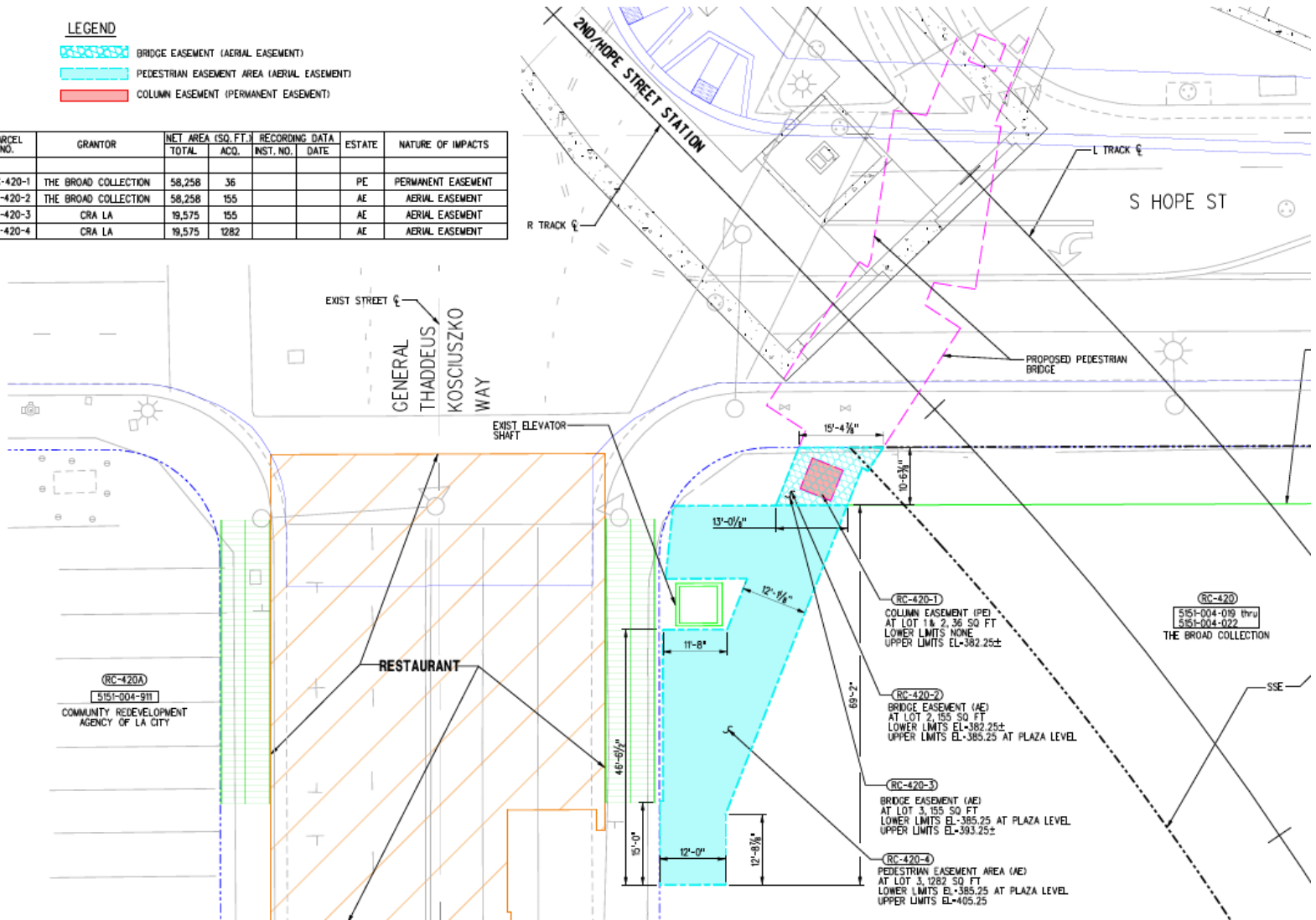


Easement Area

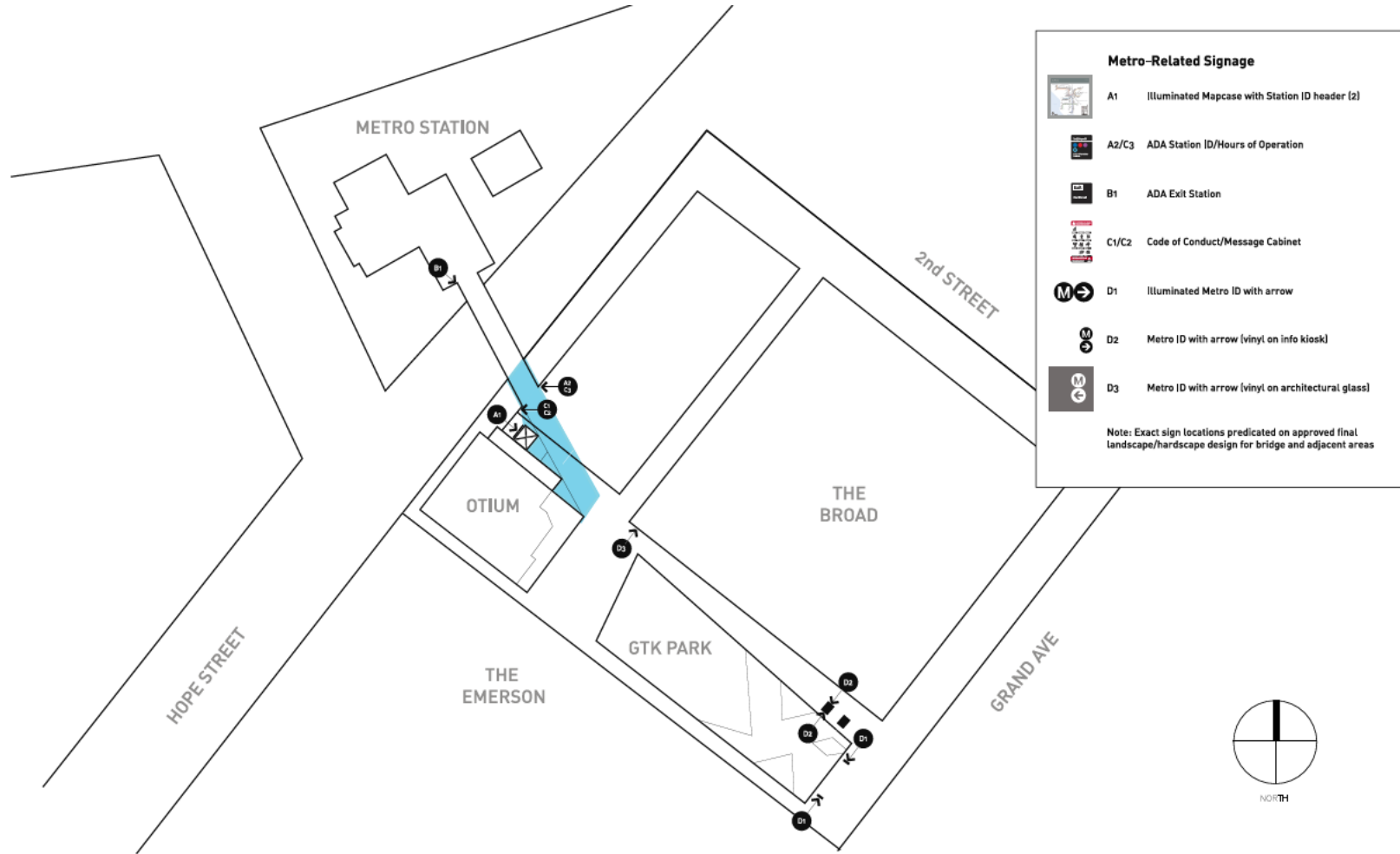
LEGEND

-  BRIDGE EASEMENT (AERIAL EASEMENT)
-  PEDESTRIAN EASEMENT AREA (AERIAL EASEMENT)
-  COLUMN EASEMENT (PERMANENT EASEMENT)

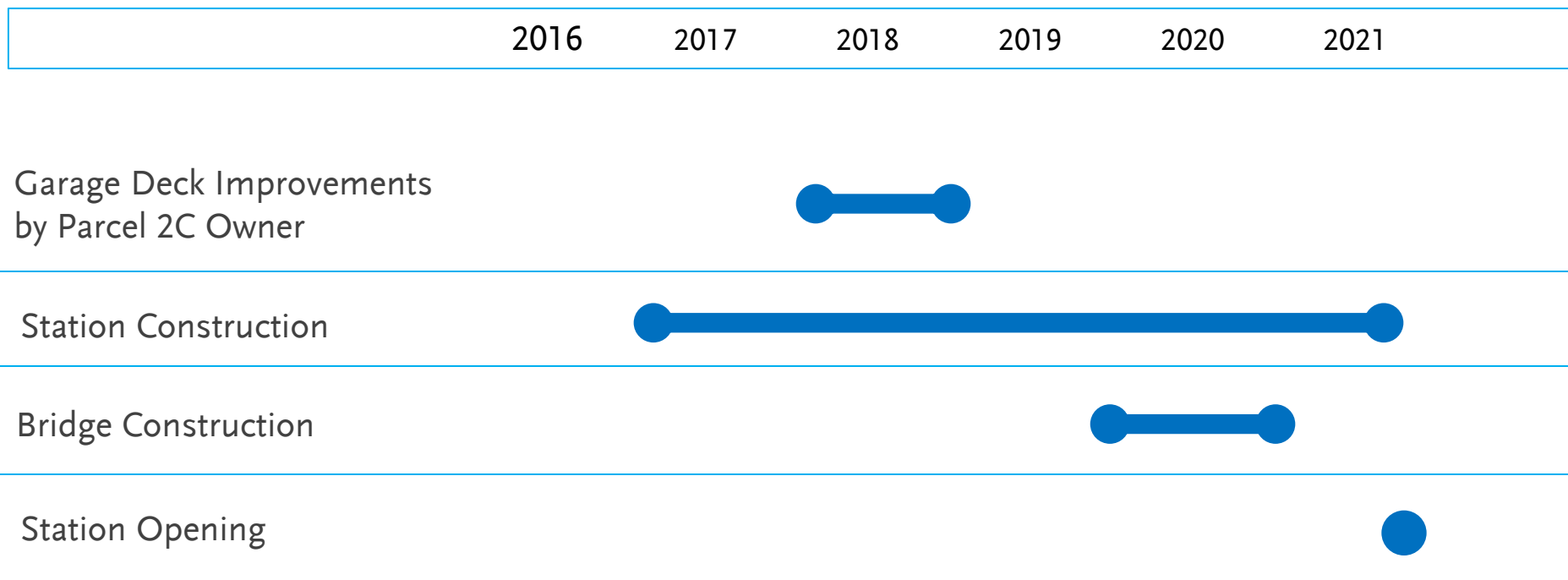
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RC-420-4	CRA LA	19,575	1282			AE	AERIAL EASEMENT



Conceptual Signage Plan



Estimated Construction Schedule



**Board Report**

File #: 2016-0969, **File Type:** Contract**Agenda Number:** 22.

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017****SUBJECT: SPACE PLANNING/INSTALLATION SERVICES AND HERMAN MILLER FURNITURE****ACTION: AWARD A FIVE-YEAR INDEFINITE DELIVERY/INDEFINITE QUANTITY CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a five-year, indefinite delivery/indefinite quantity Contract No. PS28069-2000, for **space planning/installation services and furniture**, to M3 Office, Inc., for a not to exceed amount of \$5,000,000 for the three-year base period, and \$1,000,000 for each of the two, one-year options, for a combined total of \$7,000,000 effective April 1, 2017, subject to resolution of protest(s), if any.

ISSUE

This Contract is for a full service Herman Miller furniture dealer to provide furniture, space planning, and installation services for all Metro facilities, including new operating facilities and the Gateway Headquarters building. This procurement action replaces Metro's expiring contract for furniture. Combining furniture procurements for many projects into a single contract optimizes Metro's purchasing power, resulting in deeply discounted pricing and excellent service.

DISCUSSION

Herman Miller systems furniture for cubicles and Geiger modular furniture for offices form the core of this procurement. Building Services continually reconfigures cubicles and offices in the Gateway Headquarters building to meet ever-changing business needs. This includes implementation of new space standards to accommodate additional staff required for service expansion. These reconfigurations require various furniture components that must work seamlessly with our existing inventory of furniture, and are readily available. This Contract will be utilized to buy new and replacement Herman Miller and Geiger furniture components to support the requirements. In addition, we will introduce new components to refresh the current look, including lighter and more contemporary office furniture for modular offices.

This Contract will also provide space planning services and furniture for the agency buildings outside the Gateway building. For example, the expiring contract was used to furnish Bus Division 13 (Downtown Los Angeles), and Rail Divisions 14 (Santa Monica) and 24 (Monrovia), and Metro offices at One Santa Fe, among other locations. The new Contract is also expected to furnish the following facilities: Crenshaw Line Division, Emergency Service Operations Center (ESOC), Maintenance of Way Offices (Location 61), Non-Revenue & Facilities Maintenance building at Vernon Yard, and the Rosa Parks Station.

DETERMINATION OF SAFETY IMPACT

This Contract will have a positive impact on safety as new ergonomic furniture is introduced in response to employee specific health and safety concerns.

FINANCIAL IMPACT

The funding of \$400,000 for the Gateway Headquarters building is included in the FY17 budget in cost center number 6430 (Building Services) under project number 100090 (Gateway Building Costs). Since this is a multi-year contract, the cost center manager and Chief Human Capital & Development Officer will be accountable for budgeting costs in future years. Other departments that make use of this Contract will be responsible for the budgeting for those cost centers.

Impact to Budget

Partial funding for this project is allocated through General Overhead funding which is based on Metro's federally approved indirect-cost-allocation plan which distributes costs agency-wide. The remaining funding for this project will come from the Enterprise Fund as Departments using this Contract will use their budgeted funds. No other funds were considered as these fund sources are an appropriate use for these activities.

ALTERNATIVES CONSIDERED

- A. Purchase furniture on a yearly basis. This alternative is more costly to Metro and is not recommended.
- B. Require each department and project to purchase furniture and space planning/installation services directly with multiple vendors through multiple procurement actions. This alternative is more costly to Metro and is not recommended.

NEXT STEPS

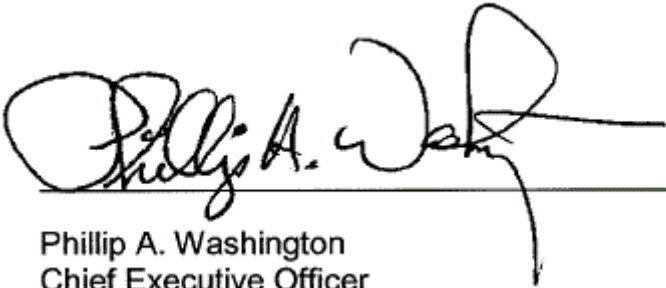
Upon Board Approval, staff will execute Contract No. PS28069-2000 with M3 Office Inc. for space planning and installation services and facilitate transition to the new contractor.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Steve Jaffe, Deputy Executive Officer, General Services
(213) 922-6284

Reviewed by: Joanne Peterson, Chief Human Capital & Development Officer
(213) 922-5223
Debra Avila, Chief Vendor/Contract Management Officer
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SPACE PLANNING/INSTALLATION SERVICES AND
HERMAN MILLER FURNITURE / PS28069-2000

1.	Contract Number: PS28069-2000	
2.	Recommended Vendor: M3 Office, Inc.	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 10, 2016	
	B. Advertised/Publicized: October 12, 2016	
	C. Pre-Bid Conference: October 20, 2016	
	D. Bids Due: November 10, 2016	
	E. Pre-Qualification Completed: December 7, 2016	
	F. Conflict of Interest Form Submitted to Ethics: November 23, 2016	
	G. Protest Period End Date: March 20, 2017	
5.	Solicitations Picked up/Downloaded: 9	Bids Received: 3
6.	Contract Administrator: Antwaun Boykin	Telephone Number: (213) 922-1056
7.	Project Manager: Paul Gomez	Telephone Number: (213) 922-4888

A. Procurement Background

This Board Action is to approve Contract No. PS28069-2000 issued in support of space planning/installation services and Herman Miller furniture for Metro. Metro's 628,000 square foot Gateway Headquarters building located in downtown Los Angeles is furnished entirely with Herman Miller Action Office for cubicles and Geiger for private offices. Metro utilizes Herman Miller Ergon task and office chairs for seating in its headquarters building. In addition to the headquarters building, Metro has several smaller outlying buildings that include bus and rail divisions. These facilities will require not only Herman Miller product, but also space planning and installation services. Board approval of contract awards are subject to resolution of all properly submitted protest.

IFB No. PS28069-2 was issued in accordance with Metro's Acquisition Policy and the contract type is an indefinite quantity/indefinite delivery.

Two amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on October 21, 2016 clarified Pre-Bid Documents;
- Amendment No. 2, issued on November 4, 2016 clarified Article IX: Ordering, Exhibit 3 - Statement of Work, Attachment A - Task Order Form and Task Order Price Summary and Schedule of Quantities and Prices Form.

A pre-bid conference was held on October 20, 2016 and was attended by three participants representing two firms.

A total of three bids were received on November 10, 2016.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. The three bids received are listed below in alphabetical order:

1. M3 Office, Inc.
2. Pivot Interiors, Inc.
3. The Sheridan Group

All firms were determined to be responsive, responsible and qualified to perform the services based on the IFB's requirements.

As required by the IFB, firms submitted bid pricing that was based on scenarios that included (1) space planning services and installation services rates, (2) standard office setups using Herman Miller furniture, (3) standard office setups using Geiger furniture, and (4) a private office furniture setup. The following bids were submitted by the firms:

Bidder Name	Bid Amount
M3 Office, Inc.	\$47,591.66
The Sheridan Group	\$49,929.84
Pivot Interiors, Inc.	\$52,256.48

C. Price Analysis

The recommended bid price from M3 Office, Inc. has been determined to be fair and reasonable based upon adequate competition, reviews of space planning and installation service rates, and applicable furniture discount percentages.

Metro's recommended not to exceed contract award amount is based upon total estimated future space planning services, installation services and furniture needs of the agency over the next five years.

D. Background on Recommended Contractor

The recommended firm, M3 Office, Inc., located in Pasadena, CA has been in business for 19 years, and is a leader in space planning/installation services and furniture. M3 Office, Inc. has current projects with such agencies as Department of Children and Family Services, LA County Sheriff's Department, and Department of

Public Social Services (Norwalk). M3 Office, Inc. has also completed projects with LA County's Hall of Justice, Department of Public Health and expansion of the Pasadena Rose Bowl. M3 Office's team consists of account/project managers with 15 years of experience. M3 Office also has several other specialty managers with experience ranging from 15 to 24 years.

DEOD SUMMARY

**SPACE PLANNING/INSTALLATION SERVICES AND
HERMAN MILLER FURNITURE / PS28069-2000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 3% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery/Indefinite Quantity (IDIQ) contract. M3 Office Inc. exceeded the goal by making a 4.12% DBE commitment. DBE participation is based on the aggregate value of all task orders issued.

Small Business Goal	3% DBE	Small Business Commitment	4.12% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Décor Interior Design, Inc.	African American	4.12%
	Total Commitment		4.12%

B. Living/Prevailing Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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