Metro

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

Agenda - Final

Thursday, April 20, 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.

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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.

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 34

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

CONSENT CALENDAR

34. RECEIVE AND FILE **monthly update on Transit Policing performance.** 2017-0222

Attachments: Attachment A -Transit Policing Division - Feb 2017
Attachment B - Matrix of Bus Operator Assault Suspects

NON-CONSENT

36. RECEIVE AND FILE **State and Federal Legislative Report.** 2017-0218

Attachments: April 2017 - Legislative Matrix

37. Authorize the Chief Executive Officer to award a 3-year, with two, one year options, firm fixed price Contract No. PS6224700 to Mobility Advancement Group, for Metro's Mystery Rider Program in the amount of $565,516 for the (3) year base period and $408,128 for the (2) one year options, for a total contract amount of $973,644, subject to resolution of protest(s), if any. 2017-0158

Attachments: ATTACHMENT A - Procurement Summary.pdf
ATTACHMENT B - DEOD Summary.pdf

38. APPROVE **amendment of Title 6, Chapter 6-05 of the Los Angeles County Metropolitan Transportation Authority ("Metro") Administrative Code** (the "Code"), otherwise known as the Metro Customer Code of Conduct, as set forth in Attachment A. The amended Code will become effective May 1, 2017. 2017-0206

Attachments: Attachment A - Code Amendments

41. ADOPT staff recommended positions: 2017-0201

- **A.** ~~**AB 287 (Holden)** - State Highway Route 710: Advisory Committee **OPPOSE UNLESS AMENDED**~~
- **B.** **AB 91 (Cervantes)** - High -Occupancy vehicle lanes **OPPOSE**
- **C.** **AB 344 (Melendez)** -- Toll Evasion Violations **OPPOSE**
- **D.** **AB 673 (Chu) -** Public transit operators: vehicle safety requirements **OPPOSE UNLESS AMENDED**
- **E.** **AB 695 (Bocanegra)** - Avoidance of on-track equipment **SUPPORT**
- **F.** **AB 1454 (Bloom) / SB 768 (Allen)** - Transportation projects: lease agreements **SUPPORT**
- **G.** **SB 422 (Wilk)** - Transportation projects: comprehensive development lease agreements **SUPPORT (Sponsor)**

Attachments:
Attachment B - AB 91 (Cervantes)
Attachment C - AB 344 (Melendez)
Attachment D - AB 673 (Chu)
Attachment E - AB 695 (Bocanegra)
Attachment F - AB 1454&SB 768 (Bloom & Allen)
Attachment G - SB 422 (Wilk)

43. APPROVE **Motion by Ridley-Thomas, Fasana, Garcetti, Barger, Garcia and Dupont-Walker** to direct the Chief Executive Officer, in consultation with appropriate Departments of the County of Los Angeles including the Probation Department, Children and Family Services Department, Office of Education, the Department of Workforce Development, Aging, and Community Services, and other appropriate entities, to report back to the Executive Management Committee during the June board cycle with a proposed framework for a pilot educational and vocational training program, specifically though not exclusively targeting youth involved in the County's Probation or Child Welfare System, with the objective of facilitating career pathways for local youth into Los Angeles County's transportation sector. 2017-0271

Adjournment

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

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

File #: 2017-0222, **File Type:** Informational Report **Agenda Number:** 34.

EXECUTIVE MANAGEMENT COMMITTEE
APRIL 20, 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 February 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, 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 February 2017:

Multi-agency Law Enforcement Contract Award:

On February 23, 2017, staff submitted a multi-agency law enforcement contract award for consideration and approval by the Board of Directors. The overarching goals associated with the recommendation were to improve law enforcement viability, improve response times, increase law enforcement staffing over each 24-hour operating period, and to improve contract compliance. The contract was approved and as a result Metro's new law enforcement model leverages partnerships with the Los Angeles Police Department, Long Beach Police Department and the Los Angeles

County Sheriff's Department.

- The new approach emphasizes highly visible, proactive patrols as a tactic to deter crime.
- Metro anticipates faster emergency response times - achieving an average of 6 minutes or better

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/MacArthur 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

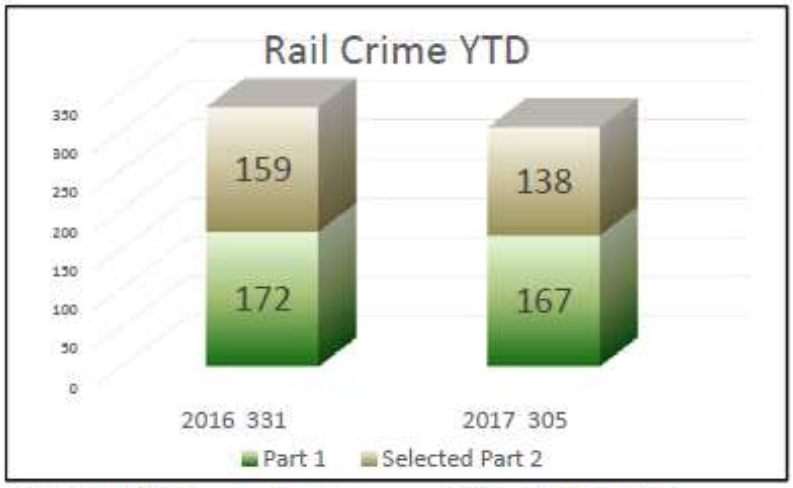
- Transit Security Officers (TSO) and Los Angeles County Sheriffs (LASD) have been engaging and interacting with patrons and operators to increase presence and increase the perception of safety on the Metro system. LASD has a 20 deputy train riding team (10 cover the Red and Gold Lines and 10 cover Blue, 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
February	Rail	125,860	36 Stations
	Bus	39,335	264 Boardings

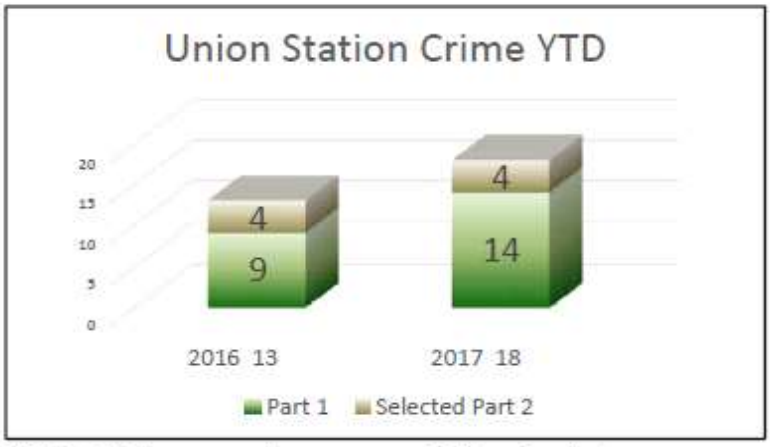
Criminal Activity:

FEBRUARY 2017:



Rail Part 1 Crime	Down	-2.9%	from last year
Rail Sel Part 2 Crime	Down	-13.2%	from last year
Total Rail Crime	Down	-7.9%	from last year

Bus Part 1 Crime	**Down**	**-20.8%**	**from last year**
Bus Sel Part 2 Crime	**Down**	**-25.6%**	**from last year**
Total Bus Crime	**Down**	**-23.4%**	**from last year**



U/S Part 1 Crime	**Up**	**55.6%**	**from last year**
U/S Sel Part 2 Crime	**Same**	**0.0%**	**from last year**
Total U/S Crime	**Up**	**38.5%**	**from last year**

Bus Operator Assaults:

- In February 2017 there were 15 operator assaults. Of the 15 total operator assaults, 66% of the total assaults have had a suspect taken into custody. The majority of bus operator

assaults are caused by fare related followed by patrons demanding to stop.

- Comparing February 2016 to February 2017, Operator Assaults have increased 50%.

- Of the 15 total operator assaults from February 2017, there were 11 non-aggravated assaults, 2 aggravated assaults, 1 sex crime, and 1 robbery. The method of assault was as follows: 5 used hands/feet, 4 used spit, 1 threw cold liquid, 2 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 February 2017 there were 21,604,148 bus boardings and 15 total operator assaults, equating to 1 bus operator assault per 1.4 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 February, 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 (15) remaining are Contract Services'.

Significant Activities

- **2/1/2017-** Unit 603 responded to Slauson station in regard to a robbery of a cellphone. Responding units checked the area for the suspects and detained two juveniles matching the description. The victim positively identified both juveniles as the two suspects who took his phone by force.
- **2/5/2017-** Suspect demanded the victim's cell phone and attempted to pull the phone away. The victim maintained possession of phone. Suspect in custody.

- **2/9/2017-** Unit 687 responded to a report of a drunk male with a 1 yr. old child passed out aboard Bus #6032, line 53. Upon arrival, the deputies saw the male passed out and displaying signs of alcohol intoxication. The deputies took the child into protective custody and arrested the male for child endangerment.

- **2/15/2017-** Deputies responded to a location regarding an assault call. Upon their arrival, they detained a male at gun point described in the call as the suspect. Further investigation revealed he was involved in an altercation with another male aboard Metropolitan Transportation Authority Bus#9247. During the altercation, the suspect produced a Knife and stabbed the victim three times in the arm and ribs.

  The suspect was transported and booked at the inmate reception center. The victim was transported to Cedar-Sinai Medical Center for non-life threatening injuries. Transit Policing Division Detectives were notified and investigation is ongoing.

Fare compliance:

- In February 2017, law enforcement and Transit Security performed 226,745 fare checks on the rails and Orange Line. Based on the monthly targets, in February 2017 law enforcement had a 2% saturation rate. Although law enforcement ceased their fare compliance operations, they still have the discretion to check fare on a case by case basis.

- 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 2/28/17, 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.

	2017								
FEBRUARY	FARES CHECKED	GREEN CHECKS	YELLOW CHECKS	RED CHECKS	TICKETS	TARGET* ATTAINED	RIDERSHIP	TAP ENTRIES	*MONTHLY TARGET
Red/Purple	125,249	102,371	13,990	8,888	756	57%	3,569,028	2,566,390	220,000
Blue	46,588	16,688	25,542	4,358	560	22%	1,798,352	1,029,390	212,000
Green	4,816	3,444	394	978	18	4%	771,604	503,288	136,000
Gold	43,126	36,586	2,620	3,920	208	37%	1,250,816	838,415	116,000
Expo	3,386	1,440	1,526	420	12	4%	1,386,332	572,850	90,000
Orange	745	673	29	43	1	1%	581,608	380,636	92,000
Bus	2,835	2,453	220	162	36		-	-	
Total	**226,745**	**163,655**	**44,321**	**18,769**	**1,591**		**9,357,740**	**5,890,969**	
SATURATION RATE	**2%**								

Traffic Enforcement Activity in the Bus Rapid Transit Lanes:

- Per a board members request, beginning September 2016, we began to track citations issued along Wilshire Blvd.
- In February 2017, there were 110 “Failure to Obey Signs” citations issued on Wilshire Blvd.

Response Time:

- In February 2017, the average response time for “Calls for Service” (Emergency, Priority, and Routine) for all rail lines and buses was 16.8 minutes.
- LASD reports emergency call responses averaged 6.6 minutes in February 2017.

ATTACHMENTS

Attachment A - Transit Policing Division Report February 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
February 2017

Prepared by the Crime Analysis Unit

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

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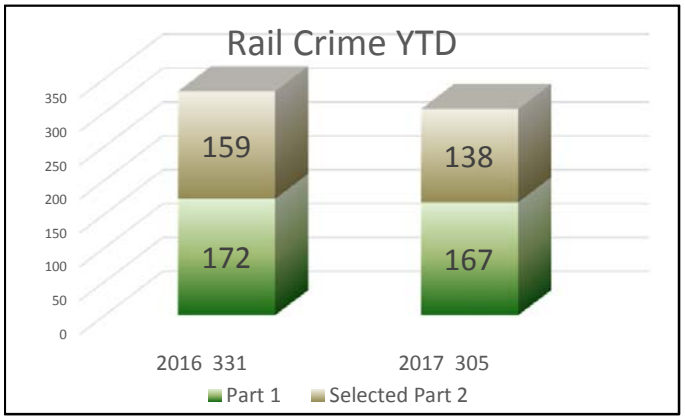
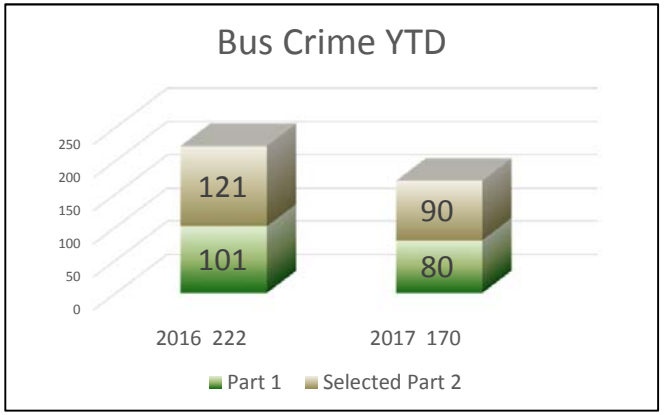
TRANSIT POLICING DIVISION SUMMARY - 2017





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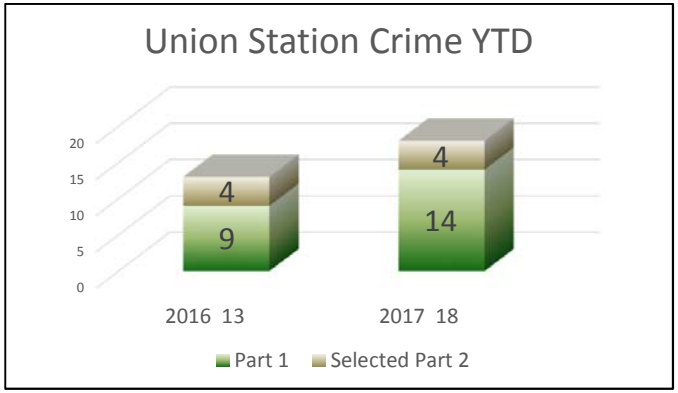

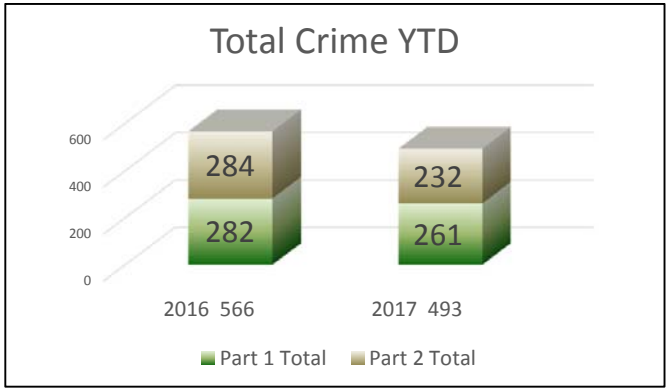

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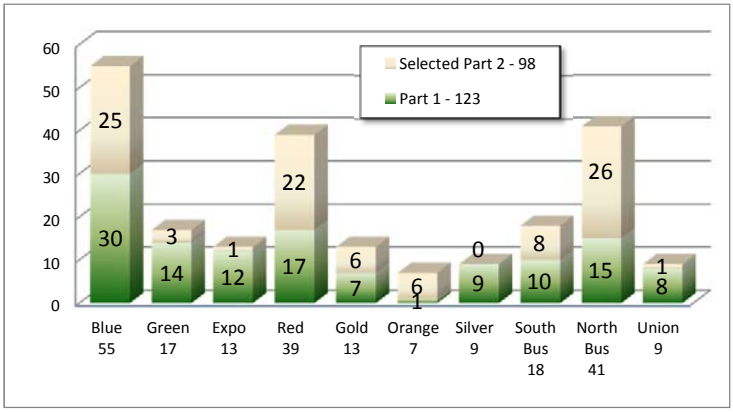
Total Part 1 Crime	**Down**	**-7.4%**	**from last year**
Total Sel Part 2 Crime	**Down**	**-18.3%**	**from last year**
Total Crime	**Down**	**-12.9%**	**from last year**

Part 1 Crimes: Homicide, Rape, Robbery, Aggravated Assault, Burglary, Theft, Grand Theft Auto, Arson

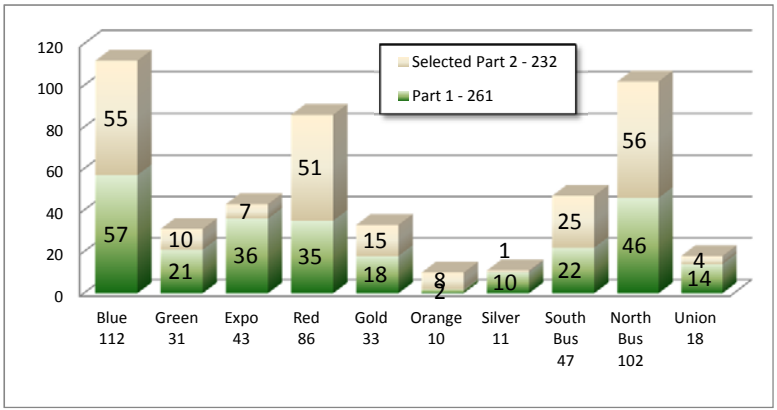
Selected Part 2 Crimes: Battery, Sex Offenses, Weapons, Narcotics, Trespassing, Vandalism

TRANSIT POLICING DIVISION SUMMARY - 2017

Feb Crimes - 221



YTD Crimes - 493

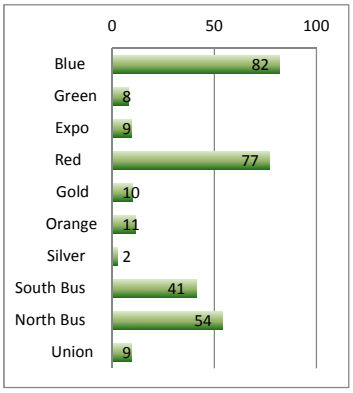


Part 1 Crimes per 1,000,000 Riders

	2017 Jan - Feb	2016 Jan - Feb	2015 Jan - Feb	2014 Jan - Feb
Blue	15.0 ↑	12.8	15.9	12.8
Green	13.0 ↓	27.1	19.3	27.2
Expo	12.4 ↓	12.5	16.4	12.8
Red	4.7 ↓	5.4	4.4	3.9
Gold	6.8 ↑	4.5	13.1	5.9
Orange	1.7 ↓	3.9	3.6	4.3
Silver	15.1 ↑	5.1	0.0	1.4
Bus	1.6 ↓	1.9	1.8	1.5

Arrow indicates an increase or decrease from last year.

Feb Arrests - 303



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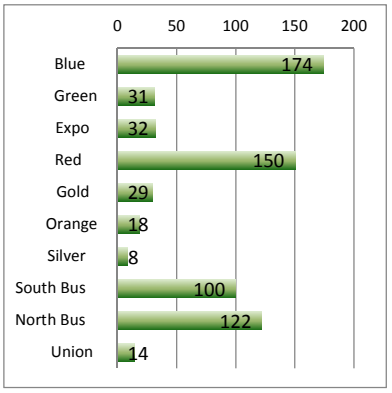
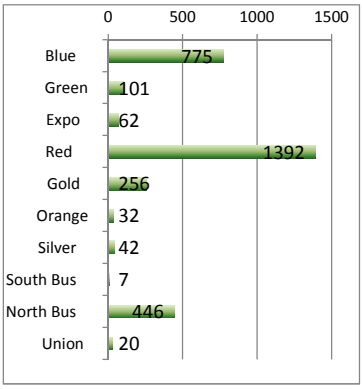


Feb Citations - 3133



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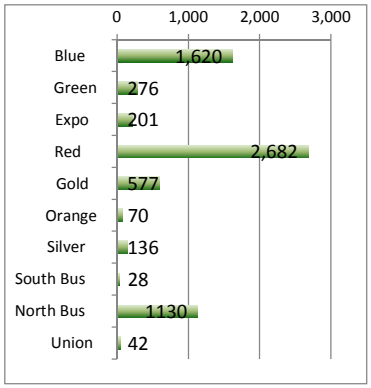
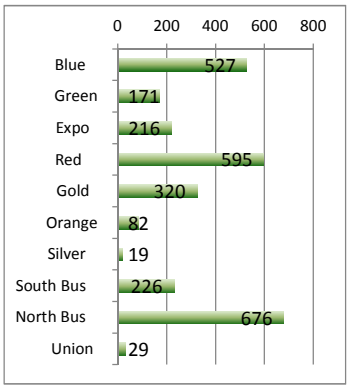
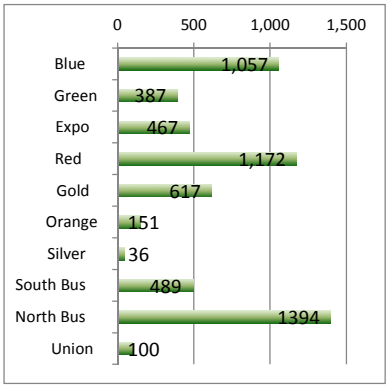


Feb Calls For Service - 2861



YTD Calls For Service - 5870



SATURATION RATE

February	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
Ridership	1,798,352	771,604	1,386,332	3,569,028	1,250,816	581,608	9,357,740
Contacts	47,265	4,852	3,424	126,193	43,346	764	225,844
%Passengers Inspected	2.63%	0.63%	0.25%	3.54%	3.47%	0.13%	2.41%

YTD	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
YTD Ridership	3,811,718	1,620,685	2,903,485	7,439,766	2,666,502	1,156,517	19,598,673
YTD Contacts*	96,463	15,056	9,507	269,998	102,604	4,344	497,972
%Passengers Inspected	2.53%	0.93%	0.33%	3.63%	3.85%	0.38%	2.54%

* Contacts are calculated by adding MPV checks and citations.

System-Wide Highlights

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

Most rail lines had a decrease in part 1 crimes per 1,000,000 riders except for Blue Line and Gold 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	10	0	0	0	0	0	0	0	0	0	0	21
Agg Assault	8	5	0	0	0	0	0	0	0	0	0	0	13
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	5	0	0	0	0	0	0	0	0	0	0	8
Petty Theft	1	7	0	0	0	0	0	0	0	0	0	0	8
GTA	3	2	0	0	0	0	0	0	0	0	0	0	5
BTFV	1	1	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	27	30	0	0	0	0	0	0	0	0	0	0	57

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	7	0	0	0	0	0	0	0	0	0	0	8
Agg Assault	1	3	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	0	1	0	0	0	0	0	0	0	0	0	0	1
Petty Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
GTA	3	1	0	0	0	0	0	0	0	0	0	0	4
BTFV	1	2	0	0	0	0	0	0	0	0	0	0	3
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	14	0	0	0	0	0	0	0	0	0	0	21

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	4	0	0	0	0	0	0	0	0	0	0	9
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	5	0	0	0	0	0	0	0	0	0	0	13
Petty Theft	8	1	0	0	0	0	0	0	0	0	0	0	9
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	2	2	0	0	0	0	0	0	0	0	0	0	4
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	12	0	0	0	0	0	0	0	0	0	0	36

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	2	0	0	0	0	0	0	0	0	0	0	5
Agg Assault	4	4	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	4	4	0	0	0	0	0	0	0	0	0	0	8
Petty Theft	7	5	0	0	0	0	0	0	0	0	0	0	12
GTA	0	1	0	0	0	0	0	0	0	0	0	0	1
BTFV	0	1	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	18	17	0	0	0	0	0	0	0	0	0	0	35

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	2	0	0	0	0	0	0	0	0	0	0	6
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	3	0	0	0	0	0	0	0	0	0	0	3
Petty Theft	2	2	0	0	0	0	0	0	0	0	0	0	4
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	7	0	0	0	0	0	0	0	0	0	0	18

* Part 1 Crimes are calcuated 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	1	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	1	1	0	0	0	0	0	0	0	0	0	0	2

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	2	0	0	0	0	0	0	0	0	0	0	3
Agg Assault	0	5	0	0	0	0	0	0	0	0	0	0	5
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	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	1	9	0	0	0	0	0	0	0	0	0	0	10

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	3	0	0	0	0	0	0	0	0	0	0	5
Agg Assault	3	3	0	0	0	0	0	0	0	0	0	0	6
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	2	0	0	0	0	0	0	0	0	0	0	3
Petty Theft	2	1	0	0	0	0	0	0	0	0	0	0	3
GTA	1	0	0	0	0	0	0	0	0	0	0	0	1
BTFV	0	1	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	12	10	0	0	0	0	0	0	0	0	0	0	22

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	2	0	0	0	0	0	0	0	0	0	0	11
Agg Assault	10	5	0	0	0	0	0	0	0	0	0	0	15
Agg Assault on Op	1	2	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	5	4	0	0	0	0	0	0	0	0	0	0	9
Petty Theft	6	2	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	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	15	0	0	0	0	0	0	0	0	0	0	46

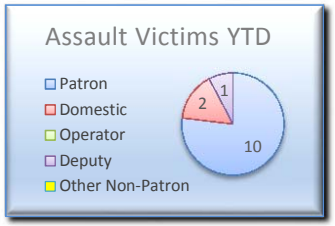
Union Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	1	0	0	0	0	0	0	0	0	0	0	1
Agg Assault	1	0	0	0	0	0	0	0	0	0	0	0	1
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	0	0	0	0	0	0	0	0	0	0	0	1
Petty Theft	3	5	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	1	2	0	0	0	0	0	0	0	0	0	0	3
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	8	0	0	0	0	0	0	0	0	0	0	14

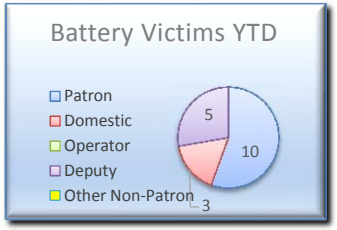
Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	36	33	0	0	0	0	0	0	0	0	0	0	69
Agg Assault	30	25	0	0	0	0	0	0	0	0	0	0	55
Agg Assault on Op	4	2	0	0	0	0	0	0	0	0	0	0	6
Burglary	1	1	0	0	0	0	0	0	0	0	0	0	2
Grand Theft	22	24	0	0	0	0	0	0	0	0	0	0	46
Petty Theft	31	23	0	0	0	0	0	0	0	0	0	0	54
GTA	9	4	0	0	0	0	0	0	0	0	0	0	13
BTFV	5	11	0	0	0	0	0	0	0	0	0	0	16
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	123	0	0	0	0	0	0	0	0	0	0	261

BLUE LINE

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	10	21
Agg Assault	5	13
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	5	8
Petty Theft	7	8
Motor Vehicle Theft	2	5
Burg/Theft From Vehicle	1	2
Arson	0	0
SUB-TOTAL	**30**	**57**
Selected Part 2 Crimes		
Battery	10	18
Battery Rail Operator	0	0
Sex Offenses	2	3
Weapons	4	10
Narcotics	6	19
Trespassing	1	2
Vandalism	2	3
SUB-TOTAL	**25**	**55**
TOTAL	**55**	**112**





Part 1 Crimes per Station

Station	Feb	YTD
7th/Metro	2	6
Pico	2	2
Grand	1	2
San Pedro	0	0
Washington	0	1
Vernon	0	1
Slauson	4	5
Florence	1	2
Firestone	2	2
103rd St	1	4
Willowbrook	7	14
Compton	2	3
Artesia	0	0
Del Amo	5	8
Wardlow	0	3
Willow	1	2
PCH	1	1
Anaheim	0	0
5th St	0	0
1st St	0	0
Transit Mall	0	0
Pacific	1	1
Rail Yard	0	0
Total	30	57

ARRESTS

Type	Feb	YTD
Felony	18	45
Misdemeanor	64	129
TOTAL	**82**	**174**

CITATIONS

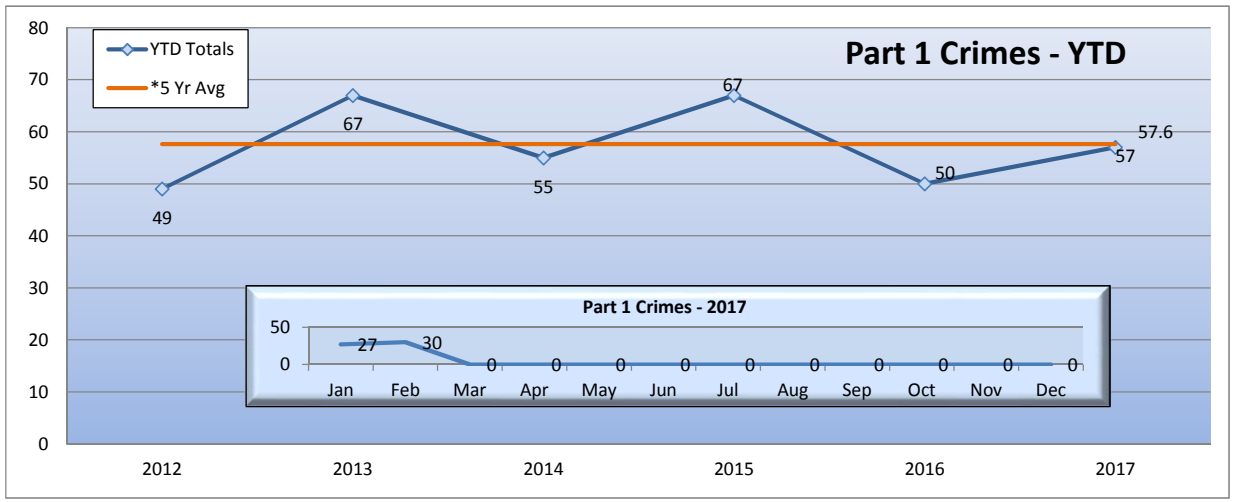
Type	Feb	YTD
Fare Evasion Citations	530	1,091
Other Citations	30	75
Vehicle Code Citations	215	454
TOTAL	**775**	**1,620**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	48	5.3	88	5.6
Priority	224	10.7	465	10.3
Routine	255	18.5	504	21.3
Total	**527**	**14.0**	**1,057**	**15.2**

FARE ENFORCEMENT

	Feb	YTD
Ridership	1,798,352	3,811,718
Contacts	47,265	96,463
% of Patrons Inspected	2.63	2.53
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.

Blue Line Highlights

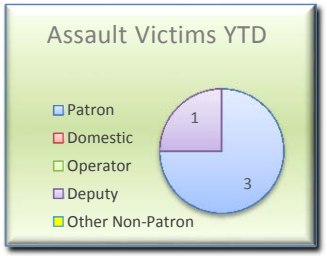
The Blue Line had 7 more part 1 crimes, which is a 14% increase from the same period last year.

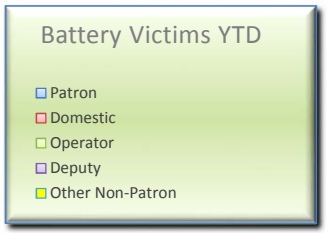
Part 1 crimes per 1,000,000 riders were up from the same period last year.

GREEN LINE

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	7	8
Agg Assault	3	4
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	1	1
Petty Theft	0	1
Motor Vehicle Theft	1	4
Burg/Theft From Vehicle	2	3
Arson	0	0
SUB-TOTAL	**14**	**21**
Selected Part 2 Crimes		
Battery	0	0
Battery Rail Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	0	2
Trespassing	0	0
Vandalism	2	7
SUB-TOTAL	**3**	**10**
TOTAL	**17**	**31**





Part 1 Crimes per Station

Station	Feb	YTD
Redondo Beach	0	0
Douglas	0	1
El Segundo	0	0
Mariposa	0	0
Aviation	0	1
Hawthorne	1	1
Crenshaw	1	1
Vermont	1	1
Harbor	0	0
Avalon	2	2
Willowbrook	1	2
Long Beach	5	5
Lakewood	0	3
Norwalk	3	4
Total	14	21

ARRESTS

Type	Feb	YTD
Felony	1	9
Misdemeanor	7	22
TOTAL	8	31

CITATIONS

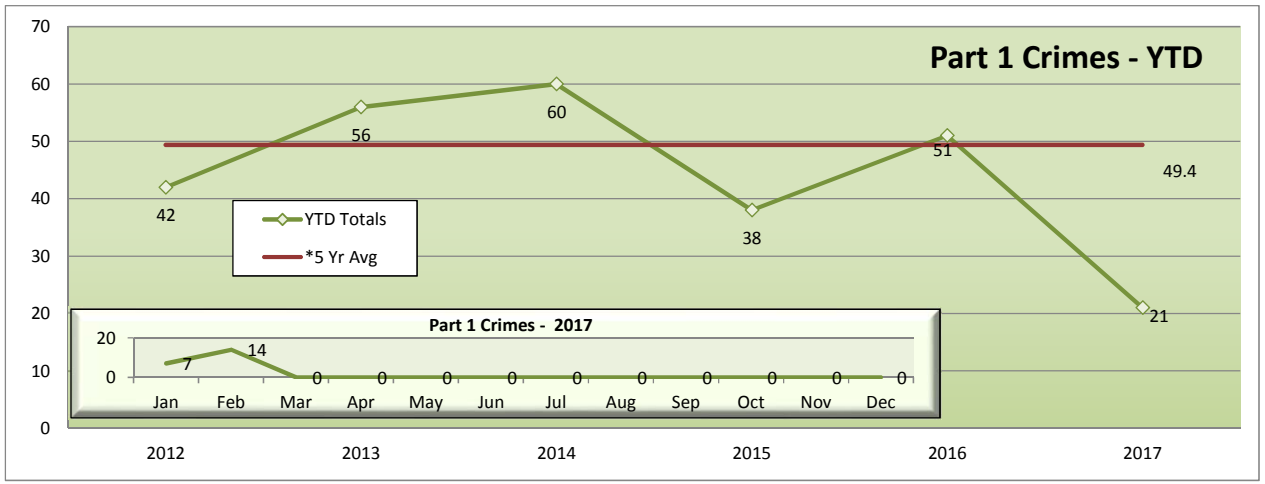
Type	Feb	YTD
Fare Evasion Citations	14	54
Other Citations	4	12
Vehicle Code Citations	83	210
TOTAL	**101**	**276**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	11	4.5	28	4.7
Priority	59	11.2	128	10.7
Routine	101	17.6	231	21.0
Total	171	14.5	387	16.4

FARE ENFORCEMENT

	Feb	YTD
Ridership	771,604	1,620,685
Contacts	4,852	15,056
% of Patrons Inspected	0.63	0.93
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

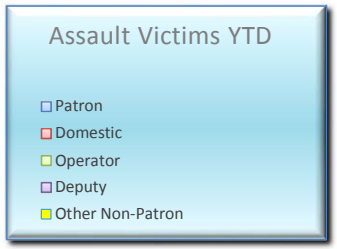
The Green Line had 30 less part 1 crimes, which is a 59% decrease from the same period last year.

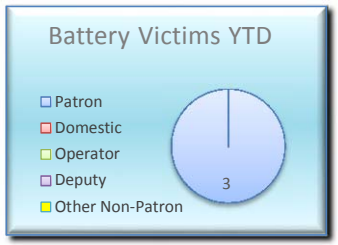
Part 1 crimes per 1,000,000 riders were down from the same period last year.

EXPO LINE

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	4	9
Agg Assault	0	0
Agg Assault on Op	0	0
Burglary	0	1
Grand Theft	5	13
Petty Theft	1	9
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	2	4
Arson	0	0
SUB-TOTAL	**12**	**36**
Selected Part 2 Crimes		
Battery	0	3
Battery Rail Operator	0	0
Sex Offenses	1	2
Weapons	0	0
Narcotics	0	1
Trespassing	0	0
Vandalism	0	1
SUB-TOTAL	**1**	**7**
TOTAL	**13**	**43**





Part 1 Crimes per Station

Station	Feb	YTD
7th/Metro	1	2
Pico	1	2
23rd St	0	0
Jefferson/USC	1	2
Expo/USC	2	2
Expo/Vermont	0	1
Expo/Western	2	7
Expo/Crenshaw	1	2
Farmdale	0	2
La Brea	0	0
La Cienega	3	5
Culver City	1	4
Palms	0	3
Expo/Westwood	0	0
Expo/Sepulveda	0	1
Expo/Bundy	0	2
26th St /Bergamot	0	0
17th St/SMC	0	0
D/T Santa Monica	0	1
Expo Rail Yard	0	0
Total	12	36

ARRESTS

Type	Feb	YTD
Felony	3	15
Misdemeanor	6	17
TOTAL	9	32

CITATIONS

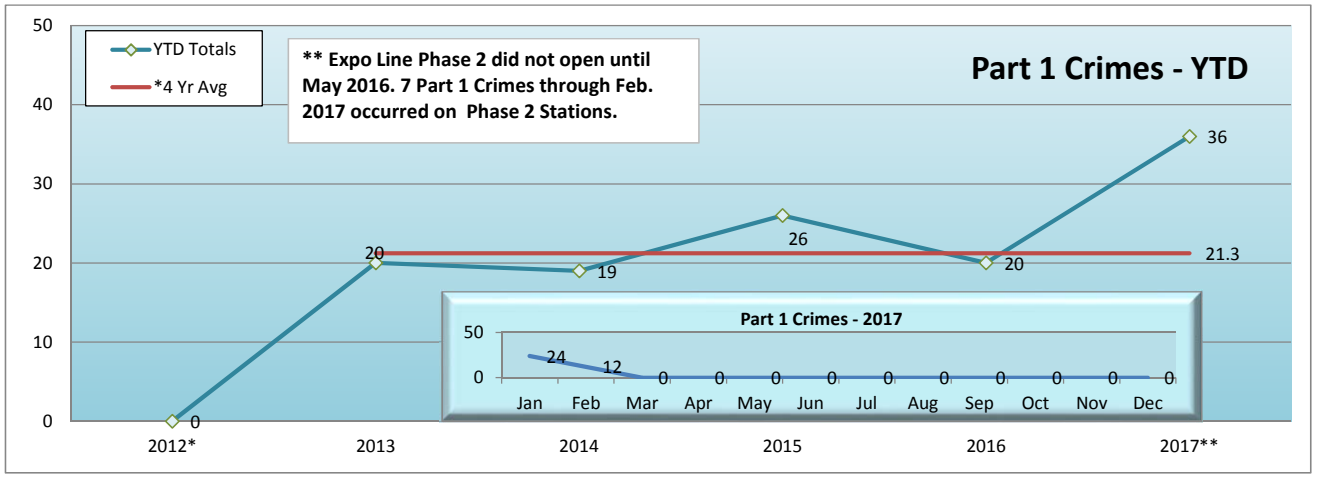
Type	Feb	YTD
Fare Evasion Citations	11	44
Other Citations	1	3
Vehicle Code Citations	50	154
TOTAL	**62**	**201**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	14	3.1	28	3.5
Priority	92	12.8	196	11.9
Routine	110	17.4	243	30.9
Total	216	14.5	467	21.3

FARE ENFORCEMENT

	Feb	YTD
Ridership	1,386,332	2,903,485
Contacts	3,424	9,507
% of Patrons Inspected	0.25	0.33
Boardings	0	0
Ride	0	0
Fare Warning	0	0



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

Expo Line Highlights

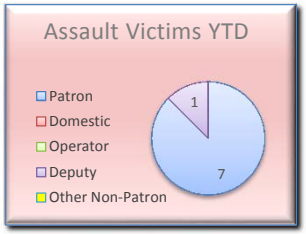
The Expo Line had 16 more part 1 crime, which is a 80% increase from the same period last year.

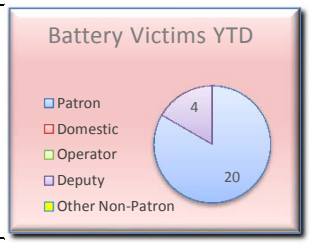
Part 1 crimes per 1,000,000 riders were down from the same period last year.

RED LINE

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	2	5
Agg Assault	4	8
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	4	8
Petty Theft	5	12
Motor Vehicle Theft	1	1
Burg/Theft From Vehicle	1	1
Arson	0	0
SUB-TOTAL	**17**	**35**
Selected Part 2 Crimes		
Battery	7	24
Battery Rail Operator	0	0
Sex Offenses	1	2
Weapons	0	0
Narcotics	12	20
Trespassing	2	4
Vandalism	0	1
SUB-TOTAL	**22**	**51**
TOTAL	**39**	**86**





Part 1 Crimes per Station

Station	Feb	YTD
Union Station	1	2
Civic Center	0	1
Pershing Square	0	1
7th/Metro	1	4
Westlake	1	1
Wilshire/Vermont	2	2
Wilshire/Normandie	0	1
Vermont/Beverly	1	2
Wilshire/Western	1	1
Vermont/Santa Monica	0	1
Vermont/Sunset	1	1
Hollywood/Western	0	1
Hollywood/Vine	2	5
Hollywood/Highland	1	2
Universal	3	3
North Hollywood	3	7
Red Line Rail Yard	0	0
Total	17	35

ARRESTS

Type	Feb	YTD
Felony	19	35
Misdemeanor	58	115
TOTAL	77	150

CITATIONS

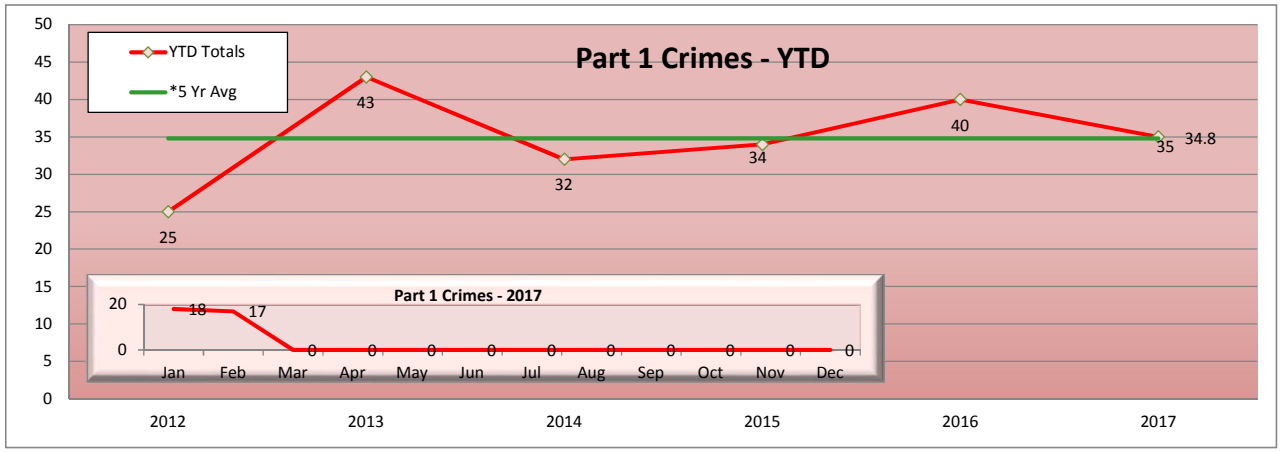
Type	Feb	YTD
Fare Evasion Citations	772	1,647
Other Citations	60	128
Vehicle Code Citations	560	907
TOTAL	**1,392**	**2,682**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	35	5.5	65	5.0
Priority	268	14.3	553	15.3
Routine	292	21.2	554	21.8
Total	595	17.1	1172	17.8

FARE ENFORCEMENT

	Feb	YTD
Ridership	3,569,028	7,439,766
Contacts	126,193	269,998
% of Patrons Inspected	3.54	3.63
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.

RED Line Highlights

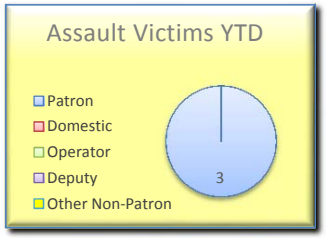
The Red Line had 5 less part 1 crimes which is a 13% decrease from the same period last year.

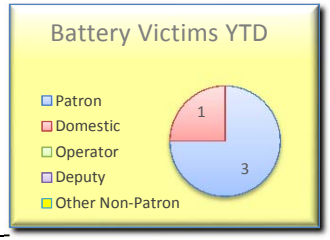
Part 1 crimes per 1,000,000 riders were down from the same peiod last year.

GOLD LINE

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	2	6
Agg Assault	0	3
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	3	3
Petty Theft	2	4
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	**7**	**18**
Selected Part 2 Crimes		
Battery	1	4
Battery Rail Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	2	3
Trespassing	0	1
Vandalism	3	6
SUB-TOTAL	**6**	**15**
TOTAL	**13**	**33**





Part 1 Crimes per Station

Station	Feb	YTD
APU/Citrus College	0	1
Azusa Downtown	0	0
Irwindale	0	0
Duarte	1	1
Monrovia	0	0
Arcadia	0	0
Sierra Madre	0	0
Allen	1	1
Lake	1	1
Memorial Park	1	1
Del Mar	2	2
Fillmore	0	1
South Pasadena	0	0
Highland Park	0	1
SW Museum	0	0
Heritage Square	0	2
Lincoln Heights	0	1
Chinatown	0	1
Union Station	0	0
Little Tokyo	0	0
Pico/Aliso	0	1
Mariachi	0	0
Soto	0	0
Indiana	0	3
Maravilla	0	0
East La	0	0
Atlantic	1	1
Total	**7**	**18**

ARRESTS

Type	Feb	YTD
Felony	2	6
Misdemeanor	8	23
TOTAL	10	29

CITATIONS

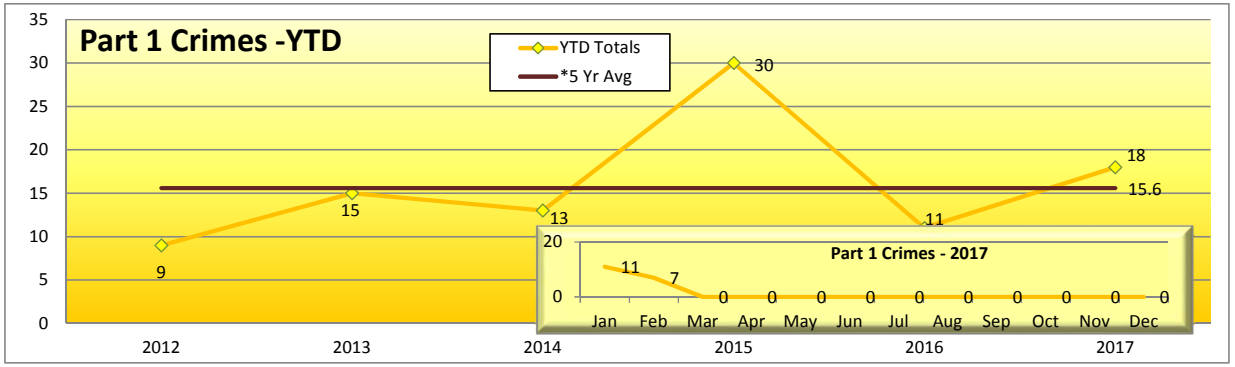
Type	Feb	YTD
Fare Evasion Citations	184	326
Other Citations	24	37
Vehicle Code Citations	48	214
TOTAL	**256**	**577**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	19	6.8	42	6.3
Priority	145	12.5	267	12.7
Routine	156	20.0	308	19.4
Total	320	15.8	617	15.6

FARE ENFORCEMENT

	Feb	YTD
Ridership	1,250,816	2,666,502
Contacts	43,346	102,604
% of Patrons Inspected	3.47	3.85
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.

Gold Line Highlights

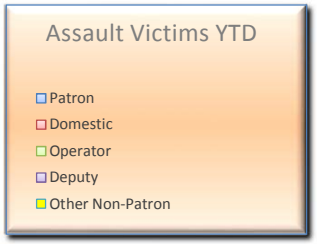
The Gold Line had 7 more part 1 crime, which is a 64% increase from the same period last year.

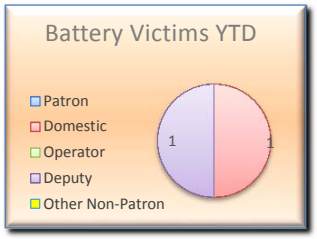
Part 1 crimes per 1,000,000 riders were up from the same period last year.

ORANGE LINE

REPORTED CRIME

PART 1 CRIMES	Feb	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	0	1
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	1	1
Arson	0	0
SUB-TOTAL	**1**	**2**
Selected Part 2 Crimes		
Battery	1	2
Battery Bus Operator	0	0
Sex Offenses	0	0
Weapons	0	0
Narcotics	3	3
Trespassing	1	1
Vandalism	1	2
SUB-TOTAL	**6**	**8**
TOTAL	**7**	**10**





Part 1 Crimes per Station

Station	Feb	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	0	1
De Soto	0	0
Canoga	1	1
Warner Center	0	0
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	0
Total	1	2

ARRESTS

Type	Feb	YTD
Felony	2	2
Misdemeanor	9	16
TOTAL	11	18

CITATIONS

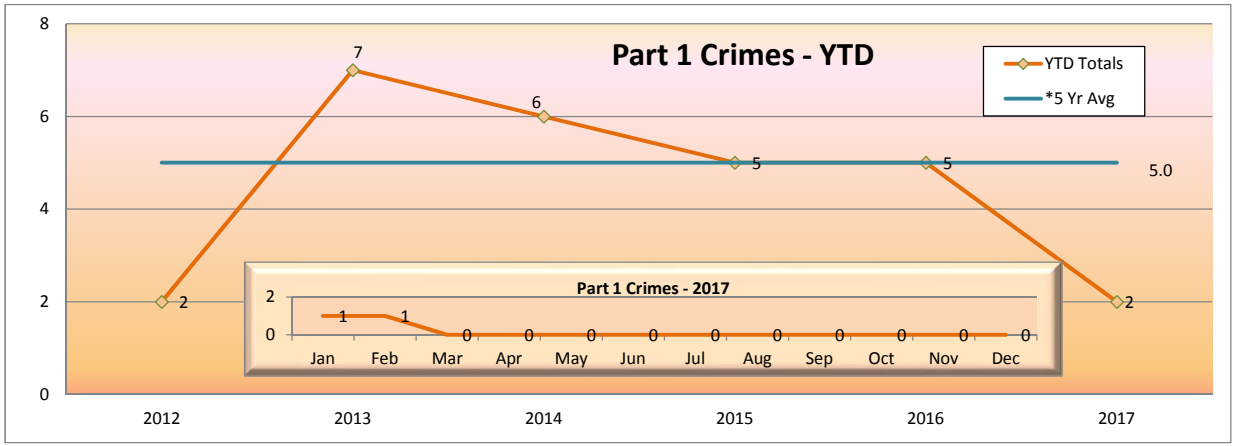
Type	Feb	YTD
Fare Evasion Citations	1	5
Other Citations	0	1
Vehicle Code Citations	31	64
TOTAL	**32**	**70**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	5	9.4	8	7.4
Priority	40	14.4	82	13.7
Routine	37	20.5	61	21.3
Total	82	16.9	151	16.4

FARE ENFORCEMENT

	Feb	YTD
Ridership	581,608	1,156,517
Contacts	764	4,344
% of Patrons Inspected	0.13	0.38
Boardings	0	0
Ride	0	0
Fare Warning	0	0



Orange Line Highlights

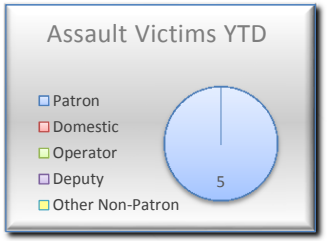
The Orange Line had 3 less part 1 crimes, which is a 60% decrease from the same period last year.

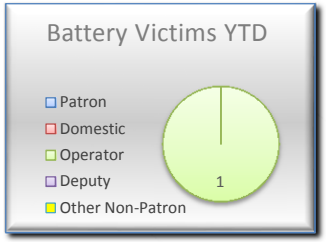
Part 1 crimes per 1,000,000 riders were down from the same period last year.

SILVER LINE

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	2	3
Agg Assault	5	5
Agg Assault on Op	0	0
Burglary	1	1
Grand Theft	0	0
Petty Theft	0	0
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	1	1
Arson	0	0
SUB-TOTAL	**9**	**10**
Selected Part 2 Crimes		
Battery	0	1
Battery Bus Operator	0	0
Sex Offenses	0	0
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
SUB-TOTAL	**0**	**1**
TOTAL	**9**	**11**





Part 1 Crimes per Station

Station	Feb	YTD
El Monte	0	0
Cal State LA	1	1
LAC/USC	0	0
Alameda	4	4
Downtown		0
37th St/USC	0	0
Slauson	0	0
Manchester	2	2
Harbor Fwy	1	2
Rosecrans	0	0
Harbor/Gateway	1	1
Carson	0	0
PCH	0	0
San Pedro	0	0
Total	9	10

ARRESTS

Type	Feb	YTD
Felony	1	1
Misdemeanor	1	7
TOTAL	2	8

CITATIONS

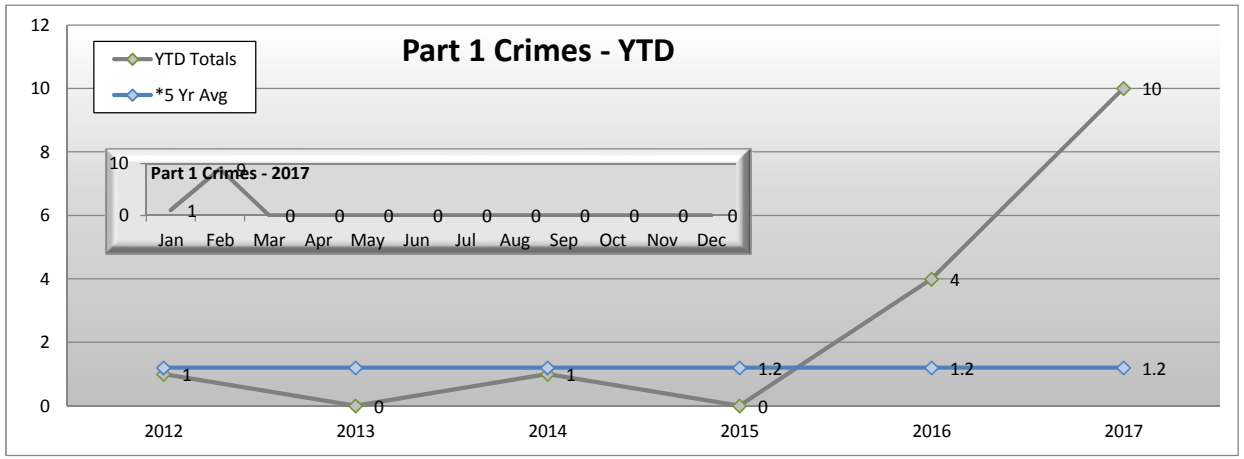
Type	Feb	YTD
Fare Evasion Citations	0	0
Other Citations	6	12
Vehicle Code Citations	36	124
TOTAL	**42**	**136**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	1	6.0	2	6.5
Priority	7	14.3	15	11.8
Routine	11	24.0	19	26.7
Total	19	19.5	36	19.4

FARE ENFORCEMENT

	Feb	YTD
Ridership	336,176	660,269
Contacts	2,727	5,983
% of Patrons Inspected	0.81	0.91
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.

Silver Line Highlights

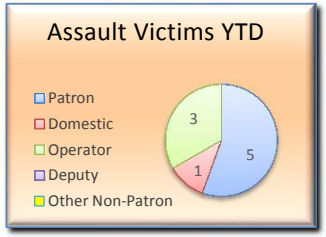
The Silver Line had 6 more part 1 crims, which is a 150% increase from the same period last year.

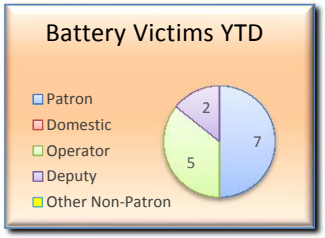
Part 1 crimes per 1,000,000 riders were up from the same period last year.

South Bus Patrol

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	3	5
Agg Assault	3	6
Agg Assault on Op	0	3
Burglary	0	0
Grand Theft	2	3
Petty Theft	1	3
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	1	1
Arson	0	0
SUB-TOTAL	**10**	**22**
Selected Part 2 Crimes		
Battery	2	9
Battery Bus Operator	2	5
Sex Offenses	1	1
Weapons	0	1
Narcotics	1	2
Trespassing	0	0
Vandalism	2	7
SUB-TOTAL	**8**	**25**
TOTAL	**18**	**47**





Part 1 Crimes per Sector

Sector	Feb	YTD
Gateway Cities	**2**	**4**
South Bay	**8**	**18**
Total	**10**	**22**

ARRESTS

Type	Feb	YTD
Felony	6	16
Misdemeanor	35	84
TOTAL	41	100

CITATIONS

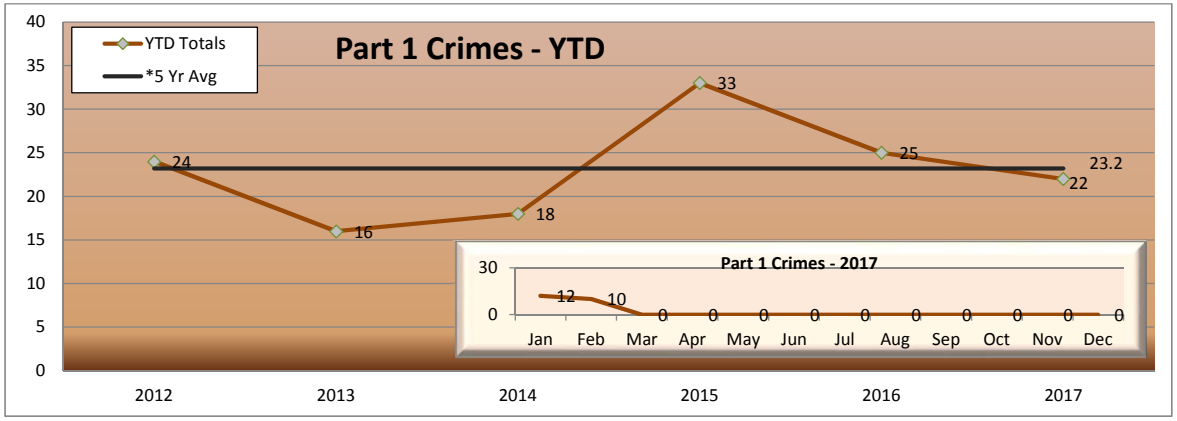
Type	Feb	YTD
Fare Evasion Citations	2	10
Other Citations	2	4
Vehicle Code Citations	3	14
TOTAL	**7**	**28**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	17	8.6	38	9.0
Priority	111	15.4	241	14.5
Routine	98	27.6	210	25.9
Total	226	20.2	489	19.0

FARE ENFORCEMENT*

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



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

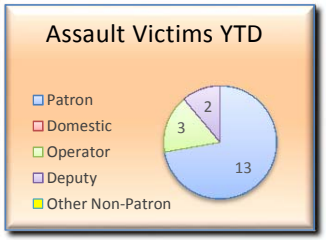
South Bus Highlights

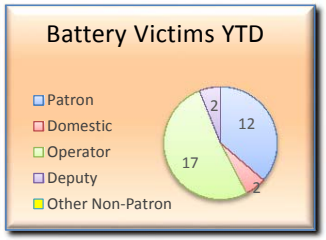
The South Bus Lines had 3 less part 1 crime, which is a 12% decrease from the same period last year.

North Bus Patrol

REPORTED CRIME

PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	2	11
Agg Assault	5	15
Agg Assault on Op	2	3
Burglary	0	0
Grand Theft	4	9
Petty Theft	2	8
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	**15**	**46**
Selected Part 2 Crimes		
Battery	8	16
Battery Bus Operator	10	17
Sex Offenses	5	6
Weapons	0	0
Narcotics	1	7
Trespassing	0	0
Vandalism	2	10
SUB-TOTAL	**26**	**56**
TOTAL	**41**	**102**





Part 1 Crimes per Sector

Sector	Feb	YTD
San Gabriel	2	3
Westside	1	4
San Fernando	3	9
Central	9	30
Total	15	46

ARRESTS

Type	Feb	YTD
Felony	7	14
Misdemeanor	47	108
TOTAL	54	122

CITATIONS

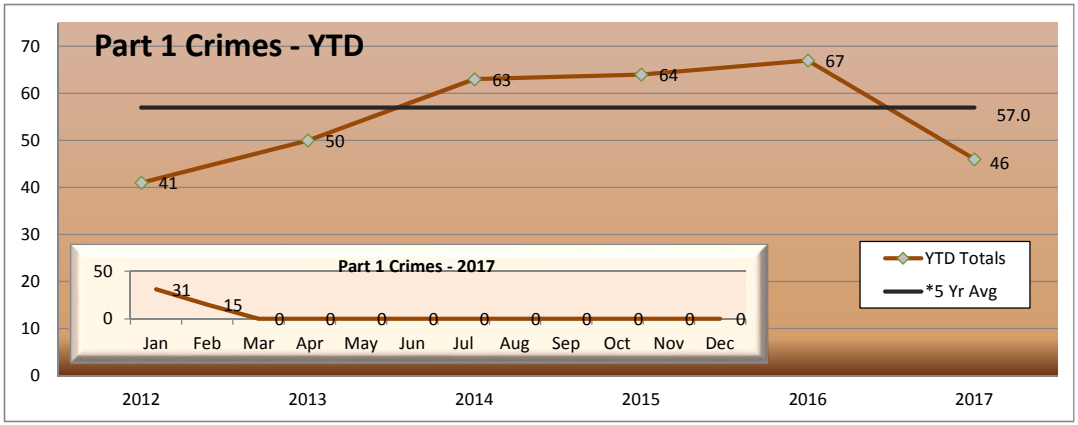
Type	Feb	YTD
Fare Evasion Citations	12	25
Other Citations	14	25
Vehicle Code Citations	420	1,080
TOTAL	**446**	**1,130**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	Avg	Total	Avg
Emergency	38	6.1	97	8.4
Priority	347	17.2	707	15.9
Routine	291	25.1	590	24.8
Total	676	20.0	1,394	19.2

FARE ENFORCEMENT

	Feb	YTD
Ridership*	21,604,148	42,880,498
Contacts	523	1,168
% of Patrons Inspected	0.00	0.00
Boardings	0	0
Rides	0	39
Fare Warning	0	0



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

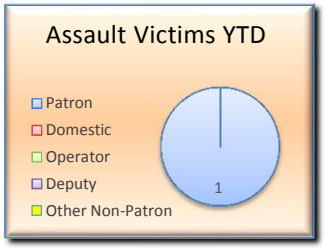
North Bus Highlights

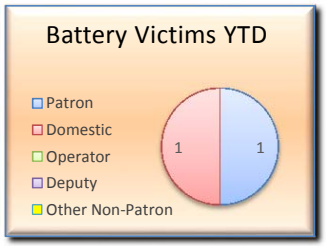
The North Bus Lines had 21 less part 1 crimes, which is a 31% decrease from the same period last year.

Union Station

REPORTED CRIME

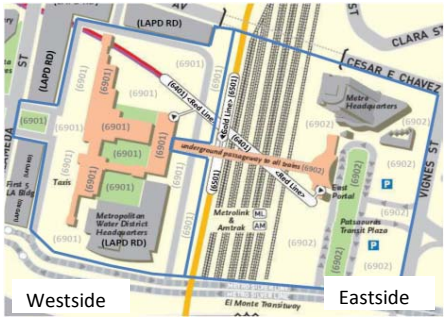
PART 1 CRIMES	Feb	YTD
Homicide	0	0
Rape	0	0
Robbery	1	1
Agg Assault	0	1
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	1
Petty Theft	5	8
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	2	3
Arson	0	0
SUB-TOTAL	**8**	**14**
Selected Part 2 Crimes		
Battery	1	2
Battery Bus Operator	0	0
Sex Offenses	0	0
Weapons	0	1
Narcotics	0	0
Trespassing	0	0
Vandalism	0	1
SUB-TOTAL	**1**	**4**
TOTAL	**9**	**18**





Part 1 Crimes at Union Station

Side	Feb	YTD
Westside	**3**	**7**
Eastside	**5**	**7**
Total	**8**	**14**



ARRESTS

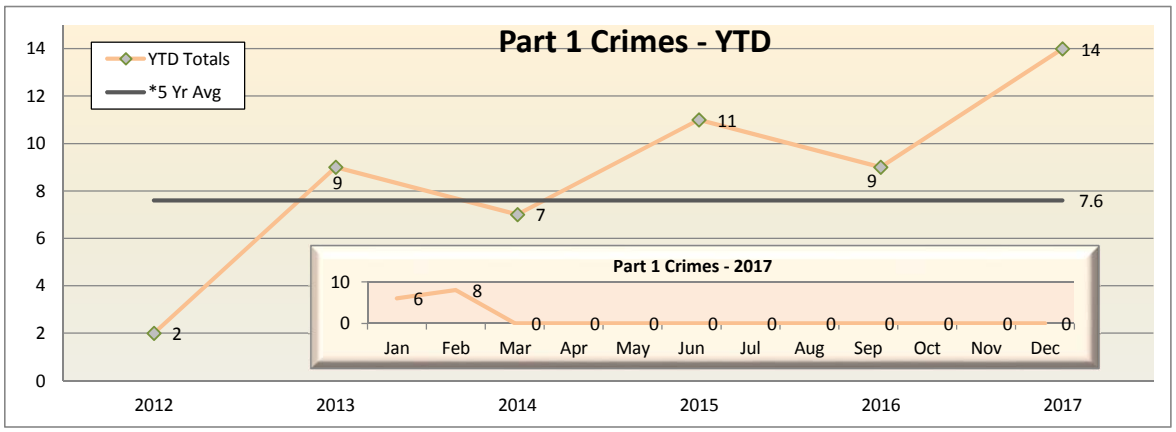
Type	Feb	YTD
Felony	3	4
Misdemeanor	6	10
TOTAL	9	14

CITATIONS

Type	Feb	YTD
Fare Evasion Citations	1	2
Other Citations	6	20
Vehicle Code Citations	13	20
TOTAL	**20**	**42**

CALLS FOR SERVICE

TYPE	Feb		YTD	
	Total	**Avg**	**Total**	**Avg**
Emergency	1	11.0	2	6.0
Priority	16	14.7	44	8.1
Routine	12	16.9	54	17.0
Total	29	15.5	100	12.9



Union Station Highlights

Union Station had 5 more part 1 crimes, which is a 55% increase 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

URN	Reason	Line	Div	Bus #	Type	Date	Day	Time	Narrative	Flyer	Arrest	Charges Requested	Charges Filed	Sentence (Probation/Time/Jail or
917-00570-6891-144	Demand Stop	L51	2	4035	Battery	2/3/2017	Fri	7:48	Sus FH/500-504/130/Burg/Brn hit bus op w/ umbrella when he wouldn't stop bus, barrier installed but not used properly					
917-00614-6891-144	Other	L720	13	9308	Battery	2/6/2017	Mon	14:35	Battery sus arrested for grabbing bus op face and trying to kiss her,		Yes			
917-00621-6811-144	Fare	L10	3	5365	Battery	2/7/2017	Tue	13:30	Sus MB/40/600/150 spit on bus op for asking him to pay the fare,					
917-00638-6852-037	Attempt-Purse	L204	5	9249	Robbery	2/8/2017	Wed	21:20	Sus1 MB/20-24/510-600/160 punched bus op in the back, tried to grab purse; Sus2 MB/510-600/160 began grabbing at purse, outside of bus					
917-00688-6891-144	Demand Stop	L16	1	5436	Battery	2/12/2017	Sun	16:20	Sus FB/30-35/505/150/Blo punched the bus op after requesting a stop,	Y				
917-00695-6893-144	Other	L204	18	9565	Battery	2/12/2017	Sun	21:10	Sus MH/25-30/510-511/160 yelled at vic in spanish then threw unk liquid at bus op,					
917-00693-6893-144	Policy/end of line	L-Unk	13	9586	Battery	2/12/2017	Sun	19:30	Sus MW/507/170 spit on bus op when asked to exit at end of route,					
017-00796-6852-130		L207	18	9484	Sex Crime	2/18/2017	Sat	8:30	Indecent Exp sus arrested		Yes			
917-00807-6836-144	Other	L111	18	8477	Battery	2/19/2017	Sun	13:00	MH suspect arrested for kicking bus op after he tried to help him with bike		Yes			
917-00812-6893-144	Policy/Stroller	L206	3	8501	Battery	2/19/2017	Sun	15:55	Sus FB/506/200/40-45yrs hit bus op with folding stroller					
017-00856-6891-053	Other	L4	13	9252	Assault	2/23/2017	Thu	1:45	Sus FB/503/125/30-40ys threw a soda can at bus op's head on bus - unk if bus had barrier					
917-00890-6833-144	No Reason	L117	18	8615	Battery	2/24/2017	Fri	22:00	FB suspect arrested for spitting on bus op		Yes			
917-00911-6878-144	Mentally ill	L4	7	9205	Battery	2/26/2017	Sun	23:21	Sus MB/601/190/35 kicked bus op and pushed him - no barrier installed					
017-00902-6891-052	Other	L704	7	9305	Assault	2/26/2017	Sun	9:26	FB suspect arrested for assault with knife on bus op		Yes			
917-00934-6894-144	Missed Stop	L20	18	9223	Battery	2/28/2017	Tue	15:00	Battery sus arrested for spitting on bus op for missing his stop, barrier equipped		Yes			

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

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

File #: 2017-0218, **File Type:** Informational Report **Agenda Number:** 36.

EXECUTIVE MANAGEMENT COMMITTEE
APRIL 20, 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 Senior Director, Federal Affairs

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on March 31, 2017 and will be updated, as appropriate, at the Executive Management Committee meeting on April 20, 2017.

Trump Infrastructure Plan

Metro is continuing to work with the White House and Congressional stakeholders to ensure that our Board-approved priorities are reflected in any infrastructure plan advanced by the Trump Administration and then considered by the 115th Congress. 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 and considered by Congress later this year.

Federal Budget for Fiscal Year 2018

Earlier this month, the President's Office of Management and Budget released a blueprint of the Administrations Fiscal Year 2018 Federal Budget recommendations to Congress. The blueprint specified that the Administration is proposing to eliminate funding for the Federal Transit Administration's Capital Investment Grant Program and the popular TIGER Grant Program. Metro is actively working with our Congressional Delegation, Members of Congress, and stakeholders to build

support to oppose cuts to these important programs. Movement forward on the Fiscal Year 2018 transportation funding bills is not likely to begin until May when the President's formal budget is expected to be released by the White House.

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 is continuing 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. At this time there is no indication of when this grant will be announced by the USDOT.

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

Mr. Chairman - 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 March 31, 2017 and will be updated, as appropriate, prior to the Executive Management Committee meeting on April 20, 2017.

Transportation Funding Deal Update

In late March, Governor Edmund G. Brown, Jr., Senate President pro Tempore Kevin de Leon, Assembly Speaker Anthony Rendon and many State Legislators announced a landmark road repair and transportation investment package to fix roads, freeways and bridges and to also provide funding for transit and safety projects in communities across California. This package will generate up to $52.4 billion over a 10 year period for these transportation programs, including many of Metro's major funding priorities for transit, highway repair and local streets and roads maintenance.

Legislative language for this agreement was introduced in amendments to SB 1 (Beall) and is expected to be considered by the State Legislature before the spring recess. Staff are reviewing the contents of this proposal and will identify the benefits of this legislative initiative to Metro and more broadly - to Los Angeles County. There will be significant follow up at the State level regarding implementation of SB1.

Governor Signs AB 28 (Frazier) into law

The Governor signed AB 28 (Frazier) a bill that would extend Caltrans' NEPA assignment authority into law on March 29th, days before the March 31st Federal suspension deadline. The bill extends Caltrans' authority to provide NEPA approval to state highway projects through the year 2020.

California State Legislative Process Update

The State Legislature's Spring Recess begins April 6th. The Legislature reconvenes the 2017-2018 session on April 17th. Once back in session, each house will be quickly moving bills through the policy committee process. The deadline to get bills approved in policy committee is April 28th for fiscal bills and May 12th for non-fiscal bills. The committees will be working to hear the thousands of bills that have been introduced. During this period spot bills will continue to be amended so that they can be considered so Metro staff have been tracking amendments to identify any issues that could affect the agency.

California Legislative Analyst's Office Issues a Review of the State's Cap-and-Trade Program

The Legislative Analyst's Office (LAO) issued a review of the State's current Cap-and-Trade program. There is also legal uncertainty whether ARB has the authority to operate the cap-and-trade program beyond 2020 and whether extending the authority to auction allowances beyond 2020 would require a two-thirds vote. The Governor's budget includes provisions that propose to continue authorizing spending in Cap-and-Trade funding beyond 2020. The broader discussion about the Cap-and-Trade program will continue throughout the legislative session.

Conclusion

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

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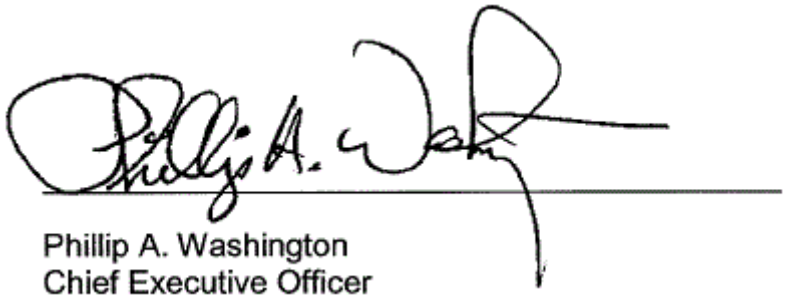
ATTACHMENTS

Attachment A - April 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
APRIL 2017
Metro Government Relations

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
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	

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
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.	Support	

Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 28 Frazier D Caltrans: NEPA Delegation Authority	3/29/2017-A. CHAPTERED 3/29/2017-Signed by the Governor.	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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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
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.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
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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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
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.		**Transportation (text 12/13/2016)** **Support** Honorable Clint Olivier, Council President, District 7, City of Fresno Monte Verde Ranch Tos Farms, Inc. Transportation Solutions Defense and Education Fund **Oppose** State Building and Construction Trades Council of California

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
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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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 73 Chiu D Planning and zoning: housing sustainability districts.	1/19/2017-A. L. GOV. 1/19/2017-Referred to Coms. on L. GOV. and NAT. RES. 2/9/2017-Coauthors revised. 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.	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.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
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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Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 91 Cervantes D High-occupancy vehicle lanes.	3/20/2017-A. APPR. 3/23/2017-Re-referred to Com. on APPR.	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.		**Transportation (text 1/9/2017)** **Support** None **Oppose** Riverside County Transportation Commission

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Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 151 Burke D California Global Warming Solutions Act of 2006: market-based compliance mechanisms.	3/2/2017-A. NAT. RES. 3/6/2017-Re-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 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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Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
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. 3/29/2017-A. APPR. 3/29/2017-Action From P.E.,R. & S.S.: Do pass.To APPR..	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.		**Public Employees, Retirement And Social Security (text 1/13/2017)** **Support** Coalition for Adequate School Housing (CASH) State Building and Construction Trades Council of California **Oppose** None
AB 174 Bigelow R California Transportation Commission: membership.	1/30/2017-A. TRANS. 1/30/2017-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 at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws.		

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AB 179 Cervantes D California Transportation Commission.	1/30/2017-A. TRANS. 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.		
AB 188 Salas D Vehicle retirement.	3/27/2017-A. APPR. 3/28/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (March 27). Re-referred to Com. on APPR. Coauthors revised.	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.		**Transportation (text 1/19/2017)** **Support** Valley CAN **Oppose** None

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AB 195 Obernolte R Local initiative measures: ballot printing specifications.	3/22/2017-A. APPR. 3/22/2017-VOTE: Do pass and be re-referred to the Committee on [Appropriations]	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.		**Elections And Redistricting (text 3/14/2017)** **Support** California Taxpayers Association Mayor Albert Robles, City of Carson **Oppose** None
AB 215 Rodriguez D Metro Gold Line Foothill Extension Construction Authority.	2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.	Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and defines specified terms relating to that authority and project. This bill would make a nonsubstantive change to those provisions.		

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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	Watch	**Privacy And Consumer Protection (text 1/30/2017)** **Support** Association of California Life and Health Insurance Companies California Bankers Association California Business Properties Association

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		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.		California Cable and Telecommunications Association (CCTA) California Chamber of Commerce California Grocers Association Computing Technology Industry Association – CompTIA Los Angeles County Professional Peace Officers Association Organization of SMUD Employees (OSE) Personal Insurance Federation of California San Diego Court Employees San Luis Obispo County Employees **Oppose** California State Association of Counties League of California Cities Urban Counties of California
AB 262 Bonta D Public contracts:	2/13/2017-A. A. & A.R. 2/13/2017-Referred to	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	Watch	

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lowest responsive bidder: eligible materials.	Coms. on A. & A.R. and NAT. RES.	cost. The act generally requires that an awarding department that proposes to contract a public work to award that contract pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative bidding procedures authorized in certain cases.This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the material extraction and processing, transport to the manufacturing site, and the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, or other similar life-cycle assessment method as provided, for that type of product. The bill would require an awarding department to use a method developed by the Department of General Services to take into account, during project bid review and award, greenhouse gas emissions of eligible materials to be used in a project, with the intent of reducing greenhouse gas emissions along the supply chain. The bill would require the Department of General Services to publish in the State Contracting Manual a method to allow an awarding department to take into account, during project bid review and award, greenhouse gas emissions of eligible materials, in accordance with certain requirements set out in the bill. The bill would authorize a contractor who is awarded a bid under these provisions to use a		

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		material supplier that was not reported in the winning bid if that supplier uses eligible materials that have the same or lower emissions than what was reported in the original bid. The bill would provide that if the supplier that was reported in a bid that was awarded under these provisions is unable to perform, the contractor who was awarded that bid shall make a good-faith effort to use a supplier that has the same or lower emissions than the original supplier reported and for a similar cost.This bill contains other related provisions and other existing laws.		
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.		**Natural Resources (text 2/2/2017)** **Support** California Chamber of Commerce California Construction and Industrial Materials Association Civil Justice Association of California County of San Bernardino Orange County Transportation Authority Rural County Representatives of California (RCRC) San Bernardino County Transportation Authority Southwest California Legislative Council Ventura County Transportation Commission Western States Trucking Association **Oppose** California Bicycle Coalition California League of Conservation Voters Clean Water Action Coalition for Clean Air Defenders of Wildlife NRDC Planning and Conservation League Sierra Club California State Building and Construction Trades Council of California Wholly H20

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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.		
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	Watch	**Public Safety (text 2/6/2017)** **Support** None **Oppose** American Civil Liberties Union of

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	3/28/2017-In committee: Set, final hearing. Failed passage.	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.		California California Attorneys for Criminal Justice California Civil Liberties Advocacy California Immigrant Policy Center California Public Defenders Association Californians United for a Responsible Budget Coalition of Humane Immigrant Rights County of Santa Clara Board of Supervisors Drug Policy Alliance Friends Committee on Legislation of California Human Impact Partners Mexican American Legal Defense and Educational Fund (MALDEF) Pangea Root and Rebound Western Center on Law and Poverty

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AB 301 Rodriguez D Driver's license: examination requirements: certificate of driving skill.	2/6/2017-A. PRINT 3/20/2017-A. TRANS. 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	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. Existing law prohibits a person from operating a commercial motor vehicle unless that person has in his or her immediate possession a valid commercial driver's license of the appropriate class, and requires an applicant to pass a written and driving test for the operation of a commercial motor vehicle that complies with specified minimum federal standards and meets other prescribed requirements. Existing law authorizes the Department of Motor Vehicles to allow a 3rd-party tester to administer the driving test part of the examination if certain conditions are met. Existing law specifically authorizes the department to accept a certificate of driving skill issued by an applicant's employer that is authorized by the department to issue a certificate under those provisions, in lieu of a driving test, on class A or B applications.This bill would require the department, by July 1, 2018, to accept a certificate of driving skill issued by entities, including, but not limited to, a licensed truck driving school, an accredited public or private postsecondary institution, and a municipality, of which an applicant is a member, student, client, or	Watch	

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		resident, as appropriate, in lieu of a driving test, on class A or B applications, if the applicant has first qualified for a class C license and has met the other examination requirements for the license for which he or she is applying. The bill would require the department to adopt emergency regulations to implement the bill's provisions, as specified. The bill would also require the department to submit a report to the Legislature on or before January 1, 2023, comparing the relative safety of drivers who obtained their class A or B endorsement using a 3rd-party tester as compared to drivers who obtained their class A or B endorsement by taking a driving test administered by the department.		
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	

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AB 306 Gonzalez Fletcher D Unemployment benefits.	3/23/2017-A. INS. 3/27/2017-Re-referred to Com. on INS.	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	
AB 330 Cooley D Highway safety.	2/21/2017-A. TRANS. 3/27/2017-In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law prohibits a person who has 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle. Existing law also prohibits a person while having 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle and concurrently doing any act forbidden by law, or neglecting any duty imposed by law in driving the vehicle, when the act or neglect proximately causes bodily injury to a person other than the driver. A violation of either of these prohibitions is a crime. Existing law authorizes a court, in addition to imposing penalties and sanctions for those violations, to require the person to enroll and participate in, and successfully complete, a driving-under-the-influence program, which may include, among other things, education, group counseling, and individual interview sessions.This bill would authorize the court to order a person convicted of a crime described above to enroll and participate in, and successfully complete, a qualified “24/7 Sobriety program,” as defined, as a condition of probation, parole, sentence, or work permit, if the program is available and deemed appropriate, and the person committed the crime within 10 years of one or more separate crimes described above that resulted in a conviction. The bill also would authorize a court to order	Watch	

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		participation in a 24/7 Sobriety program as a condition of pretrial release on bond for a person who has been charged with a crime described above, as specified. The bill would define a "24/7 Sobriety program," in part, as requiring a person in the program to abstain from alcohol and unauthorized controlled substances and be subject to frequent testing for alcohol and controlled substances, as specified. The bill would authorize use of participation in a 24/7 Sobriety program in conjunction with participation in an ignition interlock device program. The bill would require a person participating in the program to pay the program costs, commensurate with the person's ability to pay, as specified.This bill contains other existing laws.		

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AB 344 Melendez R Toll evasion violations.	2/21/2017-A. TRANS. 2/21/2017-Referred to Com. on TRANS. 3/29/2017-A. THIRD READING 3/29/2017-Action From TRANS.: Read second time.To THIRD READING.	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.		
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	3/30/2017-A. J., E.D. & E. 3/30/2017-	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		

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Regional economic development areas.	Referred to Com. on J., E.D., & E. From committee chair, with author's amendments: Amend, and re-refer to Com. on J., E.D., & E. Read second time and amended.	relating to economic development. This bill would state the intent of the Legislature to enact legislation that would develop regional economic development areas. The Military Base Reuse Authority Act authorizes counties and cities located wholly or partly within the boundaries of a military base to establish a military base reuse authority to prepare, adopt, finance, and implement a plan for the future use and development of the territory occupied by the military base.This bill would create the Regional Economic Development Area Act, which would authorize a city, county, or city and county to designate an area within the city, county, or city and county that includes an active or inactive military base and up to ___ square miles surrounding the military base as a regional economic development area, and submit that area to the Governor's Office of Business and Economic Development for certification. The bill would provide that a regional economic development area certified pursuant to these provisions would receive priority for any grant of funds from a state agency for projects within that regional economic development area. The bill would require the Governor's Office of Business and Economic Development to adopt regulations for the implementation of these provisions.		

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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.	**Support**	

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AB 382 Voepel R Fuel taxes: Off-Highway Vehicle Trust Fund.	3/27/2017-A. APPR. 3/28/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (March 27). Re-referred to Com. on APPR.	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.		**Transportation (text 2/9/2017)** **Support** American Sand Association, Inc. California Off Road Vehicle Association San Diego Off-Road Coalition **Oppose** None

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AB 398 Garcia, Eduardo D Greenhouse Gas Reduction Fund: report.	2/21/2017-A. NAT. RES. 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.	Existing law establishes the State Air Resources Board, air quality management districts, and air pollution control districts to address the emissions of air pollution. Existing law designates the air districts with the primary responsibility for control of air pollution from sources other than mobile sources. Existing law designated the state board with the primary responsibility for control of air pollution from mobile sources. This bill would require the state board to hold annually one or more hearings in conjunction, singularly or in combination, with one or more specified air districts. By requiring the state board and the air districts to jointly hold hearings, this bill would impose additional duties on the air districts, thereby would impose a state-mandated local program. The bill would require the state board and districts to coordinate efforts to share data on the emissions of air pollution, including the emissions of greenhouse gases. The bill would require the state board to appoint a dedicated ombudsman to respond to requests for data and analyses that are not readily available to the public and would require those requests to be processed in a timely manner. This bill contains other related provisions and other existing laws.		

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

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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.		

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AB 464 Gallagher R Local government reorganization.	3/15/2017-Re-referred to Com. on L. GOV.	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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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 467 Mullin D Local transportation authorities: transactions and use taxes.	2/27/2017-A. L. GOV. 2/27/2017-Referred to Coms. on L. GOV. and E. & R.	(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.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 468 Santiago D Assault: transit operator: transit vehicle in motion.	3/23/2017-A. TRANS. 3/27/2017-Re-referred to Com. on TRANS.	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding $75 on a first offense, or on a subsequent offense by a fine not exceeding $250 or by community service.Existing law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Existing law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Existing law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would apply these provisions to the Los Angeles County Metropolitan Transportation Authority.	**Sponsor**	**SUPPORT:** LA Metro - 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. 2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.	(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.This bill contains other related provisions and other existing laws.		

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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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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 515 Frazier D State Highway System Management Plan.	3/21/2017-A. APPR. 3/21/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (March 20). Re-referred to Com. on APPR	Existing law requires the Department of Transportation to prepare the State Highway Operation and Protection Program for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law requires the State Highway Operation and Protection Program to be based on an asset management plan prepared by the department, and requires the department to submit the proposed State Highway Operation and Protection Program to the California Transportation Commission by January 31 of each even-numbered year for adoption by the commission and submittal by the commission to the Governor and Legislature by April 1 of each even-numbered year. This bill would require the department to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year. The bill would require the department to transmit the State Highway System Management Plan to the Governor and Legislature by May 1 of each odd-numbered year. This bill contains other existing laws.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 544 Bloom D Vehicles: high-occupancy vehicle lanes.	3/20/2017-A. TRANS. 3/21/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	Existing federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Existing federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use those HOV lanes.Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Existing law also authorizes super ultra-low emission vehicles (SULEV), ultra-low emission vehicles (ULEV), advanced technology partial zero-emission vehicles (AT PZEV), or transitional zero-emission vehicles (TZEV), as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. Existing law makes the use by a driver of an HOV lane without those identifiers a crime. Existing law requires the Department of Transportation to remove individual HOV lanes, or portions of those lanes, during peak periods of congestion from access by vehicles displaying the identifiers if the department makes specified findings.This bill would extend the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued for those specified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to issue other identifiers		

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

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 548 Steinorth R Omnitrans Transit District..	3/23/2017-A. TRANS. 3/27/2017-Re-referred to Com. on TRANS.	Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit services.This bill would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and unspecified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district. The bill would provide for the district to succeed to the rights and obligations of the existing Omnitrans Joint Powers Authority upon the dissolution of that authority. The bill would provide for the transfer of assets from the authority to the district. The bill would provide for a governing board of unspecified members and would specify voting procedures for the taking of certain actions by the board. The bill would specify the powers and duties of the district to operate transit services. The bill would enact other related provisions. By imposing requirements on the district and affected local agencies, the bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.		

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AB 555 Cunningham R Greenhouse Gas Reduction Fund: schoolbuses.	3/20/2017-A. NAT. RES. 3/21/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project.This bill would continuously appropriate 4% of the annual proceeds of the fund for each of 3 specified fiscal years to the state board to implement a grant program to replace older, high-polluting schoolbuses with zero-emission or near-zero-emission schoolbuses, as specified.		

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AB 636 Irwin D Local streets and roads: expenditure reports.	3/20/2017- A. APPR. 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.	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.		**Transportation (text 2/14/2017)** **Support** California State Association of Counties League of California Cities (sponsor) **Oppose** None
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.		

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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.		
AB-695 Bocanegra D Avoidance of on-track equipment.	03/21/17 From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (March 20). Re-referred to Com. on APPR.	Existing law requires the driver of a vehicle or pedestrian to cross a railroad, a rail transit grade crossing, or a railroad grade crossing in a specified manner to safely avoid a train or car. A violation of these requirements is a crime. This bill would make this requirement applicable to avoid on-track equipment, as defined. By expanding the scope of a crime, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.		**Support** BNSF Railway California Labor Federation California Short Line Railroad Association California Teamsters Public Affairs Council Genesee & Wyoming Railroad Services, Inc. Union Pacific Railroad **Opposition** None on file

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AB 697 Fong R Tolls: exemption for privately owned emergency ambulances.	3/27/2017-A. APPR. 3/28/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (March 27). Re-referred to Com. on APPR.	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.		**Transportation (text 2/15/2017)** **Support** California Ambulance Association **Oppose** None

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AB 709 McCarty D Sacramento Regional Transit District: bonds: transactions and use tax.	3/23/2017-A. L. GOV. 3/27/2017-Re-referred to Com. on L. GOV.	Existing law provides for the creation of the Sacramento Regional Transit District, with specified powers and duties relative to the provision of public transit services. Existing law describes the authorized boundaries of the district. Existing law provides for the district to be governed by a board of directors and provides for a weighted voting procedure. Existing law provides that the district may exercise the right of eminent domain and may levy various taxes subject to voter approval. This bill contains other existing laws.		
AB 730 Quirk D Transit districts: prohibition orders.	3/2/2017-A. PUB. S. 3/2/2017-Referred to Com. on PUB. S.	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.		
AB 733 Berman D Enhanced infrastructure financing districts: projects: climate change.	3/2/2017-A. L. GOV. 3/27/2017-Re-referred to Com. on L. GOV.	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.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 788 Frazier D Department of Transportation: administration.	3/30/2017-A. TRANS. 3/30/2017-Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	Existing law establishes the Department of Transportation in the Transportation Agency. Existing law provides that the department has possession and control of all property, real or personal, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department.This bill would additionally provide that the Department of Transportation has possession and control of all supporting documentation and data, electronic or otherwise, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department.		
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.		

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AB 863 Cervantes D Affordable Housing and Sustainable Communities Program.	3/2/2017-A. H. & C.D. 3/2/2017-Referred to Com. on H. & C.D.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. Existing law provides for that program to fund projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program.This bill would require the council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects. The bill would make related revisions to the policy objectives for the program.		

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AB 890 Medina D Local land use initiatives: environmental review.	3/2/2017-A. E. & R. 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on E. & R. Read second time and amended.	The California Constitution authorizes the electors of each city and county to exercise the powers of initiative and referendum under procedures provided by the Legislature. Pursuant to that authority, existing law authorizes a proposed ordinance to be submitted to the appropriate elections official and requires the elections official to forward the proposed ordinance to appropriate counsel for preparation of a ballot title and summary. Existing law requires the elections official to provide the ballot title and summary to proponents of the proposed measure and the proponents are required to include the ballot title and summary upon each section of the petition used to gather the required number of signatures. Under existing law, if an initiative petition is signed by not less than a specified number of voters and filed with the elections official, that elections official must submit the proposed ordinance to the county board of supervisors, legislative body of a city, or governing board of a district. Existing law requires the governing body to (1) adopt the ordinance without alteration, (2) call an election or special election in certain instances, at which the ordinance, without alteration, would be submitted to a vote of the voters of the jurisdiction, or (3) for cities and counties, order a report on the ordinance and then adopt the ordinance or submit it to the voters.This bill would require a proponent of an proposed initiative ordinance, at the time he or she files a copy of the proposed initiative ordinance for preparation of a ballot title and summary with the appropriate elections official, to also request that an environmental review of the proposed initiative ordinance be conducted by the appropriate planning department, as specified. The bill would require the elections official to notify the proponent of the result of the environmental review. The bill would require the county board of supervisors, legislative body of a city, or governing board of a district, if the initiative ordinance proposes an activity that would result in a direct or indirect physical change in the environment, as specified, to order that an environmental impact		

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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.		
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.		

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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.	3/6/2017-A. L. GOV. 3/6/2017-Referred to Coms. on L. GOV. and TRANS.	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	**Support** LA Metro (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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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 1073 Garcia, Eduardo D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	3/6/2017-A. TRANS. 3/6/2017-Referred to Coms. on TRANS. and 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. 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.	3/6/2017-A. TRANS. 3/6/2017-Referred to Com. on TRANS.	Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. Existing law makes it unlawful for a driver to enter or travel in any lane over which a red signal is shown. A violation of those provisions is an infraction punishable by a fine of $100.This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision.This bill contains other existing laws.		

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AB 1103 Obernolte R Bicycles: yielding.	3/9/2017-A. TRANS. 3/9/2017-Referred to Com. on TRANS.	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.	3/9/2017- A. TRANS. 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	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.		**Support** CTA Sponsor

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AB 1145 Quirk D Compensation of utilities for relocation costs.	3/9/2017-A. C. & C. 3/9/2017-Referred to Coms. on C. & C. and L. GOV.	Existing law authorizes a relocation agreement between certain utilities, cable television corporations, or cable operators and the Santa Clara Valley Transportation Authority, entered into in connection with a transit or transportation capital improvement project. This bill would, unless otherwise prohibited by law or expressly governed by a contract in force as of January 1, 2018, require the state or a local government to reimburse a utility for the reasonable relocation costs incurred by the utility to relocate its facilities as a result of a construction project financed from any voter-approved bond act of the state or local government, respectively. The bill would require a utility claiming reimbursement to submit a verified itemized claim to the state or a local government for reimbursement of relocation costs within 180 days after each calendar quarter in which the utility incurs the relocation costs. The bill would require the state or local government to review each verified itemized claim, to reimburse the utility for reasonably incurred relocation costs within 90 days after receipt of the verified itemized claim, and to reimburse verified itemized claims for reimbursement of relocation costs from all affected utilities in the order of receipt. By placing additional duties upon local governments, the bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.		

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AB 1160 Bonta D Autonomous vehicles.	3/9/2017-A. TRANS. 3/9/2017-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 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.	3/9/2017-A. NAT. RES. 3/9/2017-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, 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.		

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AB 1259 Calderon D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	3/30/2017-A. TRANS. 3/30/2017-Referred to Coms. on TRANS. and NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	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.	3/13/2017- A. TRANS. 3/13/2017- Referred to Com. on TRANS.	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.	3/13/2017- A. NAT. RES. 3/23/2017-Re-referred to Com. on NAT. RES.	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.		

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AB 1324 Gloria D Metropolitan planning organizations: transactions and use taxes.	3/13/2017-A. L. GOV. 3/21/2017-Re-referred to Com. on L. GOV.	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.		
AB 1328 Limón D Sustainable communities: affordable housing.	3/30/2017-A. NAT. RES. 3/30/2017-Referred to Com. on NAT. RES.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. Existing law encourages projects eligible for funding under the program to promote certain objectives.This bill would make a nonsubstantive change to the provision regarding the eligible projects.		

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

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AB 1383 Fong R California Global Warming Solutions Act of 2006: regulations.	3/13/2017- A. NAT. RES. 3/13/2017- 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 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.	3/30/2017-A. TRANS. 3/30/2017-Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. This bill would require the department, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems. The bill would require the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state. By imposing new duties on local municipalities, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 1421 Dababneh D Intercity rail services: noise and vibration.	3/16/2017-A. TRANS. 3/23/2017-Re-referred to Com. on TRANS.	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.		
AB 1442 Allen, Travis R Bonds:	3/27/2017-A. TRANS. 3/28/2017-From committee chair,	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		

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transportation: water projects.	with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	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 received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund capital expenditures for water projects that are a part of the State Water Resources Development System, including the construction of desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and acquifer recharge. The bill would make no changes to the authorization under the bond act for the issuance of $950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
		by the voters at the next statewide election.		
AB 1444 Baker R Livermore Amador Valley Transit Authority: demonstration project.	3/13/2017-A. TRANS. 3/13/2017-Referred to Coms. on TRANS. and C. & C.	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.		
AB 1454, as amended, Bloom. Public contracts. Transportation projects: lease agreements.	03/27/17 Measure version as amended on March 21 corrected. 03/22/17 Re-referred to Com. on TRANS.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Existing law prohibits lease agreements under these provisions on or after January 1, 2017. This bill would delete this prohibition, thereby authorizing these lease agreements beyond January 1, 2017.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
AB 1512 McCarty D Motor Vehicle Fuel Tax Law.	3/27/2017-A. HEALTH 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on HEALTH. Read second time and amended.	Existing law imposes various fees and taxes, including taxes on the privilege of engaging in certain activities. The Fee Collection Procedures Law, the violation of which is a crime, provides procedures for the collection of certain fees and surcharges.This bill, the Opioid Addiction Prevention and Rehabilitation Act, would impose a tax upon the distribution of opioids by every person including, but not limited to, a manufacturer or wholesaler, that makes the first sale in this state of opioids, where the sale is for the purpose of resale in the regular course of business, at the rate of $0.01 per milligram of active opioid ingredient. The tax would be administered by the State Board of Equalization and would be collected pursuant to the procedures set forth in the Fee Collection Procedures Law, which sets forth requirements for registration, returns, payments, penalties, interest, determinations and redeterminations, collections, overpayments and refunds, administration and confidentiality, and violations. By expanding the application of the Fee Collection Procedures Law, the violation of which is a crime, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.		

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AB 1519 Cervantes D State highways.	3/27/2017-A. W.,P. & W. 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on W.,P., & W. Read second time and amended.	Existing law authorizes the Department of Food and Agriculture to accept funds or services from any person for maintenance or enhancement of a section of a state riverway, as defined, for purposes of operating the government-volunteer partnership Adopt-A-Riverway Program. Existing law authorizes local authorities to place and maintain highway signs recognizing sponsors of that program that donate a minimum of $5,000 annually to the Adopt-A-Riverway Fund.This bill would change the minimum annual donation amount to $4,000.		

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AB 1523 Obernolte R Transportation funds.	3/27/2017-A. L. GOV. 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.	Existing law, until January 1, 2025, authorizes local agencies to use the design-build procurement process for public works projects. Existing law defines "local agency" as cities and counties, certain special districts relating to wastewater, solid waste, water recycling, and fire protection facilities, various governmental entities responsible for the construction of transit projects, and the San Diego Association of Governments. Existing law defines "project" specifically for each described category of local agency. Existing law defines "project" for cities and counties to mean the construction of a building or buildings and improvements directly related to the construction of a building or buildings, county sanitation wastewater treatment facilities, and park and recreational facilities, but excludes the construction of other infrastructure, including, but not limited to, streets and highways, public rail transit, or water resources facilities and infrastructure. Existing law defines "project" for transit entities to mean a transit capital project that begins a project solicitation on or after January 1, 2015, and excludes state highway construction or local street and road projects.This bill would modify the design-build procurement authorization for entities responsible for the construction of transit projects to also apply to entities responsible for the construction of transportation projects. The bill, for cities and counties, would include local streets and roads among those projects eligible for the design-build procurement process. The bill, for entities responsible for the construction of transportation projects, would include the construction of local street and road projects among those projects eligible for the design-build procurement process.This bill contains other existing laws.		

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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.		
AB 1630 Bloom D California Transportation Plan: wildlife movement.	3/16/2017-A. W.,P. & W. 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on W.,P., & W. Read second time and amended.	(1)Existing law requires the Department of Fish and Wildlife to administer the Significant Natural Areas Program, and requires the department, among other things, to develop and maintain a spatial data system that identifies those areas in the state that are most essential for maintaining habitat connectivity, including wildlife corridors and habitat linkages. Existing law requires the department, contingent upon the provision of certain funding, to investigate, study, and identify those areas in the state that are most essential as wildlife corridors and habitat linkages and prioritize vegetative data development in those areas. Existing law requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Existing law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means. This bill would authorize the Department of Fish and Wildlife to pursue development of a		

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		programmatic environmental review process with appropriate state and federal regulatory agencies for remediating barriers to wildlife connectivity that will streamline the permitting process for wildlife crossing projects. The bill would require for any project using state or federal transportation funds programmed after January 1, 2019, the Department of Transportation to ensure that, if the project affects a wildlife corridor identified in the California Essential Habitat Connectivity Project, or is otherwise identified by the Department of Fish and Wildlife or Department of Transportation as a wildlife corridor, an assessment of existing or proposed barriers to wildlife passage and potential improvements in wildlife connectivity will be completed as part of the project's design. This bill contains other related provisions and other existing laws.		

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AB 1635 Quirk-Silva D Public contracts: small business participation.	3/28/2017-A. A. & A.R. 3/28/2017-VOTE: Do pass as amended and be re-referred to the Committee on [Accountability and Administrative Review]	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.		**Jobs, Economic Development, And The Economy (text 2/17/2017)** **Support** Small Business California **Oppose** None

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AB 1640 Garcia, Eduardo D Transportation funding: low-income communities.	3/16/2017-A. TRANS. 3/16/2017-Referred to Com. on TRANS.	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,		

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		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 1658 Frazier D State agencies: accountability.	3/20/2017-A. A. & A.R. 3/21/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on A. & A.R. Read second time and amended. (Amended 3/21/2017)	Existing law establishes within state government eight agencies. Existing law requires each agency to be under the supervision of an executive officer known as the secretary. Existing law requires the secretary of each agency to review the operations and evaluate the performance at appropriate intervals of each department, office, or other unit of that agency, and to seek continually to improve the organization structure, operating policies, and management information systems of each department, office, or other unit.This bill would require the secretary of each agency, by January 1, 2019, and every year thereafter, to review all programs that were created or expanded either by statute or regulation in the previous year that a department, office, or unit of that agency is responsible for administering. The bill would require the secretary to establish metrics to determine the success of that program, and to continuously evaluate the performance of that program. The bill would require the secretary to publish on his or her Internet Web site, and the Internet Web site of the relevant department, office, or unit responsible for administering the program, an accountability report that includes specified information.		

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AB 1684 Bloom D Vehicles: traffic violator schools.	3/30/2017-A. TRANS. 3/30/2017-Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	Existing law authorizes a court to order a continuance of proceedings against a person who has received a notice to appear for a violation of statute relating to the safe operation of a vehicle and subsequently deposits and forfeits bail, pleads guilty or no contest, or is convicted, in consideration for completion of a program for traffic violators, or traffic school. This bill would require the Department of Motor Vehicles to conduct a study on the impact of the traffic violator school program on reducing subsequent traffic offenses by a violator. The bill would also require the department to submit a report on the findings of the study to the Legislature on or before January 1, 2020.		
AB 1721 Committee on Revenue and Taxation Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	3/16/2017-A. PRINT 3/17/2017-From printer. May be heard in committee April 16.	Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill would correct an erroneous cross-reference in these provisions. This bill contains other existing laws.	Sponsor	**Support** LA Metro (Sponsor)

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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.		
SB 1 Beall D Transportation funding.	3/8/2017-S. APPR. 3/30/2017-Set for hearing April 3. From committee with author's amendments. Read second time	(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	Support WWA	Governance And Finance (text 1/26/2017) Support Alameda Corridor-East Construction Authority Alameda County Board of Supervisors Alameda County Transportation Commission

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

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SB 1 Beall D Transportation funding. (Cont)				Industrial Materials Association California Professional Firefighters California State Association of Counties CONTINUED California State Council of Laborers California Teamsters Public Affairs Council California Transit Association California Transportation Commission Caterpiller Inc. Cathedral City City of American Canyon City of Arcata City of Arroyo Grande City of Azusa City of Belvedere City of Brentwood, California City of Brisbane City of Carpentaria City of Ceres City of Cerritos City of Chino

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SB 1 Beall D Transportation funding. (Cont)				City of Colton City of Concord City of Crescent City City of Culver City City of Cupertino City of Daly City City of Del Mar City of Diamond Bar City of Dinuba City of Dublin City of El Centro City of El Cerrito City of Fort Bragg City of Freemont City of Goleta City of Gonzales City of Gustine City of Hayward City of Hercules City of Hollister City of Indio City of La Mirada CONTINUED City of Lafayette City of Laguna Beach (prior

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SB 1 Beall D Transportation funding. (Cont)				version) City of Lakeport City of Lakewood City of Livermore City of Lodi City of Lompoc City of Menifee City of Mill Valley City of Modesto City of Monterey City of Moorpark City of Morro Bay City of Mountain View City of Novato City of Ontario City of Orland City of Pacific Grove City of Palos Verdes Estates City of Pico Rivera City of Point Arena City of Riverbank City of Rohnert Park City of Sacramento City of Salinas City of San Carlos

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

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

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

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SB 1 Beall D Transportation funding. (Cont)				Gold Coast Transit District Golden Empire Transit District in Bakersfield Golden State Gateway Coalition Granite Construction, Inc. Humboldt County Association of Governments International Longshore and Warehouse Union International Longshore and Warehouse Union Local 13, Local 63, Local 94 Inyo County Board of Supervisors Lake County/City Area Planning Council CONTINUED League of California Cities League of California Cities, Los Angeles Division Lemoore, City of Los Angeles Area Chamber of Commerce Los Angeles County Business Federation Los Angeles County Metropolitan

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

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

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 1 Beall D Transportation funding. (Cont)				Association Santa Clara Valley Transportation Authority Santa Cruz County Board of Supervisors Santa Cruz County Business Council Santa Cruz Metropolitan Transit District Santa Cruz Regional Transportation Commission Self Help Counties Coalition Silicon Valley Leadership Group Siskiyou County Local Transportation Commission Skanska CONTINUED Solano Transportation Authority Solar Turbines Inc. Sonoma County Board of Supervisors Sonoma County Transportation Authority Board of Directors Sonoma-Marin Area Rail Transit District

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 1 Beall D Transportation funding. (Cont)				South Bay Association of Chamber of Commerce Southern California Association of Governments Southern California Contractors Association Southern California Partnership For Jobs Stockton The Honorable Belia Ramos, Supervisor, Napa County Board of Supervisors The Honorable Emily Lo, Mayor, City of Saratoga The Honorable Gregorio Gomez, Councilmember, City of Farmersville The Honorable Paul Boyer, Mayor, City of Farmersville The Honorable Tom Butt, Mayor, City of Richmond The Honorable Vito Chiesa, Chair, Stanislaus County Board of Supervisors Torrance Chamber of Commerce

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 1 Beall D Transportation funding. (Cont)				Town of Danville Town of Los Gatos Town of Moraga CONTINUED Town of Windsor Town of Yountville Transportation Agency for Monterey County Transportation California Trinity County Departments of Transportation United Contractors Urban Counties of California Ventura Council of Governments Yolo County Board of Supervisors Oppose A to Z Families for Safe Streets Albany Strollers & Rollers American Lung Association of California Amigos de Los Rios Arc of California Asian Pacific Environmental Network Automobile Club of Southern

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 1 Beall D Transportation funding. (Cont)				California Bike East Bay Bike San Gabriel Valley Bike Santa Cruz County Bike SLO County Brightline Defense California Bicycle Coalition California Environmental Justice Alliance California League of Conservation Voters California Pan-Ethnic Health Network California Walks Campaign for Sensible Transportation Capital Region Organizing Project CONTINUED Catholic Charities, Diocese of Stockton Center for Climate Change and Health Center for Community Action and Environmental Justice Center for Environmental Health

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 1 Beall D Transportation funding. (Cont)				Central California Asthma Collaborative Centro la Familia ChangeLab Solutions Circulate San Diego City Heights Community Development Corp. Climate Action Campaign Climate Resolve ClimatePlan Coalition for Clean Air Coalition for Sustainable Transportation Cultiva La Salud East Yard Communities for Environmental Justice Environmental Council of Sacramento Environmental Health Coalition Gamaliel of California Genesis Greenlining Institute Housing Leadership Council of San Mateo County Howard Jarvis Taxpayers

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 1 Beall D Transportation funding. (Cont)				Association Investing in Place Justice Overcoming Boundaries Leadership Counsel for Justice & Accountability Los Angeles County Bicycle Coalition Los Angeles WALKS CONTINUED Marin County Bicycle Coalition Mission: Pedestrian Move LA Natural Resources Defense Council (NRDC) North Bay Organizing Project One individual Pathways to Right-of-Way's Inc. Planning and Conservation League PolicyLink Prevention Institute Public Advocates, Inc. Rails-to-Trails Conservancy Redwood Community Action Agency Regional Asthma Management

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 1 Beall D Transportation funding. (Cont)				and Prevention Safe Routes to School National Partnership San Diego County Bicycle Coalition San Francisco Bicycle Coalition San Francisco Transit Riders Santa Barbara Bicycle Coalition Sequoia Riverlands Trust Shasta Living Streets Sierra Club California Sonoma County Bicycle Coalition Sunflower Alliance Transform Trust for Public Lands Urban Habitat Valley LEAP Walk & Bike Mendocino Walk Long Beach Walk Oakland Bike Oakland Walk San Francisco WALKSacramento

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 20 Hill D Vehicles: buses: seatbelts.	3/28/2017-S. APPR. 3/28/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (March 28). Re-referred to Com. on APPR.	Existing law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction.This bill would also require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt and would require a bus operator to maintain those safety belts in good working order for the use of the passengers. 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.		**Transportation And Housing (text 3/20/2017)** **Support** None **Oppose** None

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 21 Hill D Law enforcement agencies: surveillance: policies.	3/21/2017-S. JUD. 3/23/2017-Read second time and amended. Re-referred to Com. on 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, except in exigent circumstances, as defined, require each public agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed plan for the use of each type of surveillance technology and the information collected, as specified. The bill would require that the public agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. The bill would require the policy and any amendments to be posted on the agency's Internet Web site. The bill would also require the agency to make specified reports, at approved intervals, concerning the use of surveillance technology, and to make those reports available on the agency's Internet Web site. The bill would provide specified penalties, in addition to any other remedies under law, for violations of these provisions, including punitive damages, attorney's fees, and injunctive relief. The bill would authorize an agency to temporarily use surveillance technology in exigent circumstances without meeting the requirements of these provisions, provided that the agency submits a specified report to its governing body within 90 days of the end of the exigent circumstances or a later period as extended. This bill contains other related provisions and other existing laws.		**Public Safety (text 3/14/2017)** **Support** California Attorneys for Criminal Justice California Civil Liberties Advocacy California Public Defenders Association **Oppose** American Civil Liberties Union of California Asian Law Alliance Asian Law Caucus California District Attorneys Association California Police Chiefs Association, California State Sheriffs' Association Center for Employment and Training - Immigration and Citizenship Program Center for Media Justice Coalition for Justice and Accountability Color of Change Consumer Federation of California Council on American-Islamic Relations – California Electronic Frontier Foundation LIVE Free Fresno Media Alliance Oakland Privacy Peace Officers Research Association of California Peninsula Peace and Justice Center Restore the 4th SF-Bay Area Root & Rebound San Jose Peace and Justice Center Working Partnerships USA

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SB 22 Hill D Firearms: law enforcement agencies: agency firearm accounting.	3/28/2017-S. APPR. 3/28/2017-Read second time and amended. Re-referred to Com. on APPR.	Existing law generally requires that a transaction involving a firearm be conducted through a licensed firearms dealer. This requirement does not apply under existing law to the sale or transfer of a firearm to an authorized law enforcement representative for exclusive use by that law enforcement agency if, prior to the transfer of the firearm, written authorization from the head of the agency is presented to the person from whom the transfer is being made. In these cases, existing law requires the firearm to be entered as an institutional weapon into the Automated Firearms System (AFS) via the California Law Enforcement Telecommunications System.This bill would require a law enforcement agency, as defined, to adopt a written procedure to account for firearms that are owned, acquired, maintained, sold, loaned, lost, stolen, or in any way possessed by that agency or by an employee of that agency if used or carried for purposes of carrying out the official duties of his or her employment, as specified. The bill would require that firearms that are lost, stolen, or otherwise disposed of be entered into the AFS. By imposing additional duties on local law enforcement agencies, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.		**Public Safety (text 3/13/2017)** **Support** California Chapters of the Brady Campaign to Prevent Gun Violence Firearms Policy Coalition **Oppose** None

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SB 53 Hueso D Natural gas vehicles.	1/12/2017-S. T. & H. 3/20/2017-From committee with author's amendments. Read second time and amended. Re-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 wholly or partially by natural gas to exceed these weight limits by an amount, up to a specified maximum, equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system.		
SB 54 De León D Law enforcement: sharing data.	3/14/2017-S. THIRD READING 3/30/2017-Read second time. Ordered to third reading. Published March 30 at 4 a.m.	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.		**Floor Analyses (text 3/29/2017)** **Support** **Oppose**

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SB 80 Wieckowski D California Environmental Quality Act: notices.	3/29/2017-S. APPR. 3/29/2017-Action From E.Q.: Do pass.To APPR..	(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.		**Environmental Quality (text 2/14/2017)** **Support** California League of Conservation Voters Inyo County Clerk Sierra Club California **Oppose** Association of California Water Agencies

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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.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
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 that 180 days after the date the application is submitted. This bill contains other related provisions.		
SB 150 Allen D Regional transportation plans.	3/16/2017-S. E.Q. 3/16/2017-Re-referred to Coms. on EQ. and T. & H.	Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional		

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SB 150 Allen D Regional transportation plans. (Cont)		transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.This bill would require the state board to update the greenhouse gas emission reduction targets, as specified. The bill would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines the region's transportation planning and programming activities, with transportation projects to be prioritized based on a project's ability to meet certain criteria and objectives relative to reduction in vehicle miles traveled and maximization of cobenefits such as public health, social equity, and conservation. The bill, beginning on January 1, 2018, would require the state board to monitor each metropolitan planning organization's sustainable communities strategy or alternative planning strategy, and to submit a progress report every 4 years to the California Transportation Commission, which would include an assessment of whether the metropolitan planning organization is on track to meet certain targets relating to reduction of vehicle miles traveled and reduction of greenhouse gas emissions. The bill, with respect to the areas under the jurisdiction of county transportation commissions in southern California, would, beginning in 2022, require a county transportation commission to recommend for implementation only the highest priority transportation projects identified in the appendix if the area is not on track to meet the state board's 2035 greenhouse gas emission reduction targets. By imposing new requirements on local		

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SB 150 Allen D Regional transportation plans. (Cont)		agencies, this bill would impose a state-mandated local program.The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.		
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.		

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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 he does not have the intention of remaining. Existing law provides that a person may have only one domicile at a given time, but may have more than one residence. Existing law also provides that, for purposes of determining the domicile of a Member of the Legislature or a Representative in the Congress of the United States, it shall be conclusively presumed that the residence address indicated on that person's currently filed affidavit of voter registration is that person's domicile. This bill would provide that a person's domicile or residence may also be the place in which the person has legal tenancy. This bill would define legal tenancy for voting purposes to mean a person's right to possess or hold property, whether by lease or by title. This bill would provide that the conclusive presumption for determining a Member of the Legislature's domicile applies if the person has legal tenancy at the residence address indicated on his or her affidavit of voter registration.		

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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	

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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	
SB 224 Jackson D California Environmental Quality Act: baseline conditions.	2/16/2017-S. E.Q. 3/28/2017-Set for hearing April 19.	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	Watch	

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		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.		
SB 256 Atkins D Public contracts: criminal offenses and statute of limitations.	3/28/2017-S. APPR. 3/28/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (March 28). Re-referred to Com. on APPR.	Existing law makes it unlawful for various local entities, including cities, counties, community college districts, reclamation districts, and school districts, to split or separate into smaller work orders or projects any work, project, service, or purchase for the purpose of evading laws requiring public works to be done by contract after competitive bidding. Existing law makes that act a misdemeanor if the work order or project is for a city or county.This bill would require that prosecution for a misdemeanor violation of the crimes described above with respect to a city, county, community college district, reclamation district, or school district, or with respect to a public agency whose governing board has by resolution elected to become subject to specified uniform construction cost accounting procedures and has notified the Controller of that election, commence within 3 years of the commission of the offense.This bill contains other related provisions and other existing laws.	Watch	**Public Safety (text 3/20/2017)** **Support** California District Attorneys Association **Oppose** None

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SB 259 Wilk R Reports.	3/28/2017-S. G.O. 3/28/2017-March 28 set for first hearing. Failed passage in committee. (Ayes 6. Noes 1.) Reconsideration granted.	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.		
SB 262 Wieckowski D Climate change: climate adaptation: advisory council.	3/29/2017-S. APPR. 3/29/2017-Action From E.Q.: Do pass.To APPR..	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.		

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SB 263 Leyva D Climate Assistance Centers.	2/16/2017-S. E.Q. 3/21/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on EQ.	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, as specified. The bill would require the climate assistance centers to provide to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in project management and implementation, and work with local organizations to formulate policy ideas that accomplish specified goals. The bill would authorize the council and climate assistance centers to solicit and accept nonstate money. The bill would require the council, among other things, to convene an annual statewide summit for climate assistance center staff and grant recipients, as specified. The bill would require the council and the State Air Resources Board to make a specified report to the Legislature.		

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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.		

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SB 267 Pan D Political Reform Act of 1974: City of Sacramento.	2/16/2017-S. E. & C.A. 3/21/2017-From committee with author's amendments. Read second time and amended. Re-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.		

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SB 268 Mendoza D Los Angeles County Metropolitan Transportation Authority.	2/8/2017-S. RLS. 3/28/2017-From committee with author's amendments. Read second time and amended. Re-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.		
SB 275 Portantino D Surplus residential property: State Route 710: property taxes: assessments.	3/28/2017-S. GOV. & F. 3/28/2017-From committee: Do pass and re-refer to Com. on GOV. & F. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (March 28). Re-referred to Com. on 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.		**Transportation And Housing (text 2/9/2017)** **Support** City of South Pasadena Jeffrey Prang, Assessor for the County of Los Angeles **Oppose** None

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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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SB 387 Jackson D The False Claims Act.	2/23/2017-S. JUD. 2/23/2017-Referred to Com. on JUD. 3/14/2017-Set for hearing March 28.	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.		**Judiciary (text 2/14/2017)** **Support** California Attorney General **Oppose** None

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SB 389 Roth D Department of Transportation: programmatic testing and inspection services.	2/14/2017-S. RLS. 3/21/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account.This bill would authorize the department to establish a special subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to routine programmatic testing and inspection services requested by a local agency or other entity that are not directly related to a particular project, including, but not limited to, aggregate qualifications, mix verifications, plant inspections, and laboratory certifications. The bill would authorize the department to assign a nondistributive project identification number for those services, and charge a fee to the requesting party for services performed by the department in order to reimburse the department for its associated costs, which costs shall be payable from the subaccount. The bill would continuously appropriate the moneys in the subaccount to the department for these purposes.		

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SB 400 Portantino D Highways: victim memorial signs.	2/15/2017-S. RLS. 3/20/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.	Existing law requires the Department of Transportation to design, construct, place, and maintain, or cause to be designed, constructed, placed, and maintained, "Please Don't Drink and Drive" signs on state highways in memory of accident victims killed in accidents involving another party who was convicted of drunk driving or various other alcohol-related offenses, as specified, if the sign is requested, or consented to, by an immediate family member of the accident victim, and the requester pays a fee to cover the department's costs, as specified.This bill would expand these provisions to also include "Please Drive Safely" signs in memory of victims killed in vehicular accidents unrelated to drugs or alcohol. The bill would limit to 24 the number of signs that may be placed each calendar year under these new provisions, with a maximum of 2 signs per year in each district of the department.		

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SB 406 Leyva D Vehicles: high-occupancy vehicle lanes: exceptions.	2/15/2017-S. RLS. 3/23/2017-From committee with author's amendments. Read second time and amended. Re-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). A violation of provisions relating to HOV lane use by vehicles, including operating or owning a vehicle displaying a decal, label, or other identifier that was not issued to that vehicle, is a crime.This bill would similarly authorize a blood transport vehicle that is transporting blood between collection points and hospitals or storage centers to use HOV lanes, by requiring the department to make available for issuance a distinctive decal, label, or other identifier that clearly distinguishes a blood transport vehicle from other vehicles for purposes of use in those lanes, and would make conforming changes. The bill would require payment of fees for the initial issuance and renewal of a decal, label, or other identifier, as specified. By expanding the scope of existing crimes relating to HOV lane use, the bill would impose a state-mandated local program.This bill contains other existing laws.		

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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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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. 3/23/2017-Set for hearing April 4.	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.		

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SB 421 Wiener D Local government finance: Local Assessment Act.	2/15/2017-S. RLS. 3/30/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.	Existing law authorizes certain counties to impose a local vehicle license fee not exceeding $10 per vehicle, as provided, for the privilege of operating specified vehicles on public roads in the county. Existing law requires a county imposing this fee to contract with the Department of Motor Vehicles to collect and administer the fee, as specified. This bill would revise and recast the Local Assessment Act to authorize any county, including a city and county, to impose a local assessment for specified vehicles if certain conditions, including approval by the board of supervisors, are met. This bill would require a county to contract with the Department of Motor Vehicles to collect and administer the assessment. This bill would require the Franchise Tax Board to annually notify the department or the Controller, as provided, of estimated revenue losses to the state resulting from taxpayers deducting, for purposes of the Personal Income Tax Law and the Corporation Tax Law, the local assessments authorized by this bill, as specified. This bill would requires the department to deposit the assessments collected in the County Vehicle Assessment Fund, which would be created by this bill. This bill would require the department to transmit the assessments collected, minus the amount currently outstanding that has been calculated, as provided, to the county as promptly as feasible, and would continuously appropriate moneys in the fund for this purpose. This bill would require the Franchise Tax Board to make adjustments to estimated revenue losses based on actual filings and returns, provide for reimbursement of any differences, as specified, and continuously appropriate moneys in the fund for this purpose. This bill contains other existing laws.		

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SB 422 Wilk R Transportation projects: comprehensive development lease agreements.	2/15/2017-S. RLS. 3/20/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also make nonsubstantive changes to these provisions by correcting obsolete cross-references.	Sponsor	
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		**Public Safety (text 2/16/2017)** **Support** Association for Los Angeles Deputy Sheriffs California American Water California Association of Code Enforcement Officers California College and University Police Chiefs Association California District Attorneys Association California Municipal Utilities Association California Narcotic Officers' Association California Water Association

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

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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. 3/2/2017-Referred to Com. on RLS.	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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SB 591 Berryhill R Motor vehicle fuel tax.	2/17/2017-S. RLS. 3/2/2017-Referred to Com. on RLS.	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.		
SB 594 Beall D Highway Users Tax Account.	2/17/2017-S. RLS. 3/2/2017-Referred to Com. on RLS.	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 nonsubtantive changes to these provisions.		
SB 614 Hertzberg D Public transportation agencies: administrative penalties.	3/2/2017-S. T. & H. 3/2/2017-Referred to Com. on T. & H.	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 Property	2/17/2017-S. RLS. 3/23/2017-From committee with author's	Existing property tax law generally requires a county assessor to assess all property subject to general property taxation at its full value, but requires the State Board of Equalization to annually value and assess all of the taxable property within the state that is to be assessed by it		

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taxation: assessment: electric generation facilities.	amendments. Read second time and amended. Re-referred to Com. on RLS.	pursuant to the California Constitution, which includes, among other things, property, except franchises, owned or used by companies transmitting or selling electricity and property owned or used by other public utilities, as authorized by the Legislature. Existing property tax law authorizes the board to use the principle of unit valuation in valuing properties of a state assessee that are operated as a unit in a primary function of the assessee, and provides for the allocation of property tax assessed value and revenues from the unitary and operating nonunitary property, as defined, of the state assessee among the various counties in which that property is located. Existing property tax law requires the board to annually assess every electric generation facility with a generating capacity of 50 megawatts or more that is owned or operated by an electrical corporation, as defined. Existing property tax law provides an exception from this requirement for qualifying small power production facilities and qualifying cogeneration facilities, as defined by reference to specified federal law. This bill would provide an additional exception for a facility producing power from other than a conventional power source that is an exempt wholesale generator, as defined by reference to specified federal law, thereby requiring that these facilities be assessed by county assessors. By requiring county assessors to assess certain facilities, this bill would impose a state-mandated local program. Existing property tax law specifies that the above-described provisions relating to assessment of electric generation facilities by the board supersede any contrary regulation in existence as of the effective date of the existing provisions. This bill would delete this specification. The		

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

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
		California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.		
SB 640 Hertzberg D Taxation.	3/2/2017-S. GOV. & F. 3/2/2017-Referred to Com. on GOV. & F.	Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would make legislative findings regarding responding to pending proposals for federal tax reform and California's tax climate and would state that the intent of the bill is to make 3 changes to taxation within the state, including broadening the tax base by imposing a modest sales tax on services. This bill would also establish the Retail Sales Tax on Services Fund in the State Treasury and state the intent of the Legislature that moneys in the fund would be appropriated to, among other purposes, provide tax relief to middle- and low-income Californians to offset the effect of a sales tax on services.		

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Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 711 Hill D Infrastructure finance: Local-State Sustainable Investment Incentive Program.	3/9/2017-S. GOV. & F. 3/21/2017-April 5 hearing postponed by committee.	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.		
SB 732 Stern D General plan: open-space element: agricultural land.	3/9/2017-S. T. & H. 3/29/2017-Referred to Com. on T. & H. (Amended 3/29/2017)	The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a land use element and an open-space element. Existing law requires the land use element to, among other things, designate the proposed general distribution and general location and extent of the uses of the land for agricultural use. Existing law requires the open-space element to include a plan for the comprehensive and long-range preservation and conservation of open-space land within the city or county that prepares it.This bill would, upon the next revision of the housing element on or after January 1,		

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

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Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 760 Wiener D Transportation funding: active transportation: complete streets.	3/9/2017-S. T. & H. 3/9/2017-Referred to Com. on T. & H.	(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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Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 768 Allen D Transportation projects: comprehensive development lease agreements.	2/17/2017-S. RLS. 3/27/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.	Existing law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.This bill would extend this authorization indefinitely. The bill would also make nonsubstantive changes to these provisions by correcting obsolete cross-references.		
SB 775 Wieckowski D California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	3/9/2017-S. E.Q. 3/28/2017-Set for hearing April 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 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.		

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Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SCA 6 Wiener D Local transportation measures: special taxes: voter approval.	2/23/2017-S. GOV. & F. 3/29/2017-Set for hearing April 5. (Amended 3/29/2017)	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.This bill contains other related provisions and other existing laws.		
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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Los Angeles County Metropolitan Transportation Authority (Metro)
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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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Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2017-0158, **File Type:** Contract **Agenda Number:** 37.

EXECUTIVE MANAGEMENT COMMITTEE
APRIL 20, 2017

SUBJECT: METRO MYSTERY RIDER PROGRAM

ACTION: AWARD CONTRACT FOR MYSTERY RIDER PROGRAM

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 3-year, with two, one year options, firm fixed price Contract No. PS6224700 to **Mobility Advancement Group, for Metro's Mystery Rider Program** in the amount of $565,516 for the (3) year base period and $408,128 for the (2) one year options, for a total contract amount of $973,644, subject to resolution of protest(s), if any.

ISSUE

Metro's current Mystery Rider Program (MRP) contract, which was issued in December 2011, is approaching the end of its term in April 2017. MRP monitors and reports on the effectiveness of Metro's fixed route bus services and all Metro's contracted bus services (operated by outside bus contractors) in their adherence to Americans with Disabilities Act (ADA) requirements, accessibility, Title VI of the Civil Rights Act of 1964 (Title VI), Executive Order 13166, and other operating policies and procedures. In addition, Metro must ensure that its many subrecipients of federal funding are in compliance with the ADA, Title VI, and Executive Order 13166.

DISCUSSION

The purpose of the Mystery Rider Program (MRP) is to monitor and test Metro's fixed route bus services, as well as Metro's contracted bus services, for compliance with the requirements of the ADA, additional accessibility-related policies and procedures, and Title VI of the Civil Rights Act of 1964. Metro is also required to ensure that its subrecipients of federal funding are compliant with required regulations and policies.

Accessibility / ADA MRP Observations

On a quarterly basis, Metro requires 600 observations of Metro's bus services and 120 observations of its contracted bus services for ADA and accessibility compliance. Metro uses these 720 quarterly observations to generate statistical data for reports.

In addition to these observations, up to 120 “Special Rides” will be required of the Contractor each quarter. Special Rides are as-needed observations of Metro’s bus services and those services provided by the participants of Metro’s ADA Oversight Program for Subrecipients Program.

The primary point of contact for all Accessibility-related MRP contract issues will be the Mystery Rider Program Manager.

Title VI MRP Observations

In order to ensure that Metro and its subrecipients are in compliance with the Limited English Policy under Title VI, Metro requires 100 quarterly observations and contacts (75 in-person observations and 25 telephone contacts) of Metro employees through its system.

The observations and contacts will help Metro monitor and evaluate the compliance of Metro employees who have contact with the public with the Language Assistance Program of Metro as mandated by Title VI and Executive Order 13166. This will include evaluating Metro’s bus services, contracted bus services, and other frontline employees having direct contact with customers.

An additional 75 in-person observations and 25 telephone contacts of Metro’s subrecipients will be required of the Contractor each quarter. The observations and telephone contacts of Metro’s subrecipients will begin January 1, 2018.

The primary point of contact for all Title VI MRP contract issues will be the Title VI Program Manager.

DETERMINATION OF SAFETY IMPACT

MRP will help ensure that patrons with disabilities and other needs will receive the safest and most accessible service from Metro, its contracted lines, and its subrecipients. MRP will address potential accessibility-related maintenance and operations issues, and will help in improving safety for Metro staff and customers who ride the system.

FINANCIAL IMPACT

The funding of $148,360 for this service is included in the FY17 budget in cost center 2413, Office of Civil Rights, under project number 100002, and project name Mystery Rider Program.

Since this is a multi-year contract/project, the cost center manager and Chief Civil Rights Programs Officer will be accountable for budgeting the cost in future years, including any options exercised.

Impact to Budget

The source of funds is Prop A, Prop C and TDA Administration, which is not eligible for bus and rail Operating and capital uses.

ALTERNATIVES CONSIDERED

One alternative is to reduce the scope of work to encompass mystery rides for solely Metro's fixed route system; however, this alternative is not recommended as Metro's contracted lines and subrecipients are required to adhere to the Americans with Disabilities Act and Title VI of the Civil Rights Act of 1964. The Mystery Rider Program is a vital tool in monitoring the adherence to the aforementioned statutes; improving Metro's services, contracted services, and subrecipients; and ensuring compliance with federal regulations.

NEXT STEPS

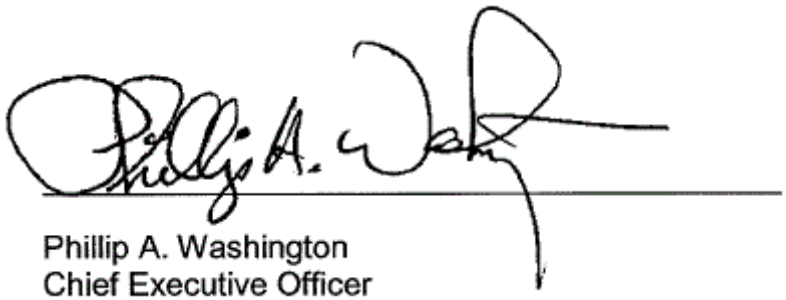
Upon approval by the Board, staff will execute Contract No. PS6224700 with Mobility Advancement Group for Metro's Mystery Rider Program.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Paula Guevara, Accessibility Analyst, (213) 922-7495

Reviewed by: Daniel Levy, Chief Office of Civil Rights, (213) 922-8891
Debra Avila, Chief Vendor/Contract Management Officer,
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO MYSTERY RIDER PROGRAM/PS6224700

1.	**Contract Number**: PS6224700	
2.	**Recommended Vendor**: Mobility Advancement Group	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: August 15, 2016	
	B. Advertised/Publicized: August 17, 2016	
	C. Pre-Proposal Conference: August 25, 2016	
	D. Proposals Due: September 12, 2016	
	E. Pre-Qualification Completed: January 24, 2017	
	F. Conflict of Interest Form Submitted to Ethics: September 27, 2016	
	G. Protest Period End Date: April 24, 2017	
5.	**Solicitations Picked up/Downloaded**: 12	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: Marc Margoni	**Telephone Number**: (213) 922-1304
7.	**Project Manager**: Paula Guevara	**Telephone Number**: (213) 922-7495

A. Procurement Background

This Board Action is to approve Contract No. PS6224700 issued in support of the Metro Mystery Rider Program (MRP). Board approval of contract awards are subject to resolution of any properly submitted protest.

Request for Proposal (RFP) No. PS31507 was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued as a small business prime and was open to Metro SBE certified small businesses only.

One amendment was issued during the solicitation phase of this RFP. Amendment No. 1, issued on September 2, 2016, clarified Metro Title VI Mystery Rider observation report percentages and the number of in-person observations.

On August 25, 2016, a pre-proposal conference was held and representatives from four firms attended the conference.

On August 29, 2016, 23 questions were submitted and received, and answers to those questions were provided in writing the following week.

A total of one proposal was received on September 12, 2016. The single proposal received was from the incumbent, Mobility Advancement Group (MAG).

A market survey was conducted shortly thereafter inquiring as to why members on the Planholder's list elected not to participate in the solicitation. Two vendors

responded. One vendor elected not to participate due to the extensive report preparation required in the Statement of Work. The second vendor also indicated that he did not have the required research skills and report preparation experience as required.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from the Office of Civil Rights, Operations, and Bus Contract Services was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Firm's Personnel, Skill, and Experience 30 percent
- Understanding of the Work 25 percent
- Sample of Mystery Rider Observations 25 percent
- Price 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements. Several factors were considered when developing these weights, giving the greatest importance to the Firm's Personnel, Skill, and Experience.

During the week of September 21, 2016, the PET met and conducted an independent technical evaluation and deemed Mobility Advancement Group technically qualified to perform the tasks as outlined in the RFP.

Qualifications Summary of Firm

Mobility Advancement Group

MAG is located in Altadena, CA. They have performed operator performance assessments for most of the major transit operations in Southern California since 2009. Martin Gombert, the owner of the Mobility Advancement Group, is responsible for overseeing transit consulting projects including performance audits, operation reviews, safety audits, and financial analysis.

MAG is a Metro certified SBE and has been providing transit operator performance assessments to Metro since 2009. They are familiar with the proposed work and required approach. MAG is the incumbent vendor and is currently providing Title VI MRP observations for Metro.

For this project, MAG proposed as the prime contractor and partnered with Temps, Inc. (Temps), a Metro certified SBE, to manage the contract and serve as the client interface to Metro.

Temps, Inc. will provide transit surveyors. They have provided surveyors for the Metro Mystery Rider project since 2009. Ms. Brenda Sanchez-Johnson, V.P. of Operations for Temps, Inc., has over fifteen years of experience in data collection and participating in survey projects for transit agencies throughout Southern California.

As a result of the proposal received, the PET recommendation for contract award is as follows:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Mobility Advancement Group**				
3	Firm's Personnel, Skill, and Experience	93.3	30.00%	27.99	
4	Understanding of the Work	100	25.00%	25	
5	Sample of Mystery Rider Observations	93.2	25.00%	23.3	
6	Price	100	20.00%	20	
7	**Total**		**100.00%**	**96.29**	**1**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon independent cost estimate, price analysis, technical evaluation, fact finding, and negotiations. Mobility Advancement Group has developed a report preparation system where the majority of the requirements for Metro have been fully developed and their solution has been implemented with other transit agencies.

Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
Mobility Advancement Group	$1,023,492	$1,003,784	$973,644

The Period of Performance for the base contract is three (3) years. The option period is for two (2) single years. The value of the three year (3) base is $565,516. The value of the (2) one year options is $408,128. The total NTE amount is $973,644.

D. Background on Recommended Contractor

The recommended firm, MAG, located in Altadena, CA, is a leader in the field of Title VI MRP Observations. Previous Mystery Rider clients include Long Beach Transit, Foothill Transit, Bauer's Intelligent Transportation (Flyaway) and Norwalk Transit.

Mr. Martin Gombert (MAG) and Ms. Brenda Sanchez-Johnson (Temps) are subject matter experts in the transit operator performance assessments field and represent over 20 years of combined experience in MRP data collection and report preparation.

Both MAG and its subcontractor Temps are Metro certified SBE firms.

The Period of Performance for the base amount is three (3) years with two (2) one year options.

ATTACHMENT B

DEOD SUMMARY

METRO MYSTERY RIDER PROGRAM / PS6224700

A. Small Business Participation

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

Mobility Advancement Group, an SBE Prime, is performing 35.54% of the work with its own workforce and made a 100% SBE commitment.

SMALL BUSINESS PRIME (SET-ASIDE)

	SBE Contractor	% Committed
1.	Mobility Advancement Group (Prime)	35.54%
2.	TEMPS, Inc. (Subcontractor)	64.46%
	Total Commitment	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

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

File #: 2017-0206, **File Type:** Ordinance / Administrative Code **Agenda Number:** 38.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 20, 2017

SUBJECT: CUSTOMER CODE OF CONDUCT AMENDMENTS - TRANSIT COURT

ACTION: APPROVE AMENDMENTS TO ADMINISTRATIVE CODE

RECOMMENDATION

APPROVE **amendment of Title 6, Chapter 6-05 of the Los Angeles County Metropolitan Transportation Authority ("Metro") Administrative Code** (the "Code"), otherwise known as the Metro Customer Code of Conduct, as set forth in Attachment A. The amended Code will become effective May 1, 2017.

DISCUSSION

Proposed amendments to the Code are set forth in Attachment A to this Board Report to address several areas:

Enforcement of Minors Citations

On December 1, 2016, agenda item 44 by Directors Ridley-Thomas, Kuehl, Fasana, and Garcetti directed the Chief Executive Officer and relevant stakeholders to report back in writing in 160 days on an implementation plan to completely decriminalize fare evasion amongst youth transit users. This board report addresses that motion.

The following summarizes key activities that have already occurred to further the objectives of this motion:

1. Transferring Fare Evasion Citations to Civilian Transit Security Personnel instead of Law Enforcement Officials: Seventy-seven new transit security personnel have been hired to perform fare compliance checks and provide customer assistance. Law Enforcement personnel will no longer have fare compliance as a primary job duty. This supports the decriminalization of fare evasion as Transit Security Personnel will not be performing background checks as common protocol for every fare evasion citation.

2. Meetings with Key Stakeholders: Meetings have occurred with community stakeholders such as the Los Angeles Conservation Corps, Children's Defense Fund - California, and the Los Angeles County Department of Public Health to receive their input on March 2, 2017 and March 8, 2017.

The following summarizes Transit Security's next steps to achieve the objectives of the motion:

- Implement a non-fine based Transit Fare Resolution Program: Under the new approach, minors will be given multiple warnings. Transit school, referrals to community service for chronic offenders, and exclusions, will be pursued if necessary, instead of being asked to pay a fine or referred to the Probation Department, as is current practice. A fine will only be required when the youth, parent or guardian refuses non-fiscal remedies. If exclusion is necessary, exceptions will be made so that youth will not be prevented from riding the system to and from school (K-12).

- Increase Targeted Efforts to Direct Youth to Fare Subsidy Programs: As part of the Youth Fare Resolution Program, increased efforts will be made starting at the initial fare evasion attempt, to enroll youth who can't afford payment into student or other low cost pass programs.

- Utilize Diversion Programming to Address Chronic Fare Evasion Amongst Youth: Youth who continue to engage in non-compliance with fare payments will be directed to community service or other programs in lieu of a fine. A new Transit Fare Resolution Program, housed in Metro Transit Court, will be responsible for promoting education, awareness and enrollment in student and other low income fare programs, transit school, community service, and other remedies to resolve fare non-compliance as well as enable resolution in an informal setting.

- Update the Transit Security guidelines as follows:

  Metro fare compliance officers may exercise the following options when encountering a minor without valid proof of fare. Officers may elect to: a) issue a verbal warning and direct the minor to the nearest ticket vending machine for payment; b) issue a written warning informing the minor and or the minor's parents about Metro's discounted monthly student pass; or c) after multiple written warnings refer the minor to Metro's Transit Fare Resolution Program administered through Transit Court. Metro staff will meet with the minor and/or the minor's parents to resolve the fare compliance issue in a non-punitive manner. Meeting times will be flexible to accommodate school and work schedules.

The proposed amendment will change section 6-05-020 of the Code to add the bolded and underlined language as follows:

Definitions

6-05-020 Definitions

The following terms, whenever used in this chapter, shall be construed as defined in this section:
L. "Minor" means a person under the age of 18.

The proposed amendment will change section 6-05-150 of the Code to add the bolded and underlined language and delete the language shown by strike through as follows:

6-05-150 Noise

The following acts are prohibited in Metro facilities and vehicles:
A. Disturbing others by engaging in ~~boisterous or~~ unruly behavior.
B. **Failing to comply with a warning by a Metro representative to cease c**reating **loud, boisterous or unreasonable** noise, including unnecessary cell phone or other conversation, that is so loud, lengthy, sexually explicit, threatening, violent, or disruptive, that it causes a nuisance or unreasonably interferes with the use, operation, or enjoyment of the Metro facilities or vehicles for Metro representatives or patrons, or creates an unsafe condition, such as distracting operators of Metro vehicles.
C. Playing a sound device, except when using headphones or earphones that make the sound inaudible to others unless a permit has been issued for usage of such sound device by Metro.

The proposed amendment will change section 6-05-240 of the Code to add the bolded and underlined language and delete the language shown by strike through as follows:

6-05-240 Enforcement

A. Violations
A person who violates the Code is subject to a notice of violation and imposition of any and all remedies, fines, criminal sanctions, damages, and penalties available by law. Enforcement of any provisions of the Code involving the payment of any fees, penalties or other administrative amounts, or community service, ~~by adults~~ based on California Penal Code section 640 (b) and (c), shall be pursuant to the authority and according to the procedures, herein and as set forth in the California Public Utilities Code including section 99580 et seq. ~~The procedures set forth in section 99580 et seq. shall not apply to minors, whose violations shall be subject to enforcement as criminal matters in Superior Court as provided by law.~~ **Parents or guardians shall also be responsible in addition to the minor for any fees, penalties, or fines incurred or damages caused by their minor in connection with a citation.**

D. Exclusion
1. A person, who violates the Code or a law in a Metro facility or vehicle, may be excluded from all or part of Metro facilities and vehicles either indefinitely or for a period of time specified in the Metro penalty schedule or notice of exclusion provided pursuant to subsection E below.
2. Any person to whom a notice of violation or Penal Code citation **or a written warning** pertaining to an offense which occurred on or in a public transit facility or vehicle, was issued, and a. who has received a citation **or written warning** for the same violation at least 3 times in the prior 12 months; or b. who has failed to pay any applicable fines, fees, penalties or other administrative amounts by the due date, or otherwise resolve the citation ~~or who has otherwise failed to pay any fine, fee, or penalty~~ when such payment was due; or c. who is the subject of any outstanding warrant**, pending trial, or convicted** with respect to any Penal Code offense that is alleged to have occurred on or in a public transit system facility or vehicle, is subject to exclusion, and may receive a notice of exclusion pursuant to Subsection E below.
3. A person excluded under the Code may not enter a Metro facility or vehicle during the period of exclusion. Metro may take any reasonable steps necessary to enforce an order of exclusion, including criminal arrest or such other remedies as may be available at law.

F. Review Request
An excluded person may request a review of the exclusion. The exclusion shall be suspended upon Metro's receipt of a request for review of a notice of exclusion, and until the review is decided and **notice of the decision or review is** received by the excluded person. The request for review must be made in writing, and may be submitted by mail, or in person or as otherwise provided in the notice of exclusion, within five (5) days after the Notice of Exclusion is received from Metro. A request for review **or notice of decision or review** is deemed to be received on the date it is personally delivered, or if mailed, five (5) days after the date of the postmark. The excluded person will be notified of the date for public hearing by mail or in person. The excluded person may request that the exclusion be rescinded or waived for good cause, that the places of exclusion be altered, or that the duration of exclusion be reduced **or waived based on participation in any diversion program available by Metro for which such persons are eligible**. The request should include a copy of the notice of exclusion or the number assigned to the notice, a request for review, the current mailing address and signature of the excluded person, and any written statement (and supporting documentation) to explain why the exclusion should be rescinded, waived, altered, reduced, or otherwise modified. **Students shall receive modification of an exclusion to enable them to commute to or from school.**

G. Administrative Review
The hearing shall be conducted by a Hearing Officer who is fair and impartial. The excluded person is

not required to attend the hearing, and shall have the choice of the hearing being conducted by mail or in person. No Metro representative shall be required to attend the hearing. Metro may submit a copy of the notice(s) of violation, any notice of exclusion, and any documentation or statement by the Metro representative(s) issuing the notice(s) of violation or notice of exclusion. Any notice(s) of violation and/or notice of exclusion shall be received into evidence. Other relevant evidence submitted may be received into evidence at the determination of the presiding Hearing Officer. Copies of the notice(s) of violation and/or notice(s) of exclusion shall be prima facie evidence of the facts stated therein and shall establish a rebuttable presumption supporting the exclusion of the individual. At the hearing, the Hearing Officer will review the prima facie validity of the Notice of Exclusion. Metro and the excluded person may present evidence including witness testimony to the hearing officer and may question witnesses who are present at the hearing. The Hearing Officer's decision shall be based on a preponderance of the evidence. Hearing officers shall have the discretion to dismiss or reduce the fines or other penalties, cancel the Notice of Exclusion, and make necessary modifications in the interests of justice **including permitting enrollment in an appropriate Metro diversion program for which such person is eligible,** in accordance with any policies or procedures adopted by the Metro Hearing Unit. Continuances of the appeal hearing are disfavored but may be ordered by the hearing officer. The hearing officer may authorize the recording of the hearing. The decision of the hearing officer shall be made in writing. The decision of the Hearing Officer shall be deemed in full effect upon personal service to the excluded person or five days after the mailing of the decision to the address provided by the excluded person.

The proposed amendment will change the Code Chapter 6-05 Penalty Schedule to add a $40 fine for minors as set forth in Attachment A (intended for non-fare evasion citations, or ~~for fare evasion related citations when a parent or minor declines non-fiscal remedies and~~ for the purposes of calculating the number of ~~community service~~ diversion program hours or for fare evasion related citations when a parent or minor declines non-fiscal remedies.)

Penalty and Ejection Schedules

The Penalty Schedule and Ejection Schedule for the Code currently do not include a fine for failing to obtain a permit to engage in commercial activity, failing to comply with commercial activity permit rules, and for engaging in commercial activity in a prohibited area.

The proposed amendment will add the bolded and underlined language to include a fine for violations of section 6-05-090(A)-(C) of the Code to the Penalty Schedule and Ejection Schedule as set forth in Attachment A.

NEXT STEPS

Following Board approval of the recommended amendments to the Code, Transit Court staff will continue to work with Metro Communications and Operations, as well as Transit Security, to communicate the Code including amendments to the public to promote awareness, compliance, and enforcement.

Metro's law enforcement and transit security division will also be trained on the new policy including the ultimate goal of decriminalizing fare evasion and supporting youth ridership to commute to school, jobs and other community activities. Metro staff will provide a written report back to the Board upon finalization of the Youth Fare Resolution Program, which will define the types of diversion programs available for youth.

Metro staff will monitor the amount of fare enforcement encounters that take place with minors and report on a bi-annual basis to the Board regarding the number of warnings and escalations that have occurred. This data will be disaggregated based on demographic characteristics. This analysis will also assess whether modifications to Metro's fare subsidy programs should be considered.

Metro staff will meet quarterly or as requested with a round table of stakeholders to provide updated information on the Youth Fare Resolution Program.

ATTACHMENTS

A. Code Amendments

Prepared by: Julie Chang, Principal Hearing Officer, Metro Transit Court

Approved by: Karen Gorman, Chief Hearing Officer

Karen Gorman
Inspector General/Chief Ethics Officer/
Chief Hearing Officer

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REVISED
ATTACHMENT A

CODE AMENDMENTS

LACMTA Administrative Code section 6-05-020

Definitions

6-05-020 Definitions

The following terms, whenever used in this chapter, shall be construed as defined in this section:
L. "Minor" means a person under the age of 18.

LACMTA Administrative Code section 6-05-150

6-05-150 Noise

The following acts are prohibited in Metro facilities and vehicles:
A. Disturbing others by engaging in ~~boisterous or~~ unruly behavior.
B. **Failing to comply with a warning by a Metro representative to cease c**reating **loud, boisterous or unreasonable** noise, including unnecessary cell phone or other conversation, that is so loud, lengthy, sexually explicit, threatening, violent, or disruptive, that it causes a nuisance or unreasonably interferes with the use, operation, or enjoyment of the Metro facilities or vehicles for Metro representatives or patrons, or creates an unsafe condition, such as distracting operators of Metro vehicles.
C. Playing a sound device, except when using headphones or earphones that make the sound inaudible to others unless a permit has been issued for usage of such sound device by Metro.

LACMTA Administrative Code section 6-05-240

6-05-240 Enforcement

A. Violations
A person who violates the Code is subject to a notice of violation and imposition of any and all remedies, fines, criminal sanctions, damages, and penalties available by law. Enforcement of any provisions of the Code involving the payment of any fees, penalties or other administrative amounts, or community service, ~~by adults~~ based on California Penal Code section 640 (b) and (c), shall be pursuant to the authority and according to the procedures, herein and as set forth in the California Public Utilities Code including section 99580 et seq. ~~The procedures set forth in section 99580 et seq. shall not apply to minors, whose violations shall be subject to enforcement as criminal matters in Superior~~

~~Court as provided by law.~~ **Parents or guardians shall also be responsible in addition to the minor for any fees, penalties, or fines incurred or damages caused by their minor in connection with a citation.**

D. Exclusion

1. A person, who violates the Code or a law in a Metro facility or vehicle, may be excluded from all or part of Metro facilities and vehicles either indefinitely or for a period of time specified in the Metro penalty schedule or notice of exclusion provided pursuant to subsection E below.

2. Any person to whom a notice of violation or Penal Code citation **or a written warning** pertaining to an offense which occurred on or in a public transit facility or vehicle, was issued, and a. who has received a citation **or written warning** for the same violation at least 3 times in the prior 12 months; or b. who has failed to pay any applicable fines, fees, penalties or other administrative amounts by the due date, or otherwise resolve the citation ~~or who has otherwise failed to pay any fine, fee, or penalty~~ when such payment was due; or c. who is the subject of any outstanding warrant**, pending trial, or convicted** with respect to any Penal Code offense that is alleged to have occurred on or in a public transit system facility or vehicle, is subject to exclusion, and may receive a notice of exclusion pursuant to Subsection E below.

3. A person excluded under the Code may not enter a Metro facility or vehicle during the period of exclusion. Metro may take any reasonable steps necessary to enforce an order of exclusion, including criminal arrest or such other remedies as may be available at law.

F. Review Request

An excluded person may request a review of the exclusion. The exclusion shall be suspended upon Metro's receipt of a request for review of a notice of exclusion, and until the review is decided and **notice of the decision or review is** received by the excluded person. The request for review must be made in writing, and may be submitted by mail, or in person or as otherwise provided in the notice of exclusion, within five (5) days after the Notice of Exclusion is received from Metro. A request for review **or notice of decision or review** is deemed to be received on the date it is personally delivered, or if mailed, five (5) days after the date of the postmark. The excluded person will be notified of the date for public hearing by mail or in person. The excluded person may request that the exclusion be rescinded or waived for good cause, that the places of exclusion be altered, or that the duration of exclusion be reduced **or be permitted to participate in any diversion program available by Metro for which such persons are eligible**. The request should include a copy of the notice of exclusion or the number assigned to the notice, a request for review, the current mailing address and signature of the excluded person, and any written statement (and supporting documentation) to explain why the exclusion should be rescinded, waived, altered, reduced, or otherwise modified.

G. Administrative Review

The hearing shall be conducted by a Hearing Officer who is fair and impartial. The excluded person is not required to attend the hearing, and shall have the choice of the hearing being conducted by mail or in person. No Metro representative shall be

required to attend the hearing. Metro may submit a copy of the notice(s) of violation, any notice of exclusion, and any documentation or statement by the Metro representative(s) issuing the notice(s) of violation or notice of exclusion. Any notice(s) of violation and/or notice of exclusion shall be received into evidence. Other relevant evidence submitted may be received into evidence at the determination of the presiding Hearing Officer. Copies of the notice(s) of violation and/or notice(s) of exclusion shall be prima facie evidence of the facts stated therein and shall establish a rebuttable presumption supporting the exclusion of the individual. At the hearing, the Hearing Officer will review the prima facie validity of the Notice of Exclusion. Metro and the excluded person may present evidence including witness testimony to the hearing officer and may question witnesses who are present at the hearing. The Hearing Officer's decision shall be based on a preponderance of the evidence. Hearing officers shall have the discretion to dismiss or reduce the fines or other penalties, cancel the Notice of Exclusion, and make necessary modifications in the interests of justice **including permitting enrollment in an appropriate Metro diversion program for which such person is eligible,** in accordance with any policies or procedures adopted by the Metro Hearing Unit. Continuances of the appeal hearing are disfavored but may be ordered by the hearing officer. The hearing officer may authorize the recording of the hearing. The decision of the hearing officer shall be made in writing. The decision of the Hearing Officer shall be deemed in full effect upon personal service to the excluded person or five days after the mailing of the decision to the address provided by the excluded person.

LACMTA Administrative Code section 6-05 Penalty Schedule

Metro Customer Code of Conduct Chapter 6-05 Penalty Schedule*

Code Section	Description	1st Offense**	2nd Offense	3rd Offense	4th Offense	5th Offense or Greater
6-05-040	Bicycles, Skateboards and Skates					
6-05-040.A	Riding bicycles and skateboards in Metro facility	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-040.C	Tandem, three-wheeled or fuel-powered bicycles are not permitted in Metro facilities	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-050	Blocking					
6-05-	Blocking, operating or	> Notice of	> Notice of	> Notice of	> Notice of	> Notice of

050.A-I	obstructing Metro vehicle, occupying more than one seat, impeding safe boarding	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-100	Disorderly Conduct					
6-05-100.A-I, K-N	Spitting, hazardous material, urinating, defecating, throwing an object, gambling, hanging from rails, inciting violence, lewd conduct, prostitution, vandalizing/tampering, littering, injuring person or property	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-110	Food, Alcohol and Drugs					
6-05-110.A	Eating, drinking, smoking, vaping	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-110.B	Placing chewing gum onto Metro property	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-110.C	Drinking alcohol	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-120	Loitering					
6-05-120.A	Loitering	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-150	Noise					
6-05-150.A	Disturbing others	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-	Creating disruptive	> Notice of	> Notice of	> Notice of	> Notice of	> Notice of

150.B	noise	violation > $75 fine > **$40 fine for Minors** > Ejection	violation > $75 fine > **$40 fine for Minors** > Ejection	violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-150.C	Playing sound device	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-090	**Commercial Activity**					
6-05-090.A, B, C	**Permit required, comply with permit rules, no commercial in prohibited area**	> **Notice of violation** > **$75 fine** > **$40 fine for Minors** > **Ejection**	> **Notice of violation** > **$75 fine** > **$40 fine for Minors** > **Ejection**	> **Notice of violation** > **$75 fine** > **$40 fine for Minors** > **Ejection** > **Exclusion for 30 days**	> **Notice of violation** > **$75 fine** > **$40 fine for Minors** > **Ejection** > **Exclusion for 60 days**	> **Notice of violation** > **$75 fine** > **$40 fine for Minors** > **Ejection** > **Exclusion for 90 days**
6-05-200	Signs					
6-05-200.A-D	Post, destroy, failure to obey signs	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-210	Solicitation					
6-05-210.A-B	Solicitation	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **$40 fine for Minors** > Ejection > Exclusion for 90 days
6-05-230	Fares					
6-05-230.A, C (1), (5), (6), (8), (10)	Patrons must pay fare; Fare Evasion	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection > Exclusion for 90 days
6-05-230.B	Proof of payment	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]**	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]**	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection

		> Ejection	> Ejection	> Exclusion for 30 days	> Exclusion for 60 days	> Exclusion for 90 days
6-05-230.C (2-4), (7), (9)	Misuse of fare media	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection > Exclusion for 30 days	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection > Exclusion for 60 days	> Notice of violation > $75 fine > **Diversion Program in lieu of $40 fine for Minors[1]** > Ejection > Exclusion for 90 days

* Pursuant to the Customer Code of Conduct Section 6-05-240(C) any person who commits a criminal offense, or fails to pay a penalty when due or violates any provisions of the Code, including those not listed above, may be ejected from a Metro vehicle or facility by order of an authorized Metro representative, and may be excluded from all or a portion of Metro vehicles and facilities.
** All violators are subject to all penalties listed above. An individual who received a Notice of Violation is eligible to complete Metro Transit School **and Community Service which**~~. Transit School~~ may only be completed~~, for the purpose of reducing any penalty payable,~~ once in any 12 month period ~~and prior to any second level appeal except~~ **upon** order of a Metro Hearing Officer.
[1] This amount is used to calculate the number of diversion program hours a minor might complete to satisfy a written warning or notice of exclusion, or that a minor/parent might select in lieu of non-fiscal remedies.

Violations of the Customer Code that will be addressed through ejection*

Code Section	Description	1st Offense**	2nd Offense	3rd Offense	4th Offense	5th Offense or Greater
6-05-090	**Commercial Activity**					
6-05-090.A, B, C	**Permit required, comply with permit rules, no commercial in prohibited area**	**Warning and/or Ejection**	**Warning and/or Ejection**	**Warning and/or Ejection**	**Warning and/or Ejection**	**Warning and/or Ejection**

* Pursuant to the Customer Code of Conduct Section 6-05-240(C) any person who commits a criminal offense, or fails to pay a penalty when due or violates any provisions of the Code, including those not listed above, may be ejected from a Metro vehicle or facility by order of an authorized Metro representative, and may be excluded from all or a portion of Metro vehicles and facilities.
** All violators are subject to all penalties listed above. An individual who received a Notice of Violation is eligible to complete Metro Transit School **and Community Service which**~~. Transit School~~ may only be completed~~, for the purpose of reducing any penalty payable,~~ once in any 12 month period ~~and prior to any second level appeal except by~~ **upon** order of a Metro Hearing Officer.

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

Metro

Board Report

File #: 2017-0201, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 41.

..Meeting_Body

EXECUTIVE MANAGEMENT COMMITTEE
APRIL 20, 2017

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

- **B. AB 91 (Cervantes)** - High -Occupancy vehicle lanes **OPPOSE**
- **C. AB 344 (Melendez)** - Toll Evasion Violations **OPPOSE**
- **D. AB 673 (Chu) -** Public transit operators: vehicle safety requirements ~~**OPPOSE UNLESS AMENDED**~~ **NEUTRAL**
- **E. AB 695 (Bocanegra)** - Avoidance of on-track equipment **SUPPORT**
- **F. AB 1454 (Bloom) / SB 768 (Allen)** - Transportation projects: lease agreements **SUPPORT**
- **G. SB 422 (Wilk)** - Transportation projects: comprehensive development lease agreements **SUPPORT (Sponsor)**

ATTACHMENTS

Attachment B - AB 91 (Cervantes) Legislative Analysis
Attachment C - AB 344 (Melendez) Legislative Analysis
Attachment D - AB 673 (Chu) Legislative Analysis
Attachment E - AB 695 (Bocanegra) Legislative Analysis
Attachment F - AB 1454 (Bloom)/ SB 768 (Allen) Legislative Analysis
Attachment G - SB 422 (Wilk) Legislative Analysis

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

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

Phillip A. Washington
Chief Executive Officer

ATTACHMENT B

BILL: **ASSEMBLY BILL 91**
AS AMENDED MARCH 22, 2017

AUTHOR: **ASSEMBLYMEMBER SABRINA CERVANTES (D-RIVERSIDE)**

SUBJECT: **HIGH-OCCUPANCY VEHICLE LANES**

STATUS: **ASSEMBLY APPROPRIATIONS COMMITTEE**
SCHEDULED HEARING: APRIL 5, 2017

PASSED ASSEMBLY TRANSPORTATION COMMITTEE
MARCH 21, 2017 (11-2)

ACTION: **OPPOSE**

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE position on Assembly Bill 91 (Cervantes) as amended on March 22, 2017.

ISSUE

Assemblymember Sabrina Cervantes introduced AB 91 which would amend existing law related to the operation of High-Occupancy vehicle (HOV) lanes in Riverside County.

Specifically the bill would:

- Prohibit, beginning July 1, 2018 a high-occupancy vehicle (HOV) lane from being established in the County of Riverside, unless the lane is established to be operational only during peak hours;
- Require any existing HOV lane in the County in Riverside that is not a toll lane to be converted to be operational only during peak hours;
- Authorize Caltrans on or after May 1, 2019 to reinstate 24-hour HOV lanes in Riverside County if specified findings are made, and would require a report to be submitted to the Legislature regarding impacts to traffic as a result of the prescribed provisions.
- Provide that these provisions apply only to the extent that they do not endanger federal funding.

DISCUSSION

AB 91 (Cervantes) would require that high-occupancy vehicle (HOV) lanes be converted to be enforced only during peak hours. HOV lanes, also known as “carpool lanes,” are restricted-access lanes intended to increase the capacity of California’s highways,

provide incentives for carpooling, and protect the environment. The lanes are identified by diamond symbols painted on the pavement and their use is limited to the restrictions indicated by signs posted along the freeway.

In Northern California, HOV lane restrictions are in place Monday through Friday during the posted peak hours, permitting other vehicles to access the lanes during off-peak hours; however, in Southern California, HOV lane restrictions are in place 24-hours a day, seven days a week. Currently, AB 91 applies only to Riverside County; however, staff finds that this could set a precedent for other counties in Southern California, should it go into effect. A 2015 Caltrans report cites that Los Angeles County is unique in its highway congestion; with peak hours lasting beyond the normal commuter am and pm peak hours.

If the measure is passed, in its current form, it would be highly detrimental to Riverside County Transportation Commission (RCTC) which operates HOV lanes and High-Occupancy Toll (HOT) lanes. This bill is precedent setting, and its implementation could have potential unforeseen impacts on traffic congestion and HOV lane operation if expanded to Los Angeles County.

In its current form, AB 91 excludes HOT lanes from the peak only provision. Currently Metro operates ExpressLanes on the I-10 and I-110 corridors, with plans to expand the HOT lane network in the county. This could impact Caltrans and Metro's plans for future expansion of HOV/HOT lane network to address the congestion in Los Angeles County.

Staff recommends that the Board adopt an OPPOSE position on the measure AB 91 (Cervantes).

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Staff has determined that there is no direct financial impact to Metro due to the enactment of the proposed legislation. Short-term impacts to Caltrans in Riverside County would include costs for new signage and lane re-striping to implement the new provisions, and the costs would be incurred again, upon lifting the peak-only provisions.

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 Goal #9, which is to oppose any legislation that could negatively impact Metro's ability to operate the ExpressLanes program. A support position on this legislation would be contrary to our agency's goal of preserving Metro's ExpressLanes operation and 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 oppose the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT C

BILL: **ASSEMBLY BILL 344**

AUTHOR: **ASSEMBLYMEMBER MELISSA MELENDEZ (R-LAKE ELSINORE)**

SUBJECT: **TOLL EVASION VIOLATIONS**

STATUS: **ASSEMBLY THIRD READING FILE APRIL 4, 2017**

PASSED ASSEMBLY TRANSPORTATION COMMITTEE MARCH 28, 2017 (14-0)

ACTION: **OPPOSE**

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE position on Assembly Bill 344 (Melendez).

ISSUE

Assemblymember Melissa Melendez introduced legislation that would amend existing law related to the operation of High-Occupancy vehicle toll (HOT) lanes.

Specifically the bill would:

- Not require a person contesting a notice of toll evasion violation to pay the toll evasion penalty until after the processing or issuing agency finds as the result of an administrative review or court finds that the contestant did not commit the violation.

DISCUSSION

Staff recommends that the Board adopt an oppose position on the measure, AB 344 (Melendez), the bill would require that agencies administering toll lanes make substantial changes to the program administration regarding collection of fees associated with toll violations. Existing law provides that toll evasion is a civil offense, similar to the provisions related to parking citations. Existing law also prescribes the administrative appeals procedures, including that a person contesting a violation must deposit the toll evasion penalty amount at the time an appeal is requested via administrative hearing or court review. Unpaid toll evasion citations can result in DMV holds being issued to a repeat violator.

Currently Los Angeles Metro operates toll lanes (ExpressLanes) on the I-10 and I-110 freeway corridors. The current process in place for toll violations allows customers ample time and opportunity to contest a toll violation and to have the violation reviewed prior to elevating to the level of administrative review. If the toll was issued in error, Metro makes accommodations to ensure that the user is not incorrectly noticed. Metro investigates the accuracy of the violation, and if an error is found, the violation is dismissed and the customer is notified that they are not responsible for payment of the toll or any penalties incurred. If the toll violation is, in fact, verified, the customer is informed that they are responsible, and depending on whether the user has a FasTrak account, is encouraged to sign up for an account to have the penalty amount dismissed. The customer, if found responsible, would only be required to submit payment for the amount of the toll and any associated penalties. If the individual is not satisfied with the result of the investigation, they may request an administrative review.

The Assembly Transportation Committee bill analysis for AB 344 cites that the bill is consistent with actions taken by the Judicial Council of California in 2015, noting that payment of parking citations and other vehicle code violations is not required before contesting a ticket. The first opportunity for a potential violator, in the case of parking and moving vehicle citations is to contest the violation. This provision does not directly align with Metro's current ExpressLanes operations, as customers are given opportunities for review and contesting a violation prior to elevating to the level of administrative review. To-date, since the ExpressLanes program's inception, no issued violations have been elevated to the level of Administrative Review.

The Transportation Corridor Agencies (TCA) which operates toll facilities in Orange County opposes AB 344 (Melendez), stating that existing law includes a dispute process where the violation can be contested without any payment being remitted. Existing legislation requires that the issuing agency investigate any contested violation to ensure the accuracy of the transaction, lack of payment and the registered owner of the vehicle. This review process for a toll evasion is fair and thorough and therefore the legislation is unnecessary and duplicative. AB 344 encourages delay by those wishing to avoid payment of tolls on non-factual grounds, significantly increasing the administrative burden on local agencies which would be costly and would likely result in no meaningful difference in outcomes.

The bill establishes that a customer would not be required to pay the violation prior to requesting an administrative review. Staff finds that amending the vehicle code to postpone payments until after the administrative review may directly impact Metro's ability to operate the ExpressLanes, in effect, encouraging users to request an administrative level review to avoid or delay payments.

Staff recommends that the Board adopt an OPPOSE position on the measure AB 344 (Melendez).

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Staff is reviewing potential impacts to Metro's ExpressLanes operations.

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 also be contrary to our agency's goal of preserving Metro's ExpressLanes current operations.

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 oppose the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT D

BILL: **ASSEMBLY BILL 673**

AUTHOR: **ASSEMBLYMEMBER KANSEN CHU (D-SAN JOSE)**

SUBJECT: **PUBLIC TRANSIT OPERATORS: VEHICLE SAFETY REQUIREMENTS**

STATUS: **REFERRED TO COMMITTEE ON TRANSPORTATION**

ACTION: ~~**OPPOSE UNLESS AMENDED**~~ **NEUTRAL**

RECOMMENDATION

Staff recommends that the Board of Directors adopt ~~an OPPOSE UNLESS AMENDED~~ a NEUTRAL position on Assembly Bill 673 (Chu).

ISSUE

Assemblymember Kansen Chu introduced AB 673, which would make substantial changes to provisions related to equipment vehicle standards for public transit operators.

Specifically the 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; and
- Require a public transit operator, before placing a new bus into revenue operations, to ensure that the bus is equipped, at a minimum, with specified features, including, among others, transparent, glare-free, accessible partition enclosures around the bus operator seating area capable of withstanding gun fire, a door or window to the left of the bus operator seating area that allows for safe and rapid emergency egress from the vehicle, and mirrors and pillars that allow the bus operator to adequately view pedestrians crossing in front of the bus, as specified.
- Require these standards to be implemented only to the extent that they comply with the Federal Motor Vehicle Safety Standards. By creating a new crime and imposing new duties or public transit operators; and
- Impose a state-mandated local program without provisions for reimbursement for public transit operators.

DISCUSSION

Staff recommends that the Board adopt ~~an oppose unless amended~~ a neutral position on the measure, AB 673 (Chu). As introduced, the bill would require LA Metro, along with other public transit agencies to adhere to strict regulations related to vehicle equipment and barrier installation before placing buses into revenue service. Metro's Operations Department is retrofitting buses that are currently in the fleet and installing barrier equipment for operator safety on new buses that addresses the concerns related to bus operator safety.

AB 673 (Chu), in its current form, makes certain assumptions and requirements related to vehicle procurements for public transit operators. The bill would require Metro and other transit operators to confer with bus operators labor unions to take into consideration best practices and recommendations for improving bus operator safety. The bill would also require public transit operators to ensure that all buses are equipped at the minimum with all of the following:

(1) Transparent, glare-free, accessible partition enclosures around the bus operator seating area capable of withstanding gun fire.
(2) A door or window, at least the same size as a passenger emergency window, to the left of the bus operator seating area that allows for safe and rapid emergency egress from the vehicle.
(3) A mechanism that allows for direct connection to local law enforcement, such as a panic button.
(4) Low-mounted, reasonably sized left-side mirrors that allow the bus operator, regardless of size, to adequately view pedestrians crossing in front of the bus.
(5) Reasonably sized "A" pillars that allow the bus operator, regardless of size, to adequately view pedestrians crossing in front of the bus.
(6) An overall bus operator seating area that eliminates blind spots to the greatest extent feasible.

Pursuant to the 2017 Board adopted State Legislative Program, staff is supportive of the intent of this legislation, which is to reduce assaults on operators. Staff recommends that the following amendments be sought:

(1) Remove provisions of the bill related to adding "Section 24019 of the Vehicle Code" which makes specifications (as outlined above) related to bus procurements, vehicle equipment and barriers for public agencies.

With the proposed amendments, the bill would then only require Metro to consult with representatives of the bus operators to ensure that bus safety standards are prioritized in future bus procurements.

Staff recommends that the Board adopt an ~~OPPOSE UNLESS AMENDED~~ NEUTRAL position on the measure AB 673 (Chu).

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. This bill would likely increase potential costs to the agency related to vehicle procurement and vehicle equipment procurement, while increasing the risk for litigation.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a support or neutral position on the bill. Adopting a support position on the bill would be counter to the advocacy efforts of the California Transit Association, which represents public transit agencies statewide.

NEXT STEPS

Should the Board decide to adopt ~~an OPPOSE UNLESS AMENDED~~ a NEUTRAL position on this measure; staff will communicate the Board's position to the author and work to ensure inclusion of the Board approved amendments 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 E

BILL: **ASSEMBLY BILL 695**

AUTHOR: **ASSEMBLYMEMBER RAUL BOCANEGRA (D-SAN FERNANDO)**

SUBJECT: **AVOIDANCE OF ON-TRACK EQUIPMENT**

STATUS: **ASSEMBLY APPROPRIATIONS COMMITTEE HEARING: APRIL 5, 2017**

PASSED ASSEMBLY TRANSPORTATION COMMITTEE MARCH 21, 2017 (14-0)

ACTION: **SUPPORT**

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Bill 695 (Bocanegra).

ISSUE

Assemblymember Raul Bocanegra introduced AB 695 which would make changes related to safety provisions at rail crossings.

Specifically the bill would:

- Make it a violation for vehicles and pedestrian failure to yield safely to on-track equipment at a railroad or transit grade crossing.

DISCUSSION

As introduced, the bill would require that vehicles or pedestrians approaching a railroad or rail transit grade crossing yield to on-track equipment.

Existing law requires motorists to stop for trains at grade crossings but does not include on-track equipment. AB 695 (Bocanegra), in its current form, aims to address pedestrian and vehicle safety at grade crossings and railroads by adding on-track maintenance equipment to the code section. Motorists and pedestrians will be required to stop at a safe distance and observe safety precautions for maintenance equipment, which is not currently required under existing law.

This measure will increase safety for maintenance workers, pedestrians and motor vehicles at Metro's many grade crossings, countywide. The bill could also have a potential positive impact to safety at grade crossings for freight corridors.

Staff recommends that the Board adopt a SUPPORT position on the measure AB 695 (Bocanegra).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation. Safety may be improved at Metro's specified transit grade crossings due to added enforcement for vehicles and pedestrians who are in violation of the regulation when on-track maintenance equipment is present.

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. Adopting an oppose position on the bill would be counter to the agency's efforts to improve safety system-wide for patrons and employees.

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 the measure's passage. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT F

BILL: **ASSEMBLY BILL 1454 (BLOOM)**
&
SENATE BILL 768 (ALLEN)

AUTHOR: **ASSEMBLYMEMBER RICHARD BLOOM (D-WEST HOLLYWOOD)**

SENATOR BEN ALLEN (D-SANTA MONICA)

SUBJECT: **TRANSPORTATION PROJECTS: COMPREHENSIVE DEVELOPMENT LEASE AGREEMENTS**

STATUS: **AB 1454 - ASSEMBLY TRANSPORTATION COMMITTEE HEARING: APRIL 17, 2017**

SB 768 – REFERRED TO SENATE TRANSPORTATION AND HOUSING COMMITTE

ACTION: **SUPPORT**

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on the measures, Assembly Bill 1454 (Bloom) and Senate Bill 768 (Allen).

ISSUE

Assemblymember Richard Bloom and Senator Ben Allen have introduced AB 1454 and SB 768 which would make changes to provisions that grant Caltrans and regional transportation agencies the authority to enter into public-private partnerships under Section 143 of the Streets and Highways code.

Specifically AB 1454 and SB 768 would:

- Extend the authorization indefinitely for Caltrans and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities (public-private partnerships or P3's).

DISCUSSION

Under Section 143 of the Streets and Highways Code, Caltrans and regional transportation agencies were granted authorization to enter into public-private partnerships. This authorization expired on January 1, 2017. AB 1454 (Bloom) and SB 768 (Allen) would extend indefinitely the authorization for Caltrans and regional transportation agencies to enter into public-private partnerships (P3's).

A public-private partnership is a collaboration between a public agency and a private partner to deliver an infrastructure project, public service or facility. Current law authorizes Caltrans and regional transportation planning agencies to utilize the "Design-Build" method to deliver infrastructure projects and separately authorizes each entity to collect tolls or user-fees.

The P3 authorization would expand that authority to allow Caltrans and transportation planning agencies to enter comprehensive lease agreements to design, build, finance, operate and maintain facilities on the state highway system. The P3 model can reduce risk exposure for the public sector by allocating more risk to private sector. Private partners are financially accountable for meeting performance standards, ensuring cost certainty, service quality, and state of good repair. P3's are a tool that can be used to accelerate project delivery.

Staff recommends that the Board adopt a SUPPORT position on the measures AB 1454 (Bloom) and SB 768 (Allen).

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 oppose or neutral positions on the bills. Adopting an oppose position on the bills would be counter to the Board adopted State Legislative Program Goal #3 to work to ensure implementation of Metro's Board adopted LRTP. This goal contains activities related to pursuing public-private partnerships and other innovative opportunities to advance projects in the LRTP.

NEXT STEPS

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

ATTACHMENT G

BILL: **SENATE BILL 422**

AUTHOR: **SENATOR SCOTT WILK (SANTA CLARITA)**

SUBJECT: **TRANSPORTATION PROJECTS: COMPREHENSIVE DEVELOPMENT LEASE AGREEMENTS**

STATUS: **SENATE TRANSPORTATION AND HOUSING COMMITTEE HEARING: APRIL 25, 2017**

ACTION: **SUPPORT - SPONSOR**

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on the Metro Sponsored bill, Senate Bill 422.

ISSUE

Senator Scott Wilk has introduced SB 422, a Metro sponsored bill that would make changes to provisions granting Caltrans and regional transportation agencies the authority to enter into public-private partnerships under Section 143 of the Streets and Highways code. The bill was amended on March 20, 2017 to extend the authority to Santa Clara Valley Transportation Authority.

Specifically, SB 422 would:

- Extend the authorization indefinitely for Caltrans and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities (public-private partnerships or P3's); and,
- Include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority.

DISCUSSION

Under Section 143 of the Streets and Highways Code, Caltrans and regional transportation agencies were granted authorization to enter into public-private partnerships. This authorization expired on January 1, 2017. SB 422 (Wilk) would extend indefinitely the authorization for Caltrans and regional transportation agencies to enter into public-private partnerships (P3's). The measure would also clarify the definition of "regional transportation agency" to include the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into P3's under these provisions. The legislation re-instates the public-private partnership.

A public-private partnership is a collaboration between a public agency and a private partner to deliver an infrastructure project, public service or facility. Existing law authorizes Caltrans and regional transportation planning agencies to utilize the "Design-Build" method to deliver infrastructure projects and separately authorizes each entity to collect tolls or user-fees.

The P3 authorization would expand that authority to allow Caltrans and regional transportation planning agencies to enter comprehensive lease agreements to design, build, finance, operate and maintain facilities on the state highway system. The P3 model can reduce risk exposure for the public sector by allocating more risk to private sector. Private partners are financially accountable for meeting performance standards, ensuring cost certainty, service quality, and state of good repair. P3's are a tool that can be used to accelerate project delivery.

Staff recommends that the Board adopt a SUPPORT – SPONSOR position on the measure SB 422 (Wilk).

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 oppose or neutral positions on the bill. Adopting an oppose position on the bill would be counter to the Board adopted State Legislative Program Goal #3 to work to ensure implementation of Metro's Board adopted LRTP. This goal contains activities related to pursuing public-private partnerships and other innovative opportunities to advance projects in the LRTP.

NEXT STEPS

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