

# **Metro**

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



**Metro**

## **Agenda - Final 2nd Revised**

**Thursday, June 18, 2015**

**11:30 AM**

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

### **Executive Management Committee**

*Eric Garcetti, Chair*

*Mark Ridley-Thomas, Vice Chair*

*John Fasana*

*Paul Krekorian*

*Sheila Kuehl*

*Carrie Bowen, non-voting member*

## **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.

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

**CALL TO ORDER****ROLL CALL**

49. RECEIVE report of the Chief Executive Officer. [2015-0773](#)

50. RECEIVE AND FILE status report on **response to Board Motion No. 8: MTA Ridership** (March 19, 2015) to develop an Action Plan to increase Metro ridership. [2015-0655](#)

Attachments: [Attachment A Ridership Motion FINAL \(2015-03-18\)](#)

[Attachment B - Immediate Action Plan](#)

[Attachment C - Other Ridership Increase Strategies](#)

[Attachment D- Prior Board Motions on Increasing Ridership-V3](#)

(ALSO ON FINANCE, BUDGET AND AUDIT COMMITTEE)

51. RECEIVE oral Federal/State Affairs update. [2015-0529](#)

Attachments: [Leg Matrix June 2015](#)

65. ADOPT the following positions: [2015-0865](#)

A. **H.R. 2485 (Torres)** - The Regional Infrastructure Accelerator Act of 2015 -SUPPORT

B. **H.R. 2495 (Waters)** - TIGER Grants for Job Creation Act - SUPPORT

C. **H.R. 2410 (DeFazio)** - The Grow America Act - SUPPORT

Attachments: [Attachment A-Federal EMC 6.18.15](#)

[Attachment B-Federal EMC 6.18.15](#)

[Attachment C-Federal EMC 6.18.15](#)

66. ADOPT the following positions: [2015-0855](#)

A. **SB 350 (De Leon)** - The Golden State Standards. **SUPPORT**

B. **SB 32 (Pavley)** - Green House Gas Emissions. ~~NEUTRAL OR~~  
**OPPOSE SUPPORT**

C. **AB 338 (Hernandez)** - Sales Tax Measure. **OPPOSE**

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- Attachments:**     [ATTACHMENT A-State](#)  
[ATTACHMENT B-State](#)  
[ATTACHMENT C- State](#)  
[ATTACHMENT D - Leg Matrix June 2015](#)
52.     RECEIVE **oral report on Sustainability and Conservation Efforts.**     [2015-0852](#)
53.     AUTHORIZE the Chief Executive Officer (CEO) to **negotiate salaries within the pay range** for the following positions:     [2015-0741](#)  
      A. Chief Operations Officer, pay grade CC (\$215,987 - \$265,907 - \$315,868)  
      B. Chief Communications Officer, pay grade BB (\$161,616 - \$202,030 - \$242,424)
- Attachments:**     [Att A - COO JUN15](#)  
                          [Att B - CCO JUN15](#)
54.     RECEIVE AND FILE status on the **Project Labor Agreement and Construction Careers Policy programs on the Crenshaw/LAX Transit Corridor and Regional Connector Transit Corridor projects** for activity through the April 2015 reporting period.     [2015-0662](#)
- Attachments:**     [Attachment A](#)
- (ALSO ON CONSTRUCTION COMMITTEE)
55.     RECEIVE AND FILE report on the status of **Metro's revenue-generating bus and rail advertising contracts.**     [2015-0462](#)
- Attachments:**     [Attachment A - Motion 79.1](#)
56.     RECEIVE AND FILE status report on **efforts underway to use technology and innovation to improve the customer experience on Metro's Bus and Rail system**, and mobility in the region in general.     [2015-0344](#)
- Attachments:**     [FinalReport\\_Gamification](#)
57.     RECEIVE AND FILE quarterly report on the **demographic profile of those cited for fare violation** in response to Motion #55 from the May 2014 Regular Board Meeting (Item C2).     [2015-0307](#)
- Attachments:**     [Attachments A-E](#)
58.     RECEIVE **oral report on Veterans Hiring Initiative & Workforce Planning.**     [2015-0500](#)
- Attachments:**     [Attachment A - EMC Qtrly Rpt OSWP Vet Hire June 2015 Meeting](#)
59.     RECEIVE **oral report on Civil Rights.**     [2015-0627](#)
- Attachments:**     [20150615 Civil Rights Update](#)
60.     RECEIVE **Citizens' Advisory Council update.**     [2015-0777](#)



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.

## **Adjournment**



## Board Report

File #: 2015-0655, File Type: Informational Report

Agenda Number: 50.

### FINANCE, BUDGET AND AUDIT COMMITTEE

JUNE 17, 2015

### EXECUTIVE MANAGEMENT COMMITTEE

JUNE 18, 2015

**SUBJECT: RIDERSHIP INITIATIVES**

**ACTION: RECEIVE AND FILE RESPONSE TO BOARD MOTION NO. 8: MTA RIDERSHIP**

#### **RECOMMENDATION**

RECEIVE AND FILE status report on **response to Board Motion No. 8: MTA Ridership** (March 19, 2015) to develop an Action Plan to increase Metro ridership.

#### **ISSUE**

Since April 2014, ridership across the Metro system, including bus, rail, and BRT service, has declined by 4%. This decline contrasts with a 3% increase in ridership that occurred in the previous four years, from 2010 to 2014. The March 19, 2015 Board Motion No. 8: MTA Ridership (Attachment A) instructed the Metro CEO to develop an action plan to reverse the recent downward trend in boardings and to report back to the Board within 90 days of the Motion. This report provides the requested response and action plan.

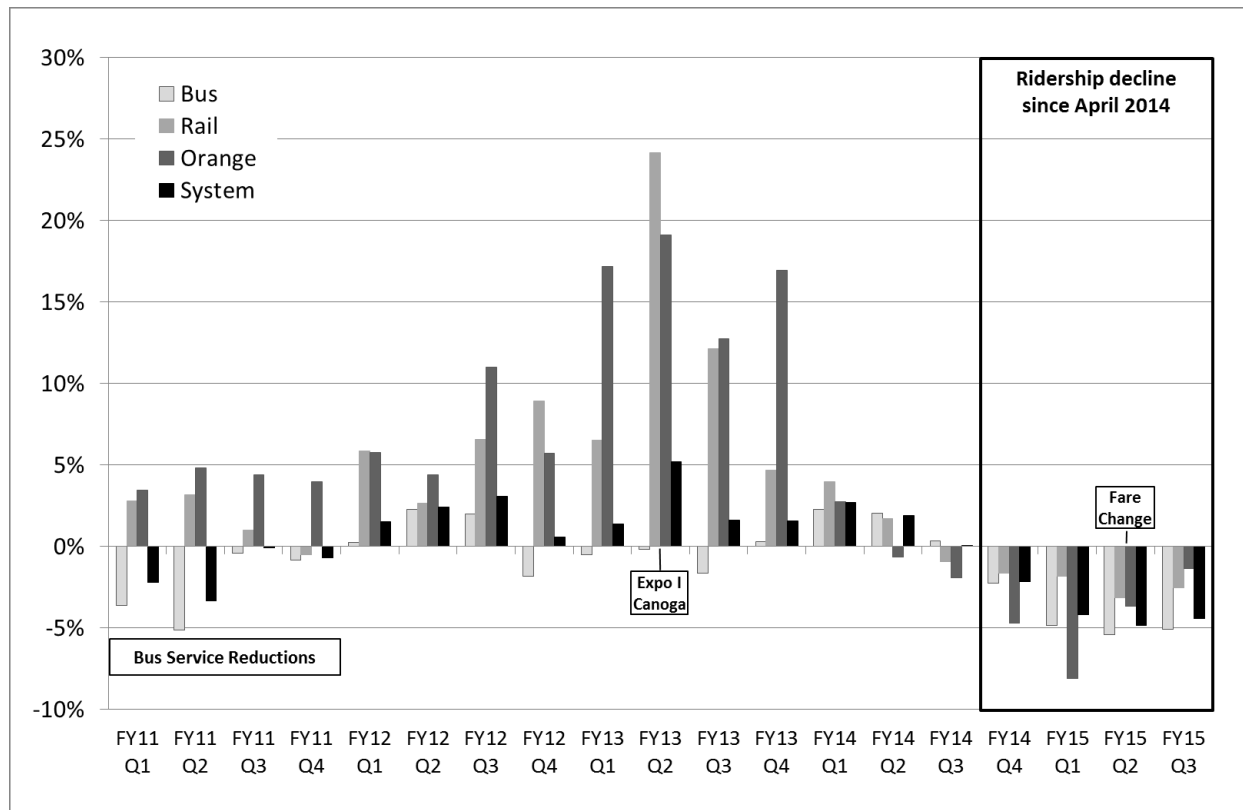
#### **DISCUSSION**

##### **Ridership Trends**

As shown in Figure 1, Metro ridership has been declining on a year-over-year basis since April of 2014, in the fourth quarter of FY14. This decline precedes the September 2014 fare restructuring by six months and is part of a larger national trend of declining transit ridership, as shown in Figures 2 and 3.

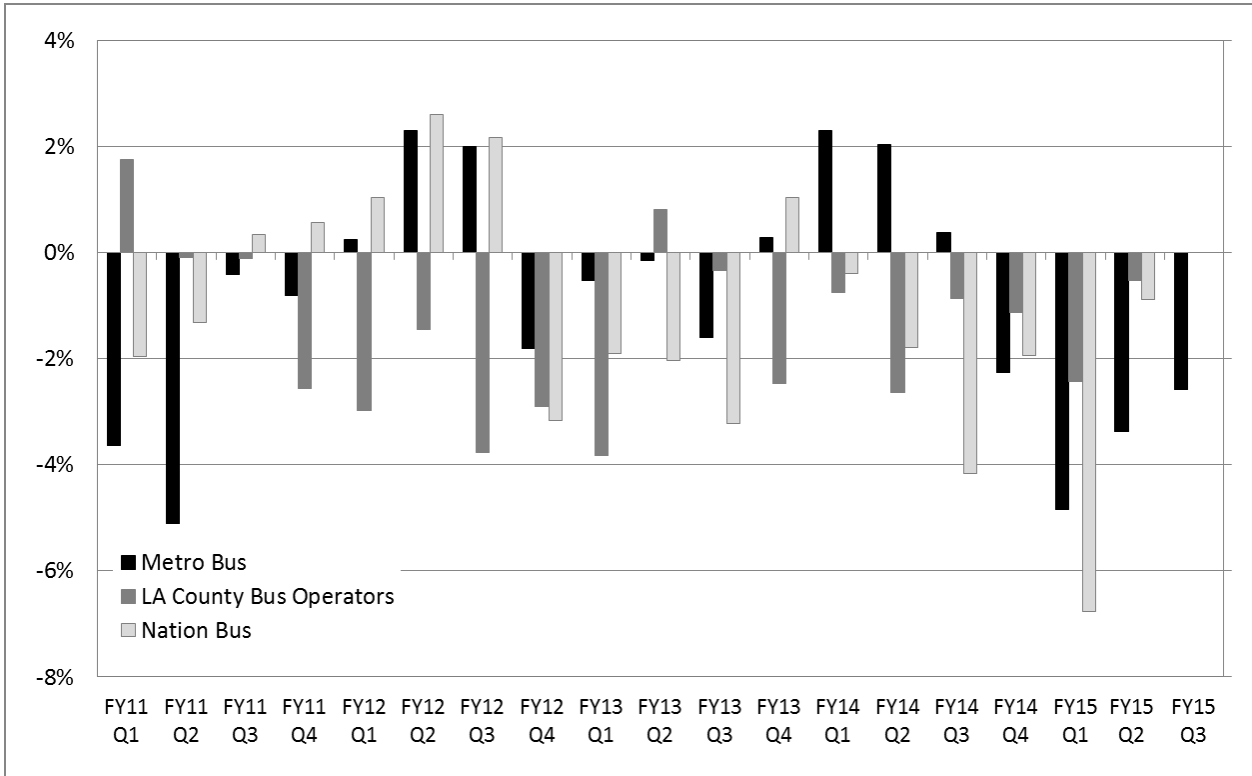
Figure 1 shows that, through the third quarter of FY15, over the past year Metro boardings have decreased on average by 4% on a year-over-year basis, impacting all modes, including bus, rail, and bus rapid transit (BRT). As shown in Figure 1, bus boardings have decreased by 5%, rail by 2%, Orange Line BRT by 4%, resulting in a total system boardings decline of 4%.

**Figure 1**  
 Year-Over-Year Percent Change in Boardings  
 FY11 - Current

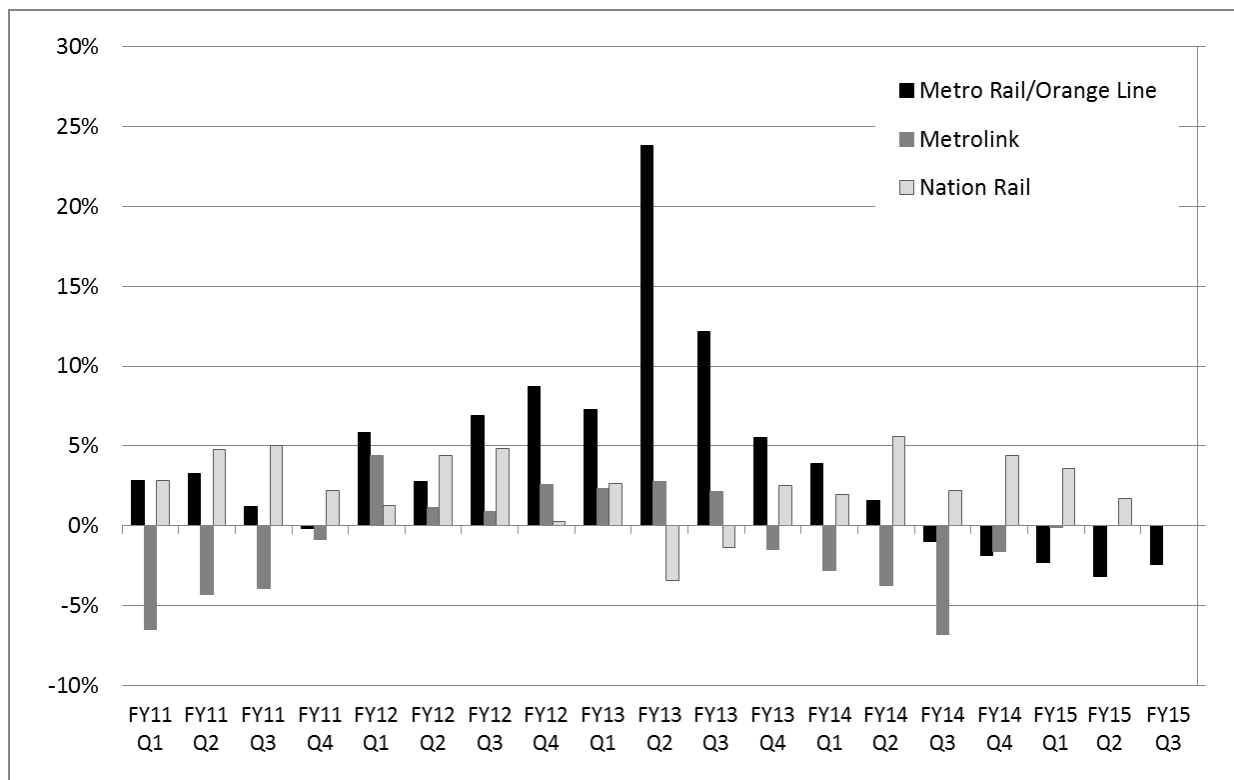


Figures 2 and 3 compare Metro ridership trends by bus (Figure 2) and rail and BRT (Figure 3) with regional and national trends. As shown in Figure 2, national bus ridership began declining in the first quarter of FY14, while Metro bus ridership began declining in the fourth quarter of FY14. Figure 3 shows that, despite a significant increase in rail and BRT ridership with the opening of the Expo Line and Orange Line Canoga Extension in the second quarter of FY13, rail and BRT ridership has been declining since the third quarter of FY14. This trend is particularly worrisome as national rail ridership continues to increase.

**Figure 2**  
 Year-Over-Year Percent Change in Local, Regional, National Bus Boardings  
 FY11 - Current



**Figure 3**  
 Year-Over-Year Percent Change in Metro Rail/BRT, Metrolink, and National Rail Boardings  
 FY11 - Current



Metro staff has analyzed several factors that could influence ridership in different transit modes, including employment by industry sector, school enrollment, gas prices, and car sales. This analysis shows that bus ridership has very little relationship to these identified factors, indicating that bus ridership is not determined solely based upon any one factor. Based on Metro’s Spring 2014 customer satisfaction survey, 83% of bus riders did not have a car available for their trip, indicating that Metro’s bus system is providing basic mobility for residents who do not have access to a car. By contrast, rail/BRT ridership has a strong relationship with employment and new car sales, indicating that an improving local economy leads to increased Metro rail and BRT ridership.

**Board Motion No. 8: MTA Ridership (March 19, 2015)**

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In response to this observed decline in Metro ridership, the Metro Board of Directors passed Motion No. 8, which directs the Metro CEO to develop an action plan to address the downward trend in ridership, including:

- Evaluate existing travel demand and identify new ridership opportunities;
- Optimize the existing transit network, including but not limited to: 1) Improving bus service between rail service and key destinations, 2) Establishing a frequent bus network, 3) Developing new types of bus service to attract discretionary riders, and 4) Coordinating better with municipal operators and Metrolink;
- Develop a campaign to market, promote, and outreach to potential new and discretionary riders about MTA transit services, including but not limited to 1) a revenue-neutral residential TAP bulk purchase program, 2) an incentive to travel during times of excess capacity, and 3) exciting marketing programs such as MTA's recent Red Line Speed dating event;
- Recommend strategies to improve on-time performance, including but not limited to 1) testing All-Door Boarding, 2) installing Stand-Alone TAP Validators, and 3) working with local jurisdictions to implement bus-only lanes in key locations and at key times;
- Evaluate the reliability of existing rail station countdown clocks and installing countdown clocks at additional rail stations and high-use bus stops;
- Develop and utilize a frequent network map;
- Other innovative strategies to increase ridership.

### **American Public Transit Association (APTA) Peer Review**

As part of the September 2014 fare restructuring, the Board requested an APTA Peer Review of Metro's Fare Policy that also identified methods to increase ridership and considered new approaches to revenue generation. The resulting report identified a number of strategies that could be implemented by Metro to increase ridership, many of which are incorporated into the Action Plan presented in this report. Further, some of the proposed measures could establish Metro as a leader in taking innovative approaches to address the national decline in transit ridership.

### **Ridership Task Force**

In response to Board Motion No. 8 and following up on the APTA Peer Review, Metro staff is taking an "all hands on deck" approach to increasing ridership by convening a new Ridership Task Force, comprised of representatives from Metro Operations, TAP, Management and Budget, Communications, Planning, Information Technology, and Security. The Ridership Task Force has identified a series of "immediate actions" that could be undertaken within existing budgeted resources and initiated by the second quarter of FY16 (Attachment B).

In addition to the immediate actions identified in Attachment B, the Task Force has also outlined a set of longer term strategies that are presented in Attachment C. These longer term strategies require further evaluation of cost, benefit, and implementation before proceeding.

Given that the current bus system is primarily serving the transportation needs of riders who do not have access to a car, there are opportunities to redefine and refocus the transit system to

- Attract new markets, including new employment and educational institution ridership, as well as recreational trips such as tourists, late night, weekend, and event- and activity-based travel;
- Improve the quality and convenience of bus service that would help to increase the number of trips taken by the existing ridership base; and
- Further expand into the commuter market by addressing first-/last-mile needs as many rail and BRT stations are not immediately adjacent to employment centers.

Based on these goals, the Ridership Task Force is developing an action plan focused on the following objectives:

- Attract new markets,
- Provide customer-focused service,
- Remove barriers to transit use,
- Get the word out, and
- Foster partnerships.

The action plan addresses these objectives by incorporating the following strategies toward attracting new ridership:

1. Market Research
2. Service Design
3. Service Management
4. Transit Priorities and Technology
5. Safety and Security
6. Customer Amenities
7. Fare Subsidies
8. Marketing, Outreach, and Promotions
9. Partnerships

Each of these nine strategies is discussed in further detail below.

### **Market Research**

One of the keys to success in attracting new riders is to know what they need and want. Changing customer demographics and lifestyles is identified by APTA as one of the “Megatrends” that transit is facing in the next five years. Understanding this trend and its impacts in LA County will aid in developing products for new riders and markets. At present, staff is working on efforts to better understand new markets, including:

- Identifying travel patterns for major employment centers within the region,

- Surveying existing riders, including those who use the “Owl” bus network, and
- Planning pre- and post-implementation surveys for Expo Phase 2 and Gold Line Foothill Phase 2A Extensions.

Staff will also research opportunities to better understand tourist travel needs through partnerships with the tourism and convention industry, hotels, and major attractions. Social media also provides an opportunity to seek information and opinions from riders to develop products and to suit services to their needs.

### **Service Design**

Where, when, and how services are provided is critical to attracting new riders, and influencing existing riders to ride more often for different trip purposes. Staff is currently composing a plan that will:

- Maximize the availability of bus service, with consideration of Metro and its Municipal partners,
- Take advantage of the expansion of the rail and BRT network
- Analyzing successful services and identify best practices to help refine Metro’s service delivery regimens
- Study the Rapid bus network and seek to optimize its performance,
- Review and make recommendations for changes to the Owl service network to meet the needs of employees, visitors, and area residents so that they can use transit to travel to and from late night venues,
- Develop bus services oriented to serve Metrolink and Metro Rail connections,
- Begin refining the core frequent bus network based on a Strategic Bus Network Plan, and
- Develop point-to-point commuter services, based on market research of employment centers.

### **Service Management**

Planning and designing optimal services is important; however, equally important is ensuring that services are delivered as planned. The APTA Peer Review identified improved transit service quality as a key means to increase ridership. Management should take a customer-focused approach to minimize the impact of service interruptions on riders, including:

- Proactive, real-time service management that minimizes the impact of delays and service disruptions and that ensures service is on time and available according to rider expectations;
- Regular review and updates to Standard Operating Procedures and training for on-street Vehicle Operations Supervisors and Transit Operations Supervisors in the Bus and Rail Operations Control Center;
- Timely and consistent customer information on service issues distributed through multiple forms; and,
- Planned service disruptions due to maintenance or construction that minimize impacts to riders.



### **Transit Priorities and Technologies**

Transit vehicles are impacted by auto congestion, competition for road space by other modes, and traffic flow condition variability. Transit operations can therefore benefit from measures such as

- Dedicated bus lanes,
- Queue jumpers,
- Signal priorities, and
- Countdown timers to provide advance notice of green lights.

Technologies to improve customer convenience and flow on and off the vehicle include

- All-door boarding,
- Off-board fare payment, and
- Mobile apps to streamline fare payment and transit information.

### **Safety and Security**

Riders must feel and be safe when riding Metro services. Efforts are underway to continue to improve Metro's transit policing programs, including

- Increased security presence,
- Greater use of analytics to identify when and where crime occurs for more-focused security dispatching, and
- Improved real time surveillance and interaction between riders and security.

In addition, policies and procedures need to be improved and developed to control illegal activities at stations and on vehicles, including vending, harassment, and fare evasion.

### **Customer Amenities**

Customer amenities complement transit services, helping to attract more riders by making information simple, clear, and immediate; improving the safety and comfort of the wait environment; and providing additional products and services that are important to riders. Customer amenities are provided at key stops and stations to help disseminate information on service, schedules and fares; improve passengers' wait experience; and include conveniences such as WiFi and concessions.

### **Fare Subsidies**

Metro currently maintains partnerships with employers and educational institutions to provide transit benefits through the Employer Annual Pass Programs, including the Annual Transit Access Pass (A-TAP), Business Transit Access Pass (B-TAP), and Institutional Transit Access Pass (I-TAP), designed for colleges and universities. However, Metro has numerous other opportunities to access new markets in transit-oriented housing, including housing in Metro joint developments.

Additionally, outside of peak commute hours, the Metro rail network has spare capacity that could be offered at a discounted rate through an Off-Peak Downtown LA Rail Pass. Such a pass could give downtown commuters the opportunity to use the rail network for lunch, meetings, or errands during

the midday, and it would also allow downtown residents the opportunity to use the rail network during nights and weekends at a reduced fare.

### **Marketing, Outreach, and Promotions**

Attracting new riders means new efforts to “get the word out” about Metro’s products and services. Efforts under consideration include

- Better use of social media to develop targeted marketing and outreach campaigns,
- Social media ads ahead of major events with information on using Metro and the resources available to complete the first-/last-mile connection,
- Giveaways to incentivize the use of Metro services and partnerships with the media to “Tell the Metro Story” and put a friendly face to the agency and its service,
- An interactive frequent bus network map showing various service levels depending on the trip and time that a rider is planning to illustrate the ease and convenience of navigating Metro.

Given the success of promotional strategies that involve creative events, like Speed Dating on the Metro Red Line, Metro could consider establishing a department responsible for launching a series of brand-positive events to engage new and existing riders. This department would work with Metro staff and vendors to curate and execute events that will continually promote Metro.

### **Partnerships**

Partnerships with public and private entities help Metro to coordinate inter-agency efforts and to leverage information to increase ridership. Since ridership decline is happening across the region, partnerships can increase data sharing, strengthen intermodal planning efforts, and improve trip planning. Current Metro staff partnership efforts include:

- Working with the City of Los Angeles to coordinate the City’s Mobility Plan and Metro’s Strategic Bus Network Plan,
- Developing a Buses and Bicycles Road Share document to improve coordination between bus operations and bike planning,
- Coordinating service plans between Metro and Municipal Operators to reduce duplication and coordinate schedules,
- Sharing ridership trend analysis and strategies to increase ridership with other agencies including participating in the Orange County Transportation Authority’s (OCTA) APTA Peer Review on Ridership Trends, and
- Working with 3<sup>rd</sup> party partners and mobile app developers to provide first-/last-mile services and aid in trip planning.

### **Task Force Action Plan**

Numerous ridership initiatives could be initiated by the second quarter of FY16, as outlined in Attachment B to this report, “Ridership Initiatives: Immediate Action Plan.” Other initiatives require

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further evaluation as to cost and benefit as well as barriers to implementation, and additional resources to implement. These efforts have been included in Attachment C, and will be presented to the Board for approval after passing further evaluation.

In addition, as requested in Supervisor Antonovich's Amendment to Board Motion No. 8, Attachment D presents Board Motions from the last 5 years that sought to increase ridership, as well as the status of these Motions.

### **FINANCIAL IMPACT**

Efforts identified in the Attachment B, "Ridership Initiatives: Immediate Action Plan," can be initiated within budgeted resources by the second quarter of FY16. Additional efforts identified in Attachment C may require additional resources and will be presented to the Board under separate cover for approval prior to initiation.

### **ALTERNATIVES CONSIDERED**

If no action is taken on ways to increase ridership, the recent downward trend in boardings could continue, which will hinder Metro's ability to continue to provide excellence in service and support and negatively impact fare revenues.

### **NEXT STEPS**

Staff will return to the Board on a quarterly basis with a status update on the Immediate Action Plan and Other Ridership Increase Strategies.

### **ATTACHMENTS**

Attachment A - Motion 8: MTA Ridership

Attachment B - Ridership Initiatives - Immediate Action Plan

Attachment C - Ridership Initiatives - Other Ridership Increase Strategies


Attachment D - Prior Board Motions on Increasing Ridership

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Luke H. Klipp, Budget Analyst, (213) 922-7412

Reviewed By: Nalini Ahuja, Executive Director, Finance and Budget



Phillip A. Washington  
Chief Executive Officer

**MOTION BY:**

**MAYOR ERIC GARCETTI, DIRECTOR PAUL KREKORIAN  
DIRECTOR ARA NAJARIAN, AND SUPERVISOR HILDA SOLIS**

**Executive Management Committee Meeting**

March 19, 2015

**Item 8: MTA Ridership**

MTA should strive to achieve a continually expanding ridership base.

According to MTA data, transit ridership in Los Angeles County has grown by nearly 6.5 million boardings over the past 30 years.

However, recently, MTA has not enjoyed a growth in ridership.

MTA's boardings began to decline in April 2014 and MTA's boardings are down 5% in Fiscal Year 2015 so far.

This trend of declining ridership is troubling.

While there is no single factor that holds sway over MTA ridership, MTA can and should develop and implement strategies to reverse the downward trend in boardings.

Broadly, these strategies include market analysis, network improvements, promotion and outreach, on-time performance, and customer service.

WE, THEREFORE, MOVE that the Board instruct the CEO to:

- A. Develop an action plan to address the downward trend in ridership. The plan should include:
1. Evaluate existing travel demand and identify new ridership opportunities;
  2. Optimizing the existing transit network, including but not limited to: 1) Improving bus service between rail service and key destinations, 2) Establishing a frequent transit network, 3) Developing new types of bus service to attract discretionary riders, and 4) Better coordination with municipal operators and Metrolink;

CONTINUED

3. Develop a campaign to market, promote, and outreach to potential new and discretionary riders about MTA transit services, including but not limited to 1) a revenue-neutral residential TAP bulk purchase program, 2) an incentive to travel during times of excess capacity, and 3) exciting marketing programs such as MTA's recent Red Line Speed Dating event;
  4. Strategies to improve on-time performance, including but not limited to 1) testing all-door boarding, 2) installing stand-alone TAP validators, and 3) working with local jurisdictions to implementing bus-only lanes in key locations and at key times;
  5. Evaluate the reliability of existing rail station countdown clocks and installing countdown clocks at additional rail stations and high-use bus stops;
  6. Develop and utilize a frequent network map;
  7. Other innovative strategies to increase ridership.
- B. Report to the MTA Board in 90 days on the action plan.

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## **ITEM #8**

### **AMENDING MOTION DIRECTOR ANTONOVICH**

The Board of Directors has approved multiple motions over the past five years to increase ridership on our system. These motions have focused on improving different elements of the customer experience, from improving transfer connectivity to other regional operators such as Metrolink and municipal services to improving signage and wayfinding at stations to increasing security on our system.

In support of the motion offered by Chairman Garcetti, Supervisor Solis, and Directors Krekorian and Najarian to request an Action Plan from MTA staff to improve ridership, it is vital that MTA staff also provide a review of all motions made over the past five years to address this issue and present a status update on those motions so that these efforts and their outcomes can be included as part of the Action Plan requested.

It is also important that staff seek information from the public to understand reasons why people do not ride our system so that we can address those issues as well.

**I THEREFORE MOVE** the Board directs the CEO to review all motions made by Directors over the past five (5) years that focus in whole or in part on increasing ridership by improving:

- Customer safety and experience
- System connectivity and improved transfers
- Improved bus and rail service

and report to the Board in 90 days as part of the Action Plan requested in the Garcetti/Solis/Krekorian/Najarian motion a review of these motions, their status and outcomes, and how these motions can be integrated into the Action Plan requested so that prior Board policies are reviewed and considered as part of the staff report.

**I ALSO MOVE** that the Board directs the CEO to include as part of this Action Plan an item that seeks input from the non-transit riding public on their primary reasons for not using transit, and provide recommendations as part of this Action Plan on how to address this input to entice new riders onto the MTA system.

**ATTACHMENT B  
RIDERSHIP INITIATIVES - IMMEDIATE ACTION PLAN**

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
<b>Market Research</b>					
Conduct a survey of Non-riders to determine travel patterns and transportation attributes that are critical to their mode choice	X	X			
Analyze travel patterns of major employment centers, including origins and time of travel	X	X			
Analyze potential tourist ridership opportunities by working with the tourism and convention bureau, major attractions, and hotels	X				
Use social media to better understand the young discretionary rider market and transportation attributes important to them	X				
Prior to implementation of new rail and BRT services, identify potential markets around new stations to assist in marketing/ promotion, first/last mile planning, and bus feeder planning	X			X	
Analyze Owl network ridership and their travel needs		X			
Analyze Senior ridership and their travel needs		X			
Other market research efforts as needed to support other ridership initiatives	X	X			
<b>Service Design</b>					
Analyze successful services and identify best practices to be implemented as applicable throughout the system		X			
Begin implementation of a 15 minute network based on the Strategic Bus Network Plan currently being developed	X	X			
Develop list of experimental services to address gaps in service identified through market research efforts, including new employment shuttles and point to point commuter express services	X	X			
Evaluate Metro Rapid services and develop recommendations to optimize service		X			
Coordination between Operations and Communications units to minimize impacts on ridership due to system maintenance		X		X	
Review and make recommended changes to the Owl service network based on market research		X			
<b>Service Management</b>					
Update SOP's for VO and BOC to ensure consistency, effectiveness		X			
Partner with Rail to develop training module for bus bridge management		X			
Headway based operations on high frequency lines (pilot on Silver Line, Orange Line, Wilshire BRT)		X			
<b>Transit Priorities/Technology</b>					
Pilot All-Door Boarding/Off-Board Fare Payment on Rapid and Silver Lines		X			
Study BRT options for Vermont and North Hollywood to Pasadena service		X			
<b>Safety/Security</b>					
Increase law enforcement and Metro security presence throughout the system, including a new Community Policing Plan and a new Policing contract			X		
Increase public awareness of Customer Code of Conduct and additional public messaging on safety/security			X	X	
Use Transit Watch information to develop targeted campaigns to specific market segments		X			
<b>Customer Amenities</b>					
Implement Wifi on buses and trains for customer amenity, security data feed, and faster TAP autoloads		X			
Improve "Next Vehicle" Information		X		X	
Investigate onboard train amenities such as strap hangers, bike racks/holders, seating configuration options, static vs digital location indicators/maps		X			
Implement a strategic parking management plan that optimizes use for transit riders		X			
Improve customer content and sound quality on Transit Passenger Information Systems (TPIS) and Public Address (PA) Announcements		X		X	
<b>Fare Subsidies</b>					
Explore the option of developing an Off-Peak Downtown LA Rail Pass that offers excess off-peak capacity at a reduced rate	X		X		
Outreach to employers, large education institutions and government agencies to increase sales of Annual Transit Access Pass (ATAP), Business Transit Access Pass (BTAP), and Institutional Transit Access Pass (ITAP)	X		X		X



**RIDERSHIP INITIATIVES - IMMEDIATE ACTION PLAN**

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
<b>Marketing/Outreach/Promotions</b>					
Encourage late night/recreation ridership	X			X	
Develop an interactive frequent network map that shows different service levels depending on the trip and time a rider is planning		X		X	
Pop-up/open streets events to cross-promote Metro for bike/ped/rideshare coordination				X	X
Social media promotions				X	
<b>Partnerships</b>					
Identify and implement a pilot effort with a ridehailing company such as Uber or Lyft to provide first mile connection from home to a transit center, or last mile connection from a transit center to employment center			X		X
Identify and implement a pilot effort with a ridehailing company such as Uber or Lyft to provide first/last mile service to/from a major event or venue event			X		X
Implement promotional event(s) for 2016 Foothill and Expo Line openings	X			X	
Partner with a 3rd party app developer to collect traveller information from their customers			X		X
Work with 3rd party app developers to promote Metro, including cross promotions, providing travel information, service alerts, and other information				X	X
Lead the nation's efforts to identify ways to reverse the national decline in bus ridership, including participating in OCTA's APTA Peer Review on Ridership Trends					X
Establish a panel of peer agencies to review and share ridership trends and strategies to increase ridership					X
Integrate frequent bus network with local street network and transportation plans, including LA City's Mobility Plan					X
Coordinate bus/bicycle planning					X

**ATTACHMENT C**

**RIDERSHIP INITIATIVES - OTHER RIDERSHIP INCREASE STRATEGIES**

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
<b>Service Design</b>					
Consider developing tailored subscription bus service to meet specific major employer travel demand	X	X			
<b>Service Management</b>					
Hire and train additional Vehicle Operations Supervisors to allow for rapid response task forces to be deployed during major service interruptions		X			
Pilot project to control bus bunching on Wilshire BRT using Operator-facing software such as VIA Analytics product		X			
<b>Transit Priorities and Technology</b>					
Explore options for countdown clocks at rail stations and high-use bus stops (Orange Line can serve as a pilot)		X			
Explore options to increase transit priorities for Expo Rail		X			
Install queue jumpers at congested intersections for buses to bypass congestion hot spots		X			
Investigate technology that alerts Operators of waiting passengers at multi-line stops to reduce confusion and pass-ups		X			
Work with jurisdictions to install bus lanes on key transit corridors		X			
<b>Safety and Security</b>					
Enhance CCTV hardware/software and streaming capabilities through Metro operating fleets to provide law enforcement and Metro Security the ability to respond quickly to an incident		X			
Continue to improve and enhance Transit Watch LA app, including providing communication between law enforcement and riders, and tools for faster/direct response in the field		X		X	
Investigate options for permitting of vendors at transit centers			X		
Implementation of Mobile Data Terminal: Enhance safety and security by providing situation awareness for law enforcement and Metro Security to view CCTVs via tablet/smartphones		X			
Increase patrolling of the bus network at strategic locations		X		X	
<b>Customer Amenities</b>					
Attract concessionaires that provide convenience services at rail stations (e.g. dry cleaners, watch repair, fast food, farmers markets, child care, etc.)		X			X
Design facilities and equipment based on the customer preference first, including TVM and faregate orientation, information case placement, etc.		X			
Improve bus shelters (Metro Rapid)		X			
Improve customer content and sound quality on Transit Passenger Information Systems (TPIS) and Public Address (PA) Announcements		X		X	
Improved wait experience at freeway rail stations, including sound barriers, platform barrier doors, better schedule coordination between the Green and Blue, and Green and Silver Lines		X			
Systemwide comprehensive signage makeover		X			
<b>Fare Subsidies</b>					
Partner with Metro Joint Development and other high density residential, mixed-use and affordable housing units to include a transit pass as part of Home Owner Association (HOA) fees	X		X		X

**ATTACHMENT C**

**RIDERSHIP INITIATIVES - OTHER RIDERSHIP INCREASE STRATEGIES**

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
<b>Marketing, Outreach, and Promotions</b>					
Media partnerships to promote Metro				X	
New rider encouragement program to promote services to new residents and employees	X			X	
Social media promotions, including transportation makeover videos, giveaways for participating, promotions ahead of events, etc.				X	
Create an Art Night on the Red Line with temporary art installations at each station in tandem with DTLA Art Walk dates or Art Night Pasadena				X	
Develop an "Amazing Race" type of event, using transit to access locations along a scavenger hunt				X	
Host travelling rail car concert to highlight a specific rail line				X	
Launch fitness themed events (e.g. Metro Bootcamp) that encourages incorporating transit into fitness routines/active lifestyle				X	
Produce rush hour concerts at multiple locations within the system, like the Colburn School				X	
Similar to Speed Dating on the Metro Red Line, activate Metro Mingle with an organized 'Meet-Up' theme				X	
<b>Partnerships</b>					
Partner with ridehailing companies such as Uber or Lyft to allow payment for their services through TAP			X		X

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
<b>Customer Safety and Experience</b>			
O'Connor, La Bonge	2/25/2010	(Item 53) O'Connor Motion that the Metro Board direct staff to work with the Planning and Programming Committee in conjunction with the Ad Hoc Congestion Pricing Committee to examine the problems confronting the Artesia Transit Center with input from the South Bay Sector Council, the South Bay Cities COG and members of the transit riding public in an effort to address the resolution of providing public restroom facilities at select Metro transit centers. LaBonge requested Board discussion at Operations Comm. re removal of restrooms at El Monte Station & restoration of restroom facility at San Fernando Station. Also suggested looking into toilets w/advertising as well as the use of food vendors to increase revenue.	Completed
Yaroslavsky	1/17/2011	(Item 2) Yaroslavsky requested a full report/history on the gating program (EMC).	Completed
Knabe and DuBois	4/28/2011	(Item 23) Knabe-DuBois Motion Analyze potential impact of removing train seats, including standing time, vendor mitigation, bicycle demand, bicyclist alternatives such as station bikes, rentals, shared bikes.	Completed
Board Meeting	8/4/2011	Public Comment - Based on a comment received: Board requested a report back on ITAP negotiations.	Completed
O'Connor	11/16/2011	(Item 14) Prioritization and transfer process of state-owned park and ride lots: O'Connor requested an update, status, and timeline of the Artesia Transit Center.	Completed
Yaroslavsky	2/16/2012	(Item 26) Fare gate locking at selected Metro Rail stations - Yaroslavsky: Report back in one month with a plan that would implement gate locking within 5-6 months.	Completed
Fasana	2/16/2012	(Item 46) Fasana: Consider using cell phone technology for next bus information instead of expensive equipment on platforms.	Completed
Yaroslavsky	7/26/2012	Yaroslavsky Motion: that the CEO convene a Metro Blue Line Task Force with staff and safety/rail experts to investigate and report to the Operations Committee/Board in November 2012 on: 1) Causes for accidents along the Blue Line, including but not limited to adequacy of current safety procedures, operational concerns, structural concerns, signage, and traffic conditions; 2) Potential suicide prevention strategies; 3) Solutions to the issues that are identified as well as plans for implementing those solutions.	Completed
Ridley-Thomas	8/6/2012	(Item 5) Blue Line: Timely Reporting of Accidents and Breakdowns - Ridley-Thomas: Establish public information protocols to report accident and service disruption information when incidents occur. Detailed factual information shall be posted via appropriate websites and social media as available and news media shall be notified. Report back to the board in September.	Completed
Board Meeting	2/20/2013	(Item 13) Budget themes and performance metrics: Wilson - Recommendation for improving the 10% fare evasion.	Completed
Fasana	2/21/2013	(Item 40) Budget themes and performance metrics - Fasana: GO METRO, what are the pros & cons to establish a better target telephone wait time than 2 minutes.	Completed
Fasana	3/21/2013	(Item 37) Fasana: How many operators have had 2 or more red light violations?	Completed
Antonovich	6/27/2013	(Item 77) Antonovich Motion: that the MTA Board of Directors adopts as a standing policy the conducting of an annual independent Safety Culture review of the agency. This review shall: Be procured under the authority of and overseen by the System Safety and Operations Committee with the goal of maintaining independence of the report within the agency; include recommendations for considerations by the Board to improve Safety Culture within the agency. Include a review of roles and responsibilities of the Board to provide top-down leadership in implementing Safety Culture within the agency; Be presented to the System Safety and Operations Committee and Full Board every January for consideration by the Board.	Completed
DuPont-Walker	10/17/2013	(Item 31) LASD Emergency Response Time - DuPont-Walker: What percent of calls are answered by other agencies. Asked that the report would date back to July 2012. Total	Completed
DuPont-Walker	10/17/2013	(Item 42) Gate Latching Schedule - DuPont-Walker: Asked the cost to redesign projects currently in progress.	Completed

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
Krekorian	10/24/2013	(Item 47) Universal City Station Pedestrian Bridge - Krekorian: Informational signage on the bridge indicating the historical significance of the site, insure regular graffiti abatement, graffiti proofing for stairs, elevators & bridge. Add additional vegetation and landscaping for softened visual impact. Continue to reach out to the community and include them in the design process.	Completed
Fasana	1/15/2014	(Item 6) Report for Orange Line Safety/Security - Fasana suggested adding a "green" light indicating the TAP went through. Requested the findings be added to Yaroslavsky's Motion.	Completed
Knabe	1/23/2014	(Item 55) Knabe Motion that the MTA Board instruct the CEO to report back to the Board in March 2014, at a minimum to the EMC Committee and the full Board, with a "top ten" list of ten or more innovative ways to use technology to enhance the customer experience and improve customer access to the Metro bus and rail system, including an evaluation of how these innovations would advance Metro's strategic goals and improve customer service.	Completed
Yaroslavsky and Krekorian	1/23/2014	(Item 6) Yaroslavsky/Krekorian Motion that staff develop options to gate or partially gate all Orange Line Stations and/or other actions as appropriate, that an educational/media campaign regarding TAP be explored, and that signage be placed on or adjacent to the SAVs informing patrons of the need to TAP and the associated fine. Staff should report back at the March Finance, Budget and Audit Committee meeting with a plan of action and status. WE FURTHER MOVE that staff report back to the Board at the March meeting on the status of gating the Exposition Line, Foothill Extension and Crenshaw Line which are currently under construction/design.	Completed
Yaroslavsky and O'Connor	1/23/2014	(Item 70) Motion by Directors Yaroslavsky and O'Connor that Metro prepare a parking utilization study of all our current parking facilities/lots whether owned or leased by Metro and report these findings to the Metro Board within 90 days; and that once the study is complete, Metro develop recommendations on the following: A. how should parking be available and at what cost on a daily, monthly basis; B. which facilities/lots should continue to be used for parking or what portion; and C. where we can expand and create facilities.	Completed
Yaroslavsky and Krekorian	2/27/2014	(Item 70) Yaroslavsky and Krekorian Motion on the Universal City/Studio City Station Overflow Lot that the Board direct staff to: A. implement any temporary safety improvements that Metro can make on its own to the crossing or along the path to the crossing as soon as possible; B. coordinate with City of Los Angeles and other relevant entities to implement further safety improvements to the crossing as soon as possible; C. evaluate the lighting of parking lots at the above-mentioned stations for potential improvements; and D. report back to the Board in 60 days.D) Return at the December Board with an independent review using an outside contractor that includes the following: customer satisfaction survey of Access patrons, review and analysis of projected demand for Access for the next five years, listing of all federal and state funds eligible for Access and their projected uses, funding plan, including cost and demand mitigation strategies, performance and financial review a of Access, including review of their eligibility certification criteria, Access service provided compared to the ADA requirements; longer term strategy and options to apply future service changes to current Access clients. E) Work with Access to incorporate findings and recommendations of the above review into Access operations and budget request for Fiscal Year 2015.	Completed

**Attachment D**  
**Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
EMC	3/20/2014	<p>(Item 37) status report on a "top 10" list of innovative ways to use technology to improve the customer experience and improve customer access to the Metro Bus and Rail Systems - Garcetti and Knabe Motion that the MTA Board of Directors Direct the CEO to:</p> <p>A. Implement a platform to provide real-time inter-modal navigation for mobile devices, including but not limited to:</p> <p>1. The ability for third-party applications to receive real-time transit data (e.g. bus and train arrivals); 2. Indoor and outdoor navigation (e.g. triangulated Wi-Fi underground and Global Positioning System augmentation); 3. Proximity awareness that support concierge services, the physically disabled, and other use cases; B. Evaluate and implement wireless broadband Internet connectivity services across all transportation modes and stations for mobile devices with cellular and Wi-Fi; C. Develop alternative mobile-based payment and concierge services beyond NFC to take touch-less proximity awareness and payments from mobile devices D. Reallocate existing funding previously awarded to similar technology programs outlined above and in MTA's receive-and-file staff report due to the lack of significant regional impact and uncertainty of implementation; this includes the following projects awarded to the City of Los Angeles: 1. Gold Line Wi-Fi; 2. Downtown L.A. Alternatives Green Transit Modes Trial Program; 3. Experience L.A.'s Historic Cultural Neighborhood Connections; E. Incorporate the above into the Board adopted technology investment strategy that is currently being developed; and F. Report back by July 2014, and quarterly thereafter, on the implementation of all of the above.</p>	Completed
DuBois	7/16/2014	<p>(Item 28) response to the December 5, 2013 Board Motion San Fernando Valley Red Line Parking, Multi-Modal Transit Improvements and the January 14, 2014 Motion on Parking Utilization. DuBois requested a report back on the progress regarding the Multi-Modal Transit Improvements in October 2014.</p>	Completed
Solis	1/15/2015	<p>(Item 37) report on System Safety, Security and Operations: Solis asked for more info on outreach to various languages.</p>	In Process
Garcetti, Antonovich and Kuehl	3/26/2015	<p>(Item 55) Garcetti, Antonovich and Kuehl Motion that the Board instruct the CEO to: Task Force A. formalize a multi-departmental Safe Space Task Force, including but not limited to the Communications, Community Relations, Ethics, Human Resources, Information Technology, Operations, Security, and Planning departments. B:Community Input- convene a community roundtable on issues of safe space and sexual harassment to better connect MTA with its customers and inform MTA's response to these issues. C. work with the American Public Transportation Association (APTA) to review national and international best practices for safe space in transit.</p>	In Process

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
<b>Improved Bus and Rail Service</b>			
DuBois	6/18/2009	(Item 54) Receive and file report on FY2009 Third Quarter performance monitoring data. Director Dubois requested: 1) Plan for improving On-Time-Performance; 2) report on what is being done to improve ridership on poor performing lines and; 3) if reducing headways leads to denigration and truncation of ridership which leads to cancellation of a line.	Completed
Villaraigosa	5/20/2010	(Item 45) Villaraigosa Motion that the MTA Board direct the Chief Executive Officer to: A) Meet with the municipal operators and Metrolink to develop a weekly and daily EZ pass usable on all transit services operated within Los Angeles County; B) Develop an enhanced distribution system so that passes are more readily available to the public; C) Create a customer-oriented website and smart phone/personal digital assistant applications that enable patrons to receive rider information, schedule trips, etc. for all transit services operated within Los Angeles County; D) Meet with the municipal operators and Metrolink to identify service duplication, recommend to the MTA Board service restructuring that maintains service in the most cost effective manner, and identify other service restructuring that will make the transit system more convenient.	In process, partially completed
Antonovich	5/27/2010	(Item 79) B.) Analysis of current Metro fare media and fare collection technology to assess potential for implementing a distance/time-based fare policy C.) Assessment of Metro organizational structure, personnel and other strategic changes that would be necessary to implement a distance/time-based fare policy in an effective manner. Analysis of distance/time-based fare policies adopted by other major transit properties in the United States, and their applicability to our Metro bus and rail system D.) Literature review of academic journals since 2000 that have explored the topic of public transit distance/time-based fares  E.) At least three models for how a distance/time-based fare policy on the Metro bus and rail system would be implemented, including the spectrum of pros and cons associated with each model  F.) A timeline for implementing a distance/time-based fare policy for the Metro bus and rail system, both overall and in pieces  G.) Analysis of coordination necessary with other transit agencies and public agencies to implement a distance/time-based fare policyAntonovich Amending Motion as amended by Director Robinson that the MTA Board direct the CEO to return to the Board during the September 2010 Board cycle with a presentation and recommendations on the potential for distance/time-based fares for the Metro bus and rail system, including but not limited to the following elements:	Completed
Villaraigosa, Dubois, Najarian	11/17/2010	(Item 7)Villaraigosa's Motion - Regarding student free fares: Dubois - What is the cost, responsibility, and safety? Najarian - What are the capacity problems for paying customers.	Completed
Villaraigosa, Molina and Wilson	3/24/2011	(Item 20) Motion by Villaraigosa, Molina, and Wilson on Bus Service Changes - Molina requested a report back in April on the following: 1.) Recent service changes; 2.) Future service changes and 3.) Service levels 4.) Service quality 5.) Cost effectiveness; and 6.) Service enhancements.O'Connor requested a confirmation that all major hospitals, schools, and shopping centers are still being serviced.	Completed
Villaraigosa, Molina and Wilson	4/28/2011	(Item 25) Villaraigosa, Molina, and Wilson Motion for additional information pertaining to past, present and future service changes, part 1. Katz: report on feasibility of performing service assessments and adjustments more frequently than every 6 months?	Completed

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
Villaraigosa	5/26/2011	(Item 16) FY2012 Budget. VILLARAIGOSA requested a quarterly report assessing impact of bus cuts over time in terms of degradation of bus system.	Completed
Board Meeting	5/26/2011	(Item 19) Temporary roll-back of the regular Day Pass from \$6 to \$5 for a period of one year and return to the Board in six months with a report.	Completed
Wilson	6/16/2011	(Item 7) Past, present, and future service changes, part 2. Wilson asked about the reinvestment of the \$30 million savings from service cuts	Completed
Knabe and Ridley Thomas	6/23/2011	(Public Comment) Knabe/Ridley-Thomas asked the CEO to take another look at Line 442 and report back.	Completed
Wilson	6/23/2011	Wilson asked about the Impacts of bus size on passenger loads and headways.	Completed
Antonovich	7/20/2011	(Item 26) Antonovich would like the analysis of price vs. demand. The CEO would like the analysis to include Metrolink.	Completed
Villaraigosa	8/4/2011	(Item 62) VILLARAIGOSA BUS MOTION: Strategy and timeline for the TAP card by October 2011 Board meeting. Requested monthly report from compliance manager and recommendations for six corridors for BRT.	Completed
Antonovich	8/4/2011	(Item 63) ANTONOVICH MOTION regarding Free Easy Transit passes to foster youth to be implemented no later than March 1, 2012.	Completed
Ridley-Thomas and Knabe	9/22/2011	(Item 54) Ridley-Thomas and Knabe Motion - Amended to include in the study Line 201 into Glen Oaks Canyon, on a cost neutral basis.	Completed
Board Meeting	10/27/2011	(Item 56) Response to the various elements of the August 2011 Villaraigosa Motion regarding Customer-Oriented, Integrated Bus Service Enhancements and Innovations - Najarian and Wilson Motion: MTA staff report back to the January Operations Committee with a report on the success of the Bay Area Program, including the equipment currently in use, and the feasibility of rolling out this program incrementally in Los Angeles County; and MTA staff provide monthly updates beginning February using the attached matrix on the signature process of the draft reimbursement MOU and any new additions of municipal operators accepting TAP.	Completed
Board Meeting	12/15/2011	(Item 62) VILLARAIGOSA BUS MOTION: B) Provide to the Board by December 2011 a plan to convert the schedule displays in our system stations to provide a countdown timer in lieu of the current arrival schedule, including timeline and cost to accomplish this goal.	Completed
Villaraigosa	1/19/2012	(Item 28) Report of the Chief Communications Officer - Villaraigosa: How do we increase ridership on the lines that are lagging?	Completed
Ridley-Thomas	1/19/2012	(Item 64) Metro Silver Line - Ridley-Thomas: Report back with an analysis of the Silver Line fare structure. In particular, should the fare be on par with other Metro Rail and dedicated bus routes (i.e. Orange Line). Report back on park and ride lot improvements. Fasana: Include issues regarding hazmat.	Completed
Huizar	2/16/2012	(Item 48) Huizar Motion: The CEO establish a working group comprised of six municipal operators of which three are TAP enabled and three that are not TAP enabled along with high level executive MTA staff. The working group shall address the 7 overarching items identified in the Municipal Operator letter dated January 30, 2012. Total	Completed
Villaraigosa	3/22/2012	(Item 36) Civil Rights Progress Update - Villaraigosa: Wants to see the cumulative impact to service cuts.	Completed
EMC	5/17/2012	(Item 30) Implement the Gate Locking Plan and convert all TVM's throughout the Metro Rail system to operate in a TAP only environment - Villaraigosa: Create a working group on how we are going to accelerate and fix this and Light Rail should be included.	Completed



**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
Antonovich	7/26/2012	(Item 79) Antonovich Motion: MTA Board adopts as a policy goal the coordination and synchronization among transit agencies serving Los Angeles County of service change schedules and transfers between transit services to improve our regional transportation system. MTA Board direct the CEO to take at minimum the following actions by September 15th to meet this goal: 1.) Convene the transit agencies that serve Los Angeles County to discuss implementing this goal, 2.) Develop a prioritized list of Metrolink stations, transit hubs and transfer points between agencies to guide decisions on coordinating schedules, 3.) Develop an implementation plan to complete this goal by December 31, 2012, and 4.) Develop an MOU or similar agreement to coordinate when transit agencies schedule their service changes. I FURTHER MOVE that the MTA Board direct the CEO to report back to the Board in September at the System Safety and Operations Committee and Executive Management Committee on the progress toward completing this goal.	Completed
Board Staff Briefing	11/8/2012	Track impact of ExpressLanes on Silver Line ridership and service quality and schedule field trip for Board Staff to examine stations, buses and rail for cleanliness, safety, operations, and maintenance.	Completed
Knabe, Antonovich, and Katz	6/27/2013	(Item 75) Knabe, Antonovich, and Katz Motion - Instruct the CEO to: A) Ensure that any future discussions regarding changes to any fixed-route service include a thorough cost benefit analysis of the impact to our ADA paratransit services. B) Closely coordinate with local transit providers, including municipal dial-a-rides and other paratransit service to assist patrons. C) Identify supplemental federal and state funds, including grants, to augment the Access budget that can be used in the near-term to Grandfather-In current Access clients that now find themselves out of the service area. Total	Completed
Fasana, O'Connor and Bonin Motion	11/20/2013	(Item 7) Fasana, O'Connor and Bonin Motion that the Metro Board directs the CEO to report back in February 2014 with the following: A) identification of two stations for each line which would benefit from implementation of First/Last Mile improvements based on recommendations outlined in Metro's First/Last Mile Study. B) identification of funding to implement the improvements including working with jurisdictions to utilize and/or supplement existing Call Funding without impact to other transit lines. C) coordination and further development of design concepts to prototype a seamless regional First/Last Mile vision for potential implementation at other transit line stations including Crenshaw, Regional Connector and the Westside Subway. O'CONNOR AND DUBOIS AMENDMENT: A) include jurisdictions with rail lines already authorized for construction or presently in operation; and B) allow "sub-regional funding" to be an eligible local source of funding for projects that are eligible under sub-regional fund guidelines and meet the First/Last Mile funding eligibility criteria.	Completed
Krekorian, Garcetti and Yaroslavsky	12/5/2013	(Item 74) Krekorian, Garcetti and Yaroslavsky Motion that the MTA Board instruct the Chief Executive Officer to report back to the board in March 2014 on a long term strategic plan for the North Hollywood and Universal City/Studio City stations that analyzes the following: A) explore options and provide recommendations both long-term and short-term to increase parking availability at the Red Line North Hollywood and Universal City/Studio City stations (at the North Hollywood station, the options to be explored should include but not be limited to the creation of additional parking lots on vacant land, construction of a multi-level parking garage, and providing public parking as part of a joint-development); B) Provide recommendations for potential bicycle and pedestrian improvements at those stations and surrounding areas; C) Evaluate existing connections to the stations from Metro transit as well as other transit lines and make recommendations to either, add, adjust or modify existing services in order to maximize ridership; D) Identify available/potential funding sources for parking facilities, bicycle and pedestrian improvements. AMENDMENT by Fasana: Requested a broader report back including the full range of options for First/Last Mile including policy strategies.	Completed

**Attachment D**  
**Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
Yaroslavsky and Najarian	1/15/2014	(Item 71) Yaroslavsky and Najarian Motion - That MTA work with both UCLA and USC to develop commemorative TAP cards that can be purchased, loaded and ready to use when a ticket(s) is bought through the university. WE FURTHER MOVE that these cards be ready to purchase in time for the Fall 2014 football season and that the option be available for other athletic events.	Completed
Yaroslavsky	3/24/2014	(Introduced Motion) Yaroslavsky Motion - that the Board direct staff to: 1. Prepare studies, tests and analysis for launching Line 588, an express bus connecting the San Fernando Valley and the Westside via the I-405 HOV lanes; and 2. Report back on the status and progress of the preparations at the May 2014 full Board meeting.	Completed
Yaroslavsky motion as amended by Knabe and O'Connor	4/24/2014	(Item 41) Yaroslavsky Motion as amended by KNABE and O'CONNOR that the Board direct staff to: A. prepare studies, tests and analysis for launching Line 588, an express bus connecting the San Fernando Valley and the Westside via the I-405 HOV lanes, as well as a proposed South Bay to Westside express; and B. report back on the status and progress of the preparations at the June 2014 full Board meeting.	Completed
Board Meeting	5/22/2014	(Item 3) Antonovich: 3. Report back to the Board in May 2015 with assessments regarding whether additional funding should be allocated to meet growing demand. B. Direct the Chief Executive Officer to temporarily freeze student fares at their current pricing levels until July 2015 with such a freeze being subject to further evaluation by the APTA-coordinated Transit Ridership Best Practices Task Force. Staff must come back to the board for authorization to unfreeze student fares. Report back at the next meeting on the costs associated with expanding the fare hike freeze to seniors and disabled passengers. C. Direct the Chief Executive Officer to take the following steps in order to decriminalize youth fare evasion on Metro's system. D. Postpone consideration of the proposed 2017 and 2020 fare increases until after the Chief Executive Officer convenes a Transit Ridership Best Practices Task Force, in coordination with the American Public Transportation Association, to provide guidance on fare structuring strategies that optimize MTA's financial performance while minimizing the burden on the system's lowest income riders. The panel should be asked to consider alternative revenue generation strategies as well as provide recommendations on opportunities to expand ridership; and report back to the Board by July 2015 with their recommendations. Formal adoption of the 2017 and 2020 increases should be contingent upon validation of the fare restructuring by the APTA-coordinated Transit Ridership Best Practices Task Force, no other potential revenue streams for bus and rail operations being identified, and a public hearing.	Completed
Bonin and Molina	6/26/2014	(Item 70) Bonin and Molina Motion to launch in August 2014, a multi-lingual advertising campaign promoting fare subsidy programs on Metro buses, on Metro rail cars, and at Metro stations prior to the increase in Metro fares; and to report at the July 2014 Board with a status report on when the full public relations campaign will launch, and with a demonstration of what the promotions will look like; and report back in September 2014, as previously directed, on other potential strategies to increase awareness of and use of the subsidy programs, and with recommendations on how to make the application process easier and more accessible to the transit-dependent. Report back in September 2014, as previously directed, on other potential strategies to increase awareness of and use of the subsidy programs, and with recommendations on how to make the application process easier and more accessible to the transit-dependent.	Completed
Garcetti, O'Connor and Bonin Motion	7/24/2014	(Item 28) Garcetti, O'Connor and Bonin Motion: that the MTA Board direct the CEO to: A. develop pre-certification criteria for qualified carshare operators; B. work with a qualified carshare operator to immediately initiate a carshare pilot program at a minimum of five select Park & Ride lots; C. in conjunction with the Comprehensive Parking Assessment, develop and initiate a long-term carshare program at appropriate Park & Ride lots, including those that currently exist, are under construction, and are planned; and D. report back at the October 2014 MTA Board meeting on all the above.	Completed

**Attachment D**  
**Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
Garcetti	7/24/2014	(Item 71) Garcetti Motion that the MTA Board direct the CEO to: A. convene a one-day roundtable in October 2014 of industry leaders from all sectors to discuss lessons learned on the utilization of technology to improve the customer experience for all travel modes; this includes, but should not be limited to experts and/or representatives from the transit, technology, academic, bikesharing, carsharing, and automotive industries; B. immediately begin implementation of a pilot to allow for the loading of fare value to TAP cards via a smart phone through phone app technology and begin the development and testing phase by March 2015 with final pilot implementation by July 2015; and C. report back by September 2014 on the status of the technology initiative full-time employee position that was approved by the MTA Board in 2014-2015 fiscal year budget.	Completed
DuBois, Knabe, Fasana	11/13/2014	F. Establishing a TAP purchase program that provides passes to occupants of MTA joint developments. This purchase program could be modeled on MTA's Business TAP program, making passes available for purchase in whole or shared by entities including but not limited to occupants, property owners, and property managers. DUBOIS AMENDMENT: Instruct the CEO to pursue any appropriate opportunities to collaborate with local jurisdictions on pursuing Affordable Housing in advance of returning with this assessment. KNABE AMENDMENT: To provide cost estimates for C through F. FASANA AMENDMENT: As part of the Joint Development TAP Purchase Program, imbed the cost of TAP cards into the cost of affordable housing.	Completed
Garcetti, DuPont-Walker, Knabe and Butts	2/26/2015	(Item 21) Garcetti, DuPont-Walker, Knabe and Butts Motion that the Board direct the CEO to evaluate options for improving the connection between the Silver Line and service operating into South Bay communities via the Harbor/Gateway Transit Center, including: A. direct routing of Silver Line trips into Palos Verdes and San Pedro; B. improved frequencies on local services, including Lines 246 and 344, for better connections with the Silver Line; C. timed transfers and improved on time performance to ensure connections are met; D. evaluation should be based on the demand for the connection by time of day and day of week, and address fare pricing implications, resource and other requirements, ridership impacts, and implementation schedule; and E. report back with the findings on all the above by the June 2015 Regular Board meeting. Amended by Butts and DuPont-Walker: Instruct staff to coordinate these efforts with the South Bay Municipal Operators including Torrance, Gardena, Beach Cities Transit, and other relevant stakeholders to avoid the potential of service duplications, customer confusion and cost overruns.	Completed
Garcetti, Krekorian, Najarian and Solis Motion	3/26/2015	(Item 8) Garcetti, Krekorian, Najarian and Solis Motion that the Board instruct the CEO to: A. develop an action plan to address the downward trend in ridership. The plan should include: 1. evaluate existing travel demand and identify new ridership opportunities; 2. optimizing the existing transit network, including but not limited to: a) Improving bus service between rail service and key destinations, b) Establishing a frequent transit network, c) Developing new types of bus service to attract discretionary riders, and d) Better coordination with municipal operators and Metrolink; 3. develop a campaign to market, promote, and outreach to potential new and discretionary riders about MTA transit services, including but not limited to 1) a revenue-neutral residential TAP bulk purchase program, 2) an incentive to travel during times of excess capacity, and 3) exciting marketing programs such as MTA's recent Red Line Speed Dating event; 4. strategies to improve on-time performance, including but not limited to 1) testing all-door boarding, 2) installing stand-alone TAP validators, and 3) working with local jurisdictions to implementing bus-only lanes in key locations and at key times; 3. evaluate the reliability of existing rail station countdown clocks and installing countdown clocks at additional rail stations and high-use bus stops; 4. develop and utilize a frequent network map; 5. other innovative strategies to increase ridership; and B. report to the MTA Board in 90 days on the action plan.	In process

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
<b>System Connectivity and Improved Transfers</b>			
Antonovich	12/15/2011	(Item 48) Antonovich Motion: A) Develop a partnership with the theme parks (e.g. Six Flags Magic Mountain, Universal Studios, Knott's Berry Farm, Disneyland) and entertainment industry (i.e. Warner Brothers) to review and make recommendations on how MTA can provide a better customer experience when using our system, and report back to the board within 90 days on this effort. B) Provide to the Board by December 2011 a plan to convert the schedule displays in our system stations to provide a countdown timer in lieu of the current arrival schedule, including timeline and cost to accomplish this goal. C) Provide to the Board by January 2012 a review of all signage at our MTA stations with recommendations on how to enhance system signage to help our customers use the system more effectively and make transfers easier. E) Provide to the Board by January 2012 an update with recommendations on how purchasing fare media to use the MTA system could be made more customer friendly. F) Provide to the Board by March 2012 a review of other major transit properties in the country with recommendations on other ideas currently in place nationally that could improve the customer experience using the MTA bus and rail system.	Completed
Villaraigosa, DuBois, O'Connor, Wilson, and Huizar Motion	2/16/2012	(Item 31) Villaraigosa, DuBois, O'Connor, Wilson, and Huizar Motion: The MTA Board of Directors adopt and direct the CEO to use the following framework to improve existing and future stations along the MTA rail system: A.) Signage and Way-finding, B.) Station Park & Ride, C.) Noise Abatement, D.) Transit Oriented Development, E.) Funding. Improving/Enhancing Bus and Rail Stations - Knabe: Report back on how we could do a better job of notifying passengers about delays and other problems.	In Process
Antonovich and Molina	12/13/2012	Antonovich and Molina Motion: Report back in January regarding the performance of the Silver Line. 1.) What changes have been made to the service? 2.) What actions have been taken thus far? 3.) Those responsible be held accountable. 4.) What is the correction plan?	Completed
La Bonge	6/27/2013	La Bonge Motion: Asked that the Board instruct the CEO to develop a plan for increased wayfinding signage around the 7th/Metro station to communicate the location of the Metro Red Line to pedestrians in the area.	Completed
Bonin, O'Connor and Ridley-Thomas	10/24/2013	(Item 64) Bonin, O'Connor and Ridley-Thomas Motion: That the Board direct the CEO to convene a working group with Big Blue Bus and Culver City to: A) identify existing bus routes that will service Expo Phase 2 rail stations; B) evaluate how these routes and schedules can be augmented to seamlessly integrate bus service with the new rail line; and C) explore other methods for improving transit connections to the rail stations, such as wayfinding signage and bus stop location. WE FURTHER MOVE that staff present the findings and recommendations of the working group to the Board for consideration at the February 2014 Board meeting.	Completed
Yaroslavsky	11/20/2013	(Item 18) Yaroslavsky and Krekorian Motion that staff evaluate options for increased fare collections along the Orange Line and report back before the Board in 90 days and that all alternatives be studied including but not limited to : gating, installation of fare boxes, validators, increased signage: and FURTHER that staff report back to the Board at the January meeting on estimated fare evasion, exists.	Completed
Board Meeting	11/20/2013	LA Times article dated February 11, 2014 on fare evasion: Fasana requested more information on how the following contribute to "misuse" and what MTA can do to mitigate it: signage/wayfinding, constraints in optimal placement at stations of tap equipment, wait cues for TAPPING, and lack of visual feedback when TAPPING correctly.	Completed

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
<b>Attract New Riders</b>			
Fasana	2/18/2010	(Item 26) Customer Preference Survey. Director Fasana suggested a focus group of non-users.	Completed
Fasana	11/18/2010	(Item 3) Metro Research Program: Fasana - requested future report on promising corridors/strategies for gaining ridership.	Completed
Cano/Staff Briefing	11/8/2012	TAP Update - includes item 12: Cano - Complete overview of strategic opportunities to integrate TAP into other cards including the Los Angeles Library ID card.	Completed
Wilson	11/14/2012	(Item 10)Wilson: Staff report on how ridership was affected last month when gas prices increased by 20%.	Completed
Yaroslavsky, Krekorian and O'Connor	9/18/2014	(Item 77) Yaroslavsky, Krekorian and O'Connor Motion that the Board direct staff to: A. rename Metro Express Bus Line 788 as the "Valley-Westside Express" B. develop a strategy to promote and advertise the line in coordination with the communities, businesses and institutions that will be affected by the service, using Metro's traditional methods and also taking advantage of social media outlets, on-site advertising and other creative methods of branding and public outreach; and C. report back with plans and a timetable for promoting the line at the November 2014 full Board meeting.	Completed
Najarian	11/13/2014	(Item 40) Najarian Motion: A. direct staff to explore establishing new bus service between the North Hollywood Red/Orange Line Stations, through Bob Hope Airport, and the Lake Avenue Pasadena Gold Line Station and report back at the January Board Meeting on the proposed route; and B. explore funding sources, including but not limited to Congestion Mitigation and Air Quality Improvement Program with startup service beginning in February 2015.	Completed
Bonin	2/26/2015	(Item 50) analysis of latest on-board customer satisfaction survey results including sexual harassment responses - Bonin asked that in future surveys a question be added asking people if they are aware of Metro's low income subsidy program.	Completed



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**File #:** 2015-0529, **File Type:** Oral Report / Presentation

**Agenda Number:**

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**EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 18, 2015**

**SUBJECT: MONTHLY STATE AND FEDERAL LEGISLATIVE REMARKS**

RECEIVE oral Federal/State Affairs update.

**DISCUSSION**

This report was prepared on June 5, 2015 and will be updated with more current information at the Executive Management Committee on June 18, 2015.

Chairman Garcetti and members of the committee, I am pleased to provide an update on a number state legislative items.

**Metro's Ballot Measure Authorization Legislation Approved in the State Senate**

SB 767 (De Leon), which would authorize Metro to place a sales tax measure on a future ballot was approved in the State Senate. The bill has been amended to incorporate legislation from last year, SB 1037 (Hernandez). The Board of Directors adopted a Work with Author position on that measure. The measure will now be moved to the Assembly and will soon be considered in the Assembly Transportation Committee.

**AB 194 High Occupancy Toll (HOT) Lanes Authorization Process Legislation Passes the Assembly**

AB 194 (Frazier), which would re-open the process at the California Transportation Commission (CTC) to approve HOT lanes, passed the Assembly. This bill is modeled on legislation sponsored by Metro last year and would allow local agencies to apply to the CTC for permission to operate HOT lanes projects such as Metro's ExpressLanes. The bill will now be transmitted to the Senate and will proceed through the committee process in the Senate.

**State Budget Update**

The Budget Conference Committee has begun meetings this week. The following is an update of a few key issues.

**Cap and Trade Funding Proposals**

Staff are pursuing an opportunity to carve out some cap and trade funds which could be controlled by local transportation authorities. The Strategic Growth Council recently allocated a disproportionately lower amount of Affordable Housing

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funds to Southern California. The transportation commissions in Southern California are seeking to create a carve out of some cap and trade funds to be allocated by local agencies similar to legislation that was previously considered by the Legislature. Staff are working with the Southern California Association of Government and the commissions in our region to advance this issue. Additionally, language has been included in the Assembly Budget proposal to allocate \$25 million in cap and trade funds to subsidize student transit passes. This provision is being sponsored by MoveLA and other organizations.

#### Transportation Loan Repayment

Staff are working to secure language in the State Budget that would ensure that specific transportation loans are included in the repayment of transportation loans. The specific program to be included is the Traffic Congestion Relief Program and would allow Metro to seek repayment of funds due to the East San Fernando Valley North/South project.

#### **Transportation Funding Proposals Advance**

Both the Senate and Assembly are considering legislative proposals to address the Governor's challenge to fund the state of good repair needs of the State Highway System. A number of proposals have been introduced in each house. These proposals not only deal with the challenges to the State system but also address the funding needs of the local street and road system. Staff will be presenting two of these proposals to the Board for their consideration in the June meeting cycle.

\*Comments will be updated at Committee meeting.

This report was prepared on June 5, 2015 and will be updated with more current information at the Executive Management Committee on June 18, 2015.

Chairman Garcetti and members of the committee, I am pleased to provide an update on a number federal transportation issues.

#### **114<sup>th</sup> Congress - Surface Transportation Authorization Bill:**

Metro is working closely with Senator Boxer, the Ranking Member of the Senate Environment and Public Works Committee, to ensure that the mark-up being held on June 24<sup>th</sup> in her committee reflects the goals of our 2015 Board-approved federal legislative program. Likewise, we are working with U.S. Representatives Grace Napolitano (D-32) and Janice Hahn (D-44) [who both serve on the House Transportation and Infrastructure Committee] and other key transportation stakeholders in the House, both Democrats and Republicans, to advance our Board-approved federal legislative priorities in the final version of the next surface transportation bill.

#### **PEPRA/13(c)**

As we reported last month, Metro continues to work closely with key stakeholders at the U.S. Department of Transportation, U.S. Department of Labor and the U.S. Congress to favorably resolve the longstanding PEPRA/13(c) impasse. On May 7, 2015 the U.S. Department of Labor communicated to us a willingness to certify grants with payments made prior to January 1, 2015. While this is movement on this issue - it does not represent a full and fair resolution to this issue - which is jeopardizing hundreds of million in federal funds for key programs and projects at our agency. We are focusing our attention on securing an agreement by Department of Labor Secretary Perez to certify our grants without delay. This effort includes, but is not limited to, working with our partners in the Los Angeles County Congressional Delegation. Lastly, we are grateful that our Board of Directors recently signed a letter to Secretary Perez urging his assistance in resolving the PEPRA/13(c) matter without delay.

#### **Fiscal Year 2016 Appropriations Process:**

The U.S. House Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development and

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the full Committee on Appropriations have both approved the transportation spending bill for Fiscal Year 2016. As has been previously noted, funding for the popular TIGER grant program is set at \$100 million in the bill, equal to what the House Committee on Appropriations set aside for the grant program last year, but \$400 million less than the enacted level ultimately approved by both the House and Senate last year. According to a document released by the committee, "the bill provides over \$40.2 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program. This is equal to the Fiscal Year 2015 level. The bill provides \$10.7 billion for the Federal Transit Administration (FTA) - \$161 million below the fiscal year 2015 enacted level. Transit formula grants total \$8.6 billion, which is consistent with the MAP-21 authorization legislation, to help local communities build, maintain, and ensure the safety of their mass transit systems. This funding is contingent on the enactment of new transportation authorization legislation, as the current authorization expires this year." The bill funds the U.S. Department of Transportation's Capital Investment Grant Program (New Starts) at \$1.9 billion, which is less than the amount Congress appropriated for the program last year (\$2.1 billion). We expect the Senate to act on their transportation spending measure for Fiscal Year 2016 in the months ahead.

We are working with House and Senate appropriators to ensure that our New Starts projects again receive funding, consistent with their pre-existing Full Funding Grant Agreements, in the Fiscal Year 2016 transportation spending measures. We are also working to ensure that Congress fully funds Section 2 of the Purple Line Extension, which was recommended for a Full Funding Grant Agreement in the President's Fiscal Year 2016 Budget that was released last month.

**America Fast Forward Transportation Bond Initiative:**

We are very pleased that the Brookings Institute included our America Fast Forward Transportation Bonds proposal in a recent paper they recently released. This support, in addition to the backing we have from over 200 Mayors across America and over 260 Chambers of Commerce, bodes well for our effort to have this new bond program integrated into the next surface transportation bill.

**Local Hire - Appropriations and Authorization Tracks:**

As previously noted, during the 113<sup>th</sup> Congress we worked closely with Congresswoman Karen Bass (D-CA) on our Board-adopted Local Hire initiative. Thankfully, Congresswoman Bass successfully included language reforming federal Local Hire rules in the omnibus spending bill (H.R. 83) adopted during the very last days of the congressional session. The language, in part, allows for local hiring for transportation projects using Federal Fiscal Year 2015 funds. In September of 2011, our Board of Directors amended our America Fast Forward initiative to include reforming federal Local Hire rules as a major goal for our agency.

At present, we are working closely with the U.S. Department of Transportation and Members of Congress, like Congresswoman Bass and senior Transportation and Infrastructure Committee member - Congresswoman Grace Napolitano (D-32) to advance this issue. Our ultimate goal is to include reforms to current Local Hire rules in the next long-term surface transportation authorization bill.

Earlier this year, the Obama Administration announced that they will be launching a [one year pilot program](http://simplesend.com/simple/t.asp?S=336&ID=76893&NL=4423&N=94597&SI=2291655&URL=http://libraryarchives.metro.net/DB_Attachments/150303_US_DOT_Local_Hire_Fact_Sheet.pdf) [to permit local hiring for projects funded through FHWA and FTA](http://simplesend.com/simple/t.asp?S=336&ID=76893&NL=4423&N=94597&SI=2291655&URL=http://libraryarchives.metro.net/DB_Attachments/150303_US_DOT_Local_Hire_Fact_Sheet.pdf). Metro has submitted a letter of support for this program to USDOT and looks forward to being a leading participant in the Obama Administration's one year pilot program - for construction projects and rolling stock as well.

**TIGER**

Earlier this year, United States Department of Transportation Secretary Anthony Foxx announced that \$500 million will be made available under the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program.



TIGER grants are for capital transportation projects that will have a significant impact on the nation, a region, or metropolitan area. Grant awards in a single state, for projects in both urban and rural areas, cannot exceed a combined total of \$125 million. Last year, the average grant for projects in urban areas was about \$14 million.

TIGER is a highly competitive discretionary grant program that supports innovative projects, including multi-modal and multi-jurisdictional projects, which are difficult to fund through traditional federal programs. Since 2009, the TIGER grant program has provided a combined \$4.1 billion to 342 projects in all 50 states, the District of Columbia and Puerto Rico. Demand has been overwhelming, and during the previous six rounds, the Department received more than 6,000 applications requesting more than \$124 billion for transportation projects across the country. Two Metro projects were selected for a funding award last year for a combined total of about \$22 million.

We are planning to submit TIGER grant applications for the All Door Bus Boarding Project and for the Rail to Rail Active Transportation Project along the Metro-owned right of way in South Los Angeles.

We will be coordinating closely with Board members, members of the Los Angeles County Congressional Delegation and key stakeholders to increase our prospects for securing TIGER grants for these projects.

Lastly on the TIGER grant front, we would like to emphasize that we very much appreciate Congresswoman Maxine Waters (CA-43) and her efforts to expand the TIGER program. Congresswoman Waters recently gathered over 146 Members of Congress in signing a support letter, urging to the Chairman and Ranking Member of the Subcommittee on Transportation and Housing and Urban Development (T-HUD) Appropriations the expansion of the TIGER program with the full funding of the President's request for \$1.25 billion for TIGER in fiscal year 2016, as part of an expanded TIGER program that provides \$7.5 billion over 6 years TIGER received \$500 million in fiscal year 2015.

#### **POSITIVE TRAIN CONTROL**

Late last month, four U.S. Senators introduced legislation that would extend the national implementation deadline for Positive Train Control from later this year to December 31, 2020. The legislation (S.650), entitled the Railroad Safety and Positive Train Control Extension Act, was introduced by U.S. Senators Roy Blunt (R-MO), Bill Nelson (D-FL), Claire McCaskill (D-MO) and John Thune (R-SD) and was referred for action to the Senate Committee on Commerce, Science and Transportation.

The [Rail Safety Improvement Act \(RSIA\)](http://simplesend.com/simple/t.asp?S=336&ID=76939&NL=4423&N=94644&SI=2291655&URL=http://www.fra.dot.gov/Page/P0395) <<http://simplesend.com/simple/t.asp?S=336&ID=76939&NL=4423&N=94644&SI=2291655&URL=http://www.fra.dot.gov/Page/P0395>>, which was enacted in 2008, mandated that railroads implement Positive Train Control by December 31, 2015. In the aftermath of the September 12, 2008 Metrolink Chatsworth train accident, Metro and Metrolink worked very closely with U.S. Senators Dianne Feinstein (D-CA) and Barbara Boxer (D-CA) to ensure that the RSIA included strong Positive Train Control provisions, included the December 31, 2015 implementation deadline. At present, Metrolink is leading the nation on installing Positive Train Control by launching a Positive Train Control Revenue Service Demonstration along their San Bernardino Line. The San Bernardino Line traverses the cities of Los Angeles, Alhambra, Rosemead, El Monte, San Dimas, Baldwin Park, Covina, Pomona, Claremont, Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino along with unincorporated areas of Los Angeles and San Bernardino counties.

Most recently, the U.S. Senate Committee on Commerce, Science, and Transportation approved the Railroad Safety and Positive Train Control Extension Act ([S.650](http://simplesend.com/simple/t.asp?S=336&ID=77283&NL=4423&N=95064&SI=2291655&URL=https://www.congress.gov/114/bills/s650/BILLS-114s650is.pdf) <<http://simplesend.com/simple/t.asp?S=336&ID=77283&NL=4423&N=95064&SI=2291655&URL=https://www.congress.gov/114/bills/s650/BILLS-114s650is.pdf>>).

In response to the introduction of S. 650 - U.S. Senator Dianne Feinstein has introduced S. 1006. This legislation, entitled the Positive Train Control Safety Act would, if adopted into federal law, extend the national deadline to implement Positive Train Control (PTC) by one year extensions up and until 2018. The deadline would be extended from December 31, 2015 to December 31, 2016, inclusive of two additional one year increments provided approval is granted by the Federal Railroad Administration. We are recommending - through a formal Board Report - that our Board adopt a support position with respect to S. 1006.

Metro will continue to closely track this legislation and work with our Los Angeles County Congressional Delegation to ensure that any PTC-related legislation achieves three important goals:

1. Safeguards PTC standards and ensures that they are not diminished.

2. Ensures that interoperability of PTC remains a priority for the federal government.
3. Creates incentives to encourage timely implementation of PTC systems.

We have and will continue to closely collaborate with Metrolink on this and other key rail safety matters.

**Conclusion:**

Chairman Garcetti and members of the committee, thank you for your attention to the issues addressed in this report. This concludes my remarks before the committee. I would very much welcome the opportunity to respond to any questions members of the committee may have on this update or any other matter.

Prepared by: Michael Turner, Government Relations Director, State Affairs  
Raffi Hamparian, Government Relations Director, Federal Affairs

Reviewed By: Ann Kerman, Interim Chief Communications Officer

Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 2</b> <b>(Alejo)</b> D-Parajo and Salinas Valley</p> <p>Community revitalization authority.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	<p>Monitor</p>	<p>4/23/2015-A. AP PR. 4/23/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>
<p><b>AB 4</b> <b>(Linder)</b> R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p>	<p>Monitor</p>	<p>1/16/2015-A. TR ANS. 4/9/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix

<p><b>AB 6</b> <b>(Wilk) R</b></p> <p>Bonds: transportation: school facilities.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, 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 construction of school facilities for K-12 and higher education. <b>The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.</b></p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>
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Los Angeles County Metropolitan Transportation Authority  
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<p><b>AB 8 (Gatto) D</b></p> <p>Emergency services: hit-and-run incidents.</p>	<p>Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing. This bill would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspects vehicle. <b>The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.</b></p>	<p>Monitor</p>	<p>3/24/2015-A. PU B. S. 3/24/2015-From committee: Do pass and re- refer to Com. on PUB. S. (Ayes 16. Noes 0.) (March 23). Re- referred to Com. on PUB. S.</p>
<p><b>AB 21 (Perea) D</b></p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. <b>This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.</b></p>	<p>Monitor</p>	<p>1/16/2015-A. NA T. RES. 4/13/2015-In committee: Hearing postponed by committee.</p>

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<p><b>AB 23 (Patterson) R</b></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. <b>This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</b></p>	<p>Monitor</p>	<p>3/23/2015-A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p><b>AB 24 (Nazarian) D</b></p> <p>Transportation network companies: public safety.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. <b>This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</b></p>	<p>Monitor</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-Re-referred to Com. on TRANS.</p>

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<p><b>AB 28 (Chu) D</b></p> <p>Bicycle safety: rear lights.</p>	<p>Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction. This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist. <b>By revising the definition of a crime, the bill would impose a state-mandated local program. The bill would also include a statement of legislative findings and declarations. This bill contains other related provisions and other existing laws.</b></p>	<p>Monitor</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-Re- referred to Com. on TRANS.</p>
<p><b>AB 33 (Quirk) D</b></p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. <b>This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</b></p>	<p>Monitor</p>	<p>4/7/2015-A. NAT. RES. 4/7/2015-Re- referred to Com. on NAT. RES.</p>

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<p><b>AB 156</b> <b><u>Perea D</u></b></p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015-A. AP PR. 4/20/2015-Re-referred to Com. on APPR.</p>
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<p><b>AB 194</b> <b>Frazier D</b></p> <p>High-occupancy toll lanes.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/14/2015-A. AP PR. 4/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.</p>
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<p><b>AB 210</b> <b><u>Gatto D</u></b></p> <p>High-occupancy vehicle lanes: County of Los Angeles.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	<p>WORK WITH AUTHOR</p>	<p>4/15/2015-A. AP PR. SUSPENSE FILE 4/15/2015-In committee: Set, first hearing. Referred to suspense file.</p>
<p><b>AB 227</b> <b><u>Alejo D</u></b></p> <p>Transportation funding.</p>	<p>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.</p>	<p>Monitor</p>	<p>4/16/2015-A. BU DGET 4/16/2015-Re-referred to Com. on BUDGET.</p>

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<p><b>AB 318</b> <b><u>Chau D</u></b></p> <p>Lost money and goods: restoration to owner.</p>	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. This bill would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead turned in to the public transit agency. The bill would provide 30 days for the owner to return and claim the property under specified rules and if the property is not claimed within 30 days, the public transit agency would be authorized to dispose of the property to a charitable organization. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/15/2015-A. AP PR. 4/15/2015-Re-referred to Com. on APPR.</p>
<p><b>AB 326</b> <b><u>Frazier D</u></b></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor. This bill would make technical, nonsubstantive changes to the latter provisions and delete obsolete provisions. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. L. &amp; E. 4/22/2015-Re-referred to Com. on L. &amp; E.</p>
<p><b>AB 338</b> <b><u>Hernández, Roger D</u></b></p> <p>County transportation commissions: Los Angeles County.</p>	<p>The County Transportation Commissions Act provides for the creation of county transportation commissions with specified powers and duties in the southern California region, including Los Angeles County. The act makes various legislative findings regarding the transportation needs of the region. The bill would make an additional legislative finding that transportation resources should be equitably distributed within Los Angeles County.</p>	<p>OPPOSE</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 3.) (April 22). Re-referred to Com. on TRANS.</p>

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<p><b>AB 457</b> <b>Melendez R</b> High-occupancy vehicle lanes.</p>	<p>Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/20/2015-In committee: Hearing postponed by committee.</p>
<p><b>AB 464</b> <b>Mullin D</b>  Transactions and use taxes: maximum combined rate.</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.</p>	<p>Monitor</p>	<p>4/14/2015-A. L. GOV. 4/14/2015-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV.</p>
<p><b>AB 471</b> <b>Harper R</b>  Employment.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.</p>	<p>Monitor</p>	<p>2/23/2015-A. PRINT 2/24/2015-From printer. May be heard in committee March 26.</p>
<p><b>AB 518</b> <b>Frazier D</b>  Department of Transportation.</p>	<p>Existing law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>3/5/2015-A. TRA NS. 3/5/2015-Referred to Com. on TRANS.</p>

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<p><b>AB 584</b> <b><u>Cooley D</u></b></p> <p>Public employee retirement systems.</p>	<p>Existing law creates the Joint Legislative Retirement Committee, prescribes the composition of the committee, and requires the committee to study and review the benefits, programs, actuarial condition, practices, investments and procedures of, and all legislation relating to, retirement systems for public officers and employees in this state as well as trends in the field of retirement. Existing law requires a copy of each bill that affects any public employee retirement system to be transmitted to the committee. Existing law requires the committee to establish a board of experts, the composition of which is prescribed, and to retain an independent actuary as a consultant to the board of experts. Existing law makes a statement of legislative findings in this regard. This bill would rename the committee the Joint Pension Administration and Sustainability Committee and, in addition to the duties described above, would require the committee to make reports and recommendations to the Legislature on these retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill. The bill would require the committee to retain a legal advisor recognized for expertise in pension and investment law and an academician from a California university with recognized expertise in investing, pension administration, and the operation of financial markets to act as consultants to its board of experts. The bill would revise the statement of legislative findings associated with these provisions.</p>	<p>Monitor</p>	<p>4/8/2015-A. RLS  4/8/2015-From committee: Do pass and re-refer to Com. on RLS. (Ayes 6. Noes 0.) (April 8). Re-referred to Com. on RLS.</p>
<p><b>AB 620</b> <b><u>Hernández, Roger D</u></b></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>Existing law authorizes a value-pricing and transit development program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would instead require LACMTA, in implementing the program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.</p>	<p>Oppose</p>	<p>3/9/2015-A. TRA NS. 3/9/2015- Referred to Com. on TRANS.</p>

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<p><b>AB 726</b> <b><u>Nazarian D</u></b></p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.</p>	<p>SUPPORT</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-From committee: Do pass and re- refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on TRANS.</p>
<p><b>AB 754</b> <b><u>Ridley-Thomas D</u></b></p> <p>Taxation.</p>	<p>The Corporation Tax Law imposes a franchise tax measured by, or according to, net income of a corporation doing business within the limits of this state, including a minimum franchise tax on specified corporations, as provided. The provisions of the Personal Income Tax Law generally apply to the income of an individual or partnership, imposing a tax on individuals at graduated rates. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.</p>	<p>SUPPORT</p>	<p>2/25/2015-A. PR INT 2/26/2015-From printer. May be heard in committee March 28.</p>

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<p><b>AB 755</b> <b>Ridley-Thomas D</b></p> <p>Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.</p>	<p>Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.</p>	<p>SPONSOR</p>	<p>5/14/2015-A. REV. &amp; TAX SUSPENSE FILE 5/14/2015-Referred to Com. on REV. &amp; TAX.</p>
<p><b>AB 779</b> <b>Garcia, Cristina D</b></p> <p>Environmental quality: transit priority areas.</p>	<p>(1) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would instead provide that the transportation impact related to greenhouse gas emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. NAT. RES. 4/21/2015-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on NAT. RES.</p>

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<p><b>AB 857</b> <b>Perea D</b></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 80% or \$100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/16/2015-A. NA T. RES. 4/16/2015-Re- referred to Com. on NAT. RES.</p>
<p><b>AB 869</b> <b>Cooper D</b></p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/14/2015-A. AP PR. 4/14/2015-Re- referred to Com. on APPR.</p>



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<p><b>AB 877</b> <b><u>Chu D</u></b></p> <p>Transportation.</p>	<p>Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 13 members, composed of 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, one member appointed by the Senate Committee on Rules, and, as ex officio nonvoting members, one Member of the Assembly and one Member of the Senate. This bill would expand the commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/6/2015-Re- referred to Com. on TRANS.</p>
<p><b>AB 914</b> <b><u>Brown D</u></b></p> <p>Toll facilities: County of San Bernardino.</p>	<p>Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under certain circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would authorize the San Bernardino County Transportation Commission to construct and operate certain transportation facilities, as defined, on State Highway Routes 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues. The bill would require the commission to report to the Legislative Analyst on specified matters within 3 years of commencement of toll collection on a facility constructed under the bill. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/9/2015-A. TRA NS. 4/9/2015-Re- referred to Com. on TRANS.</p>

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<p><b>AB 952</b> <b><u>Garcia,</u></b> <b><u>Cristina D</u></b></p> <p>Local government: cities: special districts: governing boards: vacancies.</p>	<p>Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. E. &amp; R. 4/21/2015-Re-referred to Com. on E. &amp; R.</p>
<p><b>AB 1068</b> <b><u>Allen,</u></b> <b><u>Travis R</u></b></p> <p>California Environmental Quality Act: priority projects</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/19/2015-A. NA T. RES. 4/6/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

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<p><b>AB 1087</b> <b><u>Grove R</u></b></p> <p>Greenhouse Gas Reduction Fund: high-speed rail.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan. This bill would provide that the continuous appropriations from the fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p><b>AB 1098</b> <b><u>Bloom D</u></b></p> <p>Transportation: congestion management.</p>	<p>Existing law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/16/2015-In committee: Hearing postponed by committee.</p>
<p><b>AB 1138</b> <b><u>Patterson R</u></b></p> <p>High-speed rail: eminent domain</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction. The bill, for these purposes, would instead define "usable segment" as a portion of a corridor, as defined, that includes at least 2 stations and shall be used to operate high-speed train service, as specified. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>

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<p><b>AB 1171</b> <b><u>Linder R</u></b></p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. TR ANS. 4/22/2015-Re- referred to Com. on TRANS.</p>
<p><b>AB 1250</b> <b><u>Bloom D</u></b></p> <p>Vehicles: buses: gross axle weight</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.</p>	<p>Monitor</p>	<p>4/20/2015-S. RL S. 4/20/2015-In Senate. Read first time. To Com. on RLS. for assignment.</p>
<p><b>AB 1265</b> <b><u>Perea D</u></b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.</p>	<p>SUPPORT</p>	<p>4/14/2015-A. AP PR. 4/14/2015-From committee: Do pass and re- refer to Com. on APPR. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on APPR.</p>

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<p><b>AB 1347</b> <b><u>Chiu D</u></b></p> <p>Public contracts: claims.</p>	<p>(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. A. &amp; A.R. 4/22/2015-Re-referred to Com. on A. &amp; A.R.</p>
<p><b>ACA 4</b> <b><u>Frazier D</u></b></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/20/2015-In committee: Hearing postponed by committee.</p>

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

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<p><b>SB 8 (Hertzberg) D</b></p> <p>Taxation.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Personal Income Tax Law imposes taxes on personal taxable income at specified rates, and the Corporation Tax Law imposes taxes upon, or measured by, corporate income. <b>This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the states business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.</b></p>	<p>Monitor</p>	<p>2/19/2015-S. G. &amp; F. 2/19/2015-Re-referred to Com. on GOV. &amp; F.</p>
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<p><b>SB 9 (Beall) D</b></p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. <b>This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.</b></p>	<p>WORK WITH AUTHOR</p>	<p>4/15/2015-S. T. &amp; H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>
<p><b>SB 16 (Beall) D</b></p> <p>Department of Transportation.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. <b>This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.</b></p>	<p>Monitor</p>	<p>4/15/2015-S. T. &amp; H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>



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<p>SB 29 <b>(Beall) D</b></p> <p>Employment: sick leave.</p>	<p>Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. <b>This bill would make technical, nonsubstantive changes to that provision.</b></p>	<p>Monitor</p>	<p>4/15/2015-S. AP PR. 4/15/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SB 32 <b>(Pavley) D</b></p> <p>California Global Warming Solutions Act of 2006: emissions limit</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. <b>This bill would require the state board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.</b></p>	<p>Monitor</p>	<p>3/16/2015-S. E. Q. 4/10/2015-Set for hearing April 29.</p>
<p>SB 39 <b>(Pavley) D</b></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). <b>This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.</b></p>	<p>Monitor</p>	<p>4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 21). Re-referred to Com. on APPR.</p>

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<p><b>SB 59 (Knight) R</b></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>1/15/2015-S. RL S. 1/15/2015- Referred to Com. on RLS.</p>
<p><b>SB 64 (Liu) D</b></p> <p>California Transportation Plan.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.</p>	<p>Monitor</p>	<p>1/15/2015-S. T. &amp; H. 4/14/2015-Set for hearing April 28.</p>

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<p><b>SB 122 (Jackson) D</b></p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>4/20/2015-S. AP PR. 4/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p><b>SB 158 Huff R</b></p> <p><b>Transportation projects: comprehensive development lease agreements.</b></p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.</p>	<p>Monitor</p>	<p>4/7/2015-S. T. &amp; H. 4/7/2015-Re-referred to Coms. on T. &amp; H. and E.Q.</p>
<p><b>SB 194 Cannella R</b></p> <p><b>Vehicles: high-occupancy vehicle lanes.</b></p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>2/19/2015-S. RL S. 2/19/2015-Referred to Com. on RLS.</p>

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<p><b><u>SB 207</u></b> <b><u>Wieckowski</u></b> <b>D</b></p> <p><b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.</b></p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would additionally require the 3-year investment plan to identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.</p>	<p>Monitor</p>	<p>4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.</p>
<p><b><u>SB 254</u></b> <b><u>Leyva D</u></b></p> <p><b>Transit districts: ordinances.</b></p>	<p>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.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. &amp; H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>

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<p><b><u>SB 321</u></b> <b><u>Beall D</u></b></p> <p><b>Motor vehicle fuel taxes: rates: adjustments.</b></p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-S. AP PR. 4/23/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p><b><u>SB 348</u></b> <b><u>Galgiani D</u></b></p> <p><b>California Environmental Quality Act: exemption: railroad crossings.</b></p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.</p>

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<p><b>SB 350</b> <b><u>De León D</u></b></p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply.</p>	<p>Monitor</p>	<p>4/7/2015-S. E.Q. 4/10/2015-Set for hearing April 29.</p>
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<p><b><u>SB 391</u></b> <b><u>Huff R</u></b></p> <p><b>Assault and battery: transit employees.</b></p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/21/2015-S. PU B. S. 4/22/2015-April 28 set for first hearing canceled at the request of author.</p>
<p><b><u>SB 413</u></b> <b><u>Wieckowski D</u></b></p> <p><b>Public transit: prohibited conduct.</b></p>	<p>Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/16/2015-S. T. &amp; H. 4/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>
<p><b><u>SB 461</u></b> <b><u>Hernandez D</u></b></p> <p><b>Toll bridges and facilities: funds.</b></p>	<p>Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.</p>	<p>Monitor</p>	<p>4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (April 21). Re-referred to Com. on APPR.</p>

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<p><b><u>SB 491</u></b></p> <p><b>Committee on Transportation and Housing</b></p> <p><b>Transportation: omnibus bill.</b></p>	<p>Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. &amp; H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>
<p><b><u>SB 508</u></b> <b><u>Beall D</u></b></p> <p><b>Transit operations: financial requirements.</b></p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/12/2015-S. T. &amp; H. 4/2/2015-Set for hearing May 5.</p>



Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix

<p><b>SB 516</b> <b>Fuller R</b></p> <p>Transportation: motorist aid services.</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.</p>	<p>Monitor</p>	<p>4/21/2015-S. T. &amp; H. 4/21/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>
<p><b>SB 529</b> <b>Pan D</b></p> <p><b>Public transit.</b></p>	<p>Existing law provides that any public transit guideway that is planned, acquired, or constructed on or after January 1, 1979, is subject to regulation by the Public Utilities Commission relating to safety appliances and procedures. That law additionally requires the commission to inspect all work done on those guideways, authorizes the commission to make further additions or changes necessary for the purpose of safety to employees and the general public, and requires the commission to develop an oversight program employing safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways. This bill would make nonsubstantive revisions to the above-described law.</p>	<p>Monitor</p>	<p>4/16/2015-S. T. &amp; H. 4/16/2015-Re-referred to Com. on T. &amp; H.</p>

Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix

<p><b><u>SB 599</u></b> <b><u>Mendoza D</u></b></p> <p><b>Employment: public transit service contracts.</b></p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	<p>Monitor</p>	<p>4/20/2015-S. AP PR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.</p>
<p><b><u>SB 767</u></b> <b><u>De León D</u></b></p> <p><b>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</b></p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>

Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix

<p><b>SCA 5 Hancock D</b></p> <p><b>Local government: special taxes: voter approval.</b></p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>4/7/2015-S. G. &amp; F. 4/7/2015- Referred to Coms. on GOV. &amp; F., E. &amp; C.A., and APPR.</p>
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**FEDERAL**

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>STATUS</b>
<p><b>H.R. 3620 Bass D</b></p>	<p>Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.</p>	<p>January 2014 - SUPPORT</p> <p>Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials</p>
<p><b>H.R. 680 Blumenauer D</b></p>	<p>Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024.</p> <p><i>Board previously supported HR 3636 bill last session.</i></p>	<p><b>May 2015 - SUPPORT</b></p> <p>Referred to the House Committees on Ways and Means and House</p>

Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix

		Transportation and Infrastructure
<b>H.R. 935 Hahn D-CA</b>	<p>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund.</p> <p><i>Board previously supported HR 5101 bill last session.</i></p>	<p><b>May 2015 - SUPPORT WORK WITH AUTHOR</b></p> <p>Subcommittee on Rail, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
<b>H.R. 990 King R-NY</b>	<p><b>Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.</b></p>	<p><b>May 2015 - SUPPORT</b></p> <p>House Ways and Means Committee</p>
<b>H.R. 1308 Lowenthal D-CA</b>	<p><b>Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.</b></p> <p><i>Board previously supported HR 5624 bill last session.</i></p>	<p><b>May 2015 - SUPPORT WORK WITH AUTHOR</b></p> <p>Subcommittee on Water, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
<b>H.R. 1461</b>	<p>Would end the longstanding practice of the mass transit account receiving funding</p>	<b>May 2015 -</b>

Los Angeles County Metropolitan Transportation Authority  
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<p><b>Massie R-KY</b></p>	<p>through the Highway Trust Fund. Additionally, it repeals the Transportation</p>	<p><b>OPPOSE</b>  House Transportation and Infrastructure Committee  House Ways and Means Committee</p>
<p><b>H.R. 1551 Sanford R-SC</b></p>	<p>Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.</p>	<p><b>May 2015 - OPPOSE</b>  House Ways and Means Committee</p>
<p><b>S. 650 Blunt R-MO</b></p>	<p>Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.</p>	<p><b>MAY 2015 - OPPOSE</b>  Senate Commerce, Science and Transportation Committee</p>
<p><b>S. 797 Booker D-NJ</b></p>	<p>Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.</p>	<p><b>May 2015 - SUPPORT WORK WITH AUTHOR</b> Senate Commerce, Science and Transportation Committee</p>
<p><b>S. 880 (Schatz-D-HI)</b></p>	<p>Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.</p>	<p><b>May 2015- SUPPORT</b> Senate Environment and Public Works Committee</p>

Los Angeles County Metropolitan Transportation Authority  
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<p><b>S. 1006 (Feinstein-D-CA)</b></p>	<p><b>Extend the national deadline to implement Positive Train Control by one year</b></p>	<p><b>MAY 2015 - SUPPORT</b> Senate Commerce, Science and Transportation Committee</p>
<p><b>Omnibus Appropriations Bill For Fiscal Year 2015</b></p>	<p>A short-term continuing resolution (CR), <u>H.J. Res. 124</u>, to fund all programs and functions of the Federal Government for the first ten weeks of the fiscal year beginning on October 1, 2014.</p> <p>The CR extends funding for all federal programs, agencies, and services until December 11, 2014, at the current annual rate of \$1.012 trillion.</p>	<p>Signed by President, September 19, 2014</p> <p>U.S. Senate and House passes H.J. Res 124 on September 18, 2014</p>
<p><b>Moving Ahead For Progress In The 21<sup>st</sup> Century</b></p> <p><b>Surface Transportation Authorization Bill</b></p>	<p>MAP-21</p> <ul style="list-style-type: none"> <li>• 27 month bill - expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015</li> <li>• <b>Total Funding:</b> \$105 Billion <ul style="list-style-type: none"> <li>o <b>Highway Funding:</b> \$39.7 Billion in FY13 and \$40 Billion in FY14</li> <li>o <b>Transit Funding:</b> \$10.5 Billion in FY13 and \$10.7 Billion in FY14</li> </ul> </li> <li>• Includes <b>America Fast Forward</b> Innovative Financial Provision (TIFIA) <ul style="list-style-type: none"> <li>o Does not include Qualified Transportation Improvement Bonds (QTIB)</li> </ul> </li> </ul> <p><b>H.R. 5021 passed both Chambers and provides approximately \$10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.</b></p>	<p>July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015</p> <p>July 6, 2012 Signed by President into law</p>
<p>Obama Administration Proposal</p> <p><b>Generating Renewal, Opportunity, and Work with Accelerated</b></p>	<p><b>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, \$302 billion surface transportation reauthorization bill.</b></p> <p><b>The proposal includes:</b></p> <ul style="list-style-type: none"> <li>• \$199 billion for highways <ul style="list-style-type: none"> <li>o \$92.1 billion for the National Highway Performance Program</li> </ul> </li> </ul>	<p>Introduced - April 29</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 11/16/24

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<p><b>Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</b></p>	<ul style="list-style-type: none"> <li>o \$13.6 billion for "critical immediate investments"</li> <li>• \$72 billion for transit             <ul style="list-style-type: none"> <li>o \$11 billion for Capital Investment Grants</li> <li>o \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines</li> </ul> </li> <li>• \$5 billion for the TIGER program (\$1.25 billion per year - an increase of more than 100 percent over current levels)</li> <li>• \$19 billion in dedicated funding for rail programs</li> <li>• \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country</li> <li>• \$4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program</li> <li>• \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices"</li> <li>• Significant investment in the president's "Ladders of Opportunity" initiative             <ul style="list-style-type: none"> <li>o \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions</li> <li>o \$245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations</li> </ul> </li> <li>• \$10 billion for a multi-modal freight program</li> <li>• \$7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety.</li> </ul>	
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**Board Report**

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**File #:** 2015-0865, **File Type:** Federal Legislation / State Legislation (Position)

**Agenda Number:** 65.

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**EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 18, 2015**

**SUBJECT: FEDERAL LEGISLATION**

**ACTION: ADOPT STAFF RECOMMENDED POSITIONS**

**RECOMMENDATION**

ADOPTED ON CONSENT CALENDAR the following positions:

- A. **H.R. 2485 (Torres)** - The Regional Infrastructure Accelerator Act of 2015 -SUPPORT
- B. **H.R. 2495 (Waters)** - TIGER Grants for Job Creation Act - SUPPORT
- C. **H.R. 2410 (DeFazio)** - The Grow America Act - SUPPORT

**BACKGROUND**

Consistent with our Board-approved 2015 Federal Legislative Program adopted in January of 2015, we have prepared a number of Board Reports analyzing federal legislation that, if adopted in the 114<sup>th</sup> Congress, would have an impact on our agency. These bills are being brought before the Board of Directors as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County.

**ATTACHMENTS**

- A. H.R. 2485 (Torres)
- B. H.R. 2495 (Waters)
- C. H.R. 2410 (DeFazio)

Prepared by:

Michael Davies, Assistant Director Government Relations, Federal Affairs (202) 248-5426

Reviewed by: Ann Kerman

Interim Chief Communications Officer



**Bill:** H.R. 2485

**Author:** U.S. Representative Norma Torres (D-CA/35)

**Status:** Referred to the House Committee on Transportation and Infrastructure, Subcommittee on Water Resources and Environment.

**Position:** Support

### **RECOMMENDATION**

**Staff recommends that the Board adopt a SUPPORT position for H.R. 2485 –The Regional Infrastructure Accelerator Act of 2015.**

### **Summary**

**H.R. 2485 (Torres)** – The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.

### **Issue**

Public-Private Partnerships (P3) are financial arrangements that include private investments which can, at times, lower the cost of financing public infrastructure projects. Due to the often complex nature and limited transit P3 projects to draw experiences from, states, cities and public agencies experience barriers to completing necessary pre-development analysis needed to attract private investment.

### **Discussion**

Public-Private Partnerships (P3) are a financing tool that can attract private investment in return for a gain on that investment over the span of the agreed upon terms of a given contract. P3s are believed by some supporters to be an alternative solution, or complementary to, direct funding assistance from the federal government. Staff believes that properly structured P3s can provide an alternative financing method for

transit and highway projects, but do not represent a replacement for direct investment by the federal government in public infrastructure projects. Congresswoman Torres acknowledges, in her public statements on this legislation, that P3s are not the solution to addressing and building all of America's infrastructure needs and cannot replace direct funding from the federal government.

H.R.2485 provides funding for Regional Infrastructure Accelerators, which are modeled on the organizational structure of the West Coast Infrastructure Exchange – a regional organization established by California, Oregon and Washington to spur innovation through the use of public-private partnerships and to accelerate a pipeline of infrastructure projects. If enacted into federal law, the Secretary of Transportation would provide funding to a minimum of four Regional Accelerators. The Accelerators, staffed by financial experts, would assess the region's infrastructure needs and analyze potential projects that could attract private investment. The Accelerators are also tasked with matching private investors with potential infrastructure projects. If a potential project is identified, the legislation also authorizes the Accelerators to provide sub-grants to states, cities and public entities to engage in pre-development of the P3 arrangement.

By providing funding and technical expertise to develop potential P3 projects, H.R.2485 will eliminate a barrier for public entities interested in P3 financing by providing up-front funding for pre-development activities. Pre-development of P3 contracts are necessary to advance any potential P3 project to a point where a private investor can determine if an investment in the project is prudent.

### **Determination of Safety Impact**

Staff has reviewed this legislation and determined that the legislation does not have a negative impact on safety.

### **Financial Impact**

Staff has determined that the legislation could have a positive financial impact on our agency by providing additional financing tools that could be utilized to potentially develop a P3 project in Los Angeles County.

### **Alternatives Considered**

H.R.625 authored by Congressman John Delaney (D –MD) includes language that would establish a Regional Accelerator pilot program. Staff has determined that H.R. (Torres) offers a more direct legislative route to providing P3 assistance to state, cities and public entities.

## **Next Steps**

Should the Board decide to SUPPORT H.R.2485, staff will draft a support letter and work with the Los Angeles County Congressional Delegation to advocate for The Regional Infrastructure Accelerator Act of 2015 to be included in any surface transportation authorization bill adopted by Congress and signed into law by the President.

**Bill:** H.R. 2495

**Author:** U.S. Representative Maxine Waters (D-CA/43)

**Status:** Referred to House Committee on Appropriations / House Committee on Budget

**Position:** Support

### **RECOMMENDATION**

**Staff recommends that the Board adopt a SUPPORT position on H.R. 2495 – TIGER Grants for Job Creation Act.**

### **SUMMARY**

**H.R.2495 (Waters)** – The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.

### **ISSUE**

According to the American Society of Civil Engineers, the United States has an \$846 billion funding gap for surface transportation infrastructure. Since 2012, federal funding for surface transportation programs has been flat and the current debate happening in Congress regarding the reauthorization of surface transportation programs has only focused on funding programs at current levels – as authorized by MAP-21.

### **DISCUSSION**

Greater investment in infrastructure nationwide is supported by a wide range of organizations including the U.S. Chamber of Commerce and the AFL-CIO. It is widely understood by economists, labor groups and the business community that a strong national infrastructure is needed for the United States to remain economically competitive and to provide an enhanced quality of life for all Americans.

The Transportation Investment Generating Economic Recovery (TIGER) grant program was originally created as part of the American Recovery and Reinvestment Act of 2009 to provide funding for innovative infrastructure projects that create jobs. The TIGER grant program has continued to receive funding annually through the Transportation, Housing and Urban Development Appropriations Bill. Participation in the TIGER

program has been continually oversubscribed by applicants looking for direct funding for transportation projects. Last year, Congress appropriated \$600 million for the TIGER program, but the program received 797 applications seeking more than \$9.5 billion in project funding. This fact vividly illustrates the national demand for the flexible funding provided through the TIGER discretionary grant program.

This month, our agency submitted two TIGER grant applications to the U.S. Department of Transportation (USDOT) for their review and consideration as part of the 2015 TIGER grant application program. The applications include a request of \$21.3 million in TIGER grant funds for our Rail to Rail Active Transportation Corridor Connector Project and \$10.3 million for our All-Door Bus Boarding Project.

### **DETERMINATION OF SAFETY IMPACT**

Staff has reviewed this proposal and has determined that the legislation could have a favorable impact on safety should the TIGER program fund projects in Los Angeles County that enhance the safety of pedestrians, bicycle riders, transit riders or those operating autos and trucks.

### **FINANCIAL IMPACT**

Staff has determined this bill could favorably impact our agency by providing a larger amount of federal transportation funding that Metro could apply for on a competitive basis.

### **ALTERNATIVES CONSIDERED**

The U.S. Department of Transportation has submitted the Grow America Act for consideration by Congress that would fund the TIGER Grant program at the same level as H.R. 2495 authorizes.

### **NEXT STEPS**

Should the Board decide to SUPPORT H.R.2495, staff will draft a support letter and work with the Los Angeles County Congressional Delegation to advocate for the TIGER Grants for Job Creation Act to be included in any surface transportation authorization bill adopted by Congress and signed into law by the President.

**Bill:** H.R. 2410

**Author:** U.S. Representative Peter DeFazio (D-OR)

**Status:** Jointly referred to House Committee on Transportation and Infrastructure, House Committee on Energy and Commerce, House Committee on Ways and Means, House Committee on Science, Space, and Technology, House Committee on Natural Resources, House Committee on Oversight and Government Reform, House Committee on Budget, and House Committee on Rules

**Position:** Support

### **RECOMMENDATION**

Staff recommends that the Board adopt a **SUPPORT** position on H.R. 2410 – The Grow America Act.

### **SUMMARY**

**H.R.2410 (DeFazio)** – The GROW America Act would, if enacted into federal law, authorize a six-year \$478 billion surface transportation bill. H.R. 2410 represents President Obama’s surface transportation bill that his Administration transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of \$478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to fund our nation’s state-of-good-repair backlog maintenance and to invest in new transportation projects required to properly address America’s future population growth.

Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).

### **ISSUE**

According to the American Society of Civil Engineers, the United States has an \$846 billion funding gap for surface transportation infrastructure. Since 2012, federal funding for surface transportation programs have been flat and the current debate happening in Congress regarding the reauthorization of surface transportation programs has only focused on funding programs at current levels, as authorized by MAP-21.

## DISCUSSION

Greater investment in infrastructure nationwide is supported by a wide range of organizations including the U.S. Chamber of Commerce and the AFL-CIO. It is widely understood by economists and the business community that a strong infrastructure is needed for the United States to remain economically competitive and provide an enhanced quality of life for all Americans.

The GROW AMERICA Act would seek to make significant investments over a six year period in:

- **Highways** – provides \$317 billion for programs under the Federal Highway Administration (FHWA), an increase of 29 percent over current levels.
- **Freight** – dedicates \$18 billion of highway funds for a new dedicated multi-modal freight program.
- **Transit** – provides \$115 billion for programs under the Federal Transit Administration (FTA), an increase of 76 percent over current levels, and significantly boosts New Starts funding.
- **Rail** – provides \$28.6 billion for programs under the Federal Rail Administration (FRA).
- **Safety** – provides \$6 billion for vehicle safety programs under the National Highway Traffic Safety Administration (NHTSA), \$4.7 billion for truck and bus safety programs under the Federal Motor Carrier Safety Administration (FMCSA), and \$16 billion for the Highway Safety Improvement Program (HSIP).
- **Competitive Grants** – provides \$7.5 billion for TIGER grants and \$6 billion for TIFIA that could support \$60 billion in loans.
- **Research and Innovation** – provides \$3.4 billion to leverage research and innovation to move people and goods more safely and efficiently, while minimizing impacts on the environment.

## DETERMINATION OF SAFETY IMPACT

Staff has reviewed this proposal and has determined that the legislation could have a favorable impact on safety by providing additional funds for federal rail, highway and other safety programs.

## FINANCIAL IMPACT

Staff has determined this bill would have a positive impact our agency by providing a larger amount of available funding for transportation projects through federal formula funding programs and other discretionary grant programs, like the TIGER grant program.

### **ALTERNATIVES CONSIDERED**

There is no other legislation currently pending in Congress that, like this bill, provides a framework for a long term surface transportation authorization bill funded at such a high level.

### **NEXT STEPS**

Should the Board decide to SUPPORT H.R.2410, staff will draft a support letter and work with the Los Angeles County Congressional Delegation to advocate for the GROW America Act to be adopted by Congress and signed into law by the President.





**Board Report**

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**File #:** 2015-0855, **File Type:** Informational Report

**Agenda Number:** 66.

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**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**JUNE 18, 2015**

**SUBJECT: STATE LEGISLATION**  
**ACTION: ADOPT STAFF RECOMMENDED POSITIONS**

**RECOMMENDATION**

ADOPTED ON CONSENT CALENDAR the following positions:

- A. **SB 350 (De Leon)** - The Golden State Standards. **SUPPORT**
- B. **SB 32 (Pavley)** - Green House Gas Emissions. **SUPPORT**
- C. **AB 338 (Hernandez)** - Sales Tax Measure. **OPPOSE**

**ATTACHMENTS**

- Attachment A - SB 350
- Attachment B - SB 32
- Attachment C - AB 332
- Attachment D - State and Federal Legislative Matrix

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122

Reviewed by: Ann Kerman, Chief Communications Officer (Interim), (213) 922-7671



Phillip A. Washington  
Chief Executive Officer

**BILL: SB 350**

**AUTHOR: SENATOR KEVIN DE LEON  
(D- LOS ANGELES)**

**SUBJECT: THE GOLDEN STATE STANDARDS**

**STATUS: ASSEMBLY – PENDING COMMITTEE REFERRAL**

**ACTION: SUPPORT**

**RECOMMENDATION**

That the Board adopt a support position regarding SB 350.

**ISSUE**

The Senate Democratic Caucus has introduced a package of legislation relating to climate change in California. There are a number of bills in this package however, two relate directly to Metro's projects and programs: SB 350 (DeLeon) is a key component of that package.

SB 350 would:

- Direct the California Air Resources Board (CARB) to adopt vehicle emissions standards and vehicle fuel standards that would achieve a 50% reduction in petroleum use in motor vehicles by January 1, 2030.
- Make findings that the state should pursue the least environmental and economic cost strategies and that the state should utilize all practical and cost-effective strategies to achieve energy security, diversity of supply sources, and competitiveness of transportation energy markets to reduce petroleum use in the transportation sector by 50% by January 1, 2050.
- Direct the California Energy Commission (CEC), by January 1, 2017, and at least once every three years thereafter, to adopt and update to its programs to double the energy efficiency of existing residential and non-residential buildings by January 1, 2030.
- Direct the Public Utilities Commission (PUC) and CEC to implement the Renewable Portfolio Standard (RPS) in a manner which would result in generating 50% of total retail electricity sales from renewable energy resources by December 31, 2030.

**DISCUSSION**

SB 350 is titled the *Clean Energy and Pollution Reduction Act of 2015* and would require various state agencies to take actions that would increase energy efficiency and reduce pollution in the transportation and energy generation sectors. It would also increase energy efficiency in buildings in the state. The bill does this by setting new pollution reduction targets and increasing energy efficiency targets in existing programs.

The leadership in the California Senate is proposing a package of legislation titled California Climate Leadership: Powering the New Economy SB 350 is one of a series of bills being proposed by. The package includes other measures such as SB 32 (Pavley) which would extend and increase the overarching climate pollution reduction targets to 2050, as well as other measures which would address the development of renewable energy and the investment of pension funds in fossil fuels.

According to a report from the CEC, 60% of the state's greenhouse gas emissions come from the transportation and energy generation sectors. Existing state law already establishes targets to reduce emissions from these sectors and establishes programs implemented by various state agencies to accomplish those reductions. SB 350 utilizes those existing programs and sets a higher standard within those programs to reduce pollution from those sectors by January 1, 2030.

Because this bill would further programs that support Metro's goals of reducing greenhouse gases (ghg) in our region and could help to fund Metro's projects and programs, staff recommends that the Board adopt a support position on SB 350.

#### **DETERMINATION OF SAFETY IMPACT**

Staff have reviewed the bills for any impacts to safety and found that supporting this legislation would not impact safety at our agency.

#### **FINANCIAL IMPACT**

Staff have reviewed the bills for their financial impact to the agency and found that the measures could increase funding for our projects and programs.

#### **ALTERNATIVES CONSIDERED**

Staff considered an oppose or neutral position but this would be inconsistent with Metro's efforts to fund our projects and programs and reduce greenhouse gases in our region.

**BILL: SB 32**

**AUTHOR: SENATOR FRAN PAVLEY  
(D-AGOURA HILLS)**

**SUBJECT: GREENHOUSE GAS EMISSIONS**

**STATUS: ASSEMBLY- PENDING COMMITTEE REFERRAL**

**ACTION: SUPPORT**

**RECOMMENDATION**

That the Board adopt a support position regarding SB 32.

**ISSUE**

The Senate Democratic Caucus has introduced a package of bills titled California Climate Leadership: Powering the New Economy. SB 32 is a component of that package.

SB 32 would:

- Require the California Air Resources Board (ARB) to approve statewide greenhouse gas emissions (ghg) emission limit of 80% below 1990 level of GHG emissions, to be achieved by 2050.
- Authorizes ARB to approve 2030 and 2040 interim GHG emission targets, consistent with the 2050 limit.
- Specifies that the 2050 limit remain in effect beyond 2020 and that the new limits be used to maintain and continue emissions reductions beyond 2050.
- Specifies legislatively the intent for the Legislature and state agencies, to adopt policies that ensure that the long-term emission reductions advance job growth, economic benefits public health, particularly in disadvantaged communities, technological innovation and regional and international collaboration to adopt similar GHG emission reduction policies.

**DISCUSSION**

A key part of the Senate package is SB 32 (Pavley) which would extend the state's basic greenhouse gas emissions programs and would set increased overall targets for that law. Existing law (AB 32, Nunez, Pavley) established the state's basic greenhouse gas emissions framework. That law requires the state to take various actions that would reduce emissions to 1990 levels by 2020. The state's cap and trade program is

authorized under this framework. SB 32 would require that the reductions to be achieved by 2020 continue beyond 2020 and would require that ghg's be reduced to a level 80% below 1990 levels by 2050.

By extending and expanding these programs, SB 32 would extend and expand the state's cap and trade program, the Low Carbon Fuel Standard and other programs. Many of these programs, in particular the cap and trade program, create opportunities to fund Metro's projects and programs. Extending and expanding these programs would further enable Metro to improve mobility and reduce ghg's in our county.

SB 32 would allow the state to continue to address climate change in California by extending the existing framework beyond 2020 and by increasing the levels by which ghg's would be reduced. As with SB 350, AB 32 does not create any new programs, rather it utilizes existing programs and increases the levels by which ghg's would need to be reduced.

Metro's projects and programs inherently reduce ghg's and are essential to the state's ability to reduce ghg's. Metro is currently engaged in the largest transit expansion program in the Country and this program will fundamentally transform Los Angeles County. Metro also operates the first all compressed natural gas bus fleet in the state and manages various other programs that both improve mobility options and reduce ghg's. SB 350 and SB 32 are consistent with and supportive of efforts at this agency, and, could help to create funding opportunities for our projects and programs. Staff therefore recommends that the Board adopt a support position on SB 32 and SB 350.

#### **DETERMINATION OF SAFETY IMPACT**

Staff have reviewed the bills for any impacts to safety and found that supporting this legislation would not impact safety at our agency.

#### **FINANCIAL IMPACT**

Staff have reviewed the bills for their financial impact to the agency and found that the measures could increase funding for our projects and programs.

#### **ALTERNATIVES CONSIDERED**

Staff considered an oppose or neutral position but this would be inconsistent with Metro's efforts to fund our projects and programs and reduce ghg's in our region.

## ATTACHMENT C

**BILL:** AB 338

**AUTHOR:** ASSEMBLY MEMBER ROGER HERNANDEZ  
(D-WEST COVINA)

**SUBJECT:** POTENTIAL SALES TAX MEASURE

**STATUS:** SENATE TRANSPORTATION AND HOUSING COMMITTEE

**ACTION:** OPPOSE

### **RECOMMENDATION**

Staff recommends that the Board approve an oppose position on AB 338 which would establish the authority for Metro to place a sales tax measure on a future ballot. The bill has been amended from its previous form.

### **ISSUE**

Metro is currently considering placing a sales tax measure on a future ballot. As previously drafted the measure made various findings and declarations relating to a potential sales tax measure. The bill has since been amended to do the following:

- Establish the authority for Metro to place a sales tax measure on a future ballot.
- Including requirements to adopt an expenditure plan and specify that the expenditure plan include unspecified measures to guarantee geographic equity.
- Require that 25% of the funds be set aside for transit operations purposes.

### **DISCUSSION**

The Board had previously adopted a work with author position on AB 338 when it made a series of findings and declarations regarding transportation decision making in Southern California and Los Angeles County. At the time the Board considered the measure originally, the bill was in the process of being amended. One provision which was in the previous version of the bill would have stated that the Legislature find that it is important that the revenues from taxes be allocated in a way that created geographic equity. AB 338 now includes a provision that the expenditure plan include measures that ensure geographic equity.

Since the original Board action, SB 767 has also been amended to incorporate language that was included in SB 1037 (Hernandez, 2014). This language requires,

among other things, that Metro include the input from the subregions into our Long Range Plan and that we engage in an open and transparent process to identify the costs and schedules of projects to be included in the expenditure plan. Additionally, Metro has continued to engage the subregions and other stakeholders in discussions about the potential ballot measure and the Board has committed to continuing that process going forward.

According to the Senate Governance and Finance analysis of SB 1037 the language in the bill was intended to ensure that voters will have comprehensive information about where their money would be spent, outstanding funding needs, current estimates for projects and would solicit from the subregions on current exact figures on new projects prior to the vote to extend or approve a new tax. That language is now included in SB 767. The Board of Directors adopted a work with author position on SB 1037 and we maintained our commitment to work with the author on that measure by including language in SB 767 that is consistent with the language that was in SB 1037. It should be noted that the language in SB 1037 did not specify projects and programs that should be funded in the ballot measure.

AB 338 does contain language that goes beyond a straight-forward authorization in that it mandates that a specific program be included. The Board has been clear in this process that its position is to support SB 767 which is our sponsored bill and that the legislation authorizing the ballot measure not specify projects and programs to preserve the ability of the bottoms up process.

While we appreciate the support of our entire delegation in working with Metro to address an opportunity to bring significant mobility improvements to our region staff would raise two concerns with AB 338. First, AB 338 is a second bill that authorizes Metro to place a measure on the ballot when we are currently sponsoring SB 767. As we have our sponsored measure and if there is agreement to include additional language to the statute authorizing a ballot measure, that language can be included in SB 767. The second issue is that AB 338 does identify a specific program to be funded by the tax; transit operations funding. When SB 767 was being considered in the Senate, this same provision was requested. That language was not included in SB 767 in order to preserve the bottoms up process at the local level. Staff is concerned that the inclusion of a specific program in state law, regardless of its worth, could set a precedent that could then be expanded to include guaranteed amounts for other projects and programs. That could put at risk the ability of local agencies to determine the structure of a ballot measure.

Metro is committed to working with our local partners and with our partners in the Legislature to gain consensus on a future ballot measure. We will continue to work with the Legislature to resolve any issues with our sponsored measure, SB 767, and we would seek to maintain the principle that the state legislation not itemize projects and programs to be funded by the tax. We believe it is appropriate to have only one measure in the legislative process, SB 767, that this is the appropriate vehicle to establish the relevant authorization, and that should there be consensus on including



additional language in state law, that language can be included in SB 767. For these reasons staff recommends that the Board adopt an oppose position on AB 338.

### **DETERMINATION OF SAFETY IMPACT**

Staff has reviewed the legislation and has found that its implementation would have no impact on safety at the agency.

### **FINANCIAL IMPACT**

There is no direct financial impact from the bill. The bill could limit the Board's discretion to fund other projects and programs by mandating that 25% of the funds be dedicated for transit operations when the Board could decide to allocate funds in another manner if that restriction were not in place.

### **ALTERNATIVES CONSIDERED**

Staff has considered adopting a neutral position on the bill. However, a neutral position would not be consistent with the Board's direction that the legislation be a straightforward authorization to place a measure on the ballot and it would contradict our support position for our sponsored measure SB 767.

### **NEXT STEPS**

Should the Board decide to adopt an oppose position, staff will communicate that position to the author and work to oppose the bill in the legislative process.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 2</b> <b>(Alejo)</b> D-Parajo and Salinas Valley</p> <p>Community revitalization authority.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	<p>Monitor</p>	<p>4/23/2015-A. AP PR. 4/23/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>
<p><b>AB 4</b> <b>(Linder)</b> R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p>	<p>Monitor</p>	<p>1/16/2015-A. TR ANS. 4/9/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

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<p><b>AB 6</b> <b>(Wilk) R</b></p> <p>Bonds: transportation: school facilities.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, 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 construction of school facilities for K-12 and higher education. <b>The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.</b></p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>
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<p><b>AB 8 (Gatto) D</b></p> <p>Emergency services: hit-and-run incidents.</p>	<p>Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing. This bill would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspects vehicle. <b>The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.</b></p>	<p>Monitor</p>	<p>3/24/2015-A. PU B. S. 3/24/2015-From committee: Do pass and re-refer to Com. on PUB. S. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on PUB. S.</p>
<p><b>AB 21 (Perea) D</b></p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. <b>This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.</b></p>	<p>Monitor</p>	<p>1/16/2015-A. NA T. RES. 4/13/2015-In committee: Hearing postponed by committee.</p>

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<p><b>AB 23 (Patterson) R</b></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. <b>This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</b></p>	<p>Monitor</p>	<p>3/23/2015-A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p><b>AB 24 (Nazarian) D</b></p> <p>Transportation network companies: public safety.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. <b>This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</b></p>	<p>Monitor</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-Re-referred to Com. on TRANS.</p>

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<p><b>AB 28 (Chu) D</b></p> <p>Bicycle safety: rear lights.</p>	<p>Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction. This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist. <b>By revising the definition of a crime, the bill would impose a state-mandated local program. The bill would also include a statement of legislative findings and declarations. This bill contains other related provisions and other existing laws.</b></p>	<p>Monitor</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-Re- referred to Com. on TRANS.</p>
<p><b>AB 33 (Quirk) D</b></p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. <b>This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</b></p>	<p>Monitor</p>	<p>4/7/2015-A. NAT. RES. 4/7/2015-Re- referred to Com. on NAT. RES.</p>

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<p><b>AB 156</b> <b><u>Perea D</u></b></p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015-A. AP PR. 4/20/2015-Re-referred to Com. on APPR.</p>
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<p><b>AB 194</b> <b>Frazier D</b></p> <p>High-occupancy toll lanes.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/14/2015-A. AP PR. 4/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.</p>
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<p><b>AB 210</b> <b><u>Gatto D</u></b></p> <p>High-occupancy vehicle lanes: County of Los Angeles.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	<p>OPPOSE</p>	<p>4/15/2015-A. AP PR. SUSPENSE FILE 4/15/2015-In committee: Set, first hearing. Referred to suspense file.</p>
<p><b>AB 227</b> <b><u>Alejo D</u></b></p> <p>Transportation funding.</p>	<p>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.</p>	<p>SUPPORT</p>	<p>4/16/2015-A. BUDGET 4/16/2015-Re-referred to Com. on BUDGET.</p>

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<p><b>AB 318</b> <b><u>Chau D</u></b></p> <p>Lost money and goods: restoration to owner.</p>	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. This bill would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead turned in to the public transit agency. The bill would provide 30 days for the owner to return and claim the property under specified rules and if the property is not claimed within 30 days, the public transit agency would be authorized to dispose of the property to a charitable organization. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/15/2015-A. AP PR. 4/15/2015-Re-referred to Com. on APPR.</p>
<p><b>AB 326</b> <b><u>Frazier D</u></b></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor. This bill would make technical, nonsubstantive changes to the latter provisions and delete obsolete provisions. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. L. &amp; E. 4/22/2015-Re-referred to Com. on L. &amp; E.</p>
<p><b>AB 338</b> <b><u>Hernández, Roger D</u></b></p> <p>County transportation commissions: Los Angeles County.</p>	<p>The County Transportation Commissions Act provides for the creation of county transportation commissions with specified powers and duties in the southern California region, including Los Angeles County. The act makes various legislative findings regarding the transportation needs of the region. The bill would make an additional legislative finding that transportation resources should be equitably distributed within Los Angeles County.</p>	<p>OPPOSE</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 3.) (April 22). Re-referred to Com. on TRANS.</p>

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<p><b>AB 457</b> <b>Melendez R</b> High-occupancy vehicle lanes.</p>	<p>Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/20/2015-In committee: Hearing postponed by committee.</p>
<p><b>AB 464</b> <b>Mullin D</b>  Transactions and use taxes: maximum combined rate.</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.</p>	<p>Monitor</p>	<p>4/14/2015-A. L. GOV. 4/14/2015-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV.</p>
<p><b>AB 471</b> <b>Harper R</b>  Employment.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.</p>	<p>Monitor</p>	<p>2/23/2015-A. PRINT 2/24/2015-From printer. May be heard in committee March 26.</p>
<p><b>AB 518</b> <b>Frazier D</b>  Department of Transportation.</p>	<p>Existing law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>3/5/2015-A. TRA NS. 3/5/2015-Referred to Com. on TRANS.</p>

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<p><b>AB 584</b> <b><u>Cooley D</u></b></p> <p>Public employee retirement systems.</p>	<p>Existing law creates the Joint Legislative Retirement Committee, prescribes the composition of the committee, and requires the committee to study and review the benefits, programs, actuarial condition, practices, investments and procedures of, and all legislation relating to, retirement systems for public officers and employees in this state as well as trends in the field of retirement. Existing law requires a copy of each bill that affects any public employee retirement system to be transmitted to the committee. Existing law requires the committee to establish a board of experts, the composition of which is prescribed, and to retain an independent actuary as a consultant to the board of experts. Existing law makes a statement of legislative findings in this regard. This bill would rename the committee the Joint Pension Administration and Sustainability Committee and, in addition to the duties described above, would require the committee to make reports and recommendations to the Legislature on these retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill. The bill would require the committee to retain a legal advisor recognized for expertise in pension and investment law and an academician from a California university with recognized expertise in investing, pension administration, and the operation of financial markets to act as consultants to its board of experts. The bill would revise the statement of legislative findings associated with these provisions.</p>	<p>Monitor</p>	<p>4/8/2015-A. RLS  4/8/2015-From committee: Do pass and re-refer to Com. on RLS. (Ayes 6. Noes 0.) (April 8). Re-referred to Com. on RLS.</p>
<p><b>AB 620</b> <b><u>Hernández, Roger D</u></b></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>Existing law authorizes a value-pricing and transit development program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would instead require LACMTA, in implementing the program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.</p>	<p>Oppose</p>	<p>3/9/2015-A. TRA NS. 3/9/2015- Referred to Com. on TRANS.</p>

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<p><b>AB 726</b> <b><u>Nazarian D</u></b></p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.</p>	<p>SPONSOR</p>	<p>4/23/2015-A. TRANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on TRANS.</p>
<p><b>AB 754</b> <b><u>Ridley-Thomas D</u></b></p> <p>Taxation.</p>	<p>The Corporation Tax Law imposes a franchise tax measured by, or according to, net income of a corporation doing business within the limits of this state, including a minimum franchise tax on specified corporations, as provided. The provisions of the Personal Income Tax Law generally apply to the income of an individual or partnership, imposing a tax on individuals at graduated rates. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.</p>	<p>SUPPORT</p>	<p>2/25/2015-A. PRINT 2/26/2015-From printer. May be heard in committee March 28.</p>

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<p><b>AB 755</b> <b>Ridley-Thomas D</b></p> <p>Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.</p>	<p>Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.</p>	<p>SPONSOR</p>	<p>5/14/2015-A. REV. &amp; TAX SUSPENSE FILE 5/14/2015-Referred to Com. on REV. &amp; TAX.</p>
<p><b>AB 779</b> <b>Garcia, Cristina D</b></p> <p>Environmental quality: transit priority areas.</p>	<p>(1) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would instead provide that the transportation impact related to greenhouse gas emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. NAT. RES. 4/21/2015-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on NAT. RES.</p>

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<p><b>AB 857</b> <b>Perea D</b></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 80% or \$100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/16/2015-A. NA T. RES. 4/16/2015-Re- referred to Com. on NAT. RES.</p>
<p><b>AB 869</b> <b>Cooper D</b></p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/14/2015-A. AP PR. 4/14/2015-Re- referred to Com. on APPR.</p>

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<p><b>AB 877</b> <b><u>Chu D</u></b></p> <p>Transportation.</p>	<p>Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 13 members, composed of 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, one member appointed by the Senate Committee on Rules, and, as ex officio nonvoting members, one Member of the Assembly and one Member of the Senate. This bill would expand the commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/6/2015-Re- referred to Com. on TRANS.</p>
<p><b>AB 914</b> <b><u>Brown D</u></b></p> <p>Toll facilities: County of San Bernardino.</p>	<p>Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under certain circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would authorize the San Bernardino County Transportation Commission to construct and operate certain transportation facilities, as defined, on State Highway Routes 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues. The bill would require the commission to report to the Legislative Analyst on specified matters within 3 years of commencement of toll collection on a facility constructed under the bill. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/9/2015-A. TRA NS. 4/9/2015-Re- referred to Com. on TRANS.</p>



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<p><b>AB 952</b> <b><u>Garcia,</u></b> <b><u>Cristina D</u></b></p> <p>Local government: cities: special districts: governing boards: vacancies.</p>	<p>Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. E. &amp; R. 4/21/2015-Re-referred to Com. on E. &amp; R.</p>
<p><b>AB 1068</b> <b><u>Allen,</u></b> <b><u>Travis R</u></b></p> <p>California Environmental Quality Act: priority projects</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/19/2015-A. NA T. RES. 4/6/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

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<p><b>AB 1087</b> <b><u>Grove R</u></b></p> <p>Greenhouse Gas Reduction Fund: high-speed rail.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan. This bill would provide that the continuous appropriations from the fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p><b>AB 1098</b> <b><u>Bloom D</u></b></p> <p>Transportation: congestion management.</p>	<p>Existing law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/16/2015-In committee: Hearing postponed by committee.</p>
<p><b>AB 1138</b> <b><u>Patterson R</u></b></p> <p>High-speed rail: eminent domain</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction. The bill, for these purposes, would instead define "usable segment" as a portion of a corridor, as defined, that includes at least 2 stations and shall be used to operate high-speed train service, as specified. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>

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<p><b>AB 1171</b> <b><u>Linder R</u></b></p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. TR ANS. 4/22/2015-Re- referred to Com. on TRANS.</p>
<p><b>AB 1250</b> <b><u>Bloom D</u></b></p> <p>Vehicles: buses: gross axle weight</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.</p>	<p>Monitor</p>	<p>4/20/2015-S. RL S. 4/20/2015-In Senate. Read first time. To Com. on RLS. for assignment.</p>
<p><b>AB 1265</b> <b><u>Perea D</u></b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.</p>	<p>SUPPORT</p>	<p>4/14/2015-A. AP PR. 4/14/2015-From committee: Do pass and re- refer to Com. on APPR. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on APPR.</p>

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<p><b>AB 1347</b> <b><u>Chiu D</u></b></p> <p>Public contracts: claims.</p>	<p>(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. A. &amp; A.R. 4/22/2015-Re-referred to Com. on A. &amp; A.R.</p>
<p><b>ACA 4</b> <b><u>Frazier D</u></b></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/20/2015-In committee: Hearing postponed by committee.</p>

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

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<p><b>SB 8 (Hertzberg) D</b></p> <p>Taxation.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Personal Income Tax Law imposes taxes on personal taxable income at specified rates, and the Corporation Tax Law imposes taxes upon, or measured by, corporate income. <b>This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the states business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.</b></p>	<p>Monitor</p>	<p>2/19/2015-S. G. &amp; F. 2/19/2015-Re-referred to Com. on GOV. &amp; F.</p>
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<p><b>SB 9 (Beall) D</b></p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. <b>This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.</b></p>	<p>WORK WITH AUTHOR</p>	<p>4/15/2015-S. T. &amp; H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>
<p><b>SB 16 (Beall) D</b></p> <p>Department of Transportation.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. <b>This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.</b></p>	<p>SUPPORT</p>	<p>4/15/2015-S. T. &amp; H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>

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<p>SB 29 <b>(Beall) D</b></p> <p>Employment: sick leave.</p>	<p>Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. <b>This bill would make technical, nonsubstantive changes to that provision.</b></p>	<p>Monitor</p>	<p>4/15/2015-S. AP PR. 4/15/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SB 32 <b>(Pavley) D</b></p> <p>California Global Warming Solutions Act of 2006: emissions limit</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. <b>This bill would require the state board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.</b></p>	<p>Monitor</p>	<p>3/16/2015-S. E. Q. 4/10/2015-Set for hearing April 29.</p>
<p>SB 39 <b>(Pavley) D</b></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). <b>This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.</b></p>	<p>Monitor</p>	<p>4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 21). Re-referred to Com. on APPR.</p>



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<p><b>SB 59 (Knight) R</b></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>1/15/2015-S. RL S. 1/15/2015-Referred to Com. on RLS.</p>
<p><b>SB 64 (Liu) D</b></p> <p>California Transportation Plan.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.</p>	<p>Monitor</p>	<p>1/15/2015-S. T. &amp; H. 4/14/2015-Set for hearing April 28.</p>

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<p><b>SB 122 (Jackson) D</b></p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.</p>	<p align="center">Monitor</p>	<p>4/20/2015-S. AP PR. 4/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p><b>SB 158 Huff R</b></p> <p><b>Transportation projects: comprehensive development lease agreements.</b></p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.</p>	<p align="center">Monitor</p>	<p>4/7/2015-S. T. &amp; H. 4/7/2015-Re-referred to Coms. on T. &amp; H. and E.Q.</p>
<p><b>SB 194 Cannella R</b></p> <p><b>Vehicles: high-occupancy vehicle lanes.</b></p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.</p>	<p align="center">Monitor</p>	<p>2/19/2015-S. RL S. 2/19/2015-Referred to Com. on RLS.</p>

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<p><b><u>SB 207</u></b> <b><u>Wieckowski</u></b> <b>D</b></p> <p><b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.</b></p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would additionally require the 3-year investment plan to identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.</p>	<p>Monitor</p>	<p>4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.</p>
<p><b><u>SB 254</u></b> <b><u>Leyva D</u></b></p> <p><b>Transit districts: ordinances.</b></p>	<p>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.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. &amp; H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>

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<p><b><u>SB 321</u></b> <b><u>Beall D</u></b></p> <p><b>Motor vehicle fuel taxes: rates: adjustments.</b></p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-S. AP PR. 4/23/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p><b><u>SB 348</u></b> <b><u>Galgiani D</u></b></p> <p><b>California Environmental Quality Act: exemption: railroad crossings.</b></p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.</p>

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<p><b>SB 350</b> <b><u>De León D</u></b></p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply.</p>	<p>Monitor</p>	<p>4/7/2015-S. E.Q. 4/10/2015-Set for hearing April 29.</p>
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<p><b><u>SB 391</u></b> <b><u>Huff R</u></b></p> <p><b>Assault and battery: transit employees.</b></p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/21/2015-S. PU B. S. 4/22/2015-April 28 set for first hearing canceled at the request of author.</p>
<p><b><u>SB 413</u></b> <b><u>Wieckowski D</u></b></p> <p><b>Public transit: prohibited conduct.</b></p>	<p>Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Work with Author</p>	<p>4/16/2015-S. T. &amp; H. 4/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>
<p><b><u>SB 461</u></b> <b><u>Hernandez D</u></b></p> <p><b>Toll bridges and facilities: funds.</b></p>	<p>Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.</p>	<p>Monitor</p>	<p>4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (April 21). Re-referred to Com. on APPR.</p>

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<p><b><u>SB 491</u></b></p> <p><b>Committee on Transportation and Housing</b></p> <p><b>Transportation: omnibus bill.</b></p>	<p>Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. &amp; H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>
<p><b><u>SB 508</u></b> <b><u>Beall D</u></b></p> <p><b>Transit operations: financial requirements.</b></p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/12/2015-S. T. &amp; H. 4/2/2015-Set for hearing May 5.</p>



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<p><b>SB 516</b> <b>Fuller R</b></p> <p>Transportation: motorist aid services.</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.</p>	<p>Monitor</p>	<p>4/21/2015-S. T. &amp; H. 4/21/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>
<p><b>SB 529</b> <b>Pan D</b></p> <p><b>Public transit.</b></p>	<p>Existing law provides that any public transit guideway that is planned, acquired, or constructed on or after January 1, 1979, is subject to regulation by the Public Utilities Commission relating to safety appliances and procedures. That law additionally requires the commission to inspect all work done on those guideways, authorizes the commission to make further additions or changes necessary for the purpose of safety to employees and the general public, and requires the commission to develop an oversight program employing safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways. This bill would make nonsubstantive revisions to the above-described law.</p>	<p>Monitor</p>	<p>4/16/2015-S. T. &amp; H. 4/16/2015-Re-referred to Com. on T. &amp; H.</p>



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<p><b><u>SB 599</u></b> <b><u>Mendoza D</u></b></p> <p><b>Employment: public transit service contracts.</b></p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	<p>Monitor</p>	<p>4/20/2015-S. AP PR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.</p>
<p><b><u>SB 767</u></b> <b><u>De León D</u></b></p> <p><b>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</b></p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re- refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>

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<p><b>SCA 5 Hancock D</b></p> <p><b>Local government: special taxes: voter approval.</b></p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>4/7/2015-S. G. &amp; F. 4/7/2015- Referred to Coms. on GOV. &amp; F., E. &amp; C.A., and APPR.</p>
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**FEDERAL**

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>STATUS</b>
<p><b>H.R. 3620 Bass D</b></p>	<p>Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.</p>	<p>January 2014 - SUPPORT</p> <p>Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials</p>
<p><b>H.R. 680 Blumenauer D</b></p>	<p>Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024.</p> <p><i>Board previously supported HR 3636 bill last session.</i></p>	<p><b>May 2015 - SUPPORT</b></p> <p>Referred to the House Committees on Ways and Means and House</p>

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		Transportation and Infrastructure
<b>H.R. 935 Hahn D-CA</b>	<p>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund.</p> <p><i>Board previously supported HR 5101 bill last session.</i></p>	<p><b>May 2015 - SUPPORT WORK WITH AUTHOR</b></p> <p>Subcommittee on Rail, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
<b>H.R. 990 King R-NY</b>	<p><b>Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.</b></p>	<p><b>May 2015 - SUPPORT</b></p> <p>House Ways and Means Committee</p>
<b>H.R. 1308 Lowenthal D-CA</b>	<p><b>Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.</b></p> <p><i>Board previously supported HR 5624 bill last session.</i></p>	<p><b>May 2015 - SUPPORT WORK WITH AUTHOR</b></p> <p>Subcommittee on Water, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
<b>H.R. 1461</b>	<p>Would end the longstanding practice of the mass transit account receiving funding</p>	<b>May 2015 -</b>

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<p><b>Massie R-KY</b></p>	<p>through the Highway Trust Fund. Additionally, it repeals the Transportation</p>	<p><b>OPPOSE</b>  House Transportation and Infrastructure Committee  House Ways and Means Committee</p>
<p><b>H.R. 1551 Sanford R-SC</b></p>	<p>Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.</p>	<p><b>May 2015 - OPPOSE</b>  House Ways and Means Committee</p>
<p><b>S. 650 Blunt R-MO</b></p>	<p>Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.</p>	<p><b>MAY 2015 - OPPOSE</b>  Senate Commerce, Science and Transportation Committee</p>
<p><b>S. 797 Booker D-NJ</b></p>	<p>Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.</p>	<p><b>May 2015 - SUPPORT WORK WITH AUTHOR</b> Senate Commerce, Science and Transportation Committee</p>
<p><b>S. 880 (Schatz-D-HI)</b></p>	<p>Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.</p>	<p><b>May 2015- SUPPORT</b> Senate Environment and Public Works Committee</p>

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<p><b>S. 1006 (Feinstein-D-CA)</b></p>	<p><b>Extend the national deadline to implement Positive Train Control by one year</b></p>	<p><b>MAY 2015 - SUPPORT</b> Senate Commerce, Science and Transportation Committee</p>
<p><b>Omnibus Appropriations Bill For Fiscal Year 2015</b></p>	<p>A short-term continuing resolution (CR), <u>H.J. Res. 124</u>, to fund all programs and functions of the Federal Government for the first ten weeks of the fiscal year beginning on October 1, 2014.</p> <p>The CR extends funding for all federal programs, agencies, and services until December 11, 2014, at the current annual rate of \$1.012 trillion.</p>	<p>Signed by President, September 19, 2014</p> <p>U.S. Senate and House passes H.J. Res 124 on September 18, 2014</p>
<p><b>Moving Ahead For Progress In The 21<sup>st</sup> Century</b></p> <p><b>Surface Transportation Authorization Bill</b></p>	<p>MAP-21</p> <ul style="list-style-type: none"> <li>• 27 month bill - expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015</li> <li>• <b>Total Funding:</b> \$105 Billion <ul style="list-style-type: none"> <li>o <b>Highway Funding:</b> \$39.7 Billion in FY13 and \$40 Billion in FY14</li> <li>o <b>Transit Funding:</b> \$10.5 Billion in FY13 and \$10.7 Billion in FY14</li> </ul> </li> <li>• Includes <b>America Fast Forward</b> Innovative Financial Provision (TIFIA) <ul style="list-style-type: none"> <li>o Does not include Qualified Transportation Improvement Bonds (QTIB)</li> </ul> </li> </ul> <p><b>H.R. 5021 passed both Chambers and provides approximately \$10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.</b></p>	<p>July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015</p> <p>July 6, 2012 Signed by President into law</p>
<p>Obama Administration Proposal <b>Generating Renewal, Opportunity, and Work with Accelerated</b></p>	<p><b>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, \$302 billion surface transportation reauthorization bill.</b></p> <p><b>The proposal includes:</b></p> <ul style="list-style-type: none"> <li>• \$199 billion for highways <ul style="list-style-type: none"> <li>o \$92.1 billion for the National Highway Performance Program</li> </ul> </li> </ul>	<p>Introduced - April 29</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 11/16/24

Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix

<p><b>Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</b></p>	<ul style="list-style-type: none"> <li>o \$13.6 billion for "critical immediate investments"</li> <li>• \$72 billion for transit             <ul style="list-style-type: none"> <li>o \$11 billion for Capital Investment Grants</li> <li>o \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines</li> </ul> </li> <li>• \$5 billion for the TIGER program (\$1.25 billion per year - an increase of more than 100 percent over current levels)</li> <li>• \$19 billion in dedicated funding for rail programs</li> <li>• \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country</li> <li>• \$4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program</li> <li>• \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices"</li> <li>• Significant investment in the president's "Ladders of Opportunity" initiative             <ul style="list-style-type: none"> <li>o \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions</li> <li>o \$245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations</li> </ul> </li> <li>• \$10 billion for a multi-modal freight program</li> <li>• \$7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety.</li> </ul>	
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Board Report

File #: 2015-0741, File Type: Policy

Agenda Number: 53.

EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 18, 2015

SUBJECT: PERSONNEL MATTER

ACTION: AUTHORIZE CHIEF EXECUTIVE OFFICER TO NEGOTIATE SALARIES

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to **negotiate salaries within the pay range** for the following positions:

- A. Chief Operations Officer, pay grade CC (\$215,987 - \$265,907 - \$315,868)
- B. Chief Communications Officer, pay grade BB (\$161,616 - \$202,030 - \$242,424)

ISSUE

Executive-level recruiting is extremely sensitive and sometimes difficult if the potential candidate is considering leaving current employment. Delegating authority for salary negotiation to the CEO for the positions of Chief Operations Officer and Chief Communications Officer will speed up the process and ameliorate any concerns the potential candidates may have regarding confidentiality.

DISCUSSION

These key executive positions are responsible for major functional areas of the agency and need to be filled with personnel whose salaries are competitive and reflect the level of their responsibilities and qualifications.

Chief Operations Officer

The Chief Operations Officer position has been filled using Interim appointments since October 2013. A regular appointment needs to be made to provide stable leadership during this critical time in the agency's history. With ongoing efforts to improve bus service and operate it efficiently, along with new rail line extensions opening in 2016 and new rail line extensions under construction, strong, longer term leadership is needed.

Chief Communications Officer

The Chief Communications Officer (CCO) position is currently filled with an Interim appointment until the position is filled. This position is of vital importance in communicating with our customers and

maintaining a positive perception of Metro with the public. It is also responsible for managing Customer Services including Customer Information, Customer Service Centers, TAP service and receiving and tracking customer complaints. Government Relations is also a key and critical unit at Metro that also reports to the CCO.

### **FINANCIAL IMPACT**

No additional FTEs are being added to the FY16 Budget.

Funds for the Chief Operations Officer position are included in the FY16 budget in cost center 3010, project 306006 (System-wide Operations Management and Administration).

Funds for the Chief Communications Officer position are included in the FY16 budget in cost center 7010, Executive Office, Communications in the following projects; 100001 (General Overhead), 100002 (Government and Oversight), 100055 (Admin - Measure R) and 306006 (System-wide Operations Management and Administration).

#### **Impact to Budget**

FY16 funding for these positions will use Project 100001, General Overhead, which is allocated to projects according to the federally approved Cost Allocation Plan and funded accordingly, including bus and rail operating and capital projects; Project 100002, Government and Oversight, which are not eligible for bus or rail operating projects, Project 100055, Admin - Measure R, which uses funds that are eligible for Measure R projects and Project 306006, System-wide Bus Operations Management and Administration, which uses funds that are eligible for bus and rail operations.

### **ALTERNATIVES CONSIDERED**

An alternative would be not to authorize the CEO to negotiate salaries within the pay range for the positions and come back to the Board of Directors for approval. Staff does not recommend this alternative as Executive-level recruiting is extremely sensitive and sometimes difficult if the potential candidate is considering leaving current employment. By delegating the authority for salary negotiation to the CEO for these positions will expedite the process and ameliorate any concerns the potential candidates may have regarding confidentiality.

### **NEXT STEPS**

Staff will continue to recruit for these positions with negotiations being conducted within the CEO's authorization.

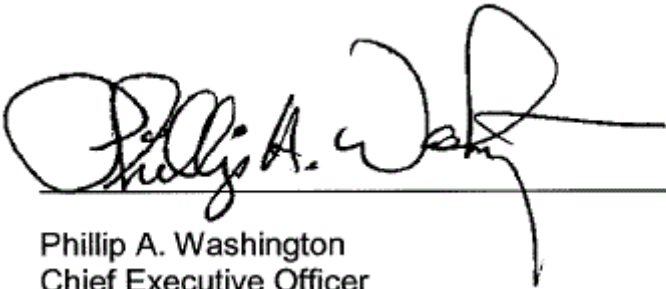
### **ATTACHMENTS**

- A. Job Spec for Chief Operations Officer
- B. Job Spec for Chief Communications Officer

Prepared by: Donald E. Ott, Executive Director, Employee and Labor Relations  
(213) 922-8864



Reviewed by: Stephanie Wiggins, Interim Deputy Chief Executive Officer  
(213) 922-1023



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Phillip A. Washington  
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority**

Job Class Specification

**CHIEF OPERATIONS OFFICER**

Pay Grade HCC

(\$215,987.20 - \$265,907.20 - \$315,868.80)

**Basic Function**

To oversee and direct the overall activities of Metro's transit operations delivery.

**Classification Characteristics**

This classification is exempt/at-will and the incumbent serves at the pleasure of the hiring authority.

**Supervised by:** Chief Executive Officer

**Supervises:** Deputy Chief Operations Officer; General Manager; Executive Director, Rail Operations; Executive Director, Maintenance; Executive Director, Transportation; DEO, Operations Administration & Financial Management Services; Executive Secretary/COO

**FLSA:** Exempt

**Work Environment**

In order to achieve the Agency's goals in support of its mission, potential candidates are required to commit and continuously practice and demonstrate the following work values:

- **Safety** – To ensure that our employees, passengers and the general public's safety is always our first consideration.
- **Services Excellence** – To provide safe, clean, reliable, on-time, courteous service for our clients and customers.
- **Workforce Development** – To make Metro a learning organization that attracts, develops, motivates and retains a world-class workforce.
- **Fiscal Responsibility** – To manage every taxpayer and customer-generated dollar as if it were coming from our own pocket.
- **Innovation and Technology** – To actively participate in identifying best practices for continuous improvement.
- **Sustainability** – To reduce, reuse and recycle all internal resources and reduce green house gas emissions.
- **Integrity** – To rely on the professional ethics and honesty of every Metro employee.

## CHIEF OPERATIONS OFFICER

(Continued)

- **Teamwork** - To actively blend our individual talents to achieve world-class performance and service.
- **Civil Rights** - To actively promote compliance with all civil rights statutes, regulations and policies.
- **Community** - To actively engage with the Community as it relates to Metro interest/services.

### Examples of Duties

- Develops, implements, and directs budgets, goals, and business plans within assigned work units.
- Provides direction and support to all transit operations functions to ensure attainment of Metro and departmental objectives within established policies and parameters.
- Coordinates activities within transit operations to assure peak performance and productivity, as well as conformance with established or mandated external regulations and policies affecting Metro operations.
- Develops and implements strategic business plans focusing on transportation needs in cooperation and coordination with all Metro departments involved in regional decisions.
- Provides counsel to the CEO on significant matters affecting Metro transit operations and policies.
- Assists the CEO in developing and implementing short-range and long-range goals and business plans.
- Formulates policy recommendations for the Board of Directors, attends Board meetings, and advises Board.
- Formulates and recommends operating policies and procedures or changes in existing policies or procedures.
- Chairs and serves as a member of interdepartmental and interagency committees.
- Represents Metro and the CEO as designated in meetings, as committee member, and before community and business groups.
- Provides policy direction for the External Affairs function of Metro.
- Monitors activities of assigned departments to ensure conformance with goals and objectives of reporting unit and eliminate impediments to peak performance.
- Directs the conduct of studies, investigations, and analyses at the direction of the CEO, presenting oral and written reports of findings and recommendations.
- Supervises subordinate department heads and managerial staff.
- Creates Metro's safety vision; approves and adopts the agency's safety rules, policies, and procedures; communicates safety expectations; and maintains accountability for the safety performance of the entire agency.
- Contributes to ensuring that the EEO policies and programs of Metro are carried out.

## CHIEF OPERATIONS OFFICER

(Continued)

### **Essential Knowledge and Abilities**

Knowledge of:

- Administrative principles and methods, including goal setting, program and budget development and implementation.
- Capital and operating budgets.
- Principles, practices, and program areas related to transit operations.
- Social, political, and environmental issues influencing transit programs.
- Applicable local, state, and federal laws, rules, and regulations.
- Principles and practices of public administration.
- Modern management theory.

Ability to:

- Assist in planning, organizing, and controlling the integrated work of a multi-tiered public transit organization.
- Develop and implement objectives, policies, procedures, work standards, and internal controls.
- Determine strategies to achieve goals.
- Understand, interpret, and apply laws, rules, regulations, policies, procedures, budgets, contracts, and labor/management agreements.
- Represent Metro before elected officials and the public.
- Analyze situations, identify problems, implement solutions, and evaluate outcome.
- Prepare reports and correspondence.
- Establish and maintain cooperative working relationships.
- Exercise judgment and creativity in making decisions.
- Communicate effectively orally and in writing.
- Interact professionally with various levels of Metro employees, outside representatives, and public officials.
- Read, write, speak, and understand English.

### **Minimum Qualifications**

Potential candidates interested in the CHIEF OPERATIONS OFFICER position MUST meet the following requirements:

- Bachelor's degree - Business, Public Administration, or other related field.
- 8 years' senior management-level experience in public transit operations.
- Valid California Class C driver license.
- Master's degree - Business, Public Administration, or other related field desirable.

### **Special Conditions**

- None.

CHIEF OPERATIONS OFFICER

(Continued)

**Disclaimer**

This job specification is not to be construed as an exhaustive statement of duties, responsibilities, or requirements. Employees may be required to perform any other job-related instructions as requested by their supervisor.

**Los Angeles County Metropolitan Transportation Authority**

Job Class Specification

**CHIEF COMMUNICATIONS OFFICER**

Pay Grade HBB

(\$161,616.00 - \$202,030.40 - \$242,424.00)

**Basic Function**

To direct and implement Metro's overall communications efforts, and to oversee the activities of the Communications departments.

**Classification Characteristics**

This classification is exempt/at-will and the incumbent serves at the pleasure of the hiring authority.

**Supervised by:** Chief Executive Officer

**Supervises:** DEO, Public Relations; DEO, Community Relations; DEO, Communications; DEO, Government Relations; Director, Social Media; Director, Customer Relations; Director, Customer Programs And Services; Communications Manager; Administration & Financial Services Manager; Sr Administrative Analyst; Administrative Analyst; Asst Public Communications Officer; Administrative Aide

**FLSA:** Exempt

**Work Environment**

In order to achieve the Agency's goals in support of its mission, potential candidates are required to commit and continuously practice and demonstrate the following work values:

- **Safety** - To ensure that our employees, passengers and the general public's safety is always our first consideration.
- **Services Excellence** - To provide safe, clean, reliable, on-time, courteous service for our clients and customers.
- **Workforce Development** - To make Metro a learning organization that attracts, develops, motivates and retains a world-class workforce.
- **Fiscal Responsibility** - To manage every taxpayer and customer-generated dollar as if it were coming from our own pocket.
- **Innovation and Technology** - To actively participate in identifying best practices for continuous improvement.

## CHIEF COMMUNICATIONS OFFICER

(Continued)

- **Sustainability** - To reduce, reuse and recycle all internal resources and reduce green house gas emissions.
- **Integrity** - To rely on the professional ethics and honesty of every Metro employee.
- **Teamwork** - To actively blend our individual talents to achieve world-class performance and service.
- **Civil Rights** - To actively promote compliance with all civil rights statutes, regulations and policies.
- **Community** - To actively engage with the Community as it relates to Metro interest/services.

### **Examples of Duties**

- Develops, directs, and implements communications programs in support of Metro's marketing, community relations, public relations, intergovernmental relations, and multi-modal and local government relations programs consistent with Metro goals and objectives.
- Consults with and recommends to CEO and management effective legislative and communications programs to enhance Metro's image.
- Represents the department and Metro before the CEO, Board of Directors, public officials, other governmental agencies, community groups, and on inter-agency committees.
- Prepares and presents written and oral reports to Metro Management and the Board of Directors.
- Plans, develops, and administers departmental policies and procedures.
- Establishes priorities for department tasks and special projects.
- Oversees preparation and administration of department's budget.
- Discusses, informs, and advises management on department operations and special projects.
- Supervises subordinate staff.
- Creates Metro's safety vision; approves and adopts the agency's safety rules, policies, procedures; communicates safety expectations; and maintains accountability for the safety performance of the entire agency.
- Contributes to ensuring that the EEO policies and programs of Metro are carried out.

### **Essential Knowledge and Abilities**

Knowledge of:

- Theories, principles, and practices of communications programs.
- Applicable local, state, and federal laws, rules, and regulations.

## CHIEF COMMUNICATIONS OFFICER

(Continued)

- Public agency protocol, procurement procedures, and contract administration.
- Modern management theory.
- Social, political, and environmental issues influencing transit programs.
- Modern social media practices and processes.

Ability to:

- Plan, organize, and direct the work of communications departments.
- Prepare comprehensive reports and correspondence.
- Interact professionally with various levels of Metro employees and outside representatives.
- Represent Metro before the Board of Directors, elected officials, and the public.
- Understand, interpret, and apply laws, rules, regulations, policies, procedures, contracts, budgets, and labor/management agreements.
- Analyze situations, identify problems, recommend solutions, and evaluate outcome.
- Determine strategies to achieve goals.
- Establish and implement policies and procedures.
- Communicate effectively orally and in writing.
- Exercise judgment and creativity in making decisions.
- Plan financial and staffing needs.
- Make financial decisions within a budget.
- Supervise subordinate staff.
- Travel to offsite locations within a reasonable timeframe.
- Read, write, speak, and understand English.

### **Minimum Qualifications**

Potential candidates interested in the CHIEF COMMUNICATIONS OFFICER position MUST meet the following requirements:

- Bachelor's degree - Public Administration, Communications, Marketing, Public Affairs, Journalism, or other related field.
- 8 years' senior management-level experience administering communications, marketing, public relations, community relations, legislative affairs, or advertising programs.
- Master's degree - Communications, Marketing, Journalism, Public Affairs, or other related field desirable.
- Valid California Class C driver's license.

### **Special Conditions**

- None.



CHIEF COMMUNICATIONS OFFICER

(Continued)

**Disclaimer**

This job specification is not to be construed as an exhaustive statement of duties, responsibilities, or requirements. Employees may be required to perform any other job-related instructions as requested by their supervisor.



**Board Report**

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**File #:** 2015-0662, **File Type:** Informational Report

**Agenda Number:** 45.

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**EXECUTIVE MANAGEMENT COMMITTEE/  
CONSTRUCTION COMMITTEE  
JUNE 18, 2015**

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

**CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**

**REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status on the **Project Labor Agreement and Construction Careers Policy programs on the Crenshaw/LAX Transit Corridor and Regional Connector Transit Corridor projects** for activity through the April 2015 reporting period.

**ISSUE**

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

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

The attached report provides the current status on the two mega projects listed above which are subject to the PLA/CCP.

**DISCUSSION**

Project Name	Prime Contractor	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	59.15%	18.11%	11.11%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	62.53%	16.00%	12.48%
Regional Connector Transit Corridor Advanced Utilities Relocation	Pulice Construction	51.63%	21.48%	22.69%

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

Major Construction for the Crenshaw/LAX Transit Corridor Project is underway. The contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 59.15%, 18.11% and 11.11% respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker, Disadvantaged Worker and minority participation percentage goals, but not meeting the 20% Apprentice Worker goal and the 6.90% Female Participation goal (2.66%). The contractor has submitted a plan and schedule indicating that the apprentice goal for this project should be achieved in January of 2017. Staff will continue to work closely with the contractor towards meeting all worker goals for this project. To date, 19.32% of the estimated construction work hours for this project have been performed. No work stoppages or grievance have occurred on this contract.

Regional Connector Transit Corridor Project

Prime: Regional Connector Constructors, Joint Venture

The Regional Connector Transit Corridor Project contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 62.53%, 16.00% and 12.48% respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker, Disadvantaged Worker and the minority participation goals, but not meeting the 20% Apprentice Worker goal and the 6.90% Female Participation goal (4.34%). This project is still in the design-phase with limited construction activities and attainment is in line with the contractor's submitted Employment Hiring Plan which states that the Apprentice Worker goal will be met in mid-2016. To date, 0.39% of the estimated construction work hours for this project have been performed. No work stoppages or grievances have occurred on this contract.

Regional Connector Advanced Utilities Relocation Project

Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project contractor attained Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 51.63%, 21.48% and 22.69%, respectively. This contract was terminated for convenience in April 2015 and is in close-out phase. As of this reporting period, the Targeted Worker, Apprentice Worker, Disadvantaged Worker and the minority participation percentage goals have been met but not the 6.90% Female Participation goal (2.60%). Final attainment will be provided in the next PLA/CCP update report. No work stoppages or grievances have occurred on this contract.

OUTREACH

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

- County Supervisor Mark Ridley Thomas Spring Into Summer Event held on April 15, 2015
- Goodwill Southern California Job Fair held on April 22, 2015
- State Building & Construction Trades Council of California 5th National Conference, Women Building the Nation held on May 1-3, 2015 (Panelist, Sponsor and Exhibitor)
- East Los Angeles College Job Fair held on May 7, 2015
- 1st Annual Veterans & Disadvantaged Worker Resource Fair at L.A. Trade Tech College on

May 13, 2015

- Construction Careers Awareness Day in partnership with LAUSD and Los Angeles Trade Tech College (LATTTC) held on May 14, 2015
- County Supervisor Hilda Solis Job Fair held on May 16, 2015
- Coffee, Construction and Careers, City of Inglewood held on May 28, 2015
- Daily/Weekly/bi-weekly meetings with outreach team, contractor, electeds and/or community representatives
- Updated Metro's Federal Legislative Programs to request more stringent rules and local enforcement capabilities regarding employment of women and under-represented minorities in construction.
- Metro is organizing a committee to develop strategies and opportunities for women in the construction industry. Tentative committee membership includes: Women in Non-Traditional Employment Roles (WINTER), National Association of Women Business Owners (NAWBO), National Association of Women in Construction (NAWIC), Prime Contractors, Job Coordinators and others.

## **NEXT STEPS**

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

## **ATTACHMENTS**

Attachment A - Crenshaw/LAX Transit Corridor project PLA/CCP Report, Data Through April 2015 reporting period.

Regional Connector Transit Corridor project PLA/CCP Report, Data Through April 2015 reporting period.

Regional Connector Advance Utilities Relocation project PLA/CCP Report, Data Through April 2015 reporting period.


Prepared by:

Miguel Cabral, Interim Deputy Executive Officer, Strategic Business, PLA/Construction Careers, (213) 922-2232

Keith A. Compton, Interim Director, PLA/CCP Compliance & Administration, (213) 922-2406

Miriam Long, Manager, Strategic Business & Construction Career Resources, (213) 922-7249

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management



Phillip A. Washington  
Chief Executive Officer

# Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime:

Walsh/Shea Report Data Through April 18, 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) <b>Goal: 40%</b>	Apprentice Utilization (%) <b>Goal: 20%</b>	Disadvantaged Worker Utilization (%) <b>Goal: 10%</b>
579,490.60	59.15%	18.11%	11.11%
Percentage Project Complete Based on Worker Hours: 19.32%			

Based on Total Apprenticeshipable Work Hours

(rounded)

## Executive Order 11246 Demographic

### Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
579,490.60	17.66%	1.07%	22.49%	54.21%	1.25%	3.32%	74.19%	2.66%

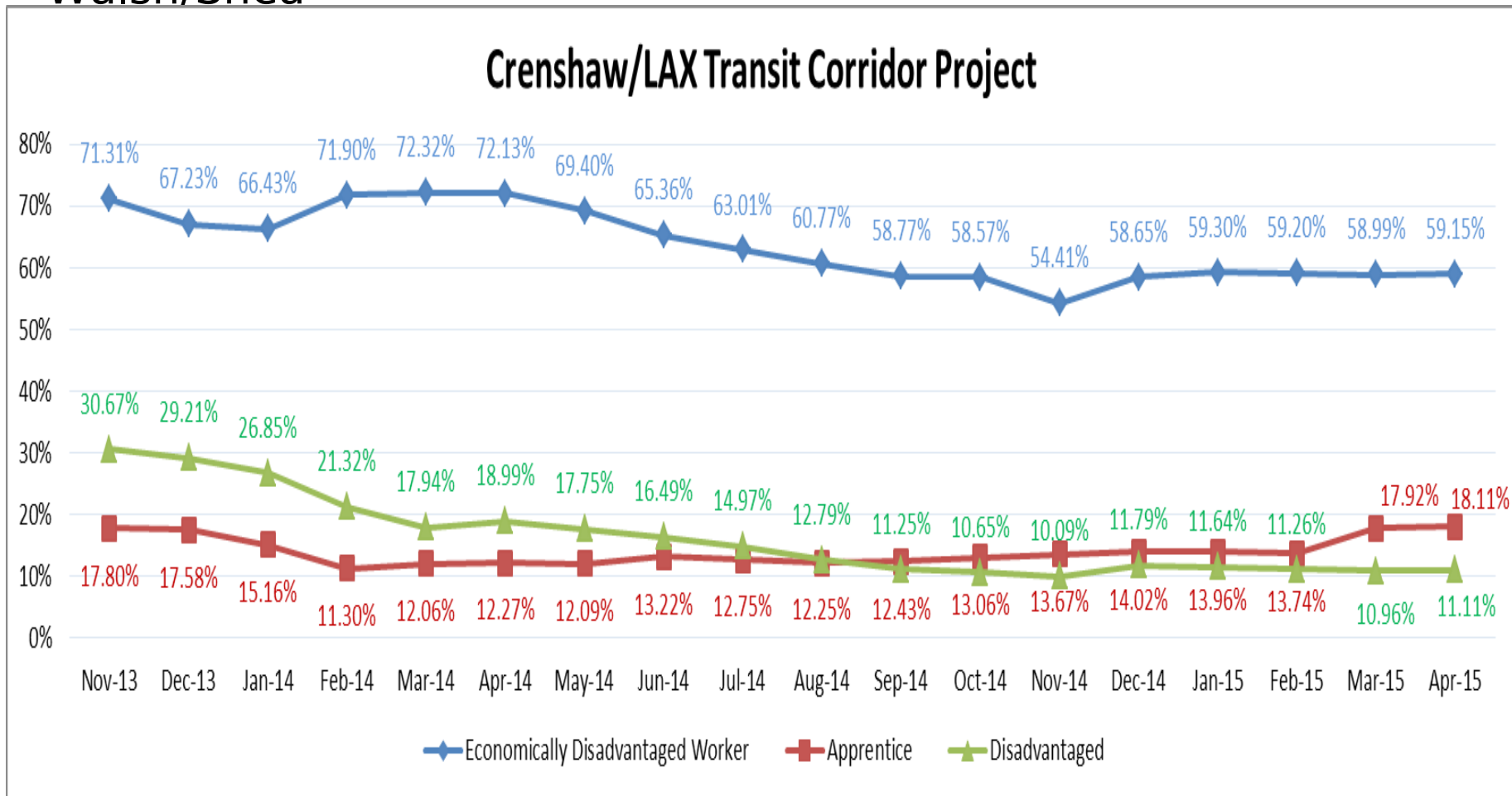


\*Cumulative Hours Through End of Noted Reporting Period - as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

# Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime:

Walsh/Shea



\*As Reported by Walsh/Shea. Data subject to change to reflect updates or audits.

Data reflects a 18 month period



# Regional Connector Transit Corridor Project PLA Targeted Worker Attainment:

Prime: Regional Connector Constructors, Joint Venture

Report Data Through April 25, 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) <b>Goal: 40%</b>	Apprentice Utilization (%) <b>Goal: 20%</b>	Disadvantaged Worker Utilization (%) <b>Goal: 10%</b>
12,909.50	62.53%	16.00%	12.48%

Percentage Project Complete Based on Worker Hours: 0.39%  
(rounded)  
Based on Total Apprenticeship Hours

## Executive Order 11246 Demographic

### Summary

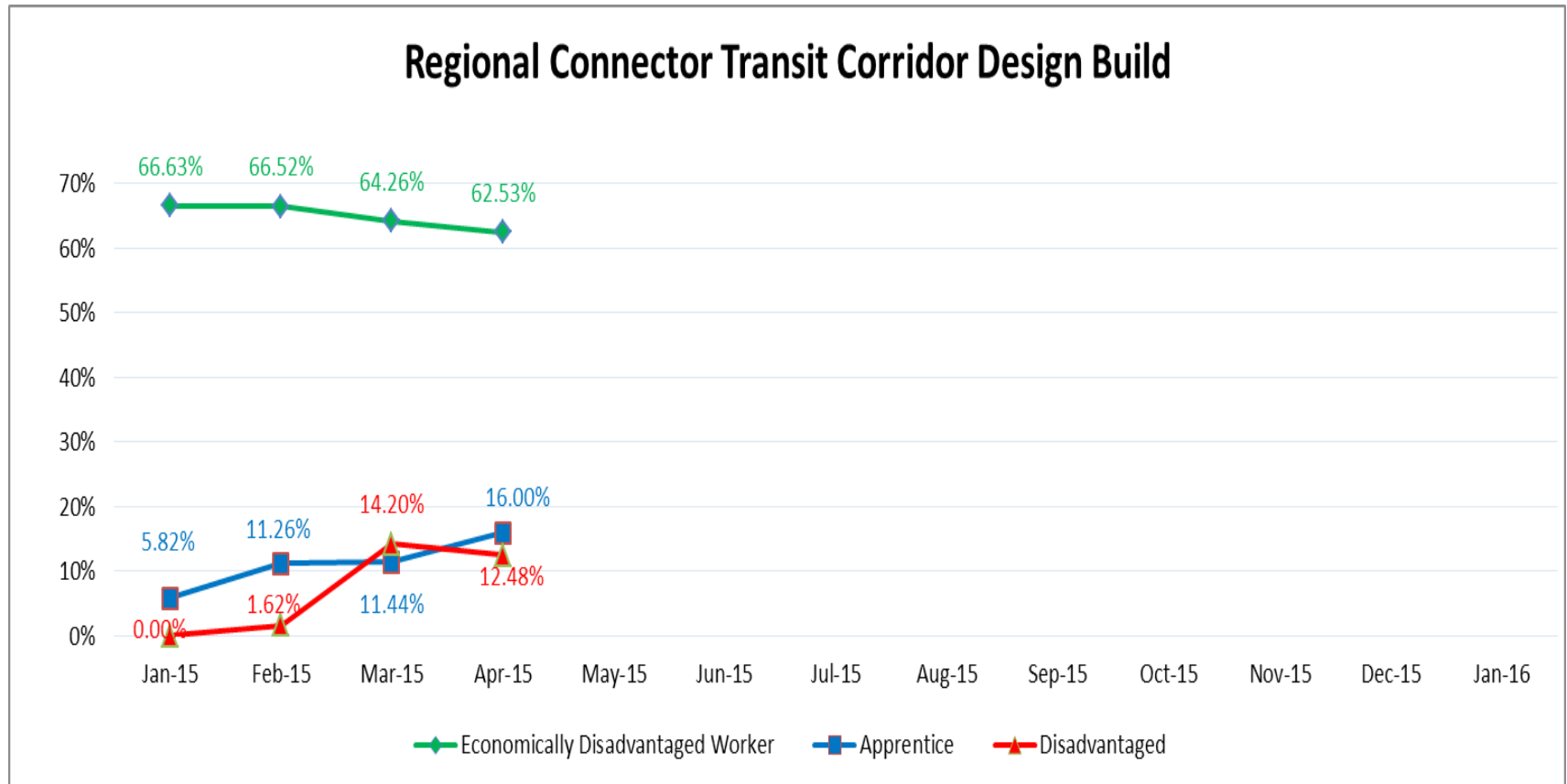
No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
12,909.50	11.94%	2.42%	26.72%	54.89%	0.00%	4.03%	69.25%	4.34%

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



**Metro**

# Regional Connector Transit Corridor Project PLA Targeted Worker Attainment: Prime: Regional Connector Constructors, Joint Venture



\*As Reported by RCC, JV. Data subject to change to reflect updates or audits.

Data reflects a 4 month period

# Regional Connector Advanced Utility Relocations PLA Targeted Worker Attainment: Prime: Pulice

Construction

Report Data Through April 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) <b>Goal: 40%</b>	Apprentice Utilization (%) <b>Goal: 20%</b>	Disadvantaged Worker Utilization (%) <b>Goal: 10%</b>
58,155.00	51.63%	21.48%	22.69%
Percentage Project Complete Based on Worker Hours: 58.51%	(rounded)		

## Executive Order 11246 Demographic

### Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
58,155.00	1.37%	0.42%	17.58%	80.12%	0.00%	0.51%	81.91%	2.60%

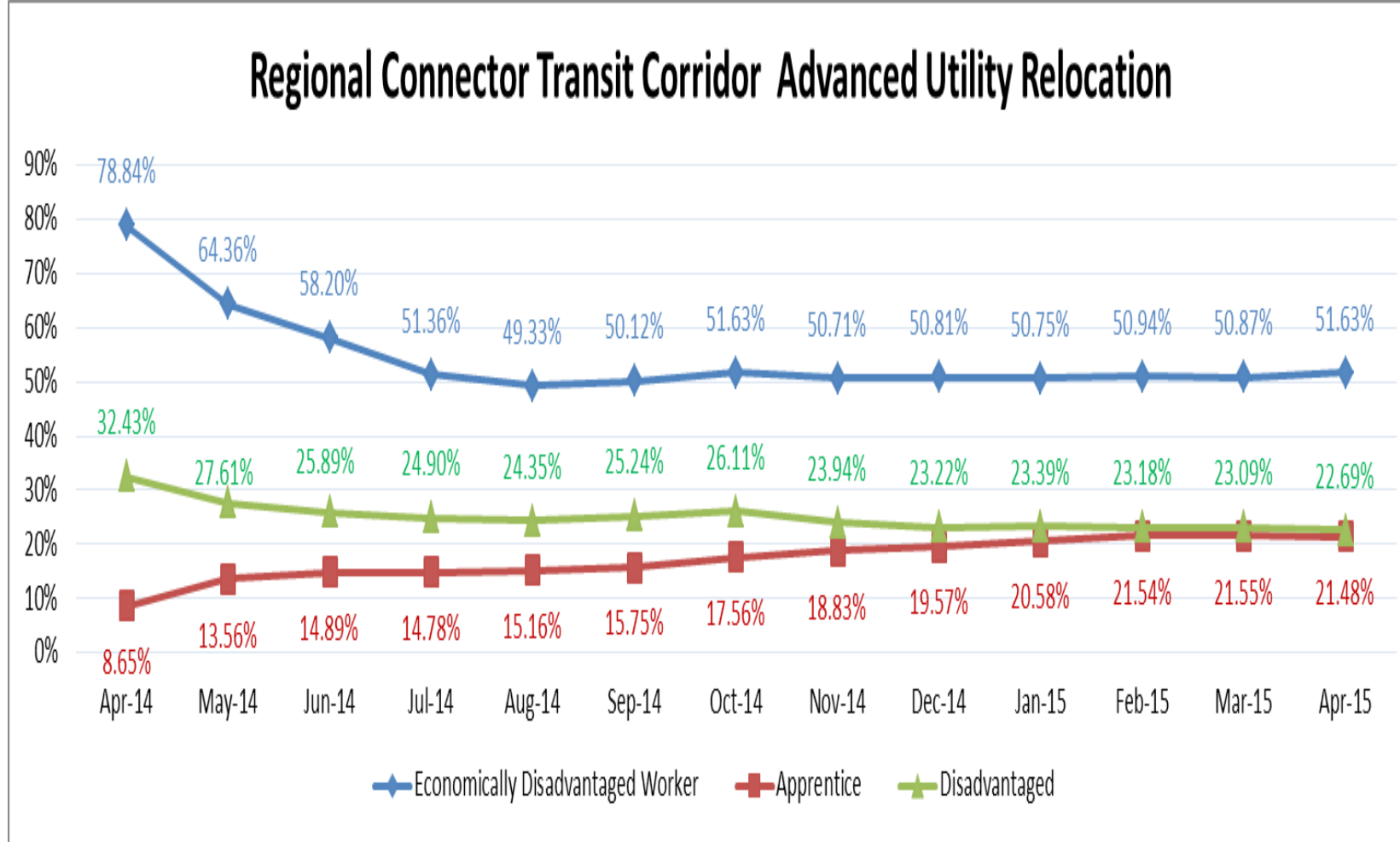
\*Cumulative Hours Through End of Noted Reporting Period - as Reported by Prime Contractor. Data subject to change to reflect updates or audits.



**Metro**

# Regional Connector Advanced Utility Relocations

PIA Targeted Worker Attainment: Prime Pulice



\*As Reported by Pulice Contractor. Data subject to change to reflect updates or audits.  
Data reflects a 13 month period

**Board Report**

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**File #:** 2015-0462, **File Type:** Informational Report**Agenda Number:** 55.

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**EXECUTIVE MANAGEMENT COMMITTEE****June 18, 2015****SUBJECT: UPDATE ON ADVERTISING CONTRACTS****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report on the status of **Metro's revenue-generating bus and rail advertising contracts.**

**ISSUE**

In January 2015, Metro's Board approved Director Antonovich's Substitute to Director Fasana's Motion 79.1 (Attachment A), directing the CEO to exercise the next one-year option (for Calendar Year 2016) with Outfront Media, and that the Metro Board direct the CEO to provide quarterly updates to the Board on the contract performance of Outfront Media, specifically regarding the contractor's timely implementation of new opportunities (e.g. bike rack advertising space and digital kiosks) as described in its January 2015 presentation to the Metro Executive Management Committee.

**DISCUSSION**

Outfront Media was awarded two related 5-year revenue contracts (PS12714022 License to Sell and Display Advertising on Metro Buses, and PS12714023 License to Sell and Display Advertising on Metro Rail Systems), each inclusive of three 1-year options. The period of performance for the initial term started January 1, 2013 and ended December 31, 2014. In January 2015, Metro's Board approved to exercise the next one-year option, which extends the term of this contract to December 31, 2016.

Metro receives a fixed, guaranteed amount of revenue from these agreements (\$21 million total in calendar year 2014) rather than a percentage of actual sales. Outfront Media has met all of their financial obligations pursuant to contract as of the date of this report. This method shields Metro's revenue from fluctuations in the advertising industry, and relieves the agency of having a financial stake in the acceptance or rejection of any particular ad. Advertising acceptability is governed by the Content Guidelines in Metro's Board-approved Advertising Policy.

Per direction of the Board, in January 2015, Metro staff and Outfront Media presented their recommendations for increasing the advertising revenue generated on the Metro system. One of the options currently being pursued is the installation of bike rack ad displays.

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Outfront Media will manufacture and install bike rack ad display panels on all Metro buses. Outfront Media will front the cost of the torsion springs, and the manufacture and installation of the display ad panels. Outfront Media will recover those costs by selling ads on the bike rack displays. Once Outfront Media has been reimbursed for the initial investment, the revenue generated from selling ad space (estimated at \$400,000 annually) will go to Metro as per the terms of the contract modification to be executed by end of June, 2015; and the bike rack ad display installations will become the property of Metro.

### **NEXT STEPS**

Metro staff will continue to monitor trends, projections and other relevant developments in the outdoor advertising industry. Metro staff and Outfront Media will begin installation of the bike rack ad displays in five phases:

#### **Phase One - Install Displays on 648 buses**

1. May 18, 2015: Outfront Media orders display panels and mounting hardware for 648 45-foot vehicles; in hand by July 1, 2015. Cost for fabrication and installation borne by Outfront Media: \$97,200 (\$150 x 648)
2. July 1, 2015: Metro installs torsion springs and relocates license plates on 648 buses. Cost for torsion springs borne by Outfront Media: \$66,096 (\$102 x 648)
3. July 1, 2015: Outfront Media installs displays on 648 buses during the month of July, after installation of springs is complete. Installations are done at the rate of 29 per night, five nights per week, 145 per week.
4. August 1, 2015: 648 bike rack displays available for ad posting.

#### **Phase Two - Install Displays on 500 buses**

1. August 1, 2015: Metro identifies the next 500 buses for bike rack ads.
2. August 1, 2015: Outfront Media orders display panels and mounting hardware for 500 vehicles; in hand by September 15, 2015. Cost for fabrication and installation borne by Outfront Media: \$75,000 (\$150 x 500)
3. September 15, 2015: Metro installs torsion springs and relocates license plates on the next 500 buses identified. Cost for torsion springs borne by Outfront Media: \$51,000 (\$102 x 500)
4. September 15, 2015: Outfront Media installs displays on the next 500 buses identified during the month of September. Installations are done at the rate of 25 per night, five nights per week, 125 per week.
5. October 15, 2015: 1,148 bike rack displays available for ad posting.

#### **Phase Three - Install Displays on 500 buses**

1. October 15, 2015: Metro identifies the next 500 buses for bike rack ads.
2. October 15, 2015: Outfront Media orders display panels and mounting hardware for 500 vehicles; in hand by November 1, 2015. Cost for fabrication and installation borne by Outfront Media: \$75,000 (\$150 x 500)
3. November 1, 2015: Metro installs torsion springs and relocates license plates on the next 500 buses identified. Cost for torsion springs borne by Outfront Media: \$51,000 (\$102 x 500)
4. November 1, 2015: Outfront Media installs displays on the next 500 buses identified during the month of November. Installations are done at the rate of 25 per night, five nights per week, 125 per week.
5. December 1, 2015: 1,648 bike rack displays available for ad posting.

#### **Phase Four - Install Displays on 500 buses**

1. December 1, 2015: Metro identifies the next 500 buses for bike rack ads.
2. December 1, 2015: Outfront Media orders display panels and mounting hardware for 500 vehicles; in hand by January 15, 2016. Cost for fabrication and installation borne by Outfront Media: \$75,000 (\$150 x 500)
3. January 15, 2016: Metro installs torsion springs and relocates license plates on the next 500 buses identified. Cost for torsion springs borne by Outfront Media: \$51,000 (\$102 x 500)
4. January 15, 2016: Outfront Media installs displays on the next 500 buses identified during the month of January. Installations are done at the rate of 25 per night, five nights per week, 125 per week.
5. February 15, 2016: 2,148 bike rack displays available for ad posting.

#### **Phase Five - Install Displays on 52 buses**

1. February 15, 2016: Metro identifies the next 52 buses for bike rack ads.
2. February 15, 2016: Outfront Media orders display panels and mounting hardware for 52 vehicles; in hand by March 1, 2016. Cost for fabrication and installation borne by Outfront Media: \$7,800 (\$150 x 52)
3. March 1, 2016: Metro installs torsion springs and relocates license plates on the next 52 buses identified. Cost for torsion springs borne by Outfront Media: \$5,304 (\$102 x 52)
4. March 1, 2016: Outfront Media installs displays on the next 52 buses identified during the month of January. Installations are done at the rate of 25 per night, five nights per week, 125 per week.

5. April 1, 2016: 2,200 bike rack displays available for ad posting.

**ATTACHMENTS**

- A. Attachment A - Motion 79.1

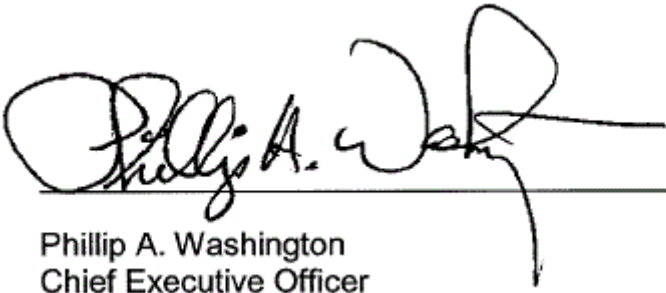
Prepared by: Glen Becerra, Deputy Executive Officer, Communications

(213) 922-5661

Reviewed by: Ann Kerman, Interim Chief Communications Officer

(213) 922-7671





Phillip A. Washington  
Chief Executive Officer

## FASANA MOTION January 15, 2015

Since MTA rebid its advertising contract in early 2012 there have been three large transit authorities that have also rebid their contracts with significant increases in revenue to those agencies.

Unlike MTA, all of the three transit authorities have revenue sharing agreements rather than a flat fee contract. They have a “minimum annual guarantee” against a percentage share of the gross revenue. Twenty-three of the twenty-five larger transit properties have revenue sharing agreements.

SEPTA’s previous contract had a total minimum guarantee of \$84.5 million for the term of the contract of 9 years. The new contract beginning in May of 2014 has a total guarantee of \$150 million, on a 5-year, with 2-2year extensions (a total of 9 year)s. A 77% increase.

SEMTA’s previous contract had a guarantee of \$22.1 million on a 5 year contract. Their new contract beginning in July of 2014 has a guarantee of \$28.5 million on a 5 year contract. A 29% increase.

WMATA’s previous guarantee was \$40 million over 5 years. Its new guarantee beginning in January 2014 is \$103 million over 5 years. A 157% increase.

The MTA RFP requested both a minimum annual guarantee and a flat fee contract. MTA chose a flat fee contract for the five year term. CBS had proposed \$110 million. Titan had proposed \$117.25 million. MTA selected CBS and left more than \$7 million on the table.

MTA has completed the first two years of the contract which began in January of 2013 and is began the first of three option years January 1, 2015. The contract calls for the next option year decision to be made in June of 2015.

The advertising market has recovered quite well from the recession. There is still time to test the market by releasing the RFP to determine if there is more revenue to be realized from transit advertising. Based on the healthier economy and the results of four recent bids, it would appear that there is more money to be realized from this contract and MTA should test the market by releasing the RFP with sufficient time for a decision before the next option year determination.

In an effort to ensure that Metro is receiving the maximum revenues from advertising, the Board needs issue an RFP to test the market and determine whether or not to award a new contract in June 2015 or exercise the next option.

**I THEREFORE MOVE THAT in an effort to generate the maximum amount of revenue from advertising, staff is directed issue a Request for Proposals for advertising revenues from bus and rail. Staff needs to include information related to potential revenue from a fixed guaranteed revenue option and a revenue sharing option and any other revenue generating opportunities.**



## Board Report

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**File #:** 2015-0344, **File Type:** Informational Report

**Agenda Number:** 56.

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**EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 18, 2015**

**SUBJECT: CUSTOMER EXPERIENCE TECHNOLOGY IMPROVEMENTS**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status report on **efforts underway to use technology and innovation to improve the customer experience on Metro's Bus and Rail system**, and mobility in the region in general.

**ISSUE**

This report provides key accomplishments since the last update in February 2015 to further the goal of improving the customer experience as well as a look-ahead to the next quarter.

**DISCUSSION**

The following is a summary of progress on customer focused activities for the referenced period.

1. *Metro Gamification Study - Completed*

The Coro Fellowship was commissioned to author a white paper on gamification in transit with the goal of retaining riders and increasing ridership. The paper includes sections on gamification theory, demographics, examples of successful programs employed at other transit agencies and concludes with some considerations and recommendations for implementing a gamification program at Metro. Interviews with gaming departments at both UCLA and USC were conducted along with live customer surveys over a two-week period in several service areas within the county.

2. *Customer Oriented Technology Based Investment Strategy - Completed*

The Customer Oriented Technology Based Investment Strategy is a comprehensive technology strategy which focuses on improving the customer experience.

The strategy includes: a summary of findings of existing customer facing systems and services which currently fall short of the ideal experience; a customer experience journey lifecycle model with identified customer touch-points; and a vetted and ranked list of applications which will

improve/enhance the customer experience at customer touch-points.

During the course of the project, existing applications and practices were analyzed, stakeholders were identified and approximately 40 were interviewed; technological deployments at 15 - 20 other transit agencies were examined; and an Executive Steering Committee representing key Metro Departments was created for reviewing findings and recommendations, including final evaluation of proposed pilot projects.

Potential funding sources were identified to support the investment strategy.

The committee, and their teams, evaluated the 28 candidate projects and ranked their relative priority. The top projects were selected with initial funding assigned to them for pilot implementations.

During the next fiscal year, ITS, in conjunction with appropriate stakeholder departments, will implement top-rated projects as proofs-of-concept or demonstration programs to further evaluate them for enterprise-wide adoption.

### 3. *Itinerary Mass Email Database Program - Completed*

This new application captures thousands of customer email addresses in the Metro Contact Center with associated route usage data during the process of emailing transit trip itineraries. Customers who elect to opt in will receive targeted alert, detour and service bulletin information via email and/or text broadcasts in advance of their travel.

### 4. *ShakeCast System - Completed*

ShakeCast is a post-earthquake situational awareness application that automatically retrieves earthquake shaking data from the United States Geological Survey (USGS) ShakeMap.

As configured, it compares intensity measures against Metro's facilities, and generates potential damage assessment notifications, facility damage maps, and other Web-based products for emergency managers and responders.

The implementation at Metro allows rapid response by engineers following an earthquake to assess damage to rail stations and other transit facilities and take precautionary measures to ensure public safety and create real-time preliminary cost estimates for inclusion in state / federal financial aid programs.

### 5. *ShakeAlert Earthquake Early Warning System (EEWS) ROC Pilot Project - In progress*

Los Angeles Metro is currently a beta tester of the USGS ShakeAlert Early Earthquake Warning System (EEWS). The beta test consists of a PC workstation installed on the Rail Operations Control (ROC) floor manager desk at the Central Control Facility (CCF).

The system provides a visual and audible alert of impending shaking including:

- Countdown timer
- Location of epicenter
- Expected intensity at ROC/CCF
- Audible warning message

The system has been proven to reliably and accurately provide advance warning with no false alarms.

The pilot project will integrate EEWS automation into various rail systems in an effort to minimize the loss of life and property in the event of a major seismic event. The objective of the pilot is to achieve a maximum benefit in the shortest possible time at a reasonable cost. CCF is the chosen location as it houses the head end for many rail systems and transit security functions including:

- Rail Digital Radio and Public Address system - Automatic emergency broadcast
- Elevator - Automatic recall to safest floor position
- Supervisory Control and Data Acquisition (SCADA) system - Dispatcher alert
- Emergency Generator - Automatically start the generator

Metro Risk Management is leading the pilot assessment, Rail Operations Control is responsible for the actual implementation, and ITS is evaluating the technical options for extending the technology enterprise-wide.

This project represents the crucial first step in creating a comprehensive earthquake early warning system for transit users throughout the county.

#### 6. *Insource and Automate Bike Locker Rental Registration Program - In Progress*

This previously outsourced program has grown considerably over the years as additional rail stations have been built and brought online. The associated manual registration system is no longer cost effective at the higher scaled usage levels.

The goal of this project is to take advantage of the economy of scale provided by the Metro Contact Center and to automate the associated manual records management component.

This project represents yet another collaborative Metro effort by multiple departments including Planning, Customer Relations and ITS. Customer communications has already been insourced with live queries being handled directly by Metro Customer Service Agents. A new computerized locker management system, custom written for this unique application by ITS staff, is nearly complete and will be implemented during the next quarter.

#### 7. *Wi-Fi on Buses - Lab Testing Completed, Field Testing In Progress*

Field testing of nine Wi-Fi equipped buses began this quarter and will continue through the next

quarter.

To date, the evaluation has gone relatively smoothly. So far, Metro technical and operations staff have determined that the technology is viable, relatively reliable and straightforward to retrofit to existing buses. Newer buses with the latest security cameras can be retrofitted somewhat faster and easier.

The Wi-Fi equipped units are actually running in service today. Most of the testing so far has been accomplished by monitoring each unit's eleven camera feeds via PCs accessed at Metro Headquarters. Project staff is working on a plan to either allow limited direct access to Wi-Fi by customers on the buses or by staff emulating customer access.

For the next quarter, in addition to user testing of cellular services on the nine buses, Metro is pursuing the development of a solicitation to explore a mesh network (or similar technology) based solution for rail and/or fixed route services.

#### 8. *New TAP Collaboration Website - Completed*

A new website, <http://nextgenfares.net> was created and implemented through a combined effort by TAP and Metro ITS tech staff to support collaboration among 24 participating TAP agencies in the region to begin the discussion and exploration of new technologies needed to create the Future Fare Collection System which will ultimately become the upgrade/replacement for the current TAP system.

The facilitation site provides features for discussion and sharing of ideas, surveys, uploading of technical and product information, coordinating and documenting meetings etc. to ensure open access and input by all TAP participants.

#### 9. *Metro Participation in CityLinkLA project - Board Approval*

In April, the Board approved a recommendation to allow Metro to participate in the City of Los Angeles Community Broadband Network RFP (CityLinkLA).

The CityLinkLA project seeks to provide fiber to every residence and Wi-Fi in all developed areas in Los Angeles. Participation in this project has the potential to advance Metro's initiatives cited above by leveraging the fiber and Wi-Fi technology to be expanded in the City of Los Angeles.

The City's Information Technology Agency has formally requested Metro's participation and pledging limited use of Metro Assets in exchange for a like-kind value of Internet-based technology services to Metro.

#### 10. *Autonomous - Connected Vehicles - Research*

Metro's Highway Programs group engaged the Coro Fellows to develop an annotated bibliography of the latest information on autonomous vehicles to facilitate staff's research on the subject. The bibliography was completed during the period.

11. *TAP Vending Machine (TVM) Screen-Flow Improvement Implementation - In Progress*

Enhanced, user-friendly TVM screen-flows previously developed in the TAP Development Lab have been installed at all Union station TVM's. Rollout to the busiest stations has begun and will be implemented to all TVM's by fall 2015.

### **NEXT STEPS**

Staff will develop and implement customer experience related initiatives as well as continue to evaluate other technology applications that will benefit Metro's customers.

#### *Look-Ahead for Next Period*

Staff will report back next period with a progress update on a variety of customer related technology initiatives, including:

- A. Production implementation of multi-modal trip planner with integrated real-time data.
- B. Implement Customer Information Center Software and phone system replacement with new customer features such as a call back feature.
- C. Complete TAP Customer Relationship Management (CRM) System pilot implementation.
- D. Automate the bike locker rental/registration program.
- E. Complete developing a solicitation for expanding Wi-Fi pilot to include mesh network (or similar) technology for rail and/or fixed route services.


### **ATTACHMENTS**

Attachment A - Gamification Study

Prepared by: Doug Anderson, Director, Information Technology, (213) 922-7040

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





Phillip A. Washington  
Chief Executive Officer



# Gamification in Transportation

Los Angeles County Metropolitan Transportation Authority  
Information Technology Services Department

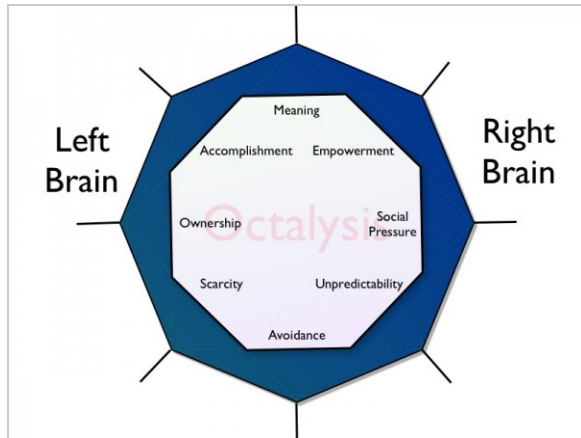
By: Shelbi Augustus & Sean Kiernan  
2014-2015 Coro Southern California  
Fellows

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## **Introduction**

Gamification, in the most literal sense, is the application of game mechanics in non-game settings to enhance user participation and satisfaction. In the context of a public transit authority, gamification is the application of game mechanics to improve rider engagement and satisfaction, and provide riders with information and rewards.



Yu-Kai Chou, a world-renown gaming expert, is an international keynote speaker for a TEDx series around gamifying daily life tasks and is presently a lecturer at Stanford University. After years of researching, Chou created a system to address the most effective ways to gamify every-day tasks to harness the power of playing. According to Chou, gamification starts with motivating a person's core drive by

challenging the person to think creatively and freely.

Octalysis (a framework invented by Chou) teaches gamers effective tactics for gamification. This design framework is based on an octagon shape with eight core-drives (meaning, accomplishment, empowerment, ownership, social pressure, scarcity, unpredictability, avoidance). These eight core drives motivate humans to achieve their goals while playing games in their everyday lives.

## **Core Drives' and Meanings**

### **Epic Meaning & Calling**

The Core Drive where a player believes that he/ she is doing something greater than himself or that he/she was chosen to do something. As a result, the player devotes a large amount of his/her time to maintaining a forum or helping to create and facilitate things for his/her entire gaming community.

### **Development & Accomplishment**

Development and accomplishment is an internal drive to making progress, developing skills, and overcoming challenges. A badge or trophy without a challenge is not meaningful.

Development and accomplishment is the easiest design to implement and is what most badges and leaderboards use in gamification.

### **Empowerment of Creativity & Feedback**

Empowerment of creativity and feedback occurs when users are engaged in a creative process where they repeatedly have to figure things out and try different combinations.

Humans need this to express creativity and see the results of their creativity, receive feedback, and respond. An example of this feature is Legos.

### **Ownership and Possession**

Studies show that ownership is a key drive to gamification. People want to improve what they own. This drive deals with many virtual goods or virtual currencies within systems. If a person spends a large amount of time customizing their profile, they automatically feel more ownership. This drive can relate to people's passions to collect stamps or do puzzles.

### **Social Influence & Relatedness**

Social influence and relatedness incorporates all social elements that drive humans.

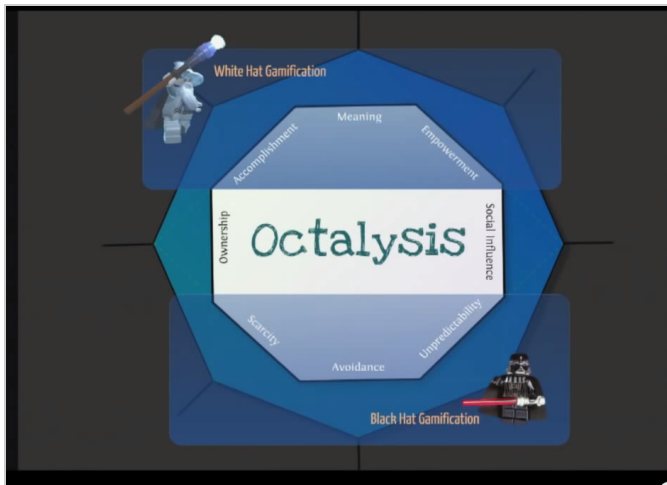
Examples are: mentorship, acceptance, social responses, companionship, competition and envy. When humans see their counterparts achieve at something, they become driven to reach the same level. This drive also encompasses a need to draw closely to people.

### **Scarcity & Impatience**

Scarcity is an element that ties into humans wanting what they can't have. Many games encompass appointment dynamics, stopping the game and forcing players to come back after a certain amount of hours.

## Unpredictability & Curiosity

When humans don't know what is going to happen, their brain becomes more engaged. Examples of human engagement of unpredictability and curiosity are raffles, lotteries, and gambling.



## Loss & Avoidance

Loss and avoidance is a drive that promotes negativity in brain cells. Examples of this can range from losing employment to rewards fading away on a gaming system. This drives humans to act immediately. <sup>1</sup>

In his research, Chou explains that gamification should want to create a “white-hat” experience, the top half of the octagon. Experiencing things such as

scarcity, avoidance and unpredictability will only result in the gamer discontinuing their game.

For the purposes of this project, Coro Fellows divided gamification into two categories: games and incentives. Literal games is the use of game mechanics on public transit systems, and incentives are rewards and bonuses given to riders to encourage use of public transit and increase rider satisfaction. The two are not mutually exclusive, and can often heavily overlap. Using this understanding of what gamification is, Coro Fellows Sean Kiernan and Shelbi Augustus, conducted research over a four year period, administered surveys to riders, and interviewed gamification transportation experts in order to assist Metro Los Angeles as a guide for bringing gamification to Los Angeles.

## Psychology of Gamification

In order to break down psychological factors of gamification, one must first explore the psychology of motivational factors that contribute to the need for gaming. Motivation can be

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<http://www.yukaichou.com/gamification-examples/octalysis-complete-gamification-framework/#.VTCUCF5H3II>

divided into two separate subtypes: intrinsic and extrinsic. Intrinsic motivation drives humans to complete a task for personal enjoyment. Intrinsic motivation is the best approach with gamification because it helps foster long term engagement, enjoyment, and creativity within humans.<sup>2</sup> Extrinsic motivation drives humans to complete a task to earn an external reward or avoid punishment.

In order to stimulate humans, human brain signals release a neurotransmitter called dopamine that regulates motivation and causes individuals to attempt to obtain something. Dopamine's chemical signal passes from one neuron to the next in human brains interacting with various receptors.<sup>3</sup> When dopamine neurons fire unpredictably, humans get a rush of pleasure. Gamification attempts to tap into a higher release of dopamine through rewarding completions of small goals in order to inspire motivation. The more goals achieved, the more dopamine human brains release. This is why gamification tactics tend to be more successful than setting goals.<sup>4</sup>

### **Project Approach**

During week one of the project, Coro Fellows conducted preliminary research to serve as a foundation in order to survey and identify examples of other transit authorities' gamification use. The Fellows consulted with their supervisors at Metro, game developers at UCLA Game Lab, Dr. Kari Watkins of Georgia Tech University, RideAmigos, and identified examples of successful gamification use in transit around the world. From this, survey questions were developed, in consultation with Metro, based on what the Fellows believed Metro needed to know about its rider base to implement gamification successfully.

Weeks two and three consisted of Fellows traveling on both Bus and Rail Line, as well as canvassing Metro stations to interview a broad range of Metro riders and administer the

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2

<https://community.lithium.com/t5/Science-of-Social-blog/Gamification-101-The-Psychology-of-Motivation/bap/21864>

3

[http://www.researchgate.net/publication/264495468\\_Gamification\\_in\\_Psychology\\_A\\_Review\\_of\\_Theory\\_and\\_Potential\\_Pitfalls](http://www.researchgate.net/publication/264495468_Gamification_in_Psychology_A_Review_of_Theory_and_Potential_Pitfalls)

<sup>4</sup> <http://lifehacker.com/how-to-harness-your-brains-dopamine-supply-and-increas-1496989326>

survey. During week four, Fellows synthesized and analyzed survey results and produced this report.

### **Information From Interviews**



Coro Fellows were able to speak with some of the experts behind research on the effectiveness of gamification. Dr. Kari Watkins of Georgia Tech University (pictured on the left), in addition to her research, has spoken at gamification forums and been featured in the transportation blog Mobility Lab.

According to Paul Goddin’s article on *Gamification, Technology, and Improving Transit Rider Satisfaction* covering the Innovation in Public Policy Summit in which Watkins was a panelist, “Kari Edison Watkins, assistant professor of engineering at Georgia Institute of Technology, Kari began by acknowledging that riders avoid certain transportation modes due to perceptions regarding comfort and safety. Watkins’ research at Georgia Tech demonstrated how providing real-time information about transit arrival times can positively affect both riders’ *perceived and actual* wait times, and increase rider satisfaction levels. Systems such as the open-source OneBusAway, which operators can implement on the back end, have the potential to get more people to use transit. But technology, contends Watkins, is not enough. At its most basic level, getting consumers to choose one form of transportation over another involves making that option more attractive than the others. If a ride is uncomfortable, or the infrastructure poor, then riders probably won’t choose it no matter how much real-time information they are given. Transportation policies need to ensure that these vital systems are properly funded and maintained.”

Sean Kiernan spoke with Watkins about her research. The conversation covered Watkin’s suggestions and guidelines for using gamification successfully, and the questions riders should be asked to yield useful information to Metro.

According to Watkins, what riders are and are not willing to do is an important distinction to understand when using gamification. At its most basic level, gamification enhances rider satisfaction and participation in activities they are already inclined towards or enjoy



participating in. Gamification will most likely not be effective if used in an attempt to push people to do something they are not going to do in the first place.

When dealing with something riders already participate in, or have demonstrated some level of interest in, gamification can be used to provide the extra push needed to produce participation, or extend average participation time or level of engagement. A notable example of this Watkins cited was Portland, Oregon's "gamified" mapping of the entire public transit system.

Portland provided the public with a way to become engaged in determining their public funds were going to be used. In a SimCity-style game, users could determine how they would want the public transit system mapped out (with future proposals being seriously considered as the bank of options). According to Watkins, making a game out of seeking public input did not create participation among people who were not interested in this in the first place, but it did foster increased participation from those who were interested in giving input. Someone who normally would have spend one minute doing it would likely spend five or ten minutes if the process were made into a game.

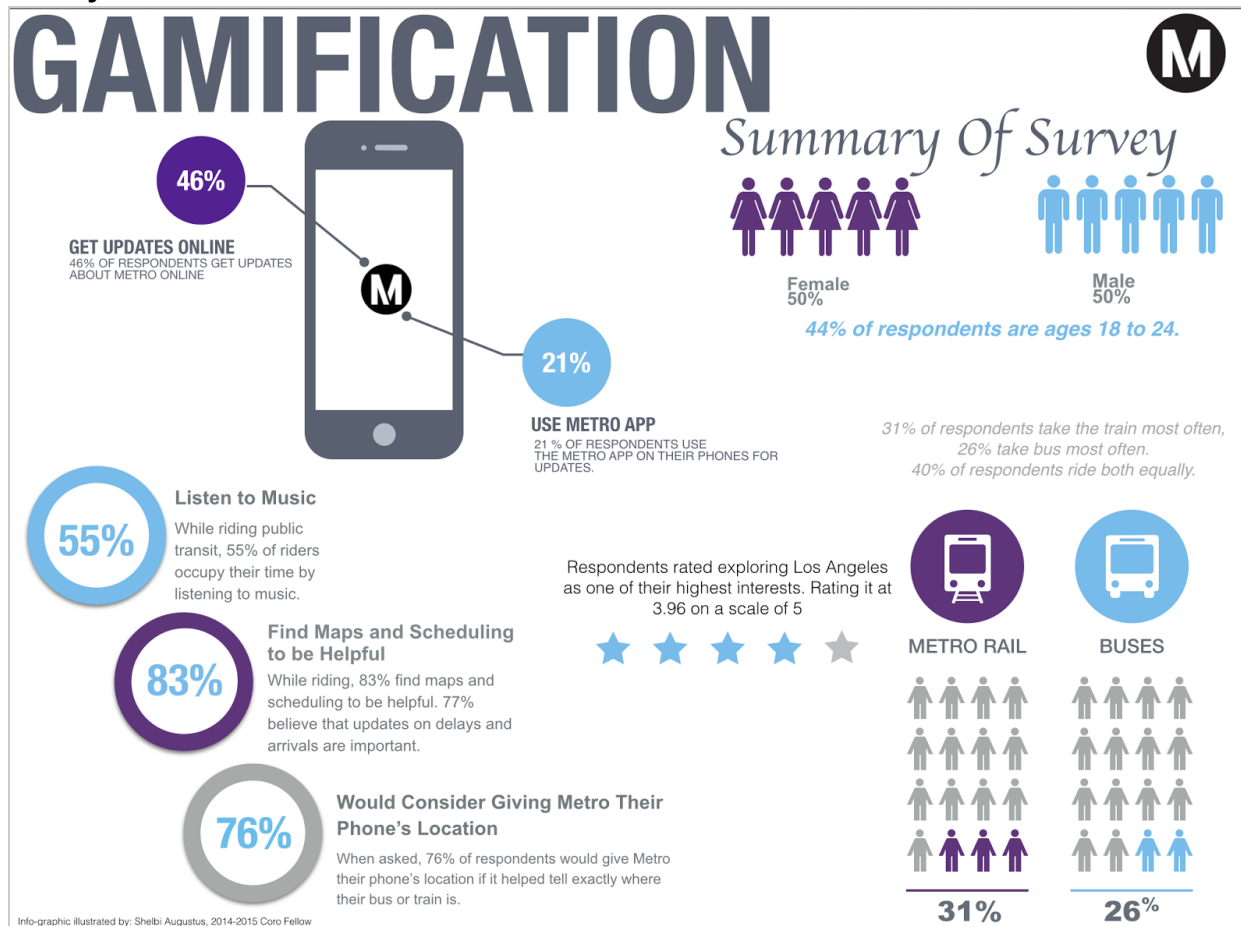
Shelbi Augustus interviewed Jeffrey Chernick, the CEO of Ride Amigos. According to their website, Ride Amigos is a web-based, multimodal transportation solutions, providing regional commuter networks, multi-modal travel dashboards, certified transportation commute surveys, trip trackers, reward systems, and GIS reporting tools. During the interview, Chernick spoke on the importance of creating an experience for riders. "Think about it, Virgin America is twice the cost of many other airlines, people ride it because of customer service and appearance. That's what gamification is all about, a breath-taking experience," Chernick said.

Chernick also spoke about how the creation of experience is the toughest part of implementing gamification. He stated that Ride Amigos is presently in the process of creating an App that will gamify transportation through the speed of a gamer's movement. An application such as this is essential for gamifying transportation through incentives. Both Fellows met with Eddo Stern at The University of California Los Angeles. Stern spoke about the different gaming approach that his students in the gaming lab take. "UCLA Game Lab approaches gaming as an art as opposed to something for-profit. Our students are taught

to cultivate the gamer through things that can range from life lessons, education, to race-relations, and feminism,” Stern said. The Fellows also met with The University of Southern California’s (USC) Game Lab. USC has a number of internationally successful games, some of which are: Darfur is Dying, Cloud Flow, and Night Journey. Some areas of game design that students in gaming at USC study are: experimental game design, narrative play, and game aesthetics.

After meeting with both USC and UCLA, our recommendation is that a limited partnership is enabled amongst the two universities. Both gaming labs have very different approach in how they want to captivate their gamers. Requesting extensive partnerships may result in games not being produced to their full potential. If Metro would prefer the two schools to partner together, our recommendation is that each school produces its own game and both be featured on buses and rails. Metro should not ask the labs to collectively produce one game.

**Survey Information**



### **Survey Locations:**

- North Hollywood  
5373 N. Lankershim Blvd. North Hollywood, CA 91601
- Vermont/Beverly  
301 N Vermont Ave, Los Angeles 90004
- South Pasadena  
805 S Meridian Ave, South Pasadena 91030
- Union Station  
801 N Vignes St, Los Angeles 90012
- 7th St/Metro Center  
660 S Figueroa St, Los Angeles 90017
- 37th St/USC Station  
*(USC, LA Coliseum, California Science Center)*

### **Important Results to Note**

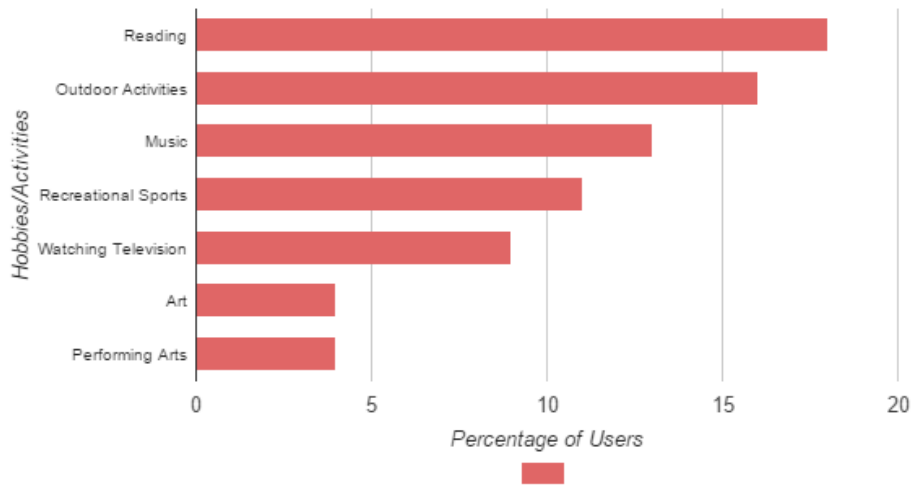
In this section, notable results are displayed which Fellows believe have important implications for how Metro should go about implementing gamification. The full data set from all survey questions and the password for the Survey Monkey account used can be found in the appendix.

Coro Fellows used two surveys with very similar questions. The first survey, with 54 responses, will be used in this report for data on how long riders would prefer a literal game to last if implemented (played across multiple rides or in one ride). The second survey, with 153 responses, will be used to for all other analysis in this section.

### **Rider Gaming Preferences**

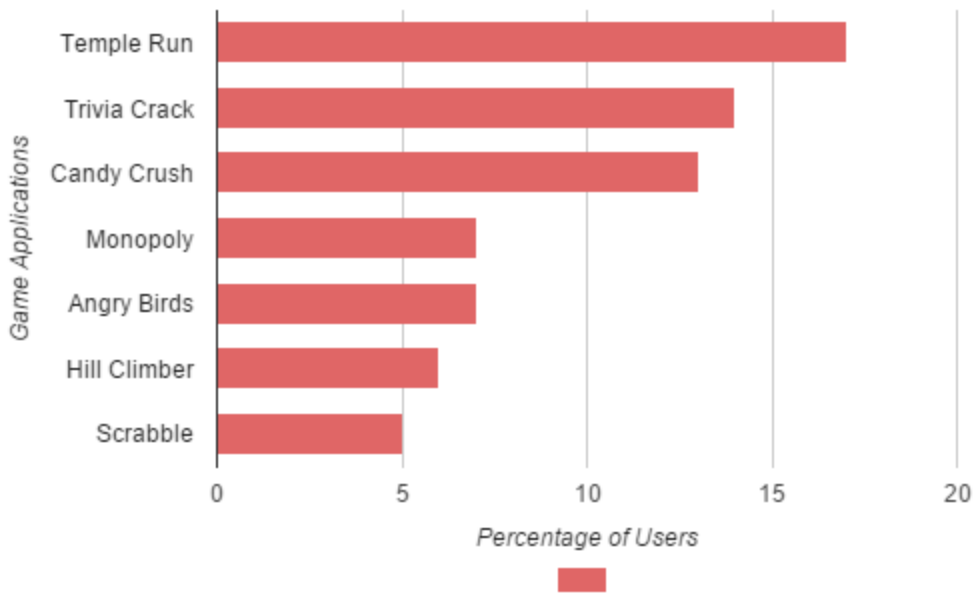
In order to implement a literal game or entertainment system of any type for riders, it is vitally important to understand what riders consider to be their hobbies, what games they play, and how they typically occupy their time while riding public transit. The following data is based on 153 respondents. The Y (vertical) axis displays the responses and the X (horizontal) axis displays the percentage of respondents who chose that answer.

### What are your top two hobbies?



*“Recreational sports” represent hobbies such as surfing, hiking, golfing, and tennis. “Outdoor activities” represent hobbies such as running, any form of exercise, bike riding, etc...*

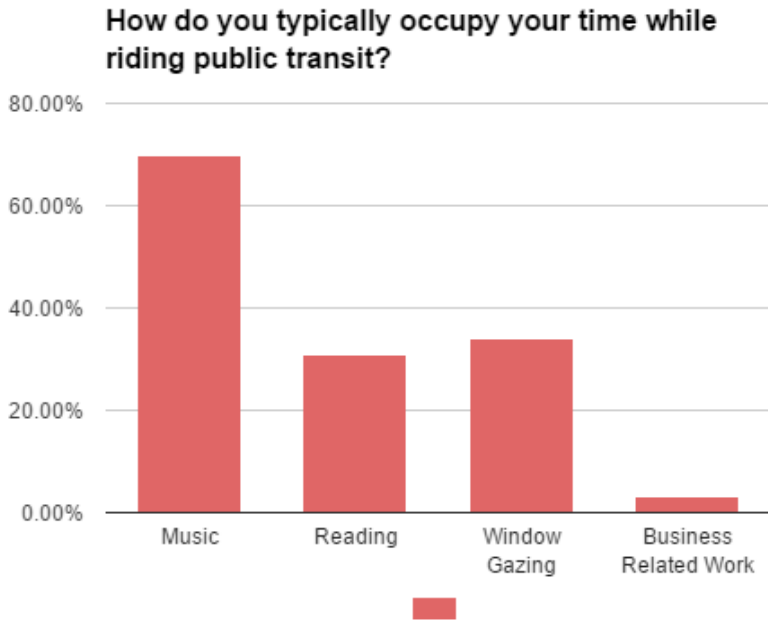
### Game Apps Played on Cell Phones



Metro and its game-development partners should consider using game mechanics similar to the popular cell phone games noted above if it is to implement literal games or entertainment systems for its riders.

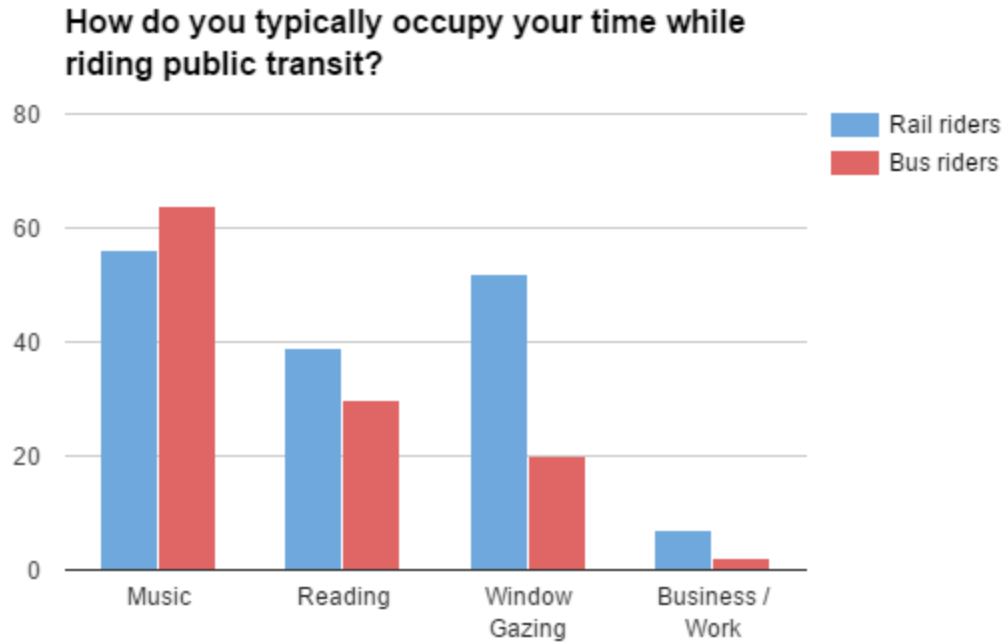
Fellows asked riders how they typically occupy their time while riding public transit. The results were noticeably different between millennials and non millennials. Below you will find data displayed in two separate charts, for each demographic.

*Millennials (24 years old or younger)*



*Non-Millennials (over 25 years old)*

Upon breaking down data from this question between those who typically ride the bus versus those who typically ride the Metro Rail, Fellows discovered there is a noticeable difference in response to this question between bus and rail riders. *Numbers displayed on the below graph are based on a percentages.*

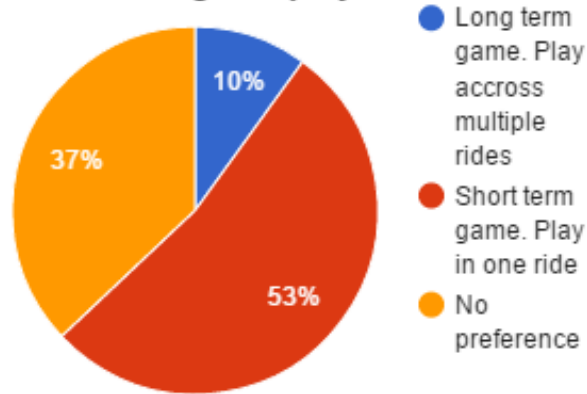


Any game or entertainment system should be designed to capitalize on what riders enjoy doing while riding transit and in their spare time. Metro should keep in mind preferences among different demographics of its ridership.

### **Rider's Preference - How Long Should a Game be?**

It is important to note a majority of riders would prefer a short term game that lasted the duration of one ride, rather than a long term game spanning across multiple rides. This data is based on the first survey with 54 respondents.

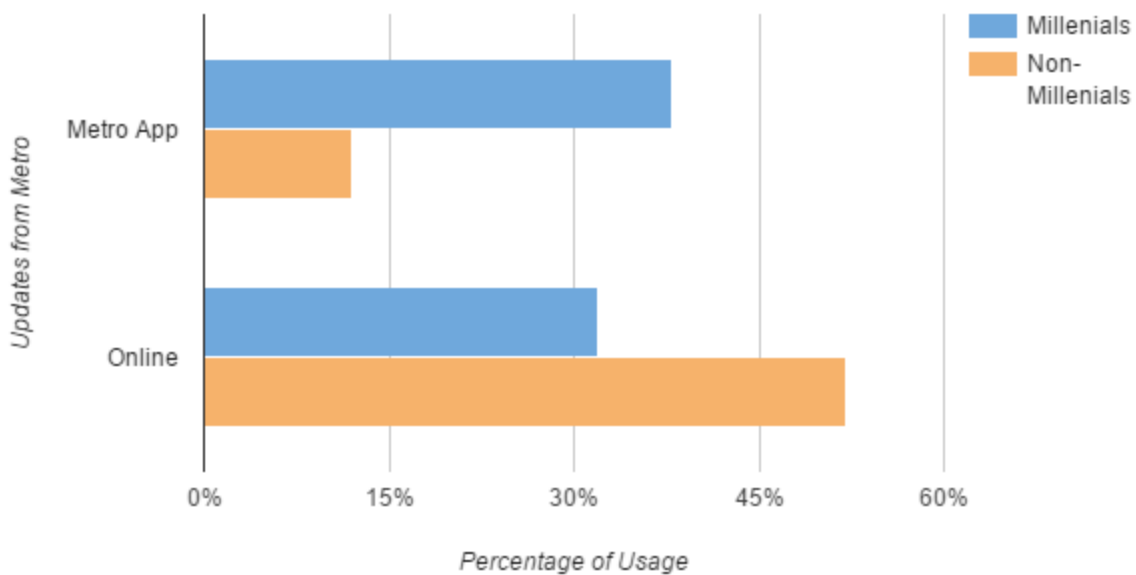
### Would you prefer a long term game played accross multiple rides, or short term game played in one ride?



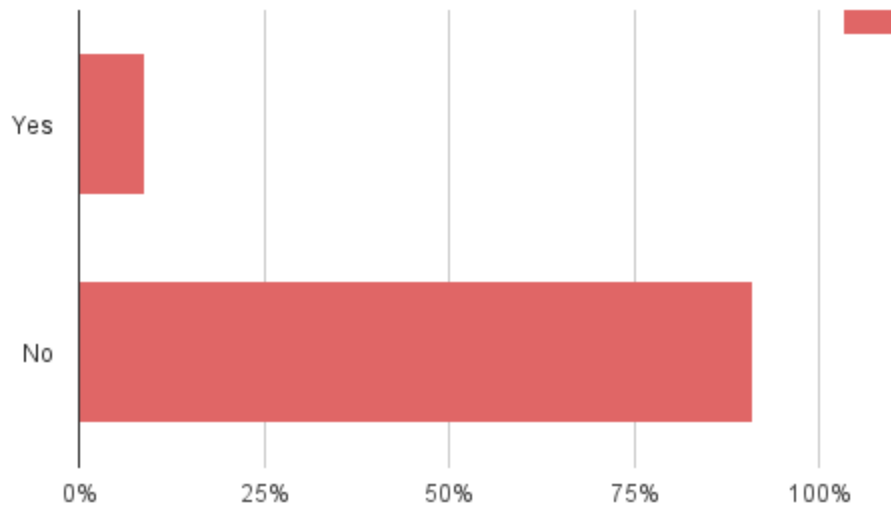
### Rider's sources of information

Younger riders use the Metro App for information far more than other riders. Metro should consider what demographics are likely to receive information based on what platform it is being distributed through.

### How do you get updates from Metro?



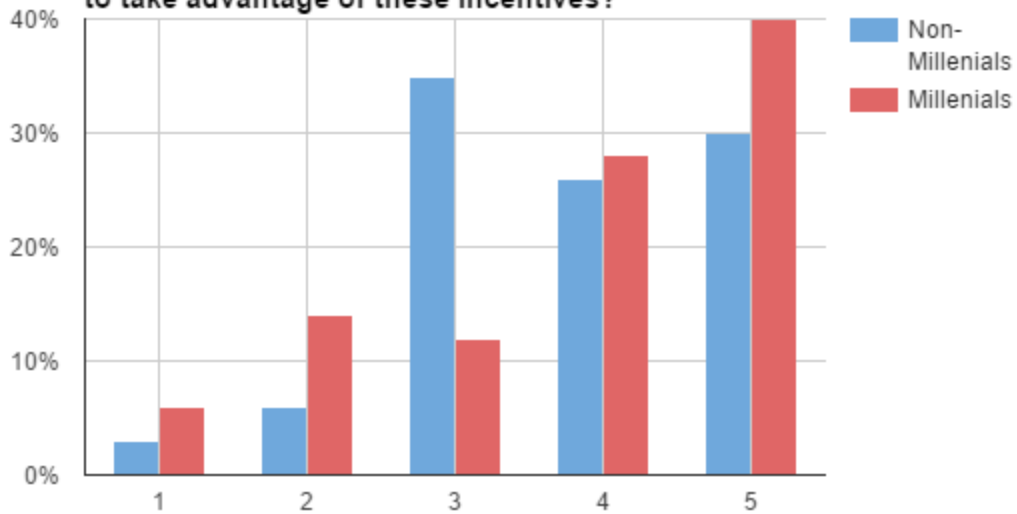
**Are you aware of the incentive programs Metro currently offers?**



Hardly any riders are aware of the incentive and reward programs currently offered by Metro. However, riders are generally receptive to a rewards program such as the one described in the question below. Metro should consider the avenues which riders typically receive information and advertise the existing Rider Rewards program.



**If Metro were to launch a point program for ridership in exchange for rewards at restaurants and stores on a scale of 1 (lowest) to 5 (highest) how likely would you be to take advantage of these incentives?**



### **Incentives and Gamification**

As stated previously, for gamification to be effective, the gamer must have a large amount of emotional buy-in for the game. After researching, Fellows found that the most effective way of creating emotional buy-in through incentives is creating a ridership game that incorporates landmarks, fitness goals, rewards and incentives. Below you will find a sample game of ways to incorporate a rider's personal goals (i.e., health, earth-preservation goals), along with ways to incorporate Los Angeles' famous landmarks and present rewards offered by Metro.

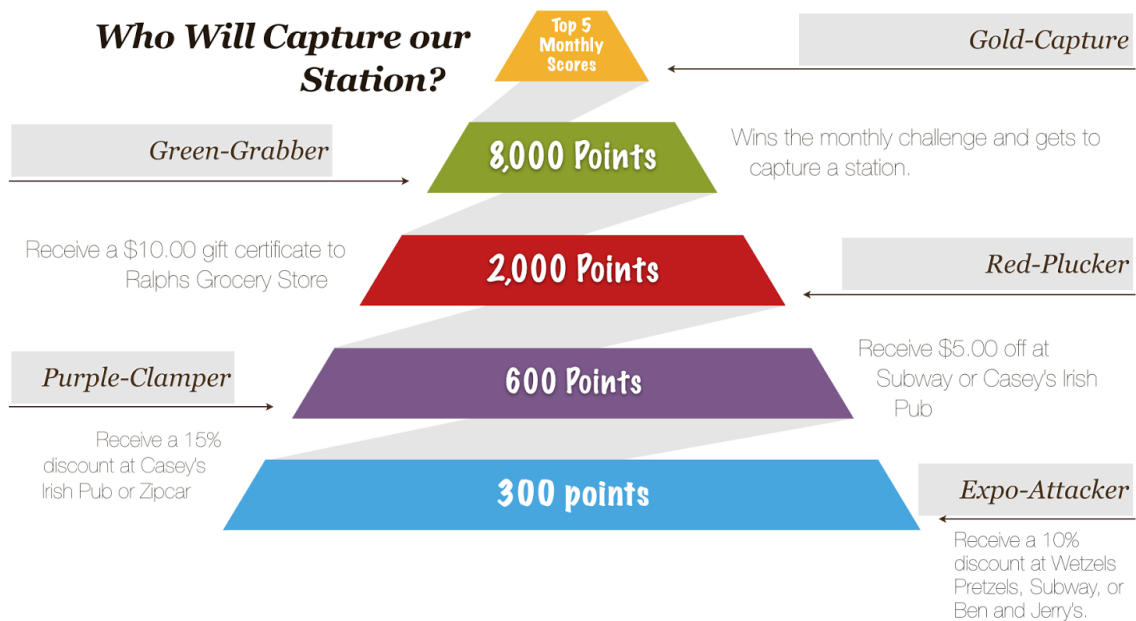
### **Incenti-Max**

This is an example of a game where Metro users compete for the highest amount of points through accomplishing their personal goals, riding Metro, and visiting weekly Los Angeles places of interest.

Each rider interested in participating will enter a website where they are greeted with survey questions asking about their passions and goals (i.e., health and wellness, saving the environment, time management, etc.). The website will then generate a number of monthly goals for the rider to accomplish based on his/her survey results.

Four points will be awarded to every rider for every public transit ride taken. Two points will be awarded for every mobile-check-in at weekly attraction hubs in Los Angeles. Two points will be given towards personal goals that are achieved.

The five top monthly winners will be given the opportunity to capture the station of their choice. The capturer will get a photo posted of them at the station with their points achieved and their monthly nickname for the station. Rewards will be given out on a tier system. Where gamers are allowed to choose what reward they want depending on points achieved. These rewards can potentially incorporate present rider rewards programs Metro offers.



Because 90 % of respondents did not know about present incentives Metro offers, we recommend that new games be heavily advertised at Metro stations, on Metro's website, and at partnership locations.

**Potential Partners:**

Company's Name	Information
Ride Amigos	Ride Amigos is presently in the process of creating an App that can tell if the user is using public

	transportation. <a href="http://rideamigos.com/">http://rideamigos.com/</a>
Mudlark	Mudlark invented London's first Oyster card powered travel game, Chromaroma. Mudlark built Chromaroma from the ground up using only the timestamped swipes in/out of London Underground stations by people playing in the real world. <a href="http://wearemudlark.com/projects/chromaroma/">http://wearemudlark.com/projects/chromaroma/</a>
The Alternative Travel Project	The Alternative Travel Project is an initiative that encourages people to go car free for one day. ATP also encourages public planners and policy makers to provide safe, viable alternative travel infrastructure to support alternative travel choices. <a href="http://www.alternativetravelproject.com">http://www.alternativetravelproject.com</a>

#### Potential Attractions to Incorporate:

Landmark	Address	Phone #	Brief Information on Location
Hollywood Walk of Fame	Hollywood & Highland, Hollywood 90028	N/A	Historic "Hall of Fame" sidewalk in Hollywood
Universal Studios/ Paramount	100 Universal City Plz, Universal City, CA 91608	(800) 864-8377	Amusement / Theme park
Griffith Park	730 Crystal Springs Dr, Los Angeles, CA 90027	(312) 913-4688	Large municipal park at the eastern end of the Santa Monica Mountains in the Los Feliz neighborhood of Los Angeles
Santa Monica Pier	Santa Monica Pier, Santa Monica, CA 90401	(310) 458-8901	Large double-jointed pier located at the foot of Colorado Avenue in Santa Monica, California and is a prominent, 100-year-old landmark.
Staples Center	1111 S. Figueroa Street, Los Angeles, CA 90001	(213) 740-7100	Staples Center is a large multi-purpose sports arena in Downtown Los Angeles
Los Angeles Zoo	Griffith Park, Los Angeles, CA	(323) 644-4200	The Los Angeles Zoo and Botanical Gardens is a 133-acre zoo founded in 1966 and located in Los

			Angeles, California. The City of Los Angeles owns the entire zoo, its land and facilities, and the animals.
Hollywood Sign	3000 Canyon Lake Drive, Hollywood, 90028	N/A	The Hollywood Sign is a landmark and American cultural icon located in Los Angeles, California. It is situated on Mount Lee in the Hollywood Hills area of the Santa Monica Mountains.
Griffith Observatory	2800 East Observatory Road, Los Angeles, CA 90027	(213) 473-0800	Griffith Observatory is a facility in Los Angeles, California sitting on the south-facing slope of Mount Hollywood in Los Angeles' Griffith Park. It commands a view of the Los Angeles Basin, including Downtown Los Angeles to the southeast, Hollywood to the south, and the Pacific Ocean to the southwest.
The Grammy Museum	800 W Olympic Blvd Ste A245, Los Angeles, CA 90015	(213) 765-6800	The GRAMMY Museum, is an interactive, educational museum devoted to the history and winners of the Grammy Awards. The Museum strives to inspire its visitors to learn about musical genres and history through interactive touch-screens, videos, and recording booths.
Dodger Stadium	1 Stadium Way, Los Angeles CA 90012	(855) 716-7743	Home field of major league baseball team the Dodgers
Hollywood Wax Museum	6767 Hollywood Blvd, Los Angeles, CA 90028	(323) 462-5991	Hollywood Wax Museum is the only wax museum in the country devoted entirely to celebrity figures. That means a visit to the Hollywood Wax Museum puts you face-to-face with icons of the silver screen, recreated so faithfully that

			you'd swear they were alive.
Universal City Walk	100 Universal City Plz, Universal City, CA 91608	(800) 864-8377	Amusement / Theme park

**Physical Games**

Gamification strategies have been implemented with some success in other parts of the country and world. Coro Fellows researched these gamification strategies, including literal games, incentives, and shared open data, and in some instances spoke directly with primary researchers responsible for assessing the effectiveness of these ideas. Below is an outline of notable ways gamification has been implemented, a list of the tools and assets necessary to bring it to Los Angeles, and Fellow’s analysis as to what made it effective.

**Singapore Rider Congestion Reduction Incentives <sup>1</sup>**

The National University of Singapore (NUS) and Stanford University are jointly conducting a 6 month study that aims to reduce peak period travel by ten percent. This study is called INSINC (Incentives for Singapore's Commuters).

The study is incentivized and gamified by a reward system where commuters earn credits proportional to the distance travelled on the rail system, with extra credits for shoulder-peak travel. The more one travels during off-peak hours, the more credit he/she gets. The credit can then be used to redeem rewards or converted into money credited straight into Singapore’s equivalent of a TAP card.

Do any Metro stations or transit lines have issues with overcrowding? Coro Fellows noticed many buses and trains (especially the red line) with standing room only during rush hours. This is to be expected and should come as no surprise to riders. Metro could still reduce some of the peak hour ridership similarly to Singapore’s transit. It would require the existing TAP card system and an electronic tracking mechanism to allocate credit to riders during shoulder peak hours. ‘Shoulder peak’ means the hour or two immediately before and after peak times. It would be difficult for Metro to change rider’s work schedules or alter their

preference as to when they arrive at home or any other destination. But Metro could incentivize riders to leave slightly earlier or later to mitigate peak hour congestion. <sup>5</sup>

### Washington / Baltimore Area Real Time Data <sup>2,3</sup>

OneBusAway allows riders to access real-time and scheduled transit data for nine of the region’s nearly two dozen transit agencies. OneBusAway is a suite of software packages for aggregating, transforming, and disseminating transit route and schedule information, including real-time information where available. <sup>2,3</sup>

At present, OneBusAway is able to show real-time information for ART, Montgomery County Ride On, and VRE. It also has the necessary infrastructure to show real-time Metrobus arrivals.

Route	Departs
12 Downtown / Via K-Tel	Due
17W Wash St NE / To 27th NE	3 Min
21E Lake St / To 27th Av	3 Min
6 Downtown / Via Xerxes	4 Min
21A Selby-Lake / St Paul	9 Min
17 Downtown	13 Min
12 Downtown / Via 17Av	14 Min
21E Lake St / To 27th Av	18 Min
6U Oak St-Univ / Via France	19 Min
6 Downtown / Via Xerxes	4:13

< Back to Stop Selection      • Real Time  
 • Scheduled

### St. Paul, Minnesota Real Time Data <sup>9</sup>

St. Paul has a similar system in place, although it combines real time data from neighboring transit agencies. NexTrip provides real-time bus departure times for all Metro Transit buses and most regional buses to help you better plan your commute. Simply choose your route, direction and stop location - NexTrip will list up to the next 10 buses leaving that stop.

Each stop has a unique number. Enter any Stop Number in NexTrip to see predicted departures for all routes serving that stop. Find Stop Numbers using Services Finder or the Interactive Map.

<sup>5</sup> <http://www.totalcustomer.org/2012/06/20/singapores-public-transpo>

<http://mobilitylab.org/2013/10/25/onebusaway-demo-app-offers-best-transit-info-yet-for-dc-users/>

<sup>3</sup> <http://mobilitylab.org/2014/06/17/gamification-technology-and-improving-transit-rider-satisfaction/>

<sup>9</sup> <http://www.metrotransit.org/about-nexttrip>

Every bus has an onboard computer that tracks its GPS location. As a bus travels along a route, NexTrip tracks its location in relation to specific timepoints. It updates automatically every few seconds.

If a bus is expected – based on its current travel speed – to leave a stop within the next 20 minutes, NexTrip displays **in black the number of minutes to departure ("6 Min")**. **Outside the 20-minute window, NexTrip displays scheduled times in red ("2:17")**.

#### **Rider change in satisfaction after real time schedule data was available<sup>7</sup>:**

A survey of 488 OneBusWay users was conducted, posing the question, “Now that you are using OneBusWay, how has your satisfaction with public transit changed?”

48% Much more satisfied

44% Somewhat more satisfied

7% No change

1% Less satisfied

One rider stated, “I no longer sit with a pitted stomach wondering where is the bus. It's less stressful simply knowing it's nine minutes away, or whatever the case.”

According to the same research, a rider's perceived wait time is typically longer than the actual wait time without real time arrival data. With real time data, the perceived wait is typically the same as the actual wait. The study concludes the value of real time data to riders exceeds the value of more frequent service. Even if this were an exaggeration, real time data still provides scheduling certainty to riders, and thus improves their riding experience.

Metro currently has real time schedule updates that are displayed on monitors at Union Station and other major transit stations. How could Metro make real time data available to riders? An App such as One Bus Way or NextTrip would make the information available to riders with smart phones. How could this real time information be made available to all riders? Could at least one monitor with arrival time updates be installed at every bus stop?

#### **CicLaVia Gamification <sup>4</sup>**

CicLAvia has partnered with the City of Los Angeles Department of Cultural Affairs and Dutch Culture to commission a sonic “walkscape” for pedestrian participants. This soundscape is featured on the Walk With Me App (available for free on Apple IOS devices). It blends interviews, music, historic sound clips, natural sounds and “live noise” into an interactive

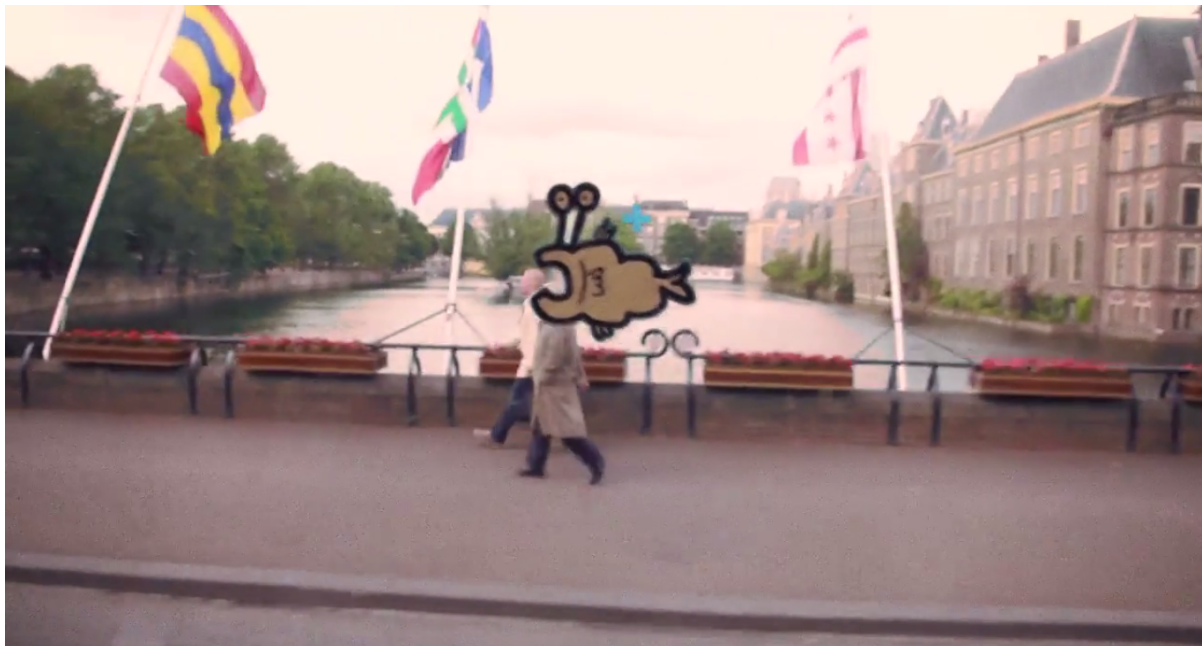
walking art installation that reveals itself differently for each user. As people walk the CicLAvia route their phone's GPS will access data points that will allow them to hear an evolving soundscape unique to their CicLAvia experience.

Something similar could be done for Metro bus and subway riders. An App that tracks their location and tells riders about points of interest, historical sites, etc as they pass by it. This could even be implemented by playing the soundscape over the intercom in one of the subway cars or a select few buses for riders who do not have smart phones.

Such a 'game' would likely be more popular among travelers and people riding to a sightseeing, vacation, or tourist destinations.

### **Netherlands Gamification** <sup>5 6</sup>

Instructions are placed on the back of the seat in front of you and the only tool needed, the "Man-eater," was a sticker left stuck to the window. The goal is to make the little character eat as many pedestrian heads as you can to advance levels. A video can be found here [here](#).



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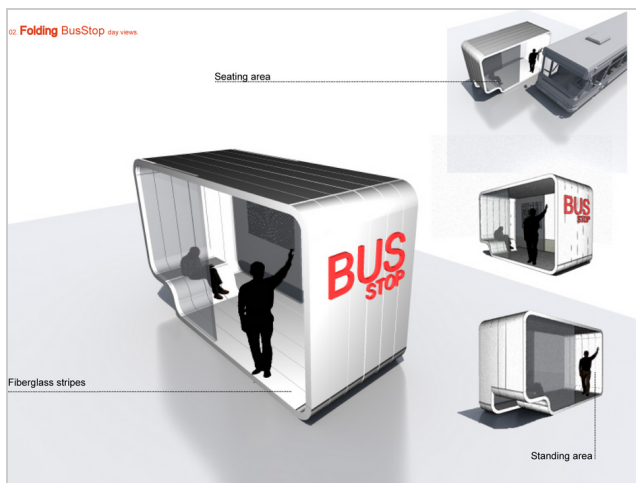
[4] [http://beta.ciclavia.org/walk\\_with\\_me\\_app](http://beta.ciclavia.org/walk_with_me_app)

[6] <http://danieldisselkoen.nl/man-eater/>



This is a fun mini-game that could be implemented on buses and trains at very little cost, and would be no disturbance or inconvenience to riders not wanting to participate. <sup>7</sup>

According to Coro Fellows survey data, over 30% of respondents list 'window gazing' or 'people watching' as something they occupy their time with while riding public transit. This idea would likely be well received by those riders.



### Utah Bus Stop Innovation <sup>[8]</sup>

Next Stop Design was a crowdsourcing contest for transit planning activities that took place in 2009-2010. Members of the public would submit ideas, a select few 'winners' would earn prizes and have their designs implemented, or at least piloted at certain stations for testing. Two iterations of the contest were launched. The first iteration dealt with the design of bus stop shelters for a bus stop on the University of Utah campus in Salt Lake City. The second

iteration dealt with the planning of an intersection in the Sugar House neighborhood of Salt Lake City.

Examples:

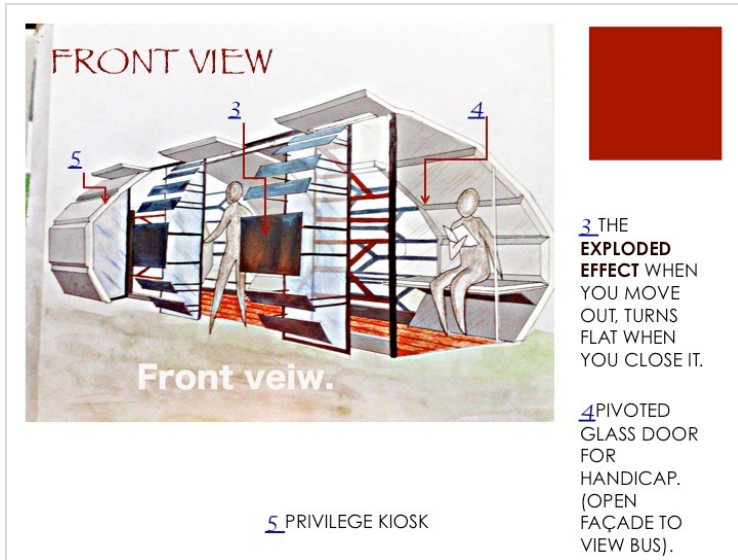
#### Folding Bus Stop

Six stripes which are exactly the same size (length and width), put next to each other, being stretched and given various shapes form the bus stop. These stripes do not just repeat and vary though. Having the same perimeter when their ends come together, the stripes form a system, consisting of 6 modules. The stripes react to stretching and folding and so does the whole system. A modulated shelter is the new bus stop introduced.

#### Sustainable Climate

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[8] <http://nextstopdesign.com/>



Considering the extreme variation in weather, the design is made collapsible.

A) Fabric shutters – The shutters are design to collect snow during the winter and water when it rains. The collectors collapse down by the weight of the snow/water collected over it..thus protecting it from cold /rain. When the water evaporates during spring /summer the fabric moves up(due to elastic coil) and thus providing good ventilation. During winter as the fabric encloses the bus stop, green-house effect takes place in

which the cool air enters from the bottom (cold air being heavy).

Warm air created due to green-house effect remain collected due to the CAP effect ,a smaller outlet is provided at the top (as a vent).

B) METAL panels- These panels are inclined over the main concrete structure to collect the snow during winter which acts as an insulator. These panels are not in total contact with the structure, so even if the metal gets heated up in summer, the heat is not transferred to the internal environment.

C) Solar panels to provide energy to the privilege kiosk

The design for innovative bus stops such as this already exist, as shown above. In addition to being more comfortable for riders, a monitor showing real time arrival data updates would be placed inside. It would also serve to beautify bus stops, making them look more 'high tech' and possibly making bus travel appealing to a broader audience.

**Potential Partners (Excluding UCLA and USC):**

Game Company	Phone	Address	Notable Works
<b>Activision</b> (Contractor producing games for Xbox and Sony)	(310) 255-2000	3100 Ocean Park Blvd, Santa Monica, CA 90405	Skylander's Swap Force, Spider Man 3
<b>Adhesive Games</b> (Multiplayer combat games)			Hawken

<b>Aksys Games</b> (translates Japanese games to English markets)	(310) 212-6724	365 Van Ness Way, Suite 510 Torrance, CA 90501	Bit Trip Fate
<b>Alchemic Productions</b> (consulting services for existing game developers)	1 (805) 415-5252	11534 WILDFLOWER CT, MOORPARK, CA, 93021	State of Emergency II
<b>Amazon Game Studios</b> (Amazon.com's division that develops comics, movies and television shows from online submissions and crowd-sourced feedback)		Irvine	
<b>Blizzard Entertainment</b> (Massively Multiplying Online Games, Real Time Strategies)	(949) 955-1380	16215 Alton Pkwy, Irvine, CA 92618	World of Warcraft, Diablo
<b>D3 Publisher</b> (Simple and low priced Japanese games)	310-268-0820	11500 W. Olympic Blvd., Suite 460, Los Angeles, CA 90064	Adventure Time Card Wars
<b>DICE LA</b> (Battlefield series, first person shooter)			
<b>Disney Interactive Studios</b> (Games based on Disney Movies)		500 South Buena Vista Street, Burbank, California 91521	Club Penguin
<b>F84 Games</b> (Mobile App and Social Media games)		5350 Riverton Ave., North Hollywood 91601	
<b>Infinity Ward</b> (Call of Duty franchise)	(818) 386-0072	15821 Ventura Blvd, Encino, CA 91436	

## Conclusion

### What should Metro do next?

In implementing gamification, Metro first and foremost needs to identify what riders enjoy and are passionate about. According to Dr. Watkins, and as other gamification examples suggest, gamification should be used to enhance rider participation and satisfaction in activities they already find valuable, not force participation in something riders are not interested in. For this reason, questions regarding what rider's typically do to occupy their time on the bus and what their hobbies are were added to the Gamification Survey. Metro should keep the results of these question in mind.

Metro should also consider, and perhaps further investigate, the variations between different demographics in what they enjoy as a hobby or game and how they typically find the information they need from Metro.

Metro already offers generous rewards and incentives to riders, although Coro Fellows found hardly anyone knows about them. Using the data in this report regarding how riders receive information from Metro, Metro needs to make more riders aware of the discounts they are eligible for as a Metro rider.

### **Questions to Consider Moving Forward**

This report begins to scratch the surface of the questions below. Coro Fellows believe these are among the most important questions for Metro to consider in beginning to implement gamification.

How will different incentives appeal to different demographics?

How can riders be made aware of existing incentives?

What modes of communication are most effective? For which demographics?

If games are to be implemented, what platform will be used? Is the cost effectiveness of using riders phones worth leaving out the rider base that does not own a smartphone or have the necessary data plan?

Should gamification begin with a literal game, or an incentives program? Or both?

What transit habits and behaviors do riders currently exhibit that could be increased by gamification? How could gamification be used to improve rider satisfaction?

## I. Appendix

### All Survey Results

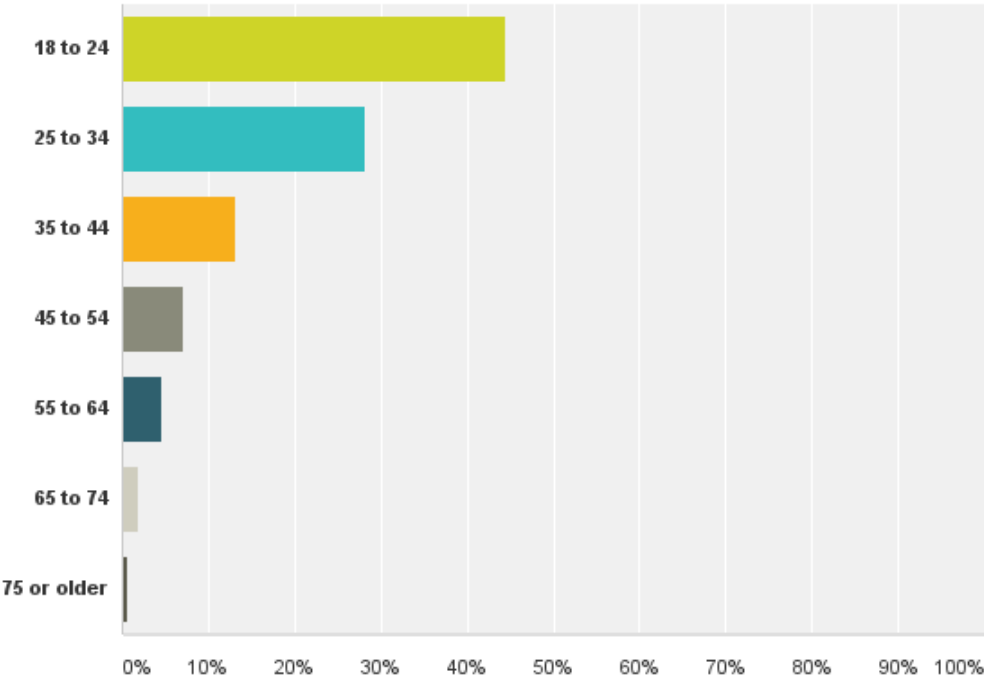
Coro Fellows spent two full weeks canvassing Metro stations and riding trains and busses to survey riders. Some surveys were also collected online. A total of 207 surveys were collected, comprising two separate data sets, both with similar questions. 54 responses were collected from survey one. Upon consultation with Metro supervisors and UCLA Game Lab, Coro Fellows revised and expanded the survey creating survey 2 with 153 responses. The questions asked plus raw results data are shown below:

1. What is your age?
  - Multiple Choice
2. What gender do you identify with?
  - Multiple Choice
3. What are your top two hobbies?
  - Single Textbox
4. What are your top two favorite mobile Apps?
  - Single Text box
5. What games do you play on your smartphone?
  - Single Textbox
6. While riding public transit, what do you primarily do to occupy your time?
  - Music
  - Reads Newspaper/Book
  - multiple choice answers? w/ other option
7. How many times do you get on Metro Rail per week?
  - Multiple Choice
    - 1-2 trips per week
    - 2-4 trips per week
    - 4-6 trips per week
    - 6 or more trips per week
8. How many times do you get on the bus per week?
  - Multiple Choice
    - 1-2 trips per week
    - 2-4 trips per week
    - 4-6 trips per week
    - 6 or more trips per week

9. On a scale of 1-5 how interested are you in connecting/communicating with other riders during your trips?
  - Drop box of scale
  
10. On a scale of 1-5 how interested are you in learning fun facts about Los Angeles?
  - Drop box of scale
  
11. On a scale of 1-5 how interested are you in discovering different attractions in Los Angeles?
  - Drop box of scale
  
12. A number of Airlines presently have a point-reward system where for every flight a passenger takes, they can get points that translate into rewards or free flights in exchange for ridership. If Metro were to launch a point program for ridership in exchange for rewards at restaurants and stores how likely would you be to take advantage of these incentives?
  
13. Are you aware of the incentives program that Metro presently has for riders?
  
14. How do you familiarize yourself with services Metro offers? example: Incentives, news/alerts from Metro.
  - Multiple Choice: Online, Metro App, Advertising at Station, Advertisement on Bus/Train, Other

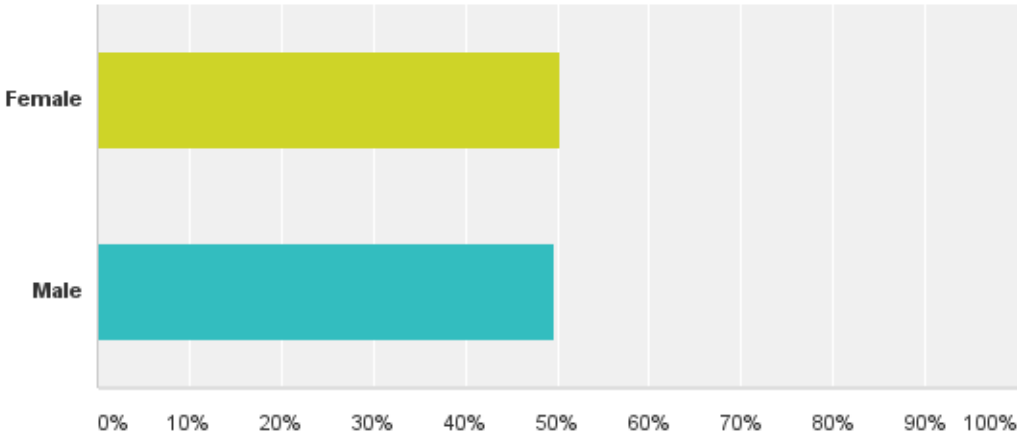
### Q1 What is your age?

Answered: 153 Skipped: 0



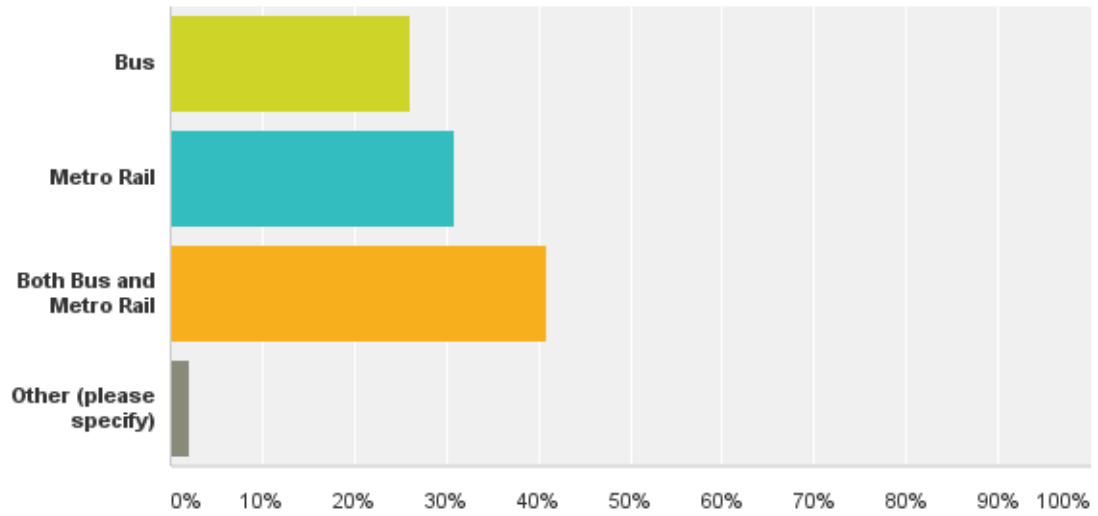
### Q2 What is your gender?

Answered: 153 Skipped: 0



## Q5 What form of public transportation do you take most?

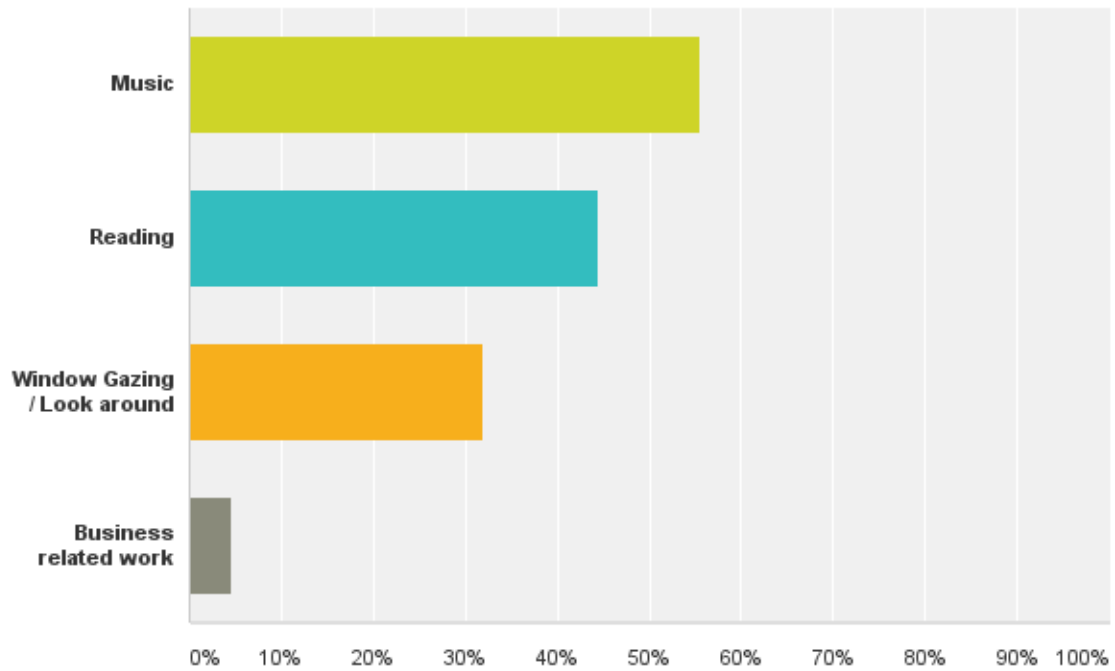
Answered: 149 Skipped: 4





## Q6 While riding public transit, how do you typically occupy your time?

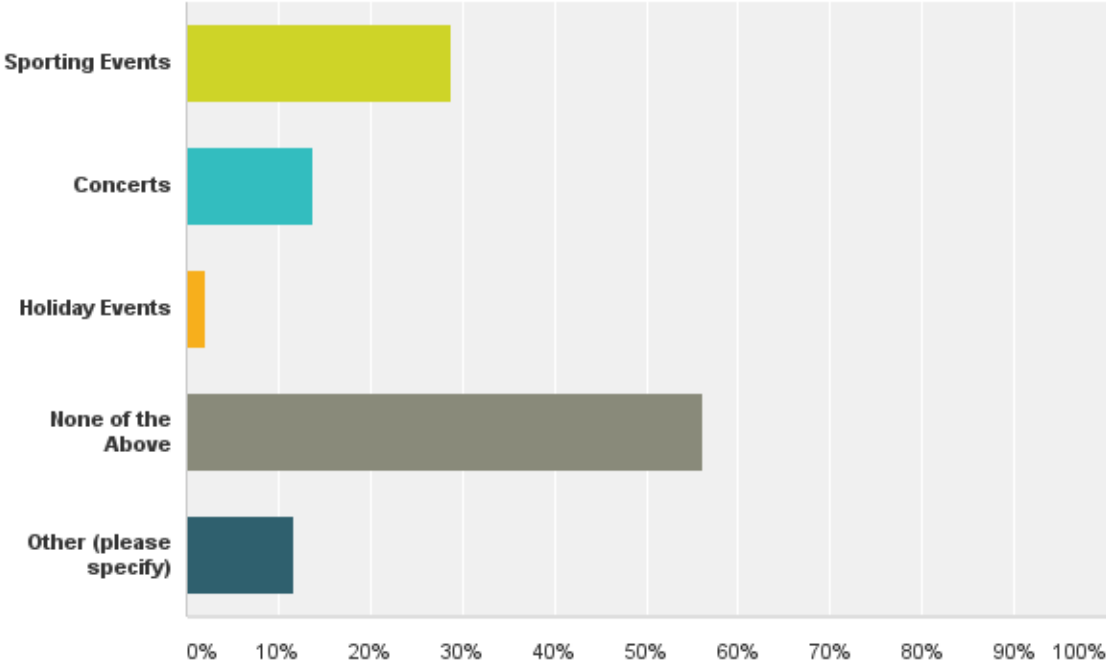
Answered: 153 Skipped: 0





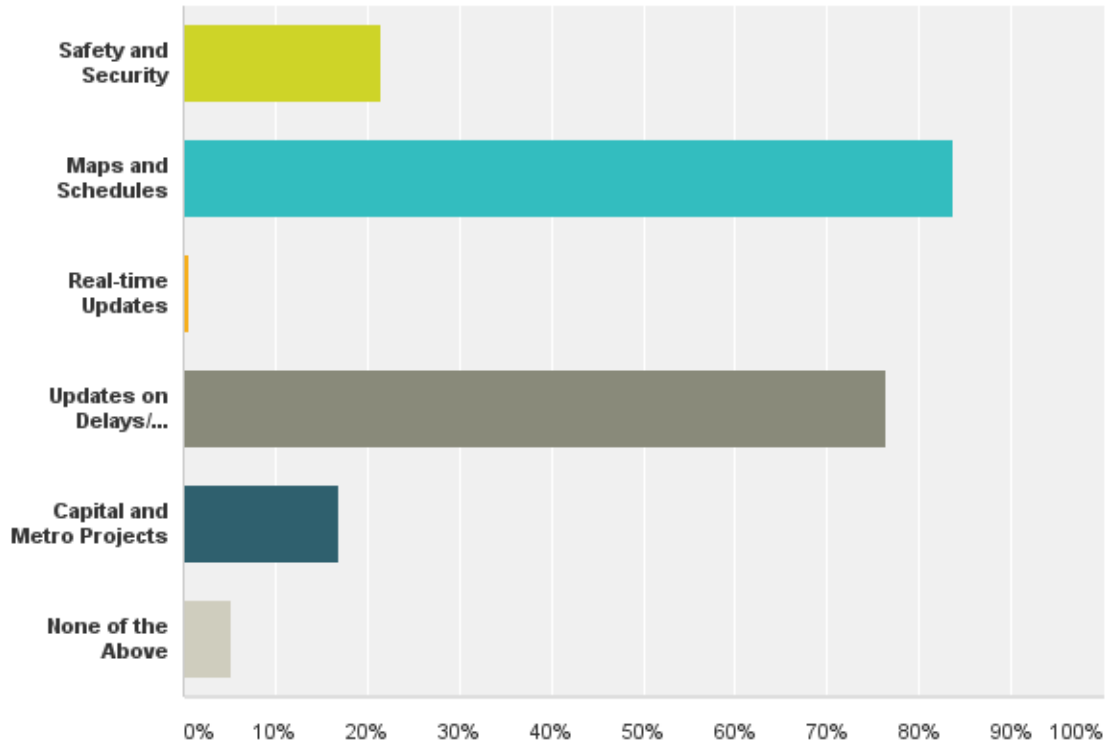
# Q7 What recreational events do you take Metro to?

Answered: 146 Skipped: 7



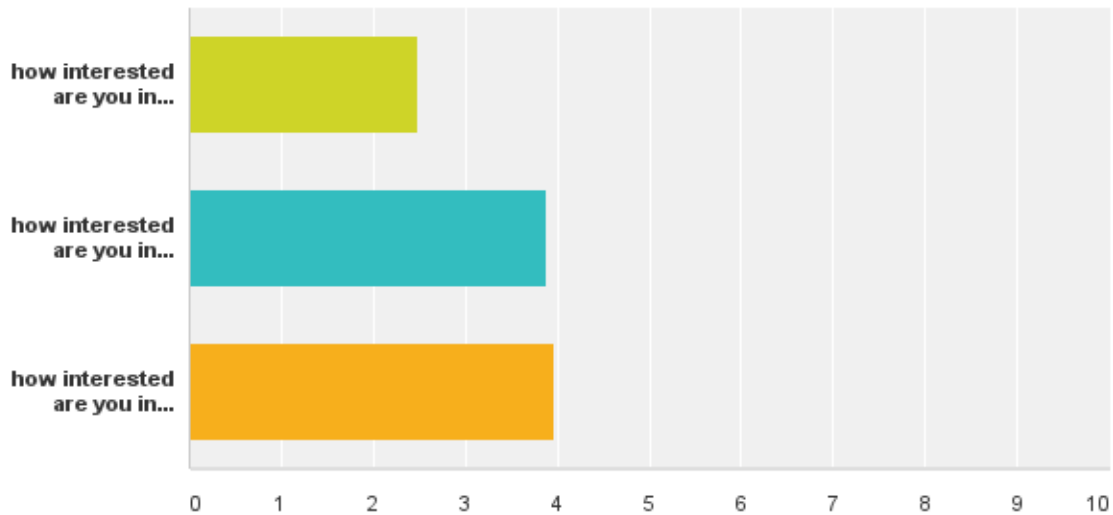
### Q9 What types of information do you find helpful while riding? (Check all that apply.)

Answered: 153 Skipped: 0



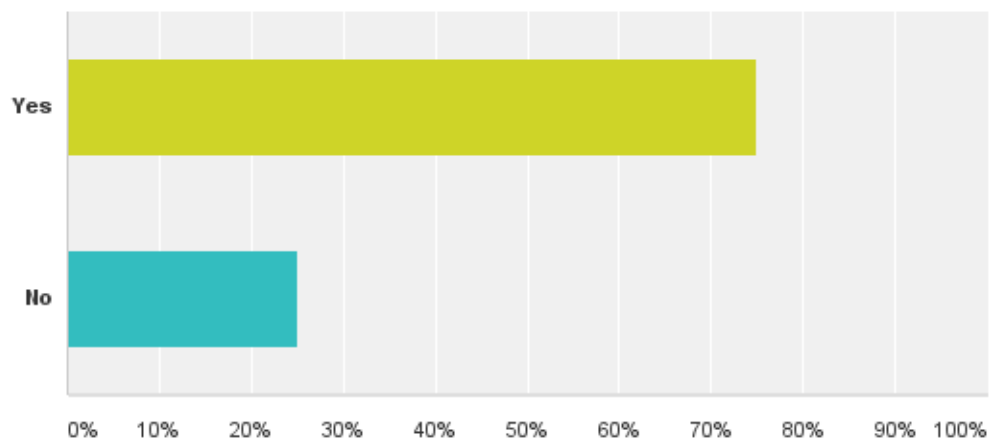
### Q10 On a scale of 1 (lowest) to 5 (highest)

Answered: 153 Skipped: 0



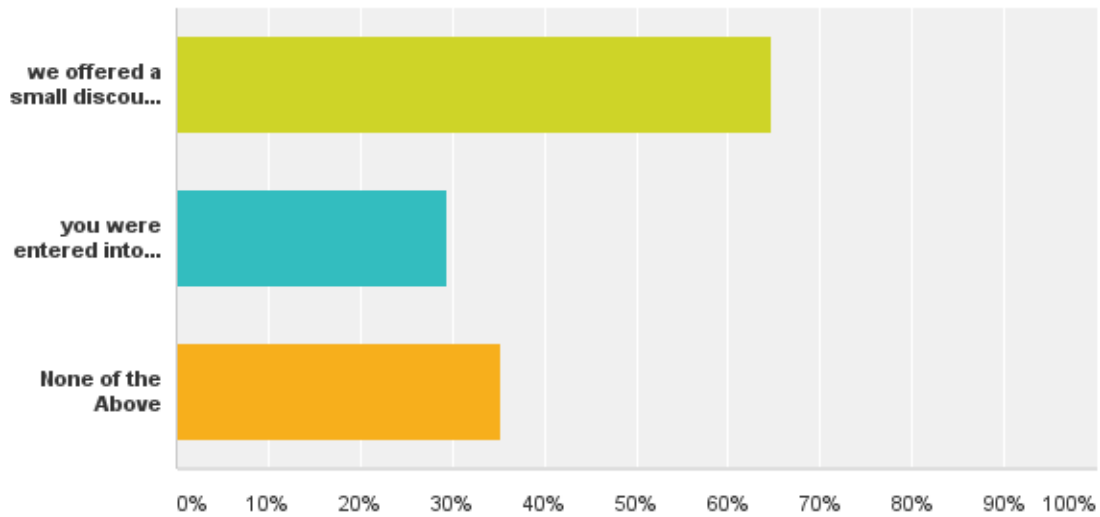
### Q11 Would you consider giving Metro access to your phone's location if it helped you and others tell exactly where your bus was?

Answered: 68 Skipped: 0



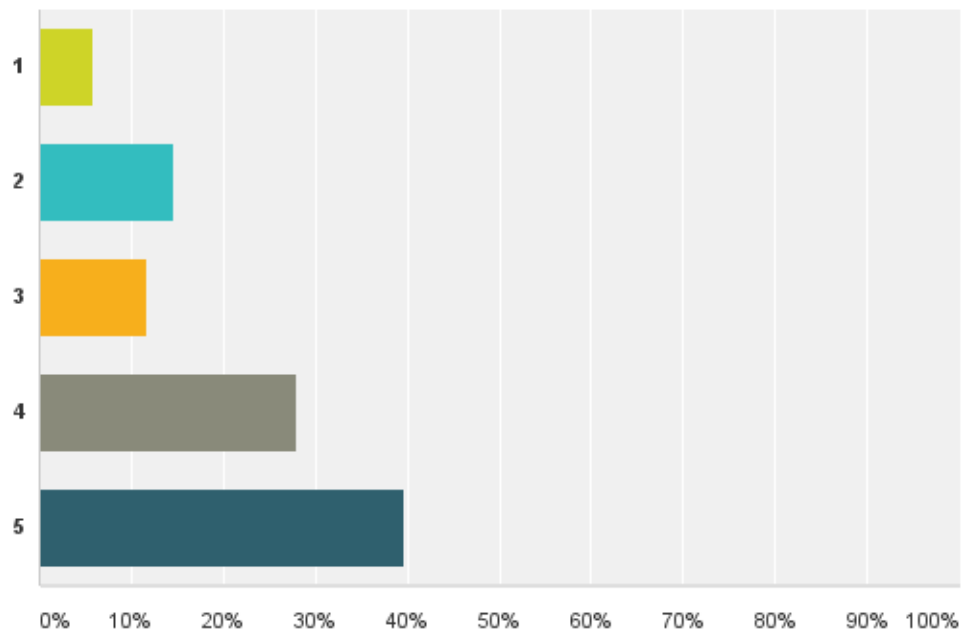
**Q12 If you answered NO to the previous question: Would you consider giving Metro access to your phone location if (check all that apply)**

Answered: 17 Skipped: 51



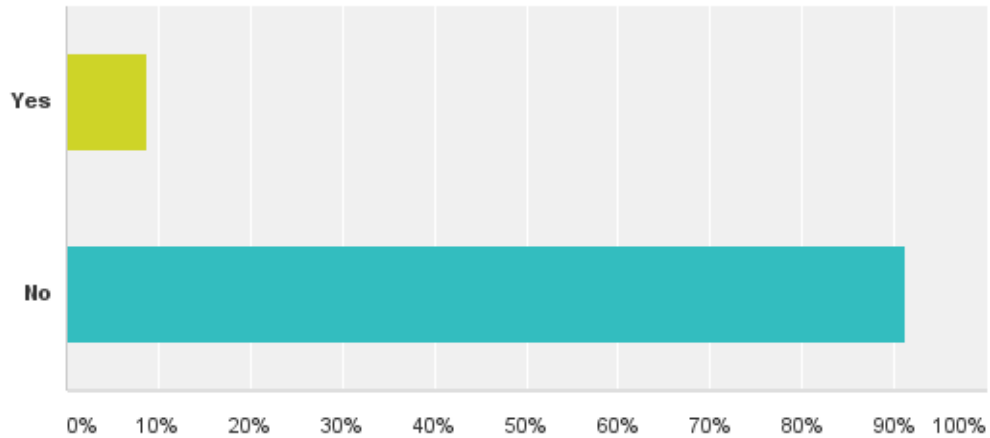
**Q14 A number of Airlines presently have a point-reward system. For every flight a passenger takes, they can get points that translate into rewards or free flights in exchange for ridership. If Metro were to launch a point program for ridership in exchange for rewards at restaurants and stores on a scale of 1 (lowest) to 5 (highest) how likely would you be to take advantage of these incentives?**

Answered: 68 Skipped: 0



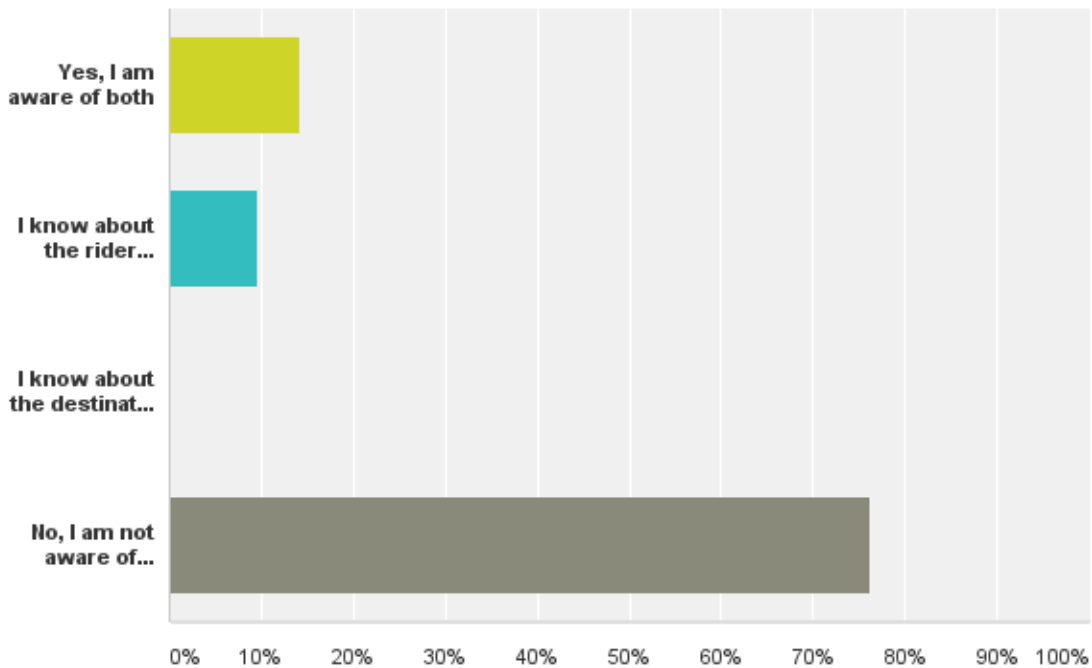
### Q15 Are you aware of the incentive programs Metro currently offers?

Answered: 68 Skipped: 0



### Q16 If you answered yes to the previous question: are you aware of the destination discounts/ relief rider subsidy program?

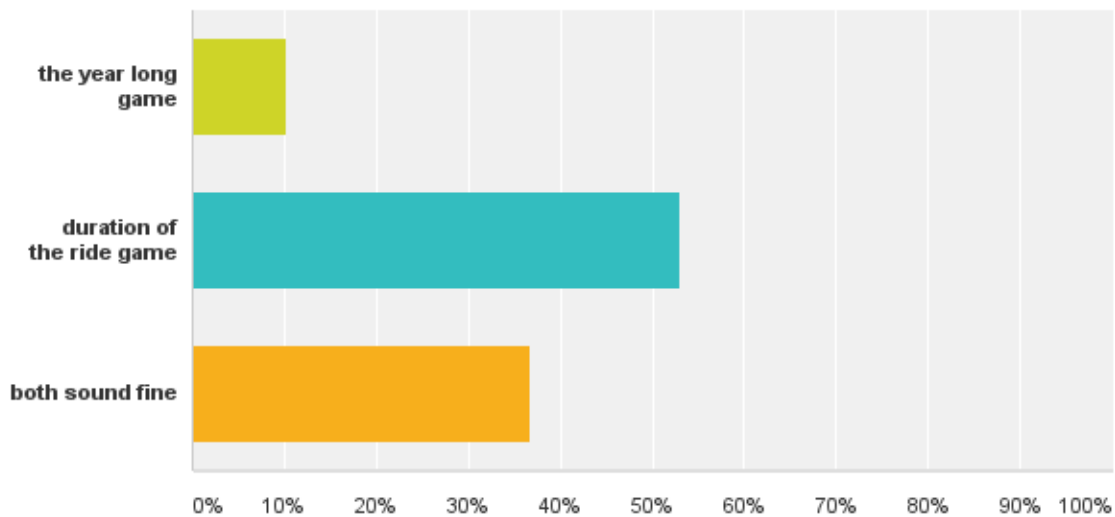
Answered: 21 Skipped: 47





**Q10 Would you be interested in playing a game that can last for a year while you're riding the bus? Or for your duration of the ride? (Speak more into context on what the game would entail)**

Answered: 49 Skipped: 5



**Project Proposal**

**PROJECT GOAL AND SCOPE OF WORK**

The goal of the project is to identify the top gamification ideas for Metro to successfully implement in order to increase bus riders' satisfaction and transit experience. This will specifically include the viability of different games for various riders. These findings will help Metro create a Gamification Strategic Plan that will advance Metro's goals and vision for the future of public transportation in Los Angeles.

**DELIVERABLES**

Fellows will include the following components in a final white paper:

- Implementation Strategies
  - o Survey data outlining
    - o Rider's receptiveness to gamification ideas
    - o Rider's willingness to serve as crowd sourcers on an opt in basis to help integrate metro with Taxi, Uber, Lyft, and Waze, and incentives that would effectively facilitate their participation

Fellows will also poll riders on whether an incentive is needed in order to opt-in and what type of incentive would make them more likely to serve as crowd sourcers

- A list of potential partnerships throughout Los Angeles that could assist in the implementation of a gamification strategy
- A list of existing tools and assets that can be utilized in service of gamification, such as technologies and geographical landmarks

#### Establish a Knowledge-Base on Gamification

- Explanation of gamification methodology. Fellows leverage their interpersonal skills to elicit various gamification possibilities through Fellows-led dialogue with gamification experts, including USC and UCLA to Peter Marx. Most research on gamification will come from conducting interviews with experts in the field of gamification. This will ultimately yield a fruitful brainstorm with partners at USC and UCLA.
- Research on standard gamification theory, goals, and tactics to connect these elements to the agency's needs and goals and to serve as a foundation for surveying and Metro's future work on gamification.

#### Recommendations and Further Questions

- A description of effective tactics to implement gamification, incorporate research findings, interviews with experts, survey data, potential partnerships and existing assets
- Key considerations for future design and implementation phases, including essential questions

#### **Survey Monkey Login and Password**

Surveys can be accessed online at <https://www.surveymonkey.com/home/>. The login is Corokiernan. The password is wilshire10.



# Customer Experience Technology Improvements *June 2015 - Quarterly Status*

Doug Anderson  
Executive Management Committee  
*June 18, 2015*

# Background – Board Motions

Garcetti/Dupont-Walker Motion (*July 2013*)

- *Transit Customer-Oriented, Technology, Enhancements & Innovations*

Knabe Motion (*December 2013*)

- *Innovative Ways to Improve Customer Access to the Metro Bus and Rail System*

Garcetti/Knabe Motion (*March 2014*)

- *Customer Experience Technology, Enhancements & Innovations*

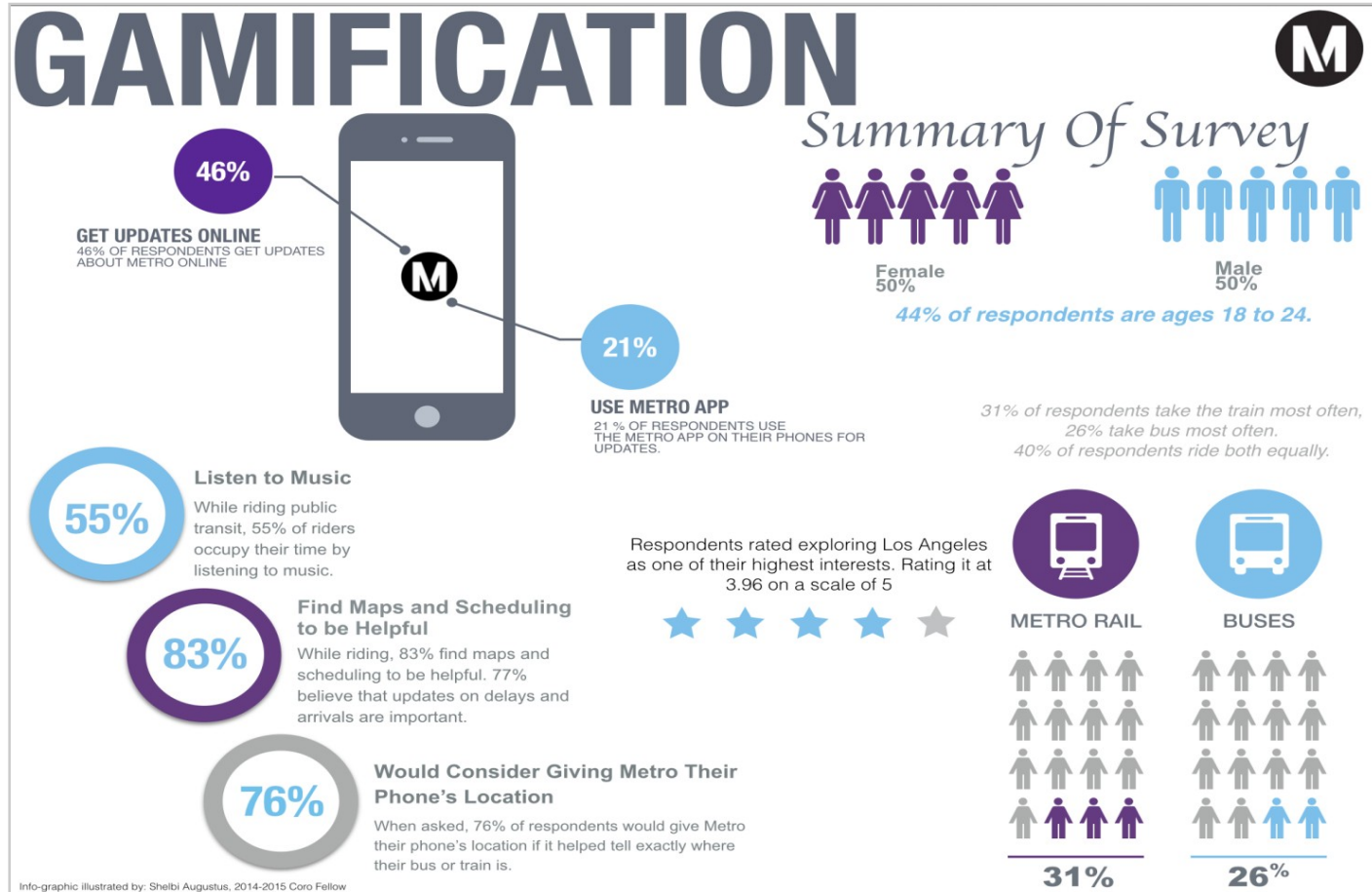
Garcetti Motion (*July 2014*)

- *Customer Service Base Technology Prioritization*

# Progress - Customer Focused

## Activities

### 1 - Metro Gamification Study - *Completed*

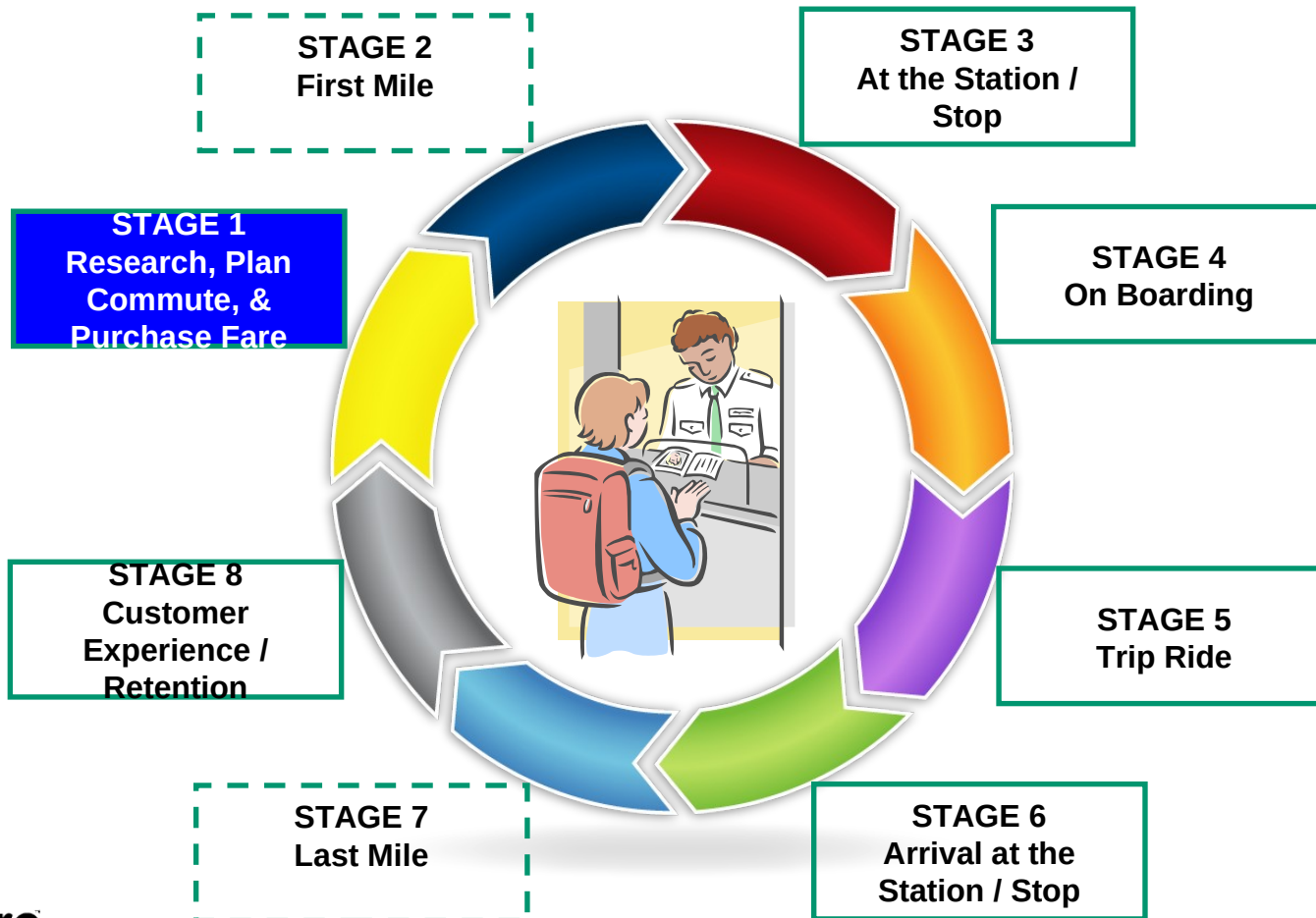


# Progress - Customer Focused

## Activities

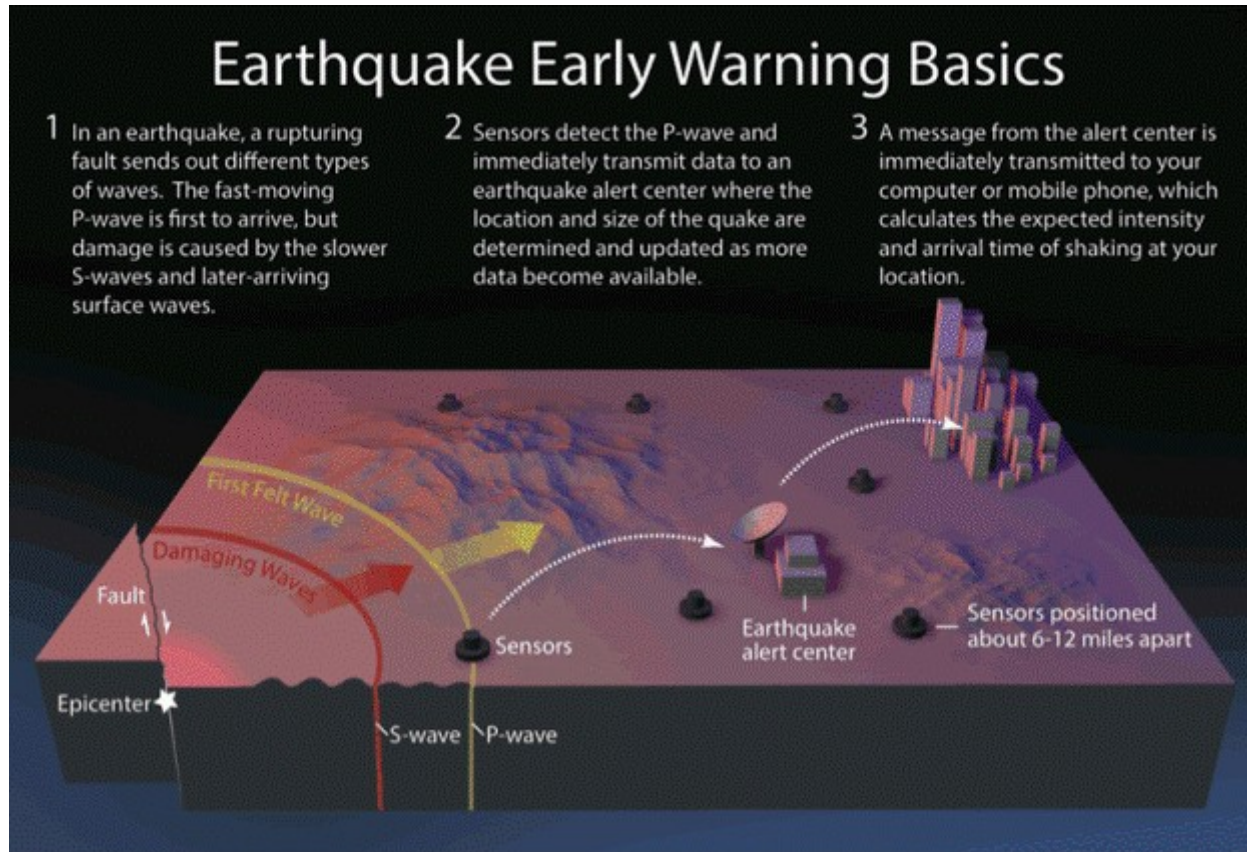
2 - Customer Oriented Technology Based Investment Strategy

Completed



# Progress - Customer Focused Activities

## 3 - ShakeAlert Earthquake Early Warning System *In progress*



Metro



# Progress - Customer Focused Activities

## 4 - Insource and Automate Bike Locker Rental Program *In progress*

**Metro Bike Locker Program**  
MLTRO bike locker rental application

[\(link to see\) Instructions](#)

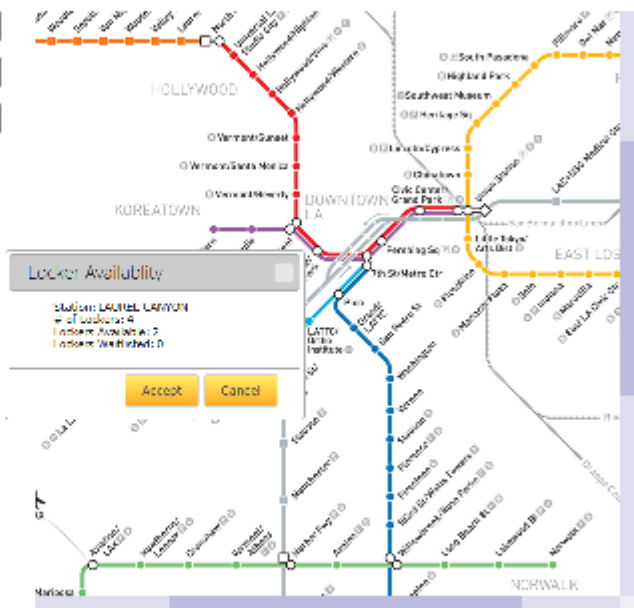
[\(link to see\) Request a locker](#)

[\(link to see\) Register](#)

**Locker Availability**

Station: LA METRO CANYON  
# of lockers: 4  
# of lockers in use: 2  
# of lockers available: 2

[Accept](#) [Cancel](#)

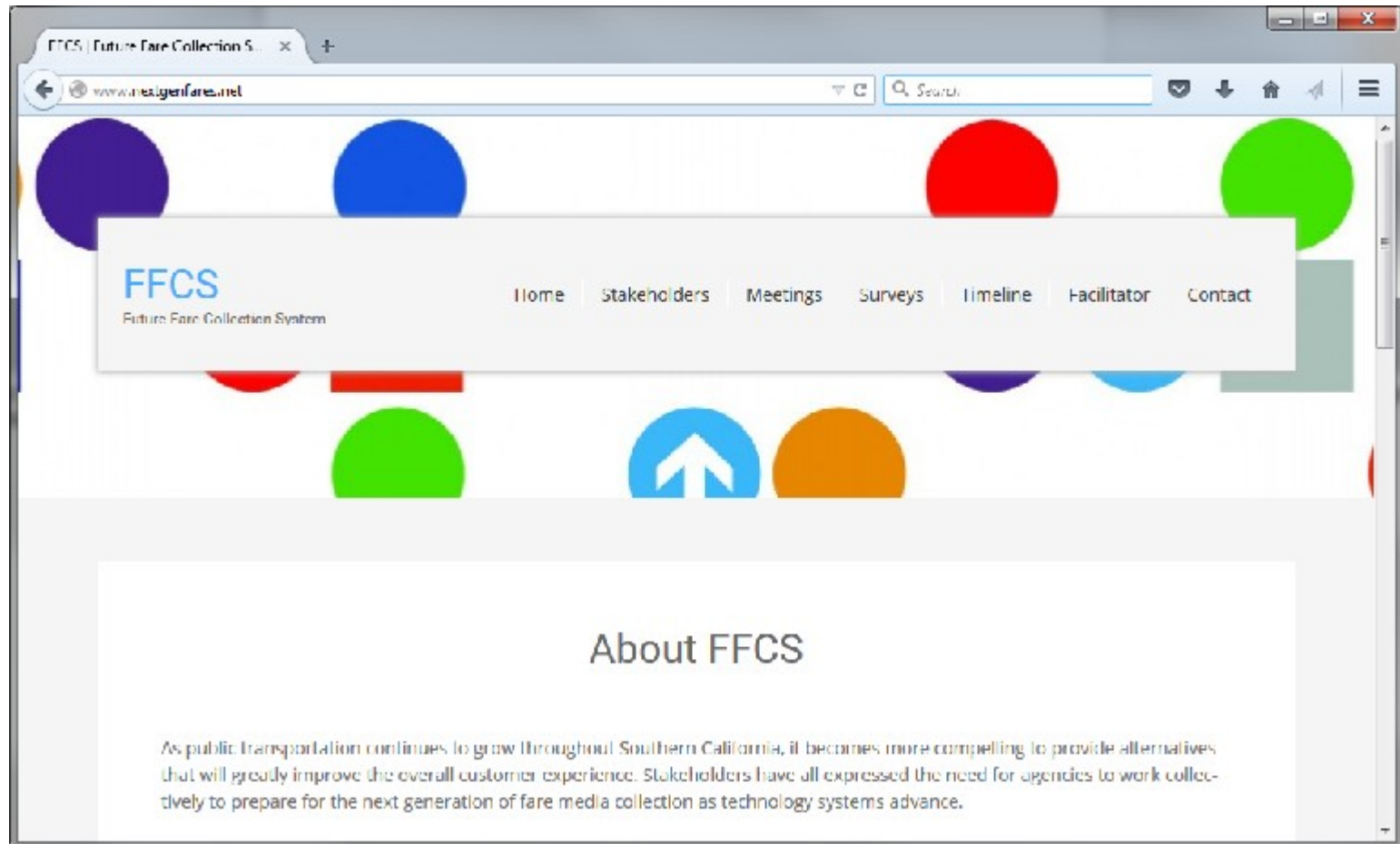




# Progress - Customer Focused

## Activities

5 - New TAP Collaborative Website - *Completed*



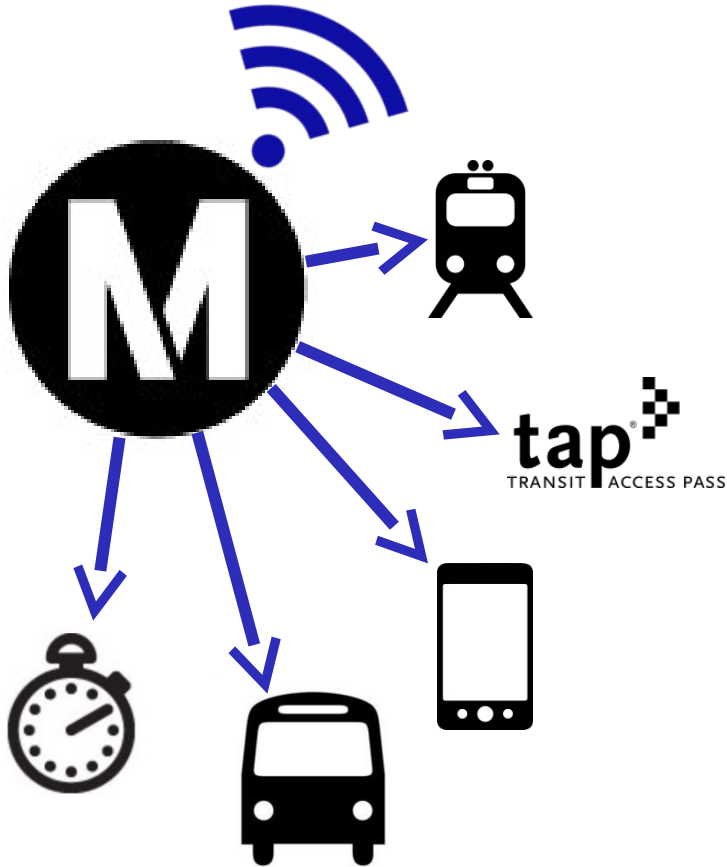
Metro

# Progress: Customer Focused

## Activities

6 - Metro WiFi Efforts and Participation in CityLinkLA project *in progress*





Thank you



## Board Report

**File #:** 2015-0307, **File Type:** Motion / Motion Response

**Agenda Number:** 57.

### EXECUTIVE MANAGEMENT COMMITTEE JUNE 18, 2015

**SUBJECT: QUARTERLY REPORT ON THE DEMOGRAPHIC PROFILE OF THOSE  
CITED FOR FARE VIOLATIONS**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE quarterly report on the **demographic profile of those cited for fare violation** in response to Motion #55 from the May 2014 Regular Board Meeting (Item C2).

#### **ISSUE**

At the May 2014 Board meeting, the Board approved a motion (Attachment F) on pursuing opportunities for a fair and balanced fare structure. Item C2 of Motion #55 required staff to report quarterly on the demographic profile of those cited for fare violations.

#### **DISCUSSION**

The data presented in this report is based on Los Angeles County Sheriff's Department (LASD) static and roving fare enforcement and assessment processes. The data in this report is between Quarter 1 (July-September 2014), Quarter 2 (October-December 2014) and Quarter 3 (January-March 2015). LASD conducts daily fare enforcement, both static and roving operations. Static fare operations occur when law enforcement personnel are assigned to a rail station to conduct fare checks. Roving fare operations occur when law enforcement personnel are assigned to a rail line and conduct fare checks while aboard the train.

#### **100% FARE ASSESSMENT DATA**

Fare assessments are 100 percent fare check operations on boardings for a specified period of time. Transit Court staff administer this on-going fare enforcement and assessment method with the close cooperation of LASD. Below is a table which breaks down the data by line, age and race. Metro's Transit Court staff identifies rail stations, including Orange and Silver Lines, for a fare assessment to be conducted by LASD. Stations are selected for 100% fare assessments based on ridership and TAP reports. Fare assessments are a useful tool to use in combination with roving and fixed post fare operations. The goal of these combined efforts is to reduce fare evasion and encourage proper fare compliance.

100% Fare Assessment results from the period of Quarter 3 (January-March 2015):

LINE	NO*	TOTAL CHECKS (YOUTH / ADULT)	TICKETS ISSUED AGES (5-22)	AGE		RACE				
				5-17	18-22	ASIAN	BLACK	HISPANIC	WHITE	OTHER
RED	2	1,358	8	0	8	0	0	0	0	0
BLUE	1	275	5	2	3	0	1	1	0	0
GREEN	1	583	41	13	28	0	12	1	0	0
GOLD	1	389	2	1	1	0	0	1	0	0
EXPO	1	1156	3	0	3	0	0	0	0	0
ORANGE	1	1123	20	2	18	0	1	0	0	1
SILVER	1	1240	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>8</b>	<b>6,124</b>	<b>79</b>	<b>18</b>	<b>61</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>

\* NUMBER OF 100% FARE ASSESSMENTS CONDUCTED

100% Fare Assessment results from the period of Quarter 2 (October-December 2014):

LINE	NO*	TOTAL CHECKS (YOUTH / ADULT)	TICKETS ISSUED AGES (5-22)	AGE		RACE				
				5-17	18-22	ASIAN	BLACK	HISPANIC	WHITE	OTHER
RED	4	7,018	275	60	215	0	41	18	0	1
BLUE	5	3,995	431	36	395	0	24	12	0	0
GREEN	12	8,588	369	70	299	1	43	24	1	1
GOLD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
EXPO	2	982	30	4	26	0	3	1	0	0
ORANGE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SILVER	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>TOTALS</b>	<b>23</b>	<b>20,583</b>	<b>1,105</b>	<b>170</b>	<b>935</b>	<b>1</b>	<b>111</b>	<b>55</b>	<b>1</b>	<b>2</b>

\* NUMBER OF 100% FARE ASSESSMENTS CONDUCTED

100% Fare Assessment results from the period of Quarter 1 (July-September 2014):

RAIL LINE	NO*	TOTAL CHECKS (YOUTH / ADULT)	TICKETS ISSUED AGES (5-22)	AGE		RACE				
				5-17	18-22	ASIAN	BLACK	HISPANIC	WHITE	OTHER
RED	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
BLUE	3	1,600	185	40	145	0	25	15	0	0
GREEN	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
GOLD	4	3,575	81	25	56	3	1	20	1	0
EXPO	4	3,034	99	35	64	0	25	10	0	0
ORANGE	5	5,949	140	29	111	1	8	15	4	1
SILVER	4	5,549	2	1	1	0	1	0	0	0
<b>TOTALS</b>	<b>20</b>	<b>19,707</b>	<b>507</b>	<b>130</b>	<b>377</b>	<b>4</b>	<b>60</b>	<b>60</b>	<b>5</b>	<b>1</b>

\* NUMBER OF 100% FARE ASSESSMENTS CONDUCTED

**YOUTH FARE EVASION DATA**

As shown in Attachment A, the total number of all fare evasion citations issued on Metro rail lines for the Quarter 3 is 12,854. Attachment A contains the breakdown of ticket issuance for adults and youth (under the age of 18). This data is based on LASD’s fare enforcement operations conducted daily on the Blue, Expo, Gold, Green, Red, Orange and Silver Lines.

Youth fare evasion citation issuance by line is as follows:

RAIL LINE	TOTAL CHECKS	TICKETS ISSUED ADULT/YOUTH	AGES 5-17	ASIAN	BLACK	HISPANIC	WHITE	OTHER	% OF TOTAL YOUTH CITATIONS ISSUED
RED	234,158	3,803	70	2	24	38	3	3	11%
BLUE	132,985	3,267	191	2	115	66	1	7	30%
GREEN	258,396	2,204	219	0	164	50	1	4	34%
GOLD	291,879	1,480	66	0	6	59	1	0	10%
EXPO	167,583	880	81	1	49	28	2	1	13%
ORANGE	559,615	939	19	0	8	7	2	2	3%
SILVER	18,587	281	0	0	0	0	0	0	0%
<b>TOTALS</b>	<b>1,663,203</b>	<b>12,854</b>	<b>646</b>	<b>5</b>	<b>366</b>	<b>248</b>	<b>10</b>	<b>17</b>	<b>100%</b>

- Red Line: 70 violations issued (11% of the total youth fare violations issued)
- Blue Line: 191 violations issued (30% of the total youth fare violations issued)
- Green Line: 219 violations issued (34% of the total youth fare violations issued)
- Gold Line: 66 violations issued (10% of the total youth fare violations issued)
- Expo Line: 81 violations issued (13% of the total youth fare violations issued)
- Orange Line: 19 violations issued (3% of the total youth fare violations issued)

Youth fare evasion citation issuance by line for Quarter 2 is as follows:

RAIL LINE	TOTAL CHECKS	TICKETS ISSUED ADULT/YOUTH	AGES 5-17	ASIAN	BLACK	HISPANIC	WHITE	OTHER	% OF TOTAL YOUTH CITATIONS ISSUED
RED	338,336	5,133	101	3	22	67	3	6	9%
BLUE	204,795	4,280	338	2	230	99	2	5	31%
GREEN	300,731	3,361	400	0	302	93	3	2	36%
GOLD	183,602	2,520	154	0	10	135	3	6	14%
EXPO	95,538	1,148	98	0	63	31	2	2	9%
ORANGE	140,393	912	13	0	7	5	0	1	1%
SILVER	961	22	0	0	0	0	0	0	0%
<b>TOTALS</b>	<b>1,264,356</b>	<b>17,376</b>	<b>1,104</b>	<b>5</b>	<b>634</b>	<b>430</b>	<b>13</b>	<b>22</b>	<b>100%</b>

- Red Line: 101 violations issued (9% of the total youth fare violations issued)
- Blue Line: 338 violations issued (31% of the total youth fare violations issued)
- Green Line: 400 violations issued (36% of the total youth fare violations issued)



- Gold Line: 154 violations issued (14% of the total youth fare violations issued)
- Expo Line: 98 violations issued (9% of the total youth fare violations issued)
- Orange Line: 13 violations issued (1% of the total youth fare violations issued)

Youth fare evasion citation issuance by line for Quarter 1 is as follows:

RAIL LINE	TOTAL CHECKS	TICKETS ISSUED ADULT/YOUTH	AGES 5-17	ASIAN	BLACK	HISPANIC	WHITE	OTHER	% OF TOTAL YOUTH CITATIONS ISSUED
RED	334,103	5,129	113	1	35	64	8	5	10%
BLUE	296,561	6,415	394	1	279	104	2	7	35%
GREEN	266,258	2,121	183	0	145	38	0	0	16%
GOLD	163,314	2,879	209	4	24	166	10	3	18%
EXPO	104,000	1,515	141	0	91	47	2	1	12%
ORANGE	144,934	1,222	99	4	29	49	12	4	9%
SILVER	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>TOTALS</b>	<b>1,309,170</b>	<b>19,281</b>	<b>1,139</b>	<b>10</b>	<b>603</b>	<b>468</b>	<b>34</b>	<b>20</b>	<b>100%</b>

- Red Line: 113 violations issued (10% of the total youth are violations issued)
- Blue Line: 394 violations issued (35% of the total youth fare violations issued)
- Green Line: 183 violations issued (16% of the total youth fare violations issued)
- Gold Line: 209 violations issued (18% of the total youth fare violations issued)
- Expo Line: 141 violations issued (12% of the total youth fare violations issued)
- Orange Line: 99 violations issued (9% of the total youth fare violations issued)

**METRO ON-BOARD SURVEY DATA**

Metro Rail Ridership Demographics:

RAIL LINE	ASIAN	BLACK	HISPANIC	WHITE	OTHER	SAMPLE SIZE
All Rail	9%	19%	53%	13%	6%	4,409
RED/PURPLE	6%	12%	58%	18%	7%	1,266
BLUE	5%	35%	48%	7%	5%	561
GREEN	9%	21%	56%	8%	5%	1,125
GOLD	13%	9%	57%	16%	6%	688
EXPO	9%	25%	46%	14%	6%	769

\*\*\* Orange and Silver Line Data will be available in late June when bus surveying is completed

Depicted above is a chart depicting Metro Rail’s ridership demographics. These numbers are derived from Metro’s spring 2015 On-Board Survey, which is conducted on a semi-annual basis.

Metro Rail Youth Ridership Demographics:

RAIL LINE	ASIAN	BLACK	HISPANIC	WHITE	OTHER	SAMPLE SIZE
All Rail	7%	16%	64%	7%	7%	305
RED/PURPLE	10%	12%	64%	9%	5%	***67
BLUE	7%	10%	63%	12%	7%	***41
GREEN	2%	26%	55%	5%	12%	84
GOLD	5%	0%	92%	0%	3%	***38
EXPO	1%	41%	49%	3%	5%	75

\*\*\* Orange and Silver Line Data will be available in late June when bus surveying is completed

In order to obtain more accurate information on Metro Rail’s under 18 ridership, Metro Research surveyed over three times the number of passengers than in the Spring 2014 On-Board Survey. Although the system-wide target was met, the Red/Purple Line, Blue Line and Gold Line are just short of meeting the accepted industry practice of 70 surveys for under the age of 18 ridership and have slightly higher rates of error than the other lines.

The current On-Board Customer survey, which will provide overall ridership data as a baseline, was completed in May 2015 for the rail lines and is set to conclude in June 2015 for the bus lines. The rail portion of the project included additional surveyors on all lines in an attempt to collect a larger sample.

**YOUTH DEMOGRAPHICS DATA BY RACE**

Staff is providing a quarterly report on the demographic profile of the total number of youth that were cited for fare violations. The data, Attachment B (Ticket Issuance by Race: Youth) indicates the following left column:

Race percentage comparison of total youth citations fare violations:

	100%,Static, Roving (January-March 2015) (N=646)	100% Fare Assessment (January-March 2015) (N=18)
• African- American:	57%	78%
• Hispanic:	38%	17%
• White:	1%	0%
• Asian:	1%	0%
• Other	3%	5%

All fare enforcement operations use a blanket method and are not subject to arbitrary enforcement. The percentages above outline all youth citations (646) from January-March 2015 and 100% Fare Assessments (18) from January-March 2015 for comparison. Staff has determined that more specific ridership data is required to serve as a baseline. Metro staff is assessing ways to improve data collection, including gathering more specific data on ticket issuance, fare evasion, youth ridership and overall ridership with breakdowns by age and race. Metro is utilizing additional surveyors on all rail lines during the next On-Board Customer survey in an attempt to collect a



larger sample to assist in these efforts.

### **EDUCATIONAL OUTREACH EFFORTS**

Staff scheduled a Youth on Metro Transit Workshop on February 23, 2015 with several agencies including Los Angeles County Sheriff's Department, Los Angeles County Probation Department, Los Angeles Unified School District, and representatives of Metro. The purpose of the workshop was to discuss minors on the transit system and how fare evasion can be reduced and managed. The working group exchanged ideas and will collaborate further on the topic.

### **NEXT STEPS**

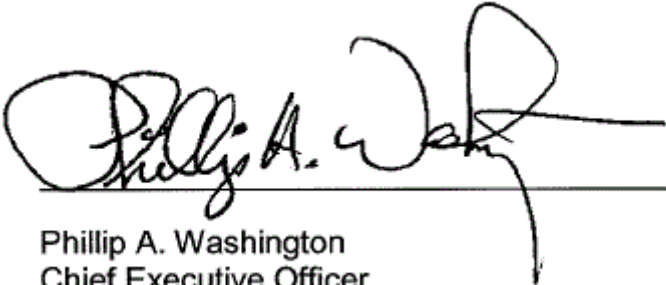
Staff will provide FY15 4<sup>th</sup> quarter report at the August Executive Management Committee. Metro will continue to work with LASD to ensure consistency when conducting fare enforcement operations. Staff will continue to work on collecting data that can compare youth citations to overall ridership on the system. The current On-Board Customer survey, which will provide overall ridership data as a baseline, will be completed in June 2015; however the rail line portion was completed in May 2015. The rail portion of the project included additional surveyors on all lines and tripled the number of completed surveys. At present, it has been difficult to collect data on youths as they tend to be infrequent riders and tend to not volunteer their information. Data from this survey will be incorporated into these quarterly reports as available. Staff will continue to work on improving the data that is available by exploring ways to increase data collection methods for overall ridership.

### **ATTACHMENTS**

- A. Ticket Issuance by Rail Line (Adult/Youth)
- B. Ticket Issuance by Race (Youth)
- C. Ticket Issuance by Time (Youth)
- D. Ticket Issuance by Age (Youth)
- E. Motion 55

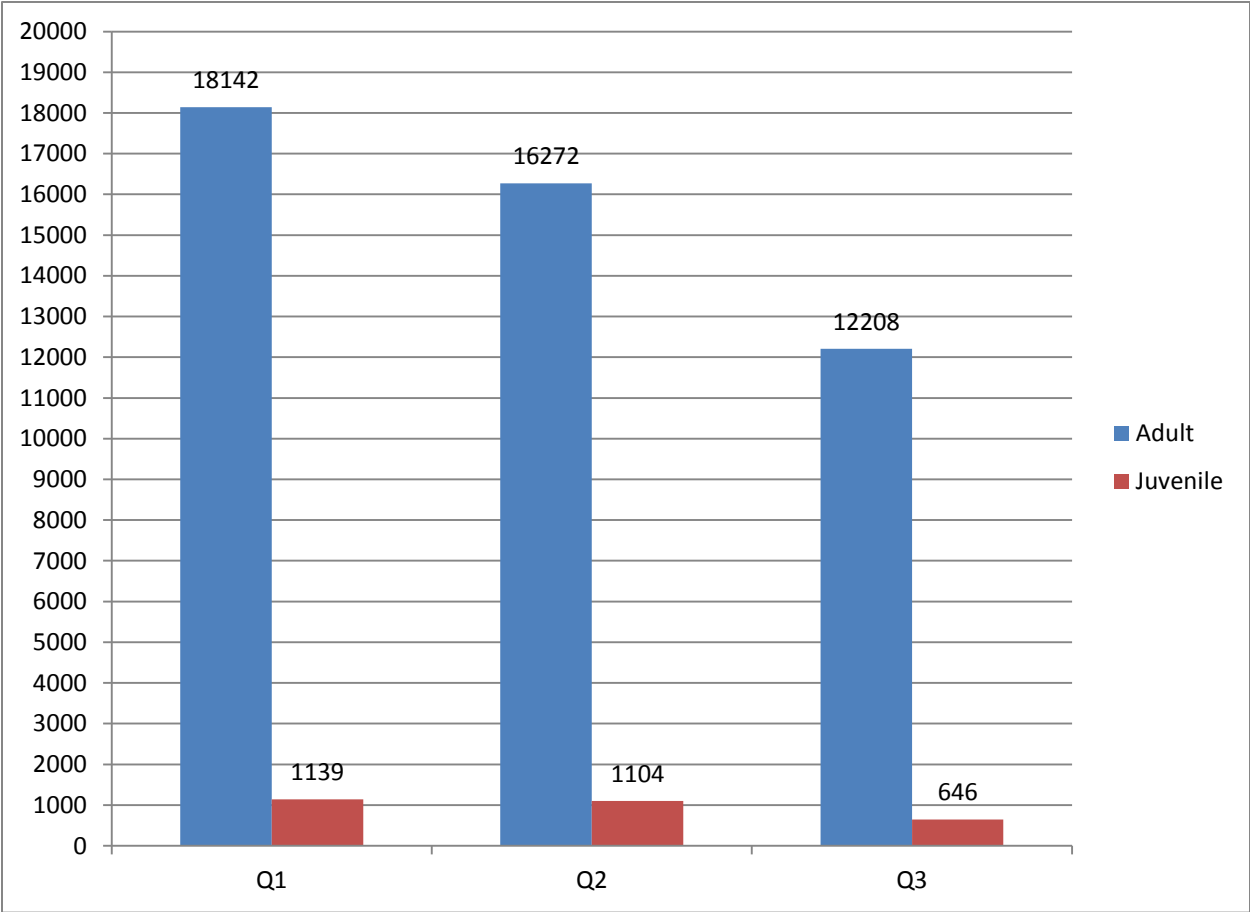
Prepared By: Duane Martin, DEO Project Management, Office of the CEO, 213-922-7460

Reviewed By: Stephanie Wiggins, Interim Deputy Chief Executive Officer  
213-922-1023

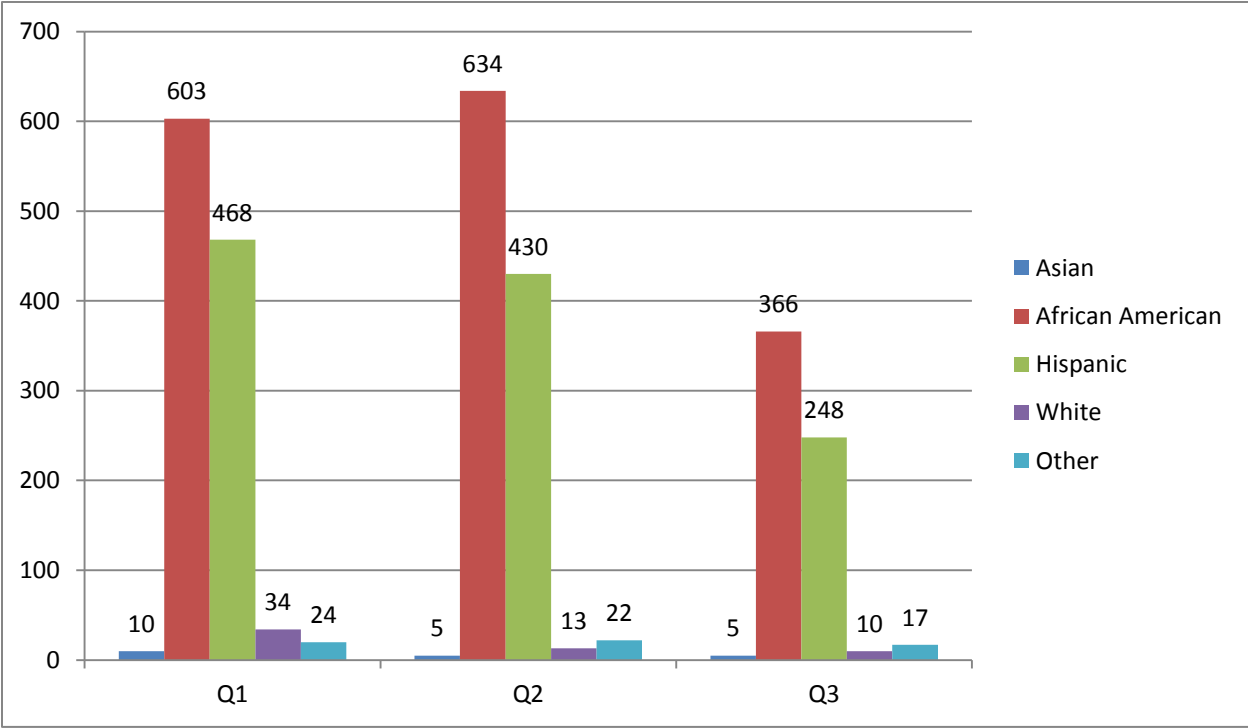


Phillip A. Washington  
Chief Executive Officer

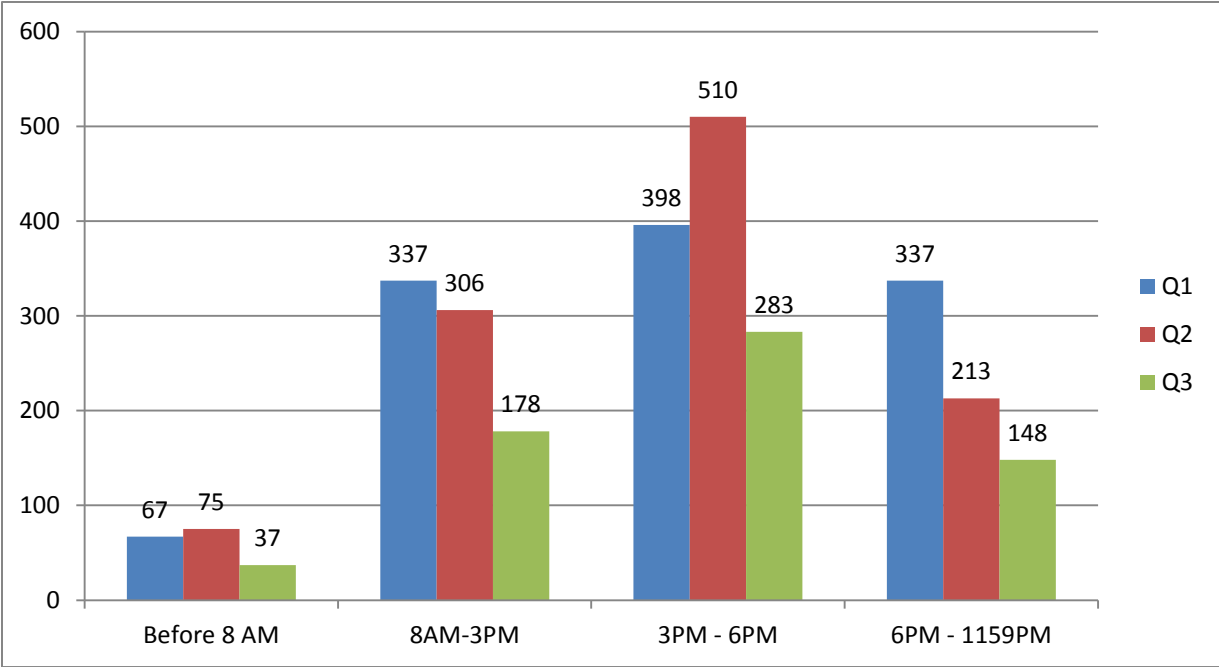
**TICKET ISSUANCE BY RAIL LINE (ADULT/YOUTH)**



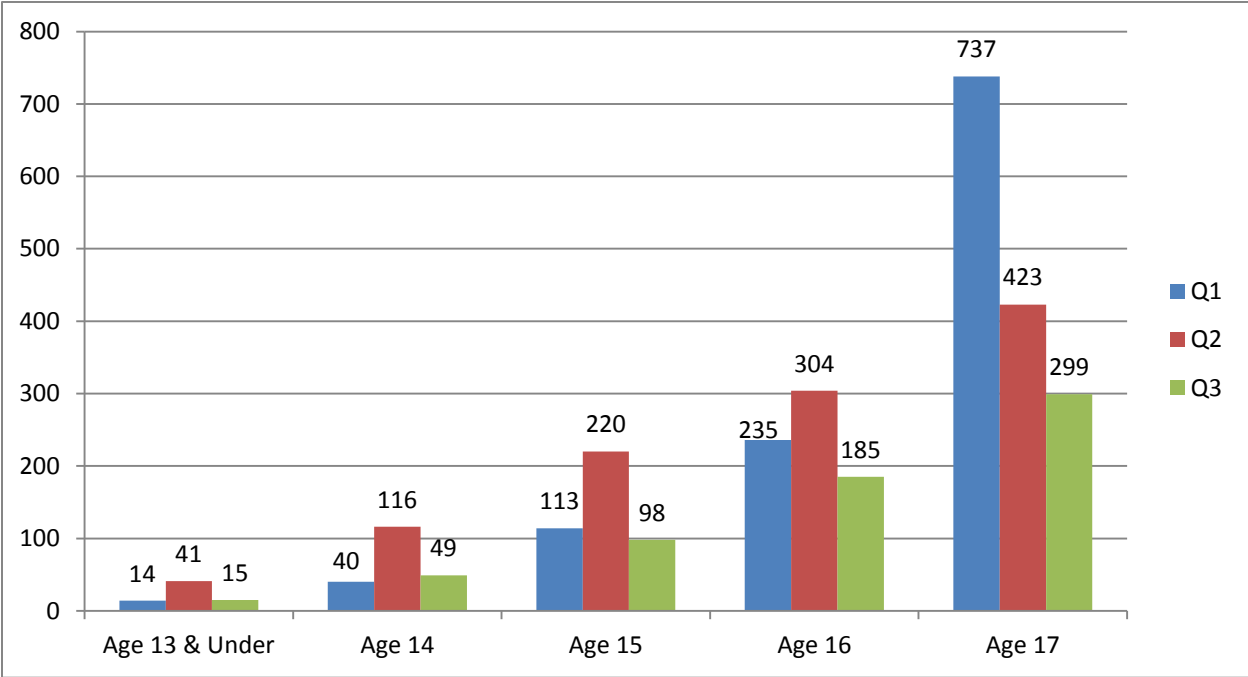
**TICKET ISSUANCE BY RACE (YOUTH)**



**TICKET ISSUANCE BY TIME (YOUTH)**



**TICKET ISSUANCE BY AGE (YOUTH)**



REVISED MOTION BY:

**SUPERVISOR MARK RIDLEY-THOMAS, MAYOR ERIC GARCETTI SUPERVISOR  
ZEV YAROSLAVSKY & SUPERVISOR DON KNABE as AMENDED  
BY BONIN**

Pursuing Opportunities for a Fair and Balanced Fare Structure

May 22, 2014

The Los Angeles County Metropolitan Transportation Authority (MTA) Board of Directors (the Board) is being asked to consider a series of fare increases for riders that use our bus and light rail system. The fare increases are proposed to mitigate what is projected to be a \$36.8 million operating deficit anticipated by 2016, which is expected to grow to \$225 million by 2024.

While MTA is in the midst of an unprecedented construction program to expand public transit and related amenities, fares currently only cover roughly a quarter of operating costs — the lowest of any major transit agency in the nation. This low fare recovery rate of 26.2% potentially jeopardizes MTA's ability to secure federal funding, as existing agreements with the Federal Transit Administration (FTA) are based on a 33% fare box recovery. **Metro's light rail network is expanding dramatically over the next 6 years; next year the Exposition Line and the Foothill/Gold Line Extension will open, the Crenshaw Line will follow in 2019, as will the Regional Connector in 2020. For the past few years, Metro has been able to balance its budget by drawing on reserves; however, those reserve sources have been depleted, and Metro will not be able to rely on them in future years.** If fares are not raised, services will very likely need to be cut, and planned capital projects would potentially need to be deferred in order to address this looming deficit.

As part of the public hearing process on the three-phased fare increase proposal, a variety of meaningful feedback was provided to the Board. Amongst the chief concerns identified include the impact of the fare increases on low-income riders and students, the criminalization of fare evasion amongst youth (under age 18) and general questions about the pricing structure.

Firstly, while MTA may have proportionately lower fares compared to other urban transportation systems, any proposed fare increase is bound to hurt the pocket books of Los Angeles County's working poor, a majority of which rely on the public transportation system. As the California Community Foundation notes in their 2013 Los Angeles Equity Atlas, 70% of transit commuters earn only \$25,000 annually. At a time when we must be building up the ridership base in order to reduce congestion, promote environmental stewardship and enhance the quality of life in the region, we must ensure fairness in our fare structure. MTA currently invests over \$10.5 million annually in subsidy programs to buffer transit costs amongst the very low income. However, over

the past few years, eligibility for participation continues to be based on the United States Department of Housing and Urban Development 2007 Poverty Guidelines. The guidelines should be updated to represent current year rates and adjusted annually. In addition, the program should be more aggressively marketed, **including on Metro's website,** so that low income riders are aware of the program.

It is also critical that students have safe, reliable and affordable ways to get to school. Students from low-income households are more likely than those from higher income households to rely on public transportation to get to school. However, the lack of affordable transportation is a frequently cited barrier to regular school attendance. It is critical that the Board make meaningful attempts to address this barrier as those who attend school regularly are more likely to graduate, and have lower rates of incarceration, teen pregnancy, substance abuse, and chronic disease.

Secondly, the criminalization of fare evasion amongst youth riders has also been a significant concern voiced during the hearing process. Fare evasion is the number one reason why youth are cited by the Los Angeles County Sheriff's Department, which can result in heavy fines or court appearances. A first-time court appearance during high school quadruples a student's dropping out rate. MTA currently offers an online educational diversion program to help youth who received a citation reduce fines and avoid court involvement. However, in 2012, less than 500 youth, out of the 9,966 cited for fare evasion, completed the program. Efforts should be made to expand the utilization of diversion programs so that youth are not criminalized for fare evasion and additional outreach should be done to ensure that students are aware of the variety of fare subsidies that are available.

Thirdly, this Board should be satisfied that a range of options, with quality analysis and modeling, have been evaluated to ensure that fare structures optimize ridership to raise revenue are recommended over the next decade. Moreover, in November 2016, voters may potentially approve another sales tax measure with increased funds for operations, which may be sufficient to cover MTA's growing operational requirements. Regardless, a number of additional questions and strategies should be evaluated to minimize the impacts to low income riders, including, but not limited to:

- Evaluating the efficacy of merging the 30-day pass with the EZ Pass;
- Modifying fare increases for the 7-day and 30-day pass in order to mitigate impacts on low income riders;
- Charging for parking at MTA stations;
- Evaluating opportunities to create additional operational cost savings and new revenue opportunities;
- Developing a multi-day passes to encourage tourists to use the public transit system; and
- Adjusting MTA fares annually consistent with the Consumer Price Index instead of stand-alone fare increases.



MTA could benefit from outside expertise on this issue. A Transit Ridership Best Practices Task Force, composed of transportation representatives from similar, large transit authorities, could provide guidance on other revenue generation strategies. There is precedence for this. In 2004, a team of high-ranking transit officials were asked to provide input on the Exposition Line's contracting procedures and provided significant insight and feedback. Additional ideas and input that incorporates best practices from similar agencies should be incorporated before the additional fare increases in 2017 and 2020 take effect. The American Public Transportation Association (**APTA**) would be well suited to provide support and input into this effort.

There should also be a Rider's Advocate positioned within the Inspector General's Office that could serve as an independent advocate tasked with monitoring and assessing customer service related issues and evaluating future fare structuring strategies recommended by the Chief Executive Officer.

### **I THEREFORE MOVE THAT THE BOARD OF DIRECTORS:**

A. Direct the Chief Executive Officer to take the following actions related to the Fare Subsidy Program:

1. Update the eligibility for participation based on the United States Department of Housing and Urban Development's 2014 Poverty Guidelines and adjust eligibility annually based on updates to the guidelines;
2. Report back to the Board in September 2014 with recommendations on how to expand outreach and enhance marketing for the program; including but not limited to: multi-lingual advertising on buses and trains, at transit stations, and at all points of sale for TAP cards and Metro passes; on TAP purchase kiosks; through partnerships with community based organizations, social service agencies, senior centers, schools, churches, and job training centers; through public service announcements on local media; and
3. Report back to the Board in **January May** 2015 with assessments regarding whether additional funding should to be allocated to meet growing demand.

B. Direct the Chief Executive Officer to temporarily freeze student fares at their current pricing levels until **July 2015 with such a freeze being subject to** further evaluation by the **APTA-coordinated** Transit Ridership Best Practices Task Force. Staff must come back to the board for authorization to unfreeze student fares. Report back at the next meeting on the costs associated with expanding the fare hike freeze to seniors and disabled passengers.

C. Direct the Chief Executive Officer to take the following steps in order to decriminalize youth fare evasion on Metro's system:

1. Report back to the Board in September 2014 on the **implementation of an enhanced establishment of a** comprehensive diversion program, **including investigating whether non-sworn or non-Sheriff personnel should check fares and cite fare evasion as part of the Metro Security Service procurement process, the** feasibility of requiring all youth that are cited for fare evasion to participate in a mandatory online educational diversion program and/or participate in community service in lieu of fines and court appearances and recommendations on any necessary changes to the California Penal Code; and
2. **Metro should also report quarterly at the Executive Management Committee on the demographic profile of those cited for fare violations.**

D. Postpone implementation consideration of the proposed 2017 and 2020 fare increases until after the Chief Executive Officer convenes a Transit Ridership Best Practices Task Force, in coordination with the American Public Transportation Association, to provide guidance on fare structuring strategies that optimize MTA's financial performance while minimizing the burden on the system's lowest income riders. The panel should be asked to consider alternative revenue generation strategies as well as provide recommendations on opportunities to expand ridership; and report back to the Board by July 2015 with their recommendations. **Formal adoption of the 2017 and 2020 increases should be contingent upon validation of the fare restructuring by the APTA-coordinated Transit Ridership Best Practices Task Force, no other potential revenue streams for bus and rail operations being identified, and a public hearing.**

E. Direct the Inspector General **to immediately research the establishment of within her office,** a Rider's Advocate that would serve as an independent advocate to monitor and assess customer service related issues and evaluate future fare structuring strategies. **Initial research should include consideration of the following questions, and report back to the Board in January 2015:**

1. **Existing models presently utilized at other comparable transit authorities; Potential criteria and protocol for evaluating customer service issues**
2. **Potential criteria and protocol for evaluating customer service issues;**
3. **Metrics for evaluating customer service concerns and how they relate to fare structures;**
4. **Potential governance models for the Rider's Advocate function within the MTA;**

5. **Reporting structure for this position through the Office of the Inspector General; and**
  6. **Methodology for the Office of the Inspector General to review and make recommendations to the Metro Board of Directors.**
- F. Require Metro not implement any fare hike until the 2-hour free transfer goes into effect, so that the fare hike and free transfer take effect simultaneously.



## Board Report

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**File #:** 2015-0500, **File Type:** Oral Report / Presentation

**Agenda Number:** 58.

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**EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 18, 2015**

**RECEIVE oral report on Veterans Hiring Initiative & Workforce Planning.**

### **DISCUSSION**

Metro has dedicated itself to supporting Veterans and their families by developing a comprehensive Veterans Hiring Initiative which also supports Mayor Garcetti's 10,000 Strong Initiative to collectively hire 10,000 veterans by the end of 2017. In addition, with the Next Gen in mind, Metro is developing a workforce planning program, which includes a rail technical training program to develop the skills of incumbent, as well as new workers to meet our growing needs for rail technical personnel.

#### Veterans Hiring

This year marks the three year anniversary of Metro's Veteran Hiring Initiative. Since the inception of the program, 4.5% of Metro new hires have self-identified as veterans, matching their representation in the working age local population. Metro continues to give every Veteran, their spouses and the Guard & Reserve applicants a fair look in our hiring decisions. Veterans bring leadership skills, professionalism, commitment, and the mission focus that Metro needs. Departments are now required to interview all job applicants who are veterans and meet the minimum requirements for a position.

#### Workforce Planning

Staff has worked with Mercer to develop a workforce planning tool to project workforce needs, and has continued developing hiring and training programs toward meeting those needs. In addition, management has worked with labor to develop a pilot rail technical apprenticeship program to develop job skills of our incumbent workers, as well as future new hires to fill rail technical jobs that are needed to support expansion of the rail system. The first 12 apprentices successfully completed the program on March 20, 2015. Staff has included funds in the FY16 budget to continue this program. These personnel may take further training to qualify for supervisor positions, which will aid in our workforce planning efforts.

### **NEXT STEPS**

Staff will continue with these programs and will report back to the Board with quarterly updates.

**ATTACHMENT**

Attachment A: Veterans Hiring Initiative & Workforce Planning Update

Prepared by: Lonnie Mitchell, Executive Director, Strategic Workforce Planning  
(213) 922-1010

Reviewed by: Donald E. Ott, Executive Director, Employee & Labor Relations  
(213) 922-8864

# Office of Strategic Workforce Planning Veterans Hiring Initiative & Workforce Planning Update Executive Management Committee



# Veterans Hiring Metrics

## PROGRAM PERFORMANCE

Since the inception of the program Metro has successfully hired Veterans at 94% of their proportionate representation in the California workforce.

<b>PERFORMANCE</b>	<b>Veteran Hires</b>	<b>% of All Hires</b>
Since Program Inception (Jan 2012)	204	4.5%
Calendar Year (CY) 2015 Q1 (Jan-Mar)	15	3.7%
% Working Age Veterans in Calif. Workforce 4.8%		

# Veteran Spouse Hiring Metrics

## PROGRAM PERFORMANCE

Veteran Spouse performance monitoring began July 1, 2014. Metro is working to reduce the high unemployment rate that Veteran Spouses' experience due to frequent relocations and gaps in employment.

<b>PERFORMANCE</b>	<b>Veteran Spouse Hires</b>	<b>% of All Hires</b>
Program to Date (since July 1, 2014)	9	0.9%
Male (since July 1, 2014)	4	
Female (since July 1, 2014)	5	
Calendar Year (CY) 2015 Q1	2	0.5%



# Veterans Recent Program Activities

## **NETWORKING & OUTREACH**

- USC CIR Community Matters Discussion with General Martin Dempsey, Chairman of the Joint Chiefs of Staff, Los Angeles
- LA Veteran Collaborative Meetings, Los Angeles
- Cal State Northridge Veterans Resource Center Women Veterans Meet and Greet, Northridge

# **Veterans Recent Program Activities (cont.)**

## **JOB/RESOURCE FAIRS**

- Council Member, Adrin Nazarian Job & Career Fair, Van Nuys**
- Los Angeles Recovering Warrior & Caregiver Employment Conference, Los Angeles**
- Marine Corps Mega Muster and Career Fair, Long Beach**
- Spring Into Summer Hiring Spree, Carson**

# Veterans Program - Planned Activity for CY 2015 Q2

## **PLANNED ACTIVITIES**

- 3 upcoming job/resource fairs and outreach events in Q2 of Calendar Year 2015

## **RECOGNITION & HONORS**

- 2015 California Employer Advisory Council Veterans Employer of the Year Award

# Workforce Planning Update

- Final Mercer contract activities
  - Updated the workforce planning software tool with latest demand, supply and business drivers
- Hosted APTA's Director of Educational Services, for discussion on Metro's Next Generation and Veteran's Programs:
  - 2 external partners and 8 Metro departments participated

# Rail Technical Training Program

- First cohort of 12 ATU/Management Apprenticeship Program participants completed Rail Technical Training Program requirements and graduated on March 20, 2015
- Of those 12, 8 Rail Vehicle Maintenance Specialists were assigned to Blue Line Maintenance to begin Metro specific on-the-job training by Metro AFSCME instructors
- The remaining 4 were assigned to the Green Line to begin Metro specific on-the-job training by Metro AFSCME instructors
- Next steps: Labor/Management agreement to post and recruit participants for Traction Power Inspector and Signal Inspector for Program instruction



**Metro**



## Board Report

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**File #:** 2015-0627, **File Type:** Oral Report / Presentation

**Agenda Number:** 59.

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**EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 18, 2015**

RECEIVE oral report on Civil Rights.

### **DISCUSSION**

The presentation will cover recent developments in Civil Rights at Metro which includes the areas of accessibility and Equal Employment Opportunity. The highlights of the presentation include:

- Department of Transportation published new rule on Reasonable Modification
- MTS from San Diego completed a Peer Review of Metro ADA Compliance
- Affirmative Action Plan submitted to FTA and found no underutilization of minorities but significant underutilization of females at Metro
- ADA Complaints from passengers have dropped by about 40% as the operator enhanced ADA training has been rolled out
- Ridership on Rancho shuttle continuing to grow

### **ATTACHMENTS**

Attachment A - Civil Rights Programs Compliance Update

Prepared by: Dan Levy, Executive Officer, Civil Rights Programs Compliance, (213) 922-8891

Reviewed by: Stephanie Wiggins, Interim Deputy Chief Executive Officer, (213) 922-1023

# Civil Right Programs Compliance

Executive Management Committee

June 2015

# Reasonable Modification

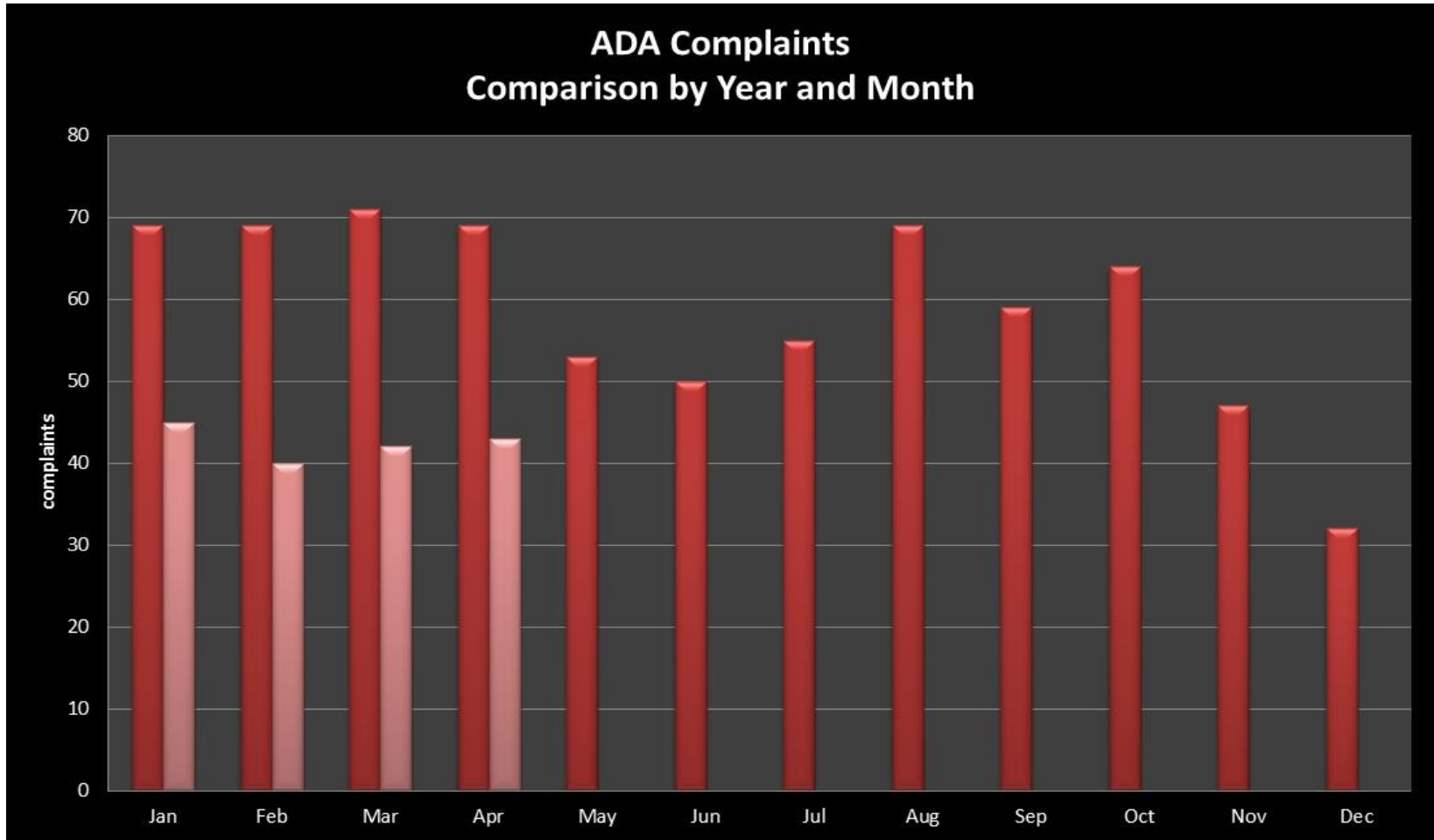
- **DOT Published new regulation requiring transit agencies to offer Reasonable Modification to individuals with disabilities**
  - Effective July 13, 2015



# Peer Review

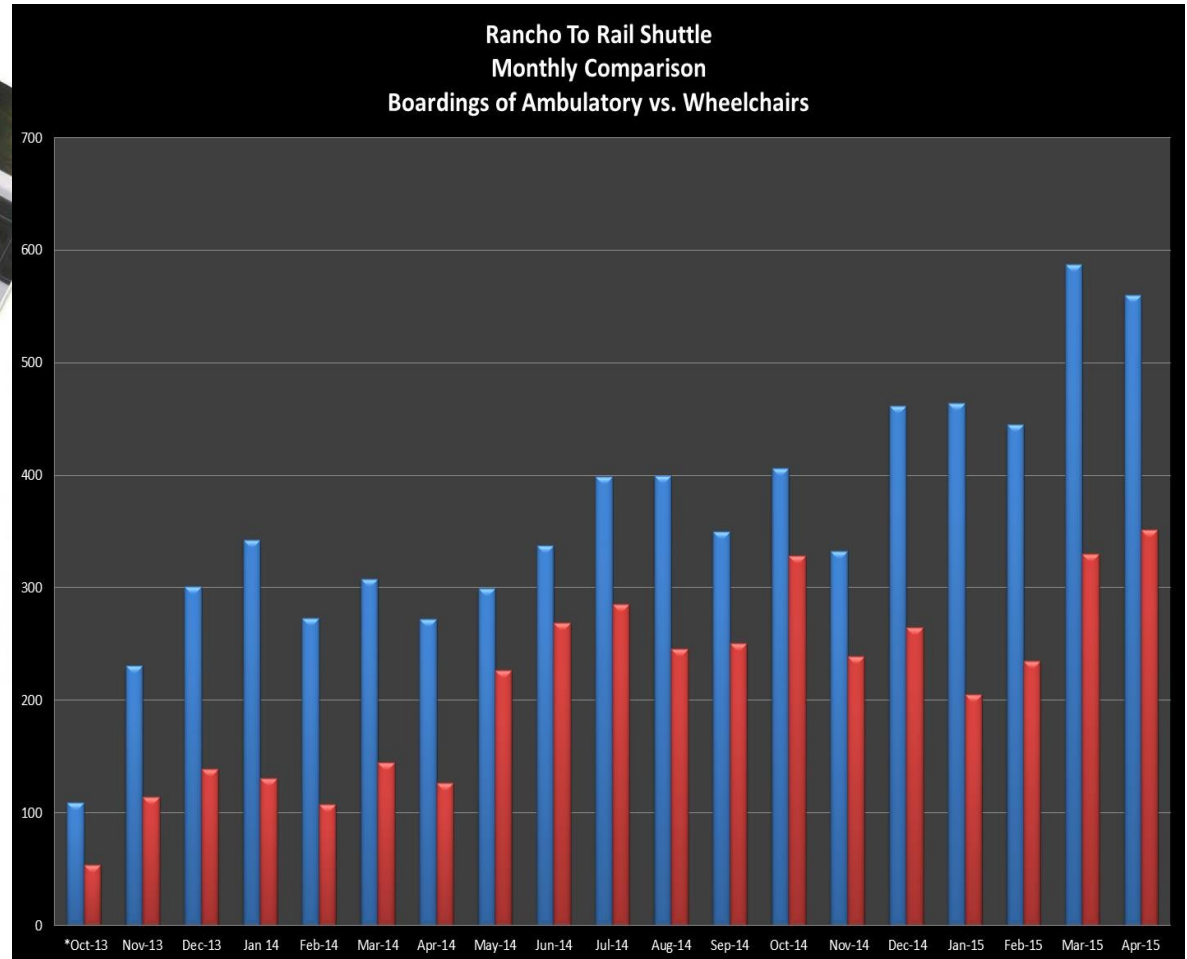
- **Staff from San Diego MTS conducted a peer review of Metro ADA compliance and found that Metro is in full compliance with regulations and is going above and beyond the minimum requirements**

# Fewer ADA Complaints



**Metro**

# Rancho Hospital Shuttle





# Rancho Hospital Orientation



# Sexual Harassment Prevention Training

- **300+ managers have received Metro provided State mandated SHP Training in last 6 months**
- **500+ new operators have received Metro provided SHP in last 6 months**
- **New online SHT training is being implemented for all non managers.**

# Affirmative Action Plan

- **The 2014-2017 AAP submitted to FTA**
- **Metro is racially very diverse agency and racially in every job category exceeds availability**
  - **In FY 2016 will begin looking at diversity within departments**
- **In 6 of 8 job categories Metro is underutilized for female workers**
  - **Goal is to reduce and eliminate underutilization**



# Affirmative Action Plan

EEO Job Category	Current Period					Availability from Census for 5 County Area %		% of Under-Utilization	
	All Employee	Minority		Female		Minority	Female	Minority	Female
	Total	#	%	#	%				
Officials & Administrators	506	277	54.7%	162	32.0%	46.4%	36.4%	8.4%	-4.4%
Professionals	667	436	65.4%	323	48.4%	51.4%	46.7%	14.0%	1.7%
Technicians	606	520	85.8%	201	33.2%	50.8%	39.1%	35.0%	-5.9%
Protective Services	77	70	90.9%	8	10.4%	63.0%	19.5%	27.9%	-9.1%
Administrative Support	113	99	87.6%	86	76.1%	53.1%	53.6%	34.5%	22.5%
Paraprofessionals	954	810	84.9%	511	53.6%	55.5%	70.6%	29.4%	-17.1%
Skilled Craft	1,886	1,493	79.2%	38	2.0%	59.6%	6.0%	19.6%	-3.9%
Service Maintenance	5,818	5,454	93.7%	1,821	31.3%	69.2%	42.7%	24.6%	-11.4%
	10,627	9,159	86.2%	3,150	29.6%				



**Underutilized Job Categories**

# Questions?