Metro

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

Agenda - Final Revised

Thursday, March 17, 2016

11:30 AM

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

Executive Management Committee

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

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.
The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.
In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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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

32. APPROVE Consent Calendar items: 33, 34, 35 and 36.

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

CONSENT CALENDAR

33. RECEIVE AND FILE report on **Metro's FY17 Budget status update including service levels for Metro Bus and Rail and response to Board inquiries**. 2016-0161

Attachments: Attachment A - Service Summary
Attachment B - Blue Line Capital Project Summary
ATTACHMENT C - Budget Update Schedule

34. RECEIVE AND FILE the **second quarter report of Management Audit Services** for the period ending December 31, 2015. 2016-0081

Attachments: Attachment A - FY16 Q2 Report

35. RECEIVE AND FILE **State and Federal Report.** 2016-0180

Attachments: 03 - March 2016 Leg Matrix

36. APPOINT the current **16 organizations that will form the Transportation Business Advisory Council membership**. 2016-217

NON-CONSENT

37. AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed unit price contract: 2016-0129

A. Contract No. PS4488900, to **Vasquez & Company, LLP to perform Package A of the fiscal years (FY) 2016-20 Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies** listed in Attachment C, for $1,583,529 for the base audits and $758,141 for the option audits, for a combined not to exceed total of $2,341,670, effective April 1, 2016; and

B. Contract No. PS4489300, to **Simpson & Simpson, LLP to perform Package B of the fiscal years (FY) 2016-20 Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies** listed in Attachment D, for $2,572,500 for the base audits and $1,200,000 for the option audits, for a combined not to exceed total of $3,772,500, effective April 1, 2016.

Attachments: Attachment A- Procurment Summary
Attachment B - DEOD Summary
Attachment C - Package A
Attachment D - Package B

38. ADOPT staff recommended positions: 2016-0104

A. **AB 1908 (Harper) -** HOV Lanes **OPPOSE**

B. **AB 1964 (Bloom) -** Alternative Fuel Vehicle HOV Lane Access **OPPOSE**

C. **AB 2690 (Ridley-Thomas) -** Small Business/Disabled Veteran Business Requirements in Contracting **SUPPORT (SPONSOR)**

D. **SB 1018 (Liu) -** CEQA: State Route 710 North **OPPOSE**

E. **SB 1362 (Mendoza) -** Metro Transit Security **OPPOSE UNLESS AMENDED**

F. **H.R. 4343 (Blumenauer) -** Transportation Funding **SUPPORT**

Attachments: AB 1908 - Attachment A
AB 1964 - Attachment B
AB 2690 - Attachment C
SB 1018 - Attachment D
SB 1362 - Attachment E
HR 4343 - Attachment F

Adjournment

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

Los Angeles County
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Metro

Board Report

File #: 2016-0161, **File Type:** Informational Report **Agenda Number:** 33

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2016

SUBJECT: FISCAL YEAR 2017 (FY17) BUDGET STATUS UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on **Metro's FY17 Budget status update including service levels for Metro Bus and Rail and response to Board inquiries**.

ISSUE

This report includes service level assumptions for Bus and Rail in FY17. The service level assumption is one of the most critical cost drivers for the budget comprising of 25% of the total budget. During our budget update at the Executive Management Committee in February, the Board requested information on the capital improvements on the Blue Line as well as the public outreach activities surrounding the FY17 budget.

DISCUSSION

Bus and Rail Service Levels
Overall, bus and rail services will increase by 0.9% from the FY16 Budget to FY17 (see Attachment A). A major driver of the increase is due to the full-year operation of Gold Line Foothill Phase 2A to Azusa and Expo II extension to Santa Monica which is expected to increase ridership and expand the rail system within the county in both directions east and west by 17.6 miles.

Bus Service
The FY17 Budget includes 30,000 revenue service hours for the operation of the new Line 501 (NoHo to Pasadena) which was a board approved new service in October 2015. These additional hours will be offset by RAM service optimization for the enforcement of the Load Factor standards adopted in the FY16 Transit Service Policy.

Also there are items pending service council review and/or public hearings which will contribute to a -76,495 decrease in revenue service hours comprised of line and segment cancellations and all door

boarding partially offset by reinvestment of cancelled lines. Overall, this will result in a -1.3% decrease in bus service hours from FY16.

Rail Service

The FY17 Budget anticipates a 14.6% increase in rail services resulting from a full year operation of the Gold Line Foothill Phase 2A to Azusa and Expo II extension to Santa Monica. RAM rail initiatives for consistent headway to enable system connectivity represents a reduction of -53,800 revenue vehicle service hours.

Blue Line Update

The February Executive Management Committee members requested additional FY17 budget details for the State of Good Repair allocation pertaining to the Blue Line. The Long Beach Blue Line is the oldest rail system in Metro's rail system at 26 years old. The Blue line budget allocation is determined based on the aging and utilization of the assets.

Staff continues to make the Blue Line state of good repair (SGR) efforts a top priority. The FY17 budget represents only a one-year cash flow of the total life of projects.

In total over $1.1B is planned to be invested for Blue Line including projects that span multi rail lines as well as support and infrastructure such as technology, systems and customer support. Upon completion of these projects, a much improved customer experience is anticipated with enhanced safety improvements, refurbished stations, improved reliability and refinished artwork aesthetics for the benefit of our Blue Line patrons. Attachment B provides a listing of projects funded in FY17. (see Attachment B).

Public Outreach

A comprehensive public outreach program for the FY17 budget is in place to ensure the greatest level of engagement from the public and key stakeholders. Using public forums, communication tools and technology advances, we have numerous options and opportunities for informing and engaging the public.

Soliciting meaningful input from the public and stakeholders is important. To ensure greater participation, the times and locations of public forums are being advertised through multiple channels, including the Metro website, "Take Ones" on board vehicles, newspaper advertising, message on hold, and Metro Briefs.

Budget workshops are scheduled in March and May with various groups to engage and solicit input.

- **Metro Service Councils** -Five Service Councils are located throughout the County to give residents more opportunities for input on service issues in their community. This is an ideal forum for obtaining direct and immediate feedback from our transit riders.

- **Citizens Advisory Council (CAC)** - The CAC represents a broad spectrum of interests and all geographic areas of the County. This group consults, obtains and collects public input on matters and concerns of the communities. This is an ideal forum to solicit feedback from the communities on various transit issues.
- **Technical Advisory Committee (TAC)** - The TAC represents key stakeholders that provide technical assistance in reviewing and evaluating various transportation proposals and alternatives within Los Angeles County. This group provides feedback from the communities they represent and offer insight to transit issues throughout the county, including funding, streets, freeways, and transit air quality improvements.
- **Bus Operations Subcommittee (BOS)** - The BOS represents the transit operators in LA County and offer input on all bus operations, capital and legislative issues. This forum allows for the input of transit riders throughout the county.
- **Public Hearing** - A public hearing on the FY17 Budget is scheduled May 18, 2016 for the Board to receive public comments. The general public is encouraged to attend and provide their comments.

While public workshops and forums are good for people who can afford the time to participate, other media channels are being used to further ensure participation and provide multiple opportunities for the public to learn about the FY17 budget and process:

- **The Source/El Pasajero/Facebook/Twitter** - Staff is using Metro's Social Media outlets to inform the public throughout the budget development process. Three stories have already been posted to the Social Media accounts (stories on budget basics, the capital program, and the operating budget), and additional stories will follow with each budget update to the Board.
- **Podcast** - Staff will be recording and posting a podcast in late March-early April 2016 on various budget themes and issues.
- **Interactive Budget Tool** --- This will be an interactive application to engage the public on the budgeting process and creating financial transparency. This new interactive tool is not only a survey but a way to allow the public to provide feedback on their individual transit priorities. This website will be available as a link from our Metro.net page
- **Budget Website** - A Budget Website that can be accessed through Metro.net will provide the budget the budget process, budget details as it becomes available each month, and provide an opportunity for the public to comments.

- **E-mail** - budgetcommentsmetro.net <http://budgetcommentsmetro.net> has been established to allow the public an opportunity to comment without having to attend a public forum.

The budget process is a dynamic process and this program aims to include participation throughout the process.

NEXT STEPS

We will continue to update the Board, Board staff, and the general public via advisory committees in the coming weeks and report back to the Finance, Budget, and Audit Committee. (See Attachment C)

ATTACHMENTS

A. Service Summary
B. Blue Line Capital Project Summary
C. Budget Update Schedule

Prepared by: Irene Fine, Deputy Executive Officer, Finance, Ext. 24420
Melissa Wang, Executive Officer, Finance, Ext. 26024

Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget, Ext. 23088

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

SERVICE SUMMARY

	Bus	Rail	Total
FY16 Budget	**7,061,735**	**1,094,499**	**8,156,234**
RAM System Optimization Initiatives - Load Factor Enforcement and Rail Headway Consistency	(44,278)	(125,656)	(169,934)
Rail Extensions		285,971	285,971
Board-Approved Action (Line 501)	30,000		30,000
FY17 Currently Confirmed Service Levels	**7,047,457**	**1,254,814**	**8,302,271**
Service Levels Pending Service Council Review/Public Hearing	(76,495)		(76,495)
FY17 Service Levels including Pending Items	**6,970,962**	**1,254,814**	**8,225,776**
Change From FY16 Budget	**(90,773)**	**160,315**	**69,542**
% Change	**-1.3%**	**14.6%**	**0.9%**

ATTACHMENT B

BLUE LINE CAPITAL SUMMARY

	Project Description	Estimated Expenditure thru FY16	FY17	Future Forecast	Life of Project
	Blue Line Rail Specific Projects				
1	Metro Blue Line Traction Power Sub-Stations Rehabilitation	72,009,640	-	10,190,360	82,200,000
2	Metro Blue Line Signal System Rehabilitation	$ 10,879,964	$ 8,477,420	$ 44,642,616	$ 64,000,000
3	Metro Blue Line Station Refurbishments	32,909,040	43,760	-	32,952,800
4	Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings	14,096,383	10,863,960	5,214,657	30,175,000
5	Light Rail Vehicle (P865/P2020) Midlife Overhaul	19,821,862	3,104,800	7,073,338	30,000,000
6	Metro Blue Line Rail Replacement & Booting	2,720,491	4,120,801	6,158,708	13,000,000
7	Metro Blue Line Overhead Catenary System Rehabilitation	3,347,858	1,603,358	8,048,785	13,000,000
8	Metro Blue Line and Metro Green Line Transit Passenger Info System	5,711,131	399,312	3,719,270	9,829,713
9	Long Beach Duct Bank Upgrade Phase II	2,670,735	2,245,621	3,083,644	8,000,000
10	Metro Blue Line Yard Signal System Rehabilitation	1,510,310	2,273,933	815,757	4,600,000
11	Metro Blue Line Turnout Replacement	2,921,232	78,768	-	3,000,000
12	Metro Blue Line Wheel True Machine	670,000	1,322,556	207,444	2,200,000
13	Division 11 Body Shop Ventilation	1,189,817	49,714	960,470	2,200,000
14	Metro Blue Line Communication & Signal Building Rehabilitation	896,564	339,591	563,845	1,800,000
15	Metro Rail Blue Line High Density Storage Equipment	-	463,520	500,000	963,520
16	Blue Line Artwork Renovations and Replacement (5th St, 103rd St/Watts Towers, Grand)	-	286,418	190,782	477,200
17	Pre FY17 Completed / Closeout Blue Line Projects	33,893,574	-	1,252,846	42,279,000
18	**Subtotal: Blue Line Rail Specific Projects**	**$ 205,248,601**	**$ 35,673,532**	**$ 92,622,521**	**$ 340,677,233**
19	**Shared Light Rail Vehicle, Control, Signal Systems** (only Blue Line portion shown)				
20	Light Rail Vehicle Fleet Replacement	$ 19,044,095	$ 1,722,274	$ 568,892,730	$ 589,659,099
21	Light Rail Vehicle (P2000) Midlife Overhaul	1,450,580	14,874,300	49,075,120	65,400,000
22	Professional Services to Support P3010 LRV Procurement Project	7,608,664	5,199,960	17,191,376	30,000,000
23	P2000 Vehicle Component Replacement	7,490,342	2,270,465	3,419,243	13,180,050
24	Digital Rail Radio System	3,459,496	691,751	2,098,753	6,250,000
25	Systemwide Corrosion Protection System Replacement	2,096,707	892,657	1,300,635	4,290,000
26	Metro Security Kiosks at Rail Stations	774,779	12,214	500,507	1,287,500
27	Rail Facilities Lighting Retrofit	266,723	654,483	130,069	1,051,275
28	Fire Control Panel Upgrade	259,186	276,929	363,885	900,000
29	Rail SCADA System Replacement	314,199	192,227	287,699	794,125
30	Platform Track Intrusion Detection System	146,487	378,838	266,675	792,000
31	Regional Rail Signage System Improvements	548,798	112,071	75,362	736,230
32	MOW Tools & Equipment Procurement thru FY16	94,803	405,197	-	500,000
33	Fiber Optic Main Loop Upgrade	29,999	50,935	131,566	212,500
34	Public Plug-In Charge Station	115,940	6,599	72,061	194,600
35	FY16- FY17 Rail Non-Revenue Vehicle and Equipment Replacement	38,945	69,778	46,282	155,004
36	FY14-FY15 Rail Facility Sub-Metering Project - Div 11, 22, and 60	72,287	6,946	(0)	79,233
37	Warehouse Pallet Racking for Rail	39,870	20,130	-	60,000
38	EV Charging Stations at Metro Rail Maintenance Facilities	18,350	23,740	1,736	43,826
39	Completed / Closeout Multi Rail Projects: Blue	4,306,183	-	1,533,388	9,275,472
40	Non-Revenue Vehicle for Rail	1,391,966	934,760	1,273,022	3,603,790
41	**Subtotal: Shared Light Rail Vehicle, Control, Signal Systems**	**$ 49,568,400**	**$ 28,796,252**	**$ 646,660,109**	**$ 728,464,704**
42	**Support and Infrastructure Supporting Light Rail Systems** (only Blue Line portion shown)				
43	Fare Gate Project	$ 872,147	$ 414,242	$ 586,961	$ 1,873,350
44	Metro Emergency Operations Center	954,432	378,024	277,848	1,610,304
45	UFS FARE BOX UPGRADE	-	187,503	347,368	534,870
46	GIRO HASTUS Upgrade & Enhancement	245,628	145,656	9,756	401,040
47	High Density Storage Equipment for Bus & Rail	246,655	39,345	-	286,000
48	Fire Alarm Panel Replacement Program	-	11,108	191,931	203,039
49	HASTUS Infrastructure Upgrade	15,633	39,410	113,657	168,700
50	Metro Tunnel & Bridge Security	150,828	-	83	150,911
51	Call Center Telephone Replacement	105,194	40,146	4,660	150,000
52	Internet-based Customer Help Desk	74,870	67,880	-	142,750
53	Installation of Signage & Posters	84,866	27,260	-	112,125
54	Customer Center Relocation Improvements	16,647	40,985	37,493	95,125
55	Cash Room Equipment Request	-	34,096	15,000	49,096
56	Pre FY17 Completed / Closeout Systemwide Projects: Blue	54,618,156	1,381,853	3,922,657	60,074,175
57	Non-Revenue Vehicle Procurement	1,112,105	824,549	946,931	2,883,585
58	**Subtotal: Support and Infrastructure Supporting Light Rail Systems**	**$ 58,497,161**	**$ 3,632,054**	**$ 6,454,346**	**$ 68,735,070**
59	**Grand Total**	**$ 313,314,162**	**$ 68,101,838**	**$ 745,736,976**	**$ 1,137,877,007**

ATTACHMENT C

BUDGET UPDATE SCHEDULE

	Board Status Updates
Jan-16	RAM initiatives adopted for FY17 implementation
Feb-16	(1)Budget Planning Parameters for Assumptions and Service Levels (2)FY17 Preliminary Capital Program
Mar-16	Agencywide Bus and Rail Service Levels
Apr-16	Proposed Budget Book
May-16	Final Board Adoption – May 26

FY17 Budget Status Update

Executive Management Committee

March 17, 2016

Budget Schedule

Board Schedule	
Jan-16	RAM initiatives for FY17
Feb-16	(1) Budget Planning Parameters for Assumptions and Service Levels
	(2) FY17 Preliminary Capital Program
Mar-16	Agencywide Bus and Rail Service Levels
Apr-16	Consolidated View of Draft Budget
May-16	Final Board Adoption – May 26

Outreach with key stakeholders:

- Board of Directors
- Senior Leadership Team and Executive Staff
- Regional Service Councils, Citizen Advisory Council (CAC), Technical Advisory Committee (TAC), and Bus Operations Subcommittee (BOS)
- Electronic media (e.g. social media, the Source, webinar, web page, etc.)

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Public Outreach

- Outreach will be conducted throughout the budget process until budget adoption
- Anticipate over 50 briefings to be conducted with our Board, stakeholders and the public

Type	Description	Dates
Board Updates	Monthly Board Reports will provide status of budget process	Finance & Budget Committees (Feb/Mar/Apr/May)
Board Staff Briefings	Weekly meetings will be held on specific budget topics	Focused briefings (Mar 8 – May 6)
Stakeholder meetings	BOS and TAC meetings	Mar 15, May 17 Mar 2, May 4
Public	Service Council meetings On-Line Budgeting tool Monthly Podcasts on budget topics as provided to the Board Blog posts on theSource Website to provide latest budget information Metro Briefs Email for public to provide comments Public Hearing held in May to receive public comments	Mar 2-11, May 4-13 March - May Feb/Mar/Apr/May Feb/Mar/Apr/May On-going On-going On-going May 18
Board and Deputy briefings	Will be scheduled as requested by each of the Board offices	May 2 – May 25 (as requested)

Blue Line Project Summary

	Blue Line (in Millions)	Estimated Expenditure thru FY16	FY17	Future Forecast	Life of Project
1	Rail Vehicle Acquisition	26.7	6.9	586.1	619.7
2	Rail Vehicle Maintenance	30.2	19.7	58.8	107.1
3	Wayside Systems	132.4	32.6	84.3	260.1
4	Facilities	60.9	2.1	2.8	66.8
5	Security	10.5	1.0	4.5	16.0
6	Non-Revenue Vehicles	3.4	1.8	2.6	8.0
7	IT/Communications	1.5	1.3	2.8	5.8
8	Other Capital Projects	47.7	2.6	3.8	54.4
	Grand Total	$ 313.3	$ 68.1	$ 745.7	$ 1,137.9

- Over $1.1B capital is planned to be invested in the Blue Line State of Good Repair effort since FY10 and in the future
- Future forecast extends to FY2020-21 and are not fully funded
- Existing forecast is based on age of assets; condition of assets to be incorporated as an additional factor for future forecasting

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Revenue Service Hours

		BUS		RAIL		TOTAL	
		Hours	Var %	Hours	Var %	Hours	Var %
1	**FY16 Budget**	**7,061,735**		**1,094,499**		**8,156,234**	
2	RAM System Optimization Initiatives - Load Factor Enforcement and Rail Headway Consistency	(44,278)	-0.6%	(125,656)	-11.5%	(169,934)	-2.1%
3	Rail Extensions			285,971	26.1%	285,971	3.5%
4	Board-Approved Action (Line 501)	30,000	0.4%			30,000	0.4%
5	**FY17 Currently Confirmed Service Levels**	**7,047,457**		**1,254,814**		**8,302,271**	
6	Service Levels Pending Service Council Review/Public Hearing	(76,495)	-1.1%			(76,495)	-0.9%
7	**FY17 Service Levels including Pending Items**	**6,970,962**		**1,254,814**		**8,225,776**	
8	**Change From FY16 Budget**	**(90,773)**	**-1.3%**	**160,315**	**14.6%**	**69,542**	**0.9%**

BUS Changes

- Confirmed Changes
  - Implement Line 501 for full year
  - Implement Board adopted Load Standard
  - Bus Stop Consolidation
  - Expo II Bus/Rail Interface (Truncate Line 534 at Santa Monica from Culver City)
  - Line Management on Line 720 and Silver Line
- Items Pending Service Council Review/Public Hearing
  - Line Cancellation (Lines 190/194, 270)
  - Reinvest Some Line Cancellation (TBD)
  - Segment Cancellation (Line 460)
  - All Door Boarding on Silver Line

RAIL Changes

- Rail Extensions Impact
  - Implement Gold Line Foothill Extension 2A for full year
  - Implement Expo II to Santa Monica for full year

	Stations	Miles
Prior to Extensions	80	87
Foothill Extension to Azusa	6	12
Expo Extension to Santa Monica	7	7
FY17 with full year of extensions	**93**	**106**

- Reduce night headways on Blue, Expo, and Gold from 10 min to 20 min due to track maintenance constraints
- Reduce weekend Mid-Day/PM headways on Gold from 7.5 min to 12 min to match other rail lines
- Reduce span of service on all rail lines to 4:00am-1:00am on weekdays to provide more time for facility maintenance

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Next Steps

- April committee meeting to review a consolidated view of draft budget
- Prepare a list of risks to the proposed budget
- Continue public outreach and schedule the public hearing for May
- Proposed budget book production
- May 26, 2016 – Adoption FY17 budget; projected to be a balanced budget

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Metro

Board Report

File #: 2016-0081, **File Type:** Informational Report **Agenda Number:** 34

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2016

SUBJECT: MANAGEMENT AUDIT SERVICES FY 2016 SECOND QUARTER REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **second quarter report of Management Audit Services** for the period ending December 31, 2015.

ISSUE

At its January 2005 meeting, the Board designated the Executive Management and Audit Committee (EMAC) as their audit committee. The EMAC requested a quarterly report from Management Audit on its audit activities. In July 2011, the audit responsibilities were transferred to the Finance, Budget and Audit Committee. This report fulfills the requirement for the second quarter of FY 2016.

DISCUSSION

Management Audit provides audit support to the Chief Executive Officer (CEO) and his executive management. The audits we perform are categorized as either internal or external. Internal audits evaluate the processes and controls within the agency. External audits analyze contractors, cities or non-profit organizations that we conduct business with or receive Metro funds.

There are four groups in Management Audit: Performance Audit, Contract Pre-Award Audit, Incurred Cost Audit and Audit Support and Research Services. Performance Audit is primarily responsible for all audits for Operations, Finance and Administration, Planning and Development, Program Management, Information Technology, Communications, Risk, Safety and Asset Management and Executive Office. Contract Pre-Award and Incurred Cost Audit are responsible for external audits in Planning and Development, Program Management and Vendor/Contract Management. All of these units provide assurance to the public that internal processes are efficiently, economically, effectively, ethically, and equitably performed by conducting audits of program effectiveness and results, economy and efficiency, internal controls, and compliance. Audit Support and Research Services is responsible for administration, financial management, budget coordination, and audit follow-up and resolution tracking.
The summary of Management Audit activity for the quarter ending December 31, 2015 is as follows:

Internal Audits: one internal audit was completed; 16 internal audits were in process.

External Audits: three contract pre-award audits with a total value of $9.8 million and eight incurred cost audits with a total value of $6.4 million were completed; nine contract audits, 42 incurred cost audits were in process.

Audit Follow-up and Resolution: no recommendations were closed during the second quarter. At the end of the quarter, there were 65 open audit recommendations. Details of all open, extended, and closed recommendations can be found in the Second Quarter Board Box titled “Status of Audit Recommendations”.

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Management Audit's FY 2016 second quarter report is included as Attachment A.

NEXT STEPS

Management Audit will provide the FY 2016 third quarter summary of audit activity to the Board at the June 2016 Finance, Budget and Audit Committee meeting.

ATTACHMENT

A. Management Audit Services Quarterly Report to the Board for the period ending December 31, 2015

Prepared by: Monica Del Toro, Audit Support
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Reviewed by: Diana Estrada, Chief Auditor
(213) 922-2161

Phillip A. Washington
Chief Executive Officer

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Attachment A

MANAGEMENT AUDIT SERVICES QUARTERLY REPORT TO THE BOARD

Los Angeles County Metropolitan Transportation Authority

Second Quarter FY 2016

Metro

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EXECUTIVE SUMMARY

Summary of Audit Activity

During the second quarter of FY 2016, 12 projects were completed. These include:

Internal Audits
- Performance Audit of Efficiency and Effectiveness of the Oversight of Contracted Bus Service.

Pre-Award Audits
- Independent Auditor's Report on Agreed-Upon Procedures for the Cost Proposal for ExpressLanes toll collection system operation and maintenance;
- Independent Auditor's Report on Agreed-Upon Procedures for the Cost Proposal for Division 13 Architectural and Engineering Services; and
- Independent Auditor's Report on Agreed-Upon Procedures for the Cost Proposal for the Regional Connector Project Design.

Incurred Cost Audits
- Independent Auditor's Report on Agreed-Upon Procedures of the Close-out Review of City of Los Angeles' Wilmington Automated Traffic Surveillance Control Project;
- Independent Auditor's Report on Agreed-Upon Procedures of the Close-out Review of Burbank-Glendale-Pasadena Airport Authority's Bob Hope Airport Area Transit-Oriented Development Project;
- Independent Auditor's Report on Agreed-Upon Procedures of the Close-out Review of City of Duarte's Transit Oriented Development Regulatory Changes for the Support of the Gold Line Station Area Project;
- Independent Auditor's Report on Agreed-Upon Procedures for the Final Indirect Cost Rate Proposal for SR-710 Gap Alternatives Analysis; and
- Four Independent Auditor's Reports (Prime and three subcontractors) on Agreed-Upon Procedures for the Interim Incurred Cost for Construction Management Support Services for the Regional Connector Project.

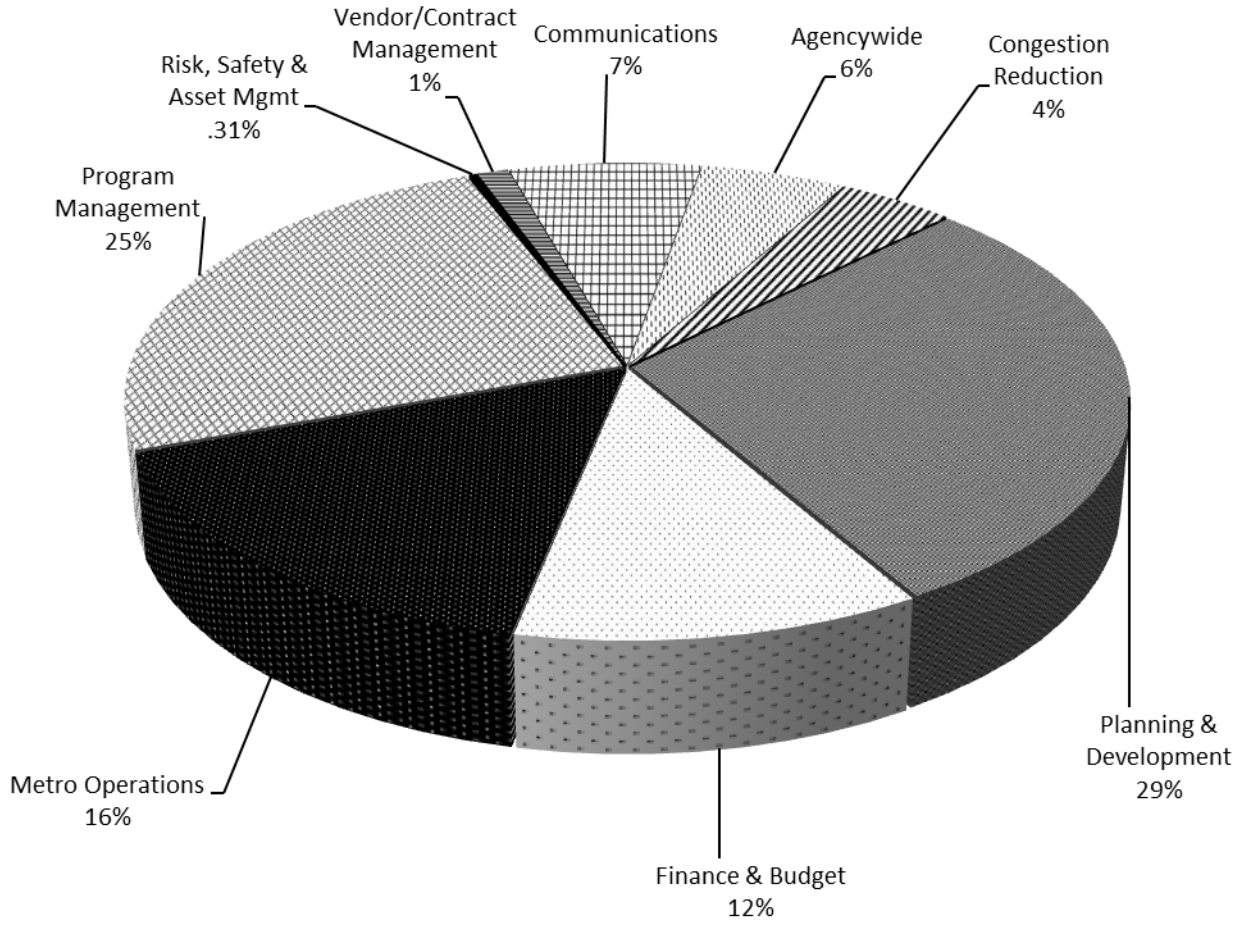
The completed external audits are discussed on page 4. Discussions of the internal audits begin on page 5.

Other audits completed by external CPA firms that Management Audit supervised are discussed on page 6.

EXECUTIVE SUMMARY

Sixty-seven projects were in process as of December 31, 2015; these include 16 internal audits, nine contract pre-award audits, and 42 incurred cost audits.

The following chart identifies the functional areas where Management Audit focused audit staff time and efforts during second quarter FY 2016:



Audit follow-up:

- No recommendations were closed during the second quarter. At the end of the quarter, there were 65 open audit recommendations.

EXECUTIVE SUMMARY

Audit Standard Reporting Requirements

Independence

The International Standards for the Professional Practice of Internal Auditing requires that we report annually on our organizational independence. Organizational independence is achieved if the chief auditor reports to a level within the organization that allows the internal audit activity to fulfill its responsibilities.

Management Audit reports to the CEO and the Audit Charter requires that the Board of Directors' review and concur in the appointment, replacement or dismissal of the Chief Auditor. Therefore, we are organizationally independent and in compliance with this standard.

Audit Charter

The International Standards for the Professional Practice of Internal Auditing requires that we review our internal audit charter periodically, present it to executive management and obtain board approval. The internal audit charter is a formal document that defines management audit activity's purpose, authority, and responsibility.

The Audit Charter was approved by the Board in July 2009. In 2011, the International Standards for the Professional Practice of Internal Auditing were revised. The Board approved Charter was compared to the updated standards and is in compliance with the new requirements, therefore we only made an administrative change on the signature page. It is included in Appendix E for Board and management review.

Internal Quality Self-Assessment

The International Standards for the Professional Practice of Internal Auditing and the Government Auditing Standards require that we report annually to executive management and the board on the quality assurance and improvement program.

An independent quality self-assessment was completed for FY15 and we are in compliance with the audit standards. We identified two areas of improvement: internal processes over engagement management and integrating staff input survey to future departmental improvements. As a result of the quality assessment, we enhanced our engagement procedures and updated department policies to include staff in the development of the annual audit plan.

EXTERNAL AUDITS

Contract Pre-Award Audit

Contract Pre-Award Audit provides support to the Vendor/Contract Management Department for a wide range of large-dollar procurements and projects. This support is provided throughout the procurement cycle in the form of pre-award, interim, change order, and closeout audits, as well as assistance with contract negotiations.

During second quarter FY 2016, three audits were completed, reviewing a net value of $9.8 million. Auditors questioned $119 thousand or 1% of the proposed costs. The three audits supported procurements in the following areas:

- ExpressLanes Project procurement;
- Division 13 Project procurement; and
- Regional Connector Transit Corridor Project procurement.

Nine contract pre-award audits were in process as of December 31, 2015.

Details on Contract Pre-Award Audits completed during second quarter FY 2016 are in Appendix A.

Incurred Cost Audit

Incurred Cost Audit conducts audits for Planning and Development's Call-for-Projects program, Program Management's highway projects, federally funded transportation programs, and various other transportation related projects, including CalTrans projects. The purpose of the audits is to ensure that funds are spent in accordance with the terms of the grants/contracts and federal cost principles.

Incurred Cost Audit completed eight audits during second quarter FY 2016. We reviewed $6.4 million of funds and identified $502 thousand or 8% of unused funds that may be reprogrammed. Forty-two incurred cost audits were in process as of December 31, 2015.

Details on Incurred Cost Audits completed during second quarter FY 2016 are in Appendix B.

INTERNAL AUDITS

For the second quarter of FY 2016, one internal audit was completed. Sixteen internal audits were in process as of December 31, 2015. The internal audits in process are listed in Appendix C.

The following internal audit was issued in the second quarter FY 2016.

Performance Audit on Efficiency and Effectiveness of the Oversight of Contracted Bus Services

Metro contracts 18 or 7% of its bus routes with three private operators; MV Transportation, Southland Transit, Inc., and Transdev/Veolia Transportation. Contracted Services performs contract and fiscal monitoring of these contractors to ensure that service delivery is consistent with contract provisions. The audit objective was to evaluate the efficiency and effectiveness of Metro's oversight of contracted bus services.

We found that Metro's oversight of contracted bus services is fairly effective; however, the process can be improved by implementing a contract monitoring system to ensure service delivery is consistent with contract provisions and by enhancing the fiscal monitoring process to validate charges to independent supporting documentation. Management agreed with the recommendations and has already taken steps to correct the issues.

OTHER AUDITS

Other Audits

Other audits completed during Second Quarter FY16 by external CPA firms include:

Proposition A and C Special Revenue Funds Audit – Issued November 2015
The MTA Reform and Accountability Act of 1998 requires the completion of an independent audit to determine compliance by the Los Angeles County Metropolitan Transportation Authority with the provisions of Propositions A and C. BCA Watson Rice LLP (BCA) completed the Independent Auditor's Report on Schedule of Revenues and Expenditures for Proposition A and Proposition C Special Revenue Funds, which fulfills the requirement for the year ended June 30, 2015. The auditors found that MTA complied, in all material respects, with the requirements applicable to the Proposition A and Proposition C revenues and expenditures. As required by law, BCA presented their audit report to the Independent Citizens Advisory and Oversight Committee on January 12, 2016.

Measure R Special Revenue Fund Audit – Issued November 2015
The voter approved Measure R Ordinance mandates that an annual audit be conducted after the end of the fiscal year to ensure that the MTA complies with the terms of the Ordinance related to the receipt and expenditure of sales tax revenues during the fiscal year. BCA completed the Independent Auditor's Report on Schedule of Revenues and Expenditures for Measure R Special Revenue Fund, which fulfills the requirement for the year ended June 30, 2015. The auditors found that MTA complied, in all material respects, with the requirements applicable to the Measure R revenues and expenditures. As required by law, BCA will present their audit report to the Measure R Oversight Committee in March 2016.

Measure R Compliance Audit of the Cities and County – Issued December 2015
The voter approved Measure R Ordinance mandates that an annual audit be conducted after the end of the fiscal year to determine compliance with the provisions of the Ordinance related to the net revenues allocated to the Local Return Subfund during the fiscal year. For efficiency and effectiveness, we contracted with two firms (Simpson & Simpson and Vasquez & Company, LLP) to conduct the audits of Measure R sales tax revenues used by the 87 cities as well as the County of Los Angeles. The auditors found that the cities and county generally complied with the requirements applicable to the Measure R Local Return Guidelines. However, the auditors did find a 2% rate of non-compliance, which the MTA will follow-up for corrective action. As required by law, Simpson & Simpson and Vasquez will present their audit report to the Measure R Oversight Committee in March 2016.

AUDIT SUPPORT SERVICES

Audit Follow-Up and Resolution

During the second quarter, no recommendations were completed and closed. At the end of this quarter, there were 65 outstanding audit recommendations. The table below summarizes the second quarter activity.

Summary of MAS and External Audit Recommendations
As of December 31, 2015

Executive Area	Late	Extended	Not Yet Due/Under Review	Total Open Recommendations
Program Management				
Labor/Employee Relations	1	2	4	7
Finance and Budget			1	1
Information Technology		4	2	6
Metro Operations	3	11	18	32
Planning and Development	1	17		18
Vendor/Contract Management			1	1
Totals	5	34	26	65

In addition to the above MAS and external audit recommendations, there are 23 open Inspector General recommendations.

Appendix A

Contract Pre-Award Audit FY 2016 - Audits Completed During Second Quarter					
No.	**Area**	**Audit Number & Type**	**Contractor**	**Requirement**	**Date Completed**
1	Construction	16-CON-A02 - Attestation Agreed-upon Procedures	Regional Connector Constructors JV	Contractual	11/2015
2	Congestion Reduction	16-CEO-A01A - Attestation Agreed-upon Procedures	Xerox State and Local Solutions, Inc.	Contractual	11/2015
3	Construction	15-CON-A10 - Attestation Agreed-upon Procedures	Maintenance Design Group	Contractual	11/2015

Appendix B

Incurred Cost Audit FY 2016 - Audits Completed During Second Quarter					
No.	**Area**	**Audit Number & Type**	**Grantee**	**Requirement**	**Date Completed**
1	Planning & Development	14-PLN-A34 - Closeout	City of Los Angeles Department of Transportation	Contractual	11/2015
2	Planning & Development	15-PLN-A33 - Closeout	Burbank-Glendale-Pasadena Airport Authority	Contractual	12/2015
3	Planning & Development	15-PLN-A32 - Closeout	City of Duarte	Contractual	12/2015
4	Planning & Development	13-PLN-A05A - Closeout	CH2M Hill, Inc.	Contractual	11/2015
5	Program Management	15-CON-A12B - Closeout	DHS Consulting, Inc.	Contractual	12/2015
6	Program Management	15-CON-A12B - Closeout	ARCADIS U.S., Inc.	Contractual	12/2015
7	Program Management	15-CON-A12C - Closeout	EPC Consultants, Inc.	Contractual	12/2015
8	Program Management	15-CON-A12A - Closeout	ABA Global, Inc.	Contractual	12/2015

Appendix C

Internal Audit FY 2016 - Internal Audits in Process				
No.	**Area**	**Audit Number & Title**	**Description**	**Estimated Date of Completion**
1	Vendor / Contract Management	13-ADM-P01 - RFP Process	Assess efficiency and effectiveness and timeliness of Procurement's RFP processes.	1/2016
2	Vendor / Contract Management	12-ADM-I01 - Contract Information Management System	Assess the system implementation process to acquire, design, test and implement the Contract Information Management System that meets specific functionalities required by the MTA business processes.	2/2016
3	Communications	16-COM-P01 - Special Fares	Evaluate the effectiveness of internal controls over special fare programs.	3/2016
4	Metro Operations	13-OPS-P04 - Operations KPI Audit	Evaluate the accuracy and completeness of Operations KPIs.	3/2016
5	Planning & Development	14-EDD-P01 - Real Estate Property Management Follow-up	Evaluate accuracy and completeness of tracking real estate properties in Real Property Management System.	3/2016
6	Vendor / Contract Management	13-CEO-P01 - Cost Estimating Process	Assess efficiency and effectiveness and timeliness of Procurement's cost estimating process.	3/2016
7	Agencywide	16-AGW-P03 - Overtime Usage	Evaluate the accuracy, efficiency and effectiveness of overtime usage.	4/2016
8	Congestion	16-CEO-P02 - 511 follow-up audit	Follow Up on 511 audit.	4/2016
9	Finance & Budget	10-ACC-F01 - Accounts Receivable	Validate adequacy of current policies and procedures.	4/2016
10	Metro Operations	16-OPS-P01 - Wayside System	Evaluate effectiveness of maintenance of the Rail track & signaling systems.	4/2016
11	Metro Operations	16-OPS-P02 - Rail Overhaul and Maintenance	Evaluate the efficiency and effectiveness of the Rail Overhaul and Refurbishment Program.	4/2016

Appendix C

Internal Audit FY 2016 - Internal Audits in Process				
No.	**Area**	**Audit Number & Title**	**Description**	**Estimated Date of Completion**
12	Program Management	16-CON-P01 - Performance Audit of Indefinite Delivery / Indefinite Quantity (IDIQ) Type Contracts	Determine the efficiency and effectiveness of the administration of IDIQ Contracts.	4/2016
13	Vendor / Contract Management	13-ADM-O02 - Automated Storage and Retrieval System Phase I & II	Evaluate the adequacy of internal controls over the Automated Storage and Retrieval System (ASRS).	4/2016
14	Program Management	16-CON-P04 - Quality Assurance	Effectiveness and efficiency of quality assurrance processes.	5/2016
15	Program Management	12-CON-P03 - I-405 Follow-up	Verify if management's corrective actions from the prior audit were implemented and resulting in improvements.	12/2016
16	Program Management	10-CPC-K02 - Third Party Utility Relocation Agreement Efficiency	Assess the adequacy and effectiveness of the Third Party Utility Relocation.	12/2016

Appendix D

Open Audit Recommendations

No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
1	Operations	11-OPS - O06 - HASTUS	1	We recommend the Chief Operations Officer require the Scheduling department to: Upgrade to 2013 HASTUS and change their current practices to fully utilize the ATP module to calibrate route runtimes and trip-specific operational layover requirements to feed back into key scheduling processes.	6/30/2016	12/31/2016
2	Operations	11-OPS - O06 - HASTUS	2	We recommend the Chief Operations Officer require the Scheduling department to: Provide training on all ATP features.	6/30/2016	12/31/2016
3	Operations	11-OPS - O06 - HASTUS	3	We recommend the Chief Operations Officer require the Scheduling department to: Provide training on all AP features. a. Develop the requirements to utilize AVL data to supplement missing data from the APC. b. Customize the current ATP module to improve its functionality until the proposed 2013 upgrade can be accomplished.	6/30/2016	12/31/2016
4	Operations	11-OPS - O06 - HASTUS	4	We recommend the Chief Operations Officer consider utilizing more of HASTUS' Minbus module features by: Defining the higher minimum of either 1) the United Transportation Union Labor Agreement, or 2) an operational minimum layover time.	6/30/2016	12/31/2016
5	Operations	11-OPS - O06 - HASTUS	5	We recommend the Chief Operations Officer consider utilizing more of HASTUS' Minbus module features by: Looking for opportunities to interline routes as a strategy for achieving a more cost effective solution.	6/30/2016	12/31/2016
6	Operations	11-OPS - O06 - HASTUS	6	We recommend the Chief Operations Officer consider utilizing more of HASTUS' Minbus module features by: Developing a more robust, realistic deadhead matrix and use the matrix during the vehicle blocking process to globally optimize its bus system schedules.	6/30/2016	12/31/2016
7	Operations	11-OPS - O06 - HASTUS	7	We recommend the Chief Operations Officer consider utilizing more of HASTUS' Minbus module features by: Defining the maximum number of vehicle groups possible for any given trip.	6/30/2016	12/31/2016
8	Operations	11-OPS - O06 - HASTUS	8	We recommend the Chief Operations Officer consider utilizing more of HASTUS' Minbus module features by: Training Schedulers to use Minbus advanced features.	6/30/2016	12/31/2016
9	Operations	11-OPS - O06 - HASTUS	11	We recommend the Chief Operations Officer: Consider multi-division operator run cutting to optimize workforce distribution amongst divisions.	6/30/2014	12/31/2016
10	Operations	11-OPS - O06 - HASTUS	12	We recommend the Chief Operations Officer: Adopt integrated scheduling to improve the efficiency of run cuts	6/30/2014	12/31/2016
11	Operations	11-OPS - O06 - HASTUS	13	We recommend the Chief Operations Officer transition to HASTUS for scheduling rail service. The plan should include transition milestones and estimated completion dates.	6/30/2016	12/31/2016
12	Planning & Development	9154-KPMG-FY13 - Independent Accountants' Report on Applying Agreed-Upon Procedures	13-03	We recommend the Authority consider expanding its current review procedures to specifically address potential transposition errors in the PMT data in the sampling worksheet.	6/30/2015	6/30/2017
13	Planning & Development	9154-KPMG-FY13 - Independent Accountants' Report on Applying Agreed-Upon Procedures	13-04	We recommend the Authority enhance the controls over the review of the NTD data to ensure errors are identified prior to the data being reported.	6/30/2015	6/30/2017
14	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	4	Document existing procedures to improve internal control and oversight of grantees/sub-recipients	6/30/2015	6/30/2016

Appendix D

Open Audit Recommendations

No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
15	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	5	Activities at high risk for error and non-compliance should be identified and procedures documented for consistent implementation across all modes and project managers.	6/30/2015	6/30/2016
16	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	7	Proceed with development of grants management module in the FIS system.	12/31/2015	12/31/2016
17	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	8	Coordinate FIS module development with a more comprehensive grants management database system for tracking grants within the RGM Unit. Consider using a user-friendlier "Windows-based" environment for the grants management database.	12/31/2015	12/31/2016
18	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	9	Inventory and evaluate current "shadow systems" to help determine project manager requirements. This may provide useful information for the creation of a centralized database.	12/31/2015	12/31/2016
19	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	10	Develop protocols on who can update the data and how often.	12/31/2015	12/31/2016
20	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	11	Develop a high-level summary of grants for Metro executive staff and Board members based on their need for that information.	12/31/2015	12/31/2016
21	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	12	Consider revising its organizational structure to provide clearer definition of responsibilities, improved levels of supervision and review, and improved management control and oversight. One possible structure would be around the key functions or elements of grants management.	6/30/2015	6/30/2016
22	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	13	Develop teams around each of these key elements, with a supervisor responsible for managing and directing each team's activities.	6/30/2015	6/30/2016
23	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	19	Develop a process to ensure implementation of timely and appropriate corrective actions to address closeout activities such as final reporting, project closeouts and other events that affect the closeout process.	6/30/2015	12/31/2016
24	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	20	Designate an individual to serve as the grant closeout liaison.	6/30/2015	12/31/2016
25	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	21	Create a tool, such as an "Aging Report" to enable the liaison to quickly identify a critical event and to perform necessary updates to close the grant.	6/30/2015	12/31/2016
26	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	24	Establish a procedure to coordinate all grants within the agency and communicate that to all Metro departments/staff.	6/30/2015	**7/31/2015 (LATE)**
27	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	26	Inventory individual roles and responsibilities and develop procedures for transfer of knowledge and cross training of other team members.	6/30/2015	6/30/2016

Appendix D

Open Audit Recommendations

No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
28	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	27	Develop a process focused less on modal specialization and adopt a model whereby a greater number of team members are trained across a wider spectrum of activities and modes.	6/30/2015	6/30/2016
29	Planning & Development	13-PLN-P01 - Grants Management and Call for Projects	28	Establish formal training; verify that processes are consistent but sufficiently flexible to accommodate variations in managing grants and projects.	6/30/2015	6/30/2016
30	Vendor and Contract Management	12-HCP-P01 - Metro Freeway Service Patrol	3	Develop goals and objectives, and reinstitute performance measurements, for the oversight of he Metro Freeway Service Patrol Program	5/30/2016	
31	Information Technology	14-ADM-P01 - Mobile Devices	2	We recommend that the Chief Information Officer implement appropriate Mobile Device Management software to manage all mobile devices and enforce security	9/30/2015	11/15/2015
32	Information Technology	14-ADM-P01 - Mobile Devices	3	We recommend that the Chief Information Officer expand ITS wireless Device and Service policies and procedures to include written security requirements for mobile devices.	9/30/2015	12/31/2015
33	Information Technology	14-ADM-P01 - Mobile Devices	4	We recommend that the Chief Information Officer implement a device management platform that will provide adequate device level security controls.	9/30/2015	2/29/2016
34	Information Technology	14-OPS-P03 - Operations Training Tracking System (OTTS)	1	We recommend that the Chief Information Officer work with the Information Security Officer to disable users; access accounts timely	9/30/2015	2/29/2016
35	Information Technology	14-OPS-P03 - Operations Training Tracking System (OTTS)	2	We recommend that the Chief Information Officer work with the Information Security Officer develop an enhanced security program that provides system owners with pertinent information to validate users' access and includes periodic auditing of application and network access.	11/30/2015	
36	Information Technology	14-OPS-P03 - Operations Training Tracking System (OTTS)	3	We recommend that the Chief Information Officer work with the Information Security Officer to create a specific digital identity for all users across application, in the long term. This will enable access controls to be assigned and evaluated against this identity, simplifying access monitoring and verifications from initiation to termination.	3/30/2016	
37	Operations	NTD-KPMG-FY14 - Transportation Operating Agency - 9154	1	We recommend the Authority enhance the controls over the review of the NTD data to ensure errors are identified prior to the data being reported.	**9/30/2015 (LATE)**	
38	Operations	NTD-KPMG-FY14 - Transportation Operating Agency - 9154	2	We recommend the Authority enhance the controls over the review of the NTD data to ensure transposing errors are identified prior to the data being reported.	**9/30/2015 (LATE)**	
39	Operations	NTD-KPMG-FY14 - Transportation Operating Agency - 9154	3	We recommend the Authority enhance the controls over the review of the NTD data to ensure transposing errors are identified prior to the data being reported.	**9/30/2015 (LATE)**	
40	Operations	13-OPS-P02 - Non-Revenue Vehicle Usage	1	We recommend the Executive Director, Maintenance, require Non-Revenue Fleet management to perform a one-time analysis to establish a baseline for the optimum fleet size for the non-revenue fleet based on mission needs, vehicle utilization, life cycle costs, etc.	11/30/2015	

Appendix D

Open Audit Recommendations

No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
41	Operations	13-OPS-P02 - Non-Revenue Vehicle Usage	2	We recommend the Executive Director, Maintenance, require Non-Revenue Fleet management to monitor the assignment and usage of non-revenue vehicles fleet.	11/30/2015	
42	Operations	13-OPS-P02 - Non-Revenue Vehicle Usage	3	We recommend the Executive Director, Maintenance direct Non-Revenue to update GEN 16 to require Department/Cost Center managers to certify annual usage via signed certification statement. Executive Officers must approve certification.	12/31/2015	
43	Operations	13-OPS-P02 - Non-Revenue Vehicle Usage	4	We recommend the Executive Director, Maintenance direct Non-Revenue to revise GEN 16 to clarify the criteria for overnight usage.	12/31/2015	
44	Operations	13-OPS-P02 - Non-Revenue Vehicle Usage	5	We recommend the Executive Director, Maintenance direct Non-Revenue to customize the M3 Motor Pool application to improve its functionality to track and report overnight usage for all department pools.	11/30/2015	
45	Labor / Employee Relations	13-OPS-P02 - Non-Revenue Vehicle Usage	6	We recommend the Executive Director, Employee and Labor Relations direct General Services to fully utilize M3 Motor Pool application to track and report overnight usage for General Services Pool vehicles.	**9/30/2015 (LATE)**	
46	Labor / Employee Relations	13-OPS-P02 - Non-Revenue Vehicle Usage	7	We recommend the Executive Director, Employee and Labor Relations direct General Services to immediately cancel all unknown key card assignments.	9/30/2015	3/31/2016
47	Labor / Employee Relations	13-OPS-P02 - Non-Revenue Vehicle Usage	8	We recommend the Executive Director, Employee and Labor Relations direct General Services to recertify all key card assignees and implement a process to manage key card assignments.	3/31/2016	
48	Labor / Employee Relations	13-OPS-P02 - Non-Revenue Vehicle Usage	9	We recommend the Executive Director, Employee and Labor Relations direct General Services to update GEN 17 to provide specific guidelines for the assignment and use of complementary key cards.	6/30/2016	
49	Labor / Employee Relations	13-OPS-P02 - Non-Revenue Vehicle Usage	10	We recommend the Executive Director, Employee and Labor Relations direct General Services to terminate long term assignment of pool vehicles that restricts the availability of vehicles to all employees to comply with GEN 16.	9/30/2015	11/30/2015
50	Labor / Employee Relations	13-OPS-P02 - Non-Revenue Vehicle Usage	11	We recommend the Executive Director, Employee and Labor Relations direct General Services to compare 24-hour assignments to transit subsidy recipients to ensure compliance with GEN 16.	12/31/2015	
51	Labor / Employee Relations	13-OPS-P02 - Non-Revenue Vehicle Usage	12	We recommend the Executive Director, Employee and Labor Relations direct General Services to provide training to TCU / Maintainers on GEN 16 requirements to overnight use of pool vehicles.	12/31/2015	

Appendix D

Open Audit Recommendations

No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
52	Operations	13-OPS-P06 - Contracted Bus Service	1	We recommend the Executive Director, Transportation require Contracted Services to: develop a Contract Monitoring System that includes but is not limited to: a. A Contract Administration Plan that specifies the performance outputs of the statement of work and describes the methodology to conduct monitoring or surveillance. The extent and frequency of monitoring activities should be based on an assessment of risk related to each contractor and the impact if the work is not performed adequately. b. Written policies and procedures that serve as a guide to ensuring consistent, high quality contract monitoring process. c. A centralized location for receiving and maintaining contractors' submittals and reports by utilizing Metro's existing web based SharePoint system.	10/1/2016	
53	Operations	13-OPS-P06 - Contracted Bus Service	2	We recommend the Executive Director, Transportation require Contracted Services to obtain appropriate training to enable the team to develop the appropriate skills and background to efficiently monitor contractors' performance.	2/1/2016	
54	Operations	13-OPS-P06 - Contracted Bus Service	3	We recommend the Executive Director, Transportation require Contracted Services to include in Policy and Procedures: a statement that documentation of decisions, requiring executive approval and authorization, be maintained. All modifications of contractual terms must be in writing and executed by the Contract Administrator, as the CEO's designee, in compliance with the contract.	10/1/2016	
55	Operations	13-OPS-P06 - Contracted Bus Service	4	We recommend the Executive Director, Transportation require Contracted Services to consult with County Counsel on their concerns regarding the liquidated damages provisions in the current contracts. Based on the outcome either reassess liquidated damages and collect amounts owed to Metro during the suspended period or issue contract amendments to change the liquidated damages provisions.	10/1/2016	
56	Operations	13-OPS-P06 - Contracted Bus Service	5	We recommend the Executive Director, Transportation require Contracted Services to validate the accuracy and completeness of contractor's submittals by recalculations, verification to original records, etc.	10/1/2016	
57	Operations	13-OPS-P06 - Contracted Bus Service	6	We recommend the Executive Director, Transportation require Contracted Services to develop procedures for monitoring contractors performance, including, but not limited to, spot checks, periodic inspections, random sampling of routine functions, based on the risk identified in the Contract Administration Plan and the analyses of contractors monthly submittals.	6/1/2016	
58	Operations	13-OPS-P06 - Contracted Bus Service	7	We recommend the Executive Director, Transportation require Contracted Services to develop a comprehensive checklist of review tasks for each procedure used to conduct the contractors review, document deficiencies identified and corrective actions taken.	6/1/2016	
59	Operations	13-OPS-P06 - Contracted Bus Service	8	We recommend the Executive Director, Transportation require Contracted Services to validate fare revenues deposits to the bank receipts or statements.	1/1/2016	
60	Operations	13-OPS-P06 - Contracted Bus Service	9	We recommend the Executive Director, Transportation require Contracted Services to establish a variance threshold for differences between the farebox report and the bank deposits to trigger a Revenue Compliance inspection.	12/1/2015	

Appendix D

Open Audit Recommendations

No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
61	Operations	13-OPS-P06 - Contracted Bus Service	10	We recommend the Executive Director, Transportation require Contracted Services to work with Revenue Compliance to develop an audit process to ensure contractor's compliance with revenue regulations and perform periodic audits of the fare revenue process, as required.	12/1/2015	
62	Finance & Budget	13-OPS-P06 - Contracted Bus Service	11	We recommend the Executive Director of Finance & Budget, require that Revenue Collections reinstate fare media bus inspections for Contracted Bus Services.	12/8/2015	
63	Operations	13-OPS-P06 - Contracted Bus Service	12	We recommend the Executive Director of Transportation, require that Contracted Services follow-up variances and anomalies in KPI data and results with contractor to determine their cause and ensure that any necessary corrective actions have been implemented.	3/1/2016	
64	Operations	13-OPS-P06 - Contracted Bus Service	13	We recommend the Executive Director of Transportation, require that Contracted Services identify KPIs as measurements for contractors' performance within future contracts.	6/1/2016	
65	Operations	13-OPS-P06 - Contracted Bus Service	14	We recommend the Executive Director of Transportation, require that Contracted Services document follow-up of exceptions, cited in both CHP and QA inspection reports, and corrective actions taken.	5/1/2016	

Management Audit Services
Audit Charter

I. INTRODUCTION

Los Angeles County Metropolitan Transportation Authority (MTA) maintains an active audit function under the direction of Deputy Chief Executive Officer (DCEO); with responsibility to report its activities to the Chief Executive Officer (CEO) and the Board. This charter defines the mission, scope, commitment to quality, authority and accountability, independence, and responsibility of MTA's audit department, Management Audit Services

II. MISSION

Management Audit Services provides highly reliable, independent, objective assurance and consulting services designed to add value and improve MTA's operations. Management Audit Services accomplishes this by bringing a systematic, disciplined approach to evaluating and recommending improvements to the effectiveness of risk management, controls and governance processes.

III. SCOPE

The scope of work performed by Management Audit Services is to determine whether MTA's network of risk management, control, and governance processes, as designed and represented by management, is adequate and functioning to ensure:

- Risks are appropriately identified and managed;
- Significant financial, managerial, and operating information is accurate, reliable and timely;
- Resources are acquired economically, used efficiently, and adequately protected;
- Programs, plans, projects and objectives are achieved;
- Quality and continuous improvement are fostered;
- Significant legislative or regulatory issues impacting MTA are recognized, addressed appropriately and interaction with governance groups occurs;
- Employees' actions are in compliance with policies, standards, procedures and applicable laws and regulations; and
- Opportunities for improving management control, streamlining processes, and improving public perception may be identified during audits. These will be communicated to the appropriate level of management.

IV. COMMITMENT TO QUALITY

Management Audit Services commits to providing world-class service through timely, unbiased, value-added assurance and consulting services. We will work as

a team with our clients to improve processes and meet strategic goals and objectives. We will enhance the services we provide by continuously improving our audit activities. Management Audit Services adheres to the following professional standards and codes:

- Government Auditing Standards promulgated by the Comptroller General of the United States;
- Institute of Internal Auditors International Professional Practices Framework;
- Information Systems Auditing Standards promulgated by the Information Systems Audit and Control Association;
- MTA's Employee Code of Conduct and Administrative Code;
- Institute of Internal Auditor's Code of Ethics, and
- Management Audit Services' Audit Policy Manual and applicable procedures.

V. AUTHORITY AND ACCOUNTABILITY

Management Audit Services audits all departments, programs, functions, systems, contracts and activities based on the approved audit plan or specific requests that have been approved by the CEO.

Management Audit Services is authorized to:

- Have full, free and unrestricted access to all information, functions, operations, systems, property, personnel and other relevant materials necessary to accomplish its work. All employees will cooperate fully in making available material or information requested by Management Audit Services or any external auditors managed by Management Audit Services. Access to contracted third parties will be handled in accordance with contractual terms. Management Audit Services staff signs Confidentiality Statements annually. Documents provided to Management Audit Services will be handled in the same prudent manner as by those employees normally accountable for them;
- Allocate resources, set frequencies, select subjects, determine scopes of work, and apply the techniques required to accomplish audit objectives; and
- Obtain the necessary assistance of personnel in functions where audits are being performed, as well as other specialized services from external consultants.

Management Audit Services is not authorized to:

- Initiate or approve accounting transactions external to Management Audit Services and
- Direct the activities of any employee not part of Management Audit Services, except to the extent such employees have been appropriately assigned to auditing teams.

Management Audit Services, in the discharge of duties, is accountable to the DCEO, CEO and the Board of Directors to:

- Report significant issues related to the processes for controlling the activities, including potential improvements to those processes, and provide information concerning such issues through resolution; and
- Provide periodic information on the status and results of the annual audit plan and the adequacy of progress as it relates to management action plans.

VI. INDEPENDENCE

Management Audit Services is independent of the activities it reviews. Specifically, Management Audit Services staff may not review areas where they were responsible for the design or operation of the area. Auditors are responsible for maintaining their independence and integrity in all services they provide.

All Management Audit Services activities shall remain free from interference relative to matters of audit selection, scope, procedures, frequency, timing, or report content to maintain independence and objectivity. The Chief Auditor shall report any impairment to independence, or unjustified restriction or limitation to audit selection, scope, procedures, frequency, timing or report content promptly to the DCEO, CEO and the Board.

As a means of ensuring independence, Management Audit Services will report to the DCEO, CEO and the Board of Directors. This structure permits the rendering of impartial and unbiased judgment essential to the proper conduct of audits. The Board of Directors' will review and concur in the appointment, replacement or dismissal of the Chief Auditor of Management Audit Services.

VII. RESPONSIBILITIES

A. Management Audit Services is responsible for:

- Developing and executing a flexible risk based audit plan including any risks or control concerns identified by management; and submitting that plan to the CEO and Board of Directors for review and approval;
- Preparing or updating the agency-wide risk assessment annually and incorporating the results into the annual audit plan;
- Implementing the annual audit plan, as approved, including as appropriate, any special tasks or projects requested by management ;
- Reporting significant audit findings to management and the Board of Directors;

- Providing management with adequate time to respond to audit findings and including management's response in the final report;
- Following up on audits to ensure agreed-upon corrective actions have been taken and provide periodic follow up reports;
- Presenting quarterly reports to the Board highlighting progress on the Audit Plan;
- Maintaining a professional audit staff with sufficient knowledge, skills, experience, and professional certifications to meet the requirements of this Charter;
- Conducting objective and constructive assurance services, which include performance and attestation audits;
- Consulting services, which are advisory in nature, can be provided as long as the services do not impair Management Audit Services' independence and fall within the scope outlined in the Charter;
- Exercising due professional care in all of our work products;
- Conducting ourselves at all times in a professional manner;
- Coordinating external audits of MTA;
- Considering external auditors and regulators' scopes of work, as appropriate, for the purpose of providing optimal audit coverage at a reasonable overall cost; and
- Referring suspected fraud, waste, or abuse promptly to the Inspector General.

B. Management is responsible for:

- Maintaining an effective system of internal controls, documenting policy and procedures, and ensuring information is accurate and reliable;
- Complying with policies and procedures;
- Cooperating fully with auditors during discharge of their duties including prompt reply to Management Audit Services requests and recommendations; and
- Providing a response to audit findings and recommendations. Assuring timely implementation of agreed upon corrective action(s) to audit recommendations.

The Audit Charter may be modified by a written document executed by all of the participating parties. This Audit Charter will be effective upon execution and will continue indefinitely until it is modified.

IN WITNESS WHEREOF, the parties hereto have caused this Audit Charter to be executed by their proper officers thereunto duly authorized, and their official seals to be affixed as of February 12, 2016.

Los Angeles County Metropolitan Transportation Authority

Board of Directors

Phillip A. Washington

By Michele Jackson
Board Secretary

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

Metro

Board Report

File #: 2016-0180, **File Type:** Informational Report **Agenda Number:** 35

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2016

SUBJECT: STATE AND FEDERAL REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

DISCUSSION

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

Chairman Ridley-Thomas and members of the Executive Management Committee, I am pleased to provide an update on a number of federal affairs impacting our agency. This report was prepared on March 1, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting on March 17, 2016.

Federal Appropriations for Fiscal Year 2017:

Later this year, both the House and Senate appropriations committees will begin their work on their spending bills for Federal Fiscal Year 2017. We are going to be working closely with members of our Board, the Los Angeles County Congressional Delegation and our federal advocacy team to ensure that our Board-approved priorities are reflected in the final spending bills adopted by Congress later this year. Specifically, we are working to ensure that the President's recommendation (embedded in his Fiscal Year 2017 Budget) that our agency received $375 million for our New Starts projects is included in the transportation spending bill considered by both the House and Senate this year.

FAST Act:

Late last year, the Congress adopted and President Obama signed into law America's new surface transportation authorization bill - Fixing America's Surface Transportation Act (FAST Act). The bill authorizes a number of existing and new federal grant programs.

Earlier this week, the U.S. Department of Transportation (USDOT) announced a Notice of Funding Availability (NOFA) for the Fiscal Year 2016 TIGER Grant program. As authorized by the Consolidated Appropriations Act of 2016, signed by the President on December 18, 2015, $500 million is available for various transportation projects through the TIGER Grant program. The

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minimum project cost is set at $5 million for urban areas and applications are due by April 29, 2016.

Previously, our agency has received the following funds through the TIGER Grant program: $546 million TIFIA loan (underwritten by a $20 million TIGER grant) for the Crenshaw/LAX Transit Project; $10.3 million for the Willowbrook/Rosa Parks Station; $11.8 million for the Eastside Access Improvement Project and most recently - last year - we received $15 million for the Rail to Rail Active Transportation Corridor Connector Project.

Additionally, as the USDOT works to implement the recently passed FAST Act, USDOT officials are expected to release Notices of Funding Availability (NOFA) for several other grant opportunities by the end of February. The expedited timeline for awarding Fiscal Year 2016 grants will result in a shorter than usual timeline for applicants to submit applications. Expected grant announcements in the next week include funding opportunities for the Nationally Significant Freight and Highway Projects grant - $800 million, Bus and Bus Facilities - $213 million, the No & Lo Emissions Bus and Bus Facilities grant - $55 million, Pilot Program for Transit Oriented Development Planning - $10 million, and Technical Assistance and Workforce Development - $4 million. Metro will be actively pursuing these grant opportunities for projects that best meet the grant criteria as outlined by the USDOT. We will continue to keep all Board members fully apprised of our aggressive effort to secure a maximum amount of federal grant funding made available through the FAST Act.

West Los Angeles Veterans Administration - Federal Legislation:

Earlier this week, the House Committee on Veterans' Affairs adopted H.R. 3484, the Los Angeles Homeless Veterans Leasing Act of 2016. The bill, offered as amendment in the nature of a substitute by committee Chairman Jeff Miller (R-FL), includes language that would permit "any local or regional public transportation authority to access, construct, use, operate, maintain, repair or reconstruct public mass transit facilities, including fixed guideway facilities" at the Department of Veterans Affairs West Los Angeles Campus. The Los Angeles Homeless Veterans Leasing Act of 2016 was authored by Congressman Ted Lieu (D-CA). Congressman Lieu's staff have been working closely with Metro on the section of the bill dealing with public transportation. U.S. Senator Dianne Feinstein has authored companion legislation that is pending in the U.S. Senate and is expected to be considered later this year.

Local Hire:

The U.S. Department of Transportation's Local Hiring Pilot Program was issued one year ago on March 2, 2015. Currently, our agency is urging the U.S. Department of Transportation to make permanent or extend the Local Hire Pilot Program. The Local Hire Pilot Program allows cities and counties, especially those that have voted to tax themselves to support local transportation infrastructure, to make sure that the jobs created by those projects employ people in their communities. Metro has been approved to participate in the Pilot Program for three current solicitations that are proceeding through the evaluation process. Our agency is closely coordinating our work on this matter with Congresswoman Karen Bass (D-CA) - who has been and remains a remarkably effective advocate for reforming federal local hire rules.

Conclusion:

That concludes my remarks on federal affairs Chairman Ridley-Thomas. I would welcome the

opportunity to address any questions from you or members of the Executive Management Committee. Thank you.

Executive Management Committee
Remarks Prepared by Michael Turner
Deputy Executive Officer, Government Relations, State Affairs

State Board of Equalization Reduces Excise Tax on Gas:

The State Board of Equalization voted, as required by law, to lower by 2.2 cents the excise tax rate on gasoline. The vote (3 in favor to 2 opposed) will move the current excise tax on gas from 30 cents to 27.8 cents - effective July 1, 2016 through June 30, 2017. The action of the State Board of Equalization exacerbates funding shortfalls already being faced by the State of California in maintaining its investments in the statewide highway system and mass-transit networks.

The State of California's gas tax is imposed in two ways. The first is a flat gas tax that does not change. The second is based on the price of gas and has to be changed periodically by the State Board of Equalization. Since the price of gas has been falling, the State Board of Equalization adjusted the price based tax downward. Should the price of gas rise, the State Board of Equalization would have to increase the price based portion at the next adjustment period. Metro staff is currently assessing the impact of this vote on the ability of the State of California to honor its current and future commitments to projects and programs in Los Angeles County.

Government Relations Hosts Senators Jim Beall and Ben Allen:

Metro's Government Relations department hosted California State Senator Jim Beall, Chairman of the Senate Transportation and Housing Committee and Senator Ben Allen, a member of our LA County delegation, member of the Senate Transportation and Housing Committee and a strong supporter of Metro's projects, for a briefing and a tour. The Senators were briefed on key projects in Senator Allen's district and Metro's current and future local, State and Federal Funding.

Assembly Member Roger Hernandez Transportation Forum:

Staff worked with Assembly Member Roger Hernandez to conduct a transportation forum in his district on February 20. The forum was attended by a number of community members who addressed transportation issues and challenges they face in the San Gabriel Valley. After the event, the Metro ExpressLanes team staffed MEL, Metro's mobile van and signed up new FasTrak customers and provided information to customers and the Assembly Member's staff on the Low Income Assistance Plan.

Goods Movement Roundtable:

Staff participated in a roundtable meeting on freight hosted by Assembly Member Patrick O'Donnell. The meeting was attended by a number of legislators. During the roundtable, a number of stakeholders from the goods movement industry provided comments on the issues in the Southern California region.

Continued CARB briefings:

Metro staff is working with the California Transit Association on continued efforts to communicate concerns about the proposed Zero Emission Bus (ZEB) rule. Most recently staff shared a report on the performance of ZEB's at Metro as compared to other technologies that could reduce greenhouse gas emissions at a faster rate and lower cost than ZEB's.

Legislature Approves Transportation Loan Repayment:

The State Senate and Assembly approved the Managed Care Organization (MCO) tax reform package. As part of that package, the Legislature approved AB 133, a budget committee bill that among other provisions, appropriates $173 million from the State General Fund Reserve (Proposition 2) for transfer and repayment to various transportation accounts that were diverted away to assist the General Fund in prior budget years. AB 133 also includes some fund transfers that are not transportation-related.

Metro's State Advocacy team has been working to ensure that our projects are eligible under the proposed repayment of past transportation loans. We have been working with California Secretary of Transportation, Brian Kelly on this specific provision. Of the amount allocated to the Traffic Congestion Relief Program projects, improvements to State Route 71 and the San Fernando Valley North/South project are eligible for funding. The process now shifts to the California Transportation Commission and we will continue to work with the Secretary and the Commission to secure funds eligible for our projects.

Bill Introductions:

Friday February 19, 2016 was the deadline to introduce legislation on the State level. We are currently reviewing bills for potential impacts to Metro's funding and programs.

This year, there were 1,326 Assembly Bill introductions, and last year, there were 1,550 introductions. This year, there were 667 Senate Bill introductions, and last year, there were 805 introductions.

Total number of regular session introductions this year: 1,993

Total number from last year: 2,355

Total for the 2-year session so far: 4,348

Conclusion:

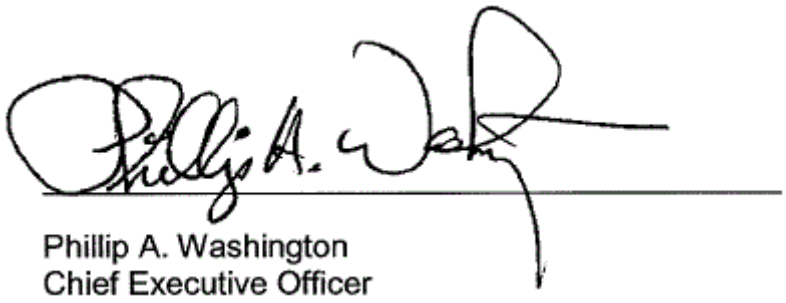
That concludes my remarks on state affairs Chairman Ridley-Thomas and Committee members. I would welcome the opportunity to address any questions from you or members of the Executive Management Committee. Thank you.

ATTACHMENTS

Attachment A - March 2016 Legislative Matrix

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

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



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix
March 2016

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 33 Quirk D Electrical corporations: procurement plans.	1/28/2016-S. E. U., & C. 1/28/2016-Re-referred to Coms. on E., U., & C. and E.Q.	The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.	Monitor
AB 133 Committee on Budget Budget Act of 2015.	3/1/2016-A. CHAPTERED 3/1/2016-Chaptered by Secretary of State - Chapter No. 2, Statutes of 2016	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.	Monitor
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	1/28/2016-S. L. & I.R. 1/28/2016-Referred to Com. on L. & I.R.	Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws.	Monitor

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. 3/11/2016

Bill ID/Topic	Location	Summary	Position
AB 620 Hernández, Roger D High-occupancy toll lanes: exemptions from tolls.	2/18/2016-S. T. & H. 2/18/2016-Referred to Com. on T. & H.	Would require Los Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.	Neutral
AB 1364 Linder R California Transportation Commission.	2/4/2016-S. T. & H. 2/4/2016-Referred to Coms. on T. & H. and G.O.	Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Monitor
AB 1550 Gomez D Greenhouse gases: investment plan: disadvantaged communities.	2/1/2016-A. NAT. RES. 3/8/2016-In committee: Hearing postponed by committee.	Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.	Monitor
AB 1552 Allen, Travis R Public contracts: state and local agencies: businesses engaged in boycott.	1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.	Would, with certain exceptions, prohibit a public entity from entering into a contract to acquire or dispose of goods, services, information technology, or construction unless the contract includes a representation that the contractor is not currently engaged in, and an agreement that the contractor will not during the duration of the contract engage in, the boycott, as defined, of a person or an entity based in or doing business with a jurisdiction with which the state can enjoy open trade, defined as a state that is a member of the World Trade Organization.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1555 Gomez D Greenhouse Gas Reduction Fund.	1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.	Would state the intent of the Legislature to enact future legislation that would appropriate $1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.	Monitor
AB 1566 Wilk, Scott R Reports to Legislature	Assembly Accountability and Administrative Review Committee	Requires a written report submitted by any state agency or department to the Legislature, a Member of the Legislature, or any state legislative or executive body to include a signed statement declaring that the factual contents of the report are true, accurate, and complete to the best of his or her knowledge. Makes any person who declares as true any material matter pursuant to these provisions that he or she knows to be false, liable for a monetary civil penalty not to exceed a specified amount.	Monitor
AB 1569 Steinorth R California Environmental Quality Act: exemption: existing transportation infrastructure.	2/1/2016-A. NAT. RES. 3/7/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.	Monitor
AB 1572 Campos D School transportation.	2/1/2016-A. ED. 2/1/2016-Referred to Com. on ED.	Would entitle a pupil who attends a school that is eligible for Title 1 federal funding to free transportation to and from school provided by the local educational agency, if certain conditions are met. The bill would require the local educational agency to designate a liaison to implement a plan developed, in consultation with specified stakeholders, to ensure that all entitled pupils receive free transportation in a timely manner.	Monitor
AB 1591 Frazier D Transportation funding.	2/1/2016-A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Support 2/25/2016

Bill ID/Topic	Location	Summary	Position
AB 1592 Bonilla, Susan D Autonomous Vehicles: Pilot Project	Assembly Transportation Committee	Authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that are not equipped with a steering wheel, a brake pedal, an accelerator, or an operator inside the vehicle, if the testing is conducted only at specified locations and the autonomous vehicle operates at specified speeds.	Monitor
AB 1595 Campos D Employment: human trafficking training: mass transportation employers.	2/1/2016-A. L. & E. 2/1/2016-Referred to Com. on L. & E.	Would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.	Monitor
AB 1661 McCarty, Kevin D Local Government Sexual Harassment Training	Assembly Local Government Committee	Requires local agency officials to receive sexual harassment training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and allows a local agency to require employees to receive sexual harassment training or information.	Monitor
AB 1663 Chiu, David D Firearms: Assault Weapons	Assembly Appropriations Committee	Classifies a semiautomatic centerfire rifle that does not have a fixed magazine with the capacity to accept no more than 10 rounds as an assault weapon. Requires a person who lawfully possessed an assault weapon that does not have a fixed magazine, including those weapons with an ammunition feeding device that can be removed readily from the firearm with the use of a tool, and who, on or after a specified date, possesses that firearm, to register the firearm by a specified date.	Monitor
AB 1640 Stone, Mark D Retirement: public employees.	2/4/2016-A. P.E.,R. & S.S. 2/4/2016-Referred to Com. on P.E., R., & S.S.	PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1641 Allen, Travis R Shuttle services: loading and unloading of passengers.	2/4/2016-A. TRANS. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.	Monitor
AB 1657 O'Donnell D Air pollution: public ports and intermodal terminals.	2/4/2016-A. NAT. RES. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would establish the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, as defined, to help transition the state's freight system to be zero-emission and near-zero-emission operations. The bill would authorize the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws.	Monitor
AB 1669 Hernández, Roger D Displaced employees: service contracts: collection and transportation of solid waste.	3/9/2016-A. L. & E. 3/9/2016-Re-referred to Com. on L. & E.	Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor must offer employment to those employees, except for reasonable and substantiated cause. This bill would make these provisions applicable to contracts for the collection and transportation of solid waste.	Monitor
AB 1681 Cooper, Jim D Smartphones	Assembly Privacy and Consumer Protection Committee	Requires a smartphone that is manufactured on or after a specified date, and sold in the State, to be capable of being decrypted and unlocked by its manufacturer or its operating system provider. Subjects those entities that knowingly failed to comply with that requirement to a civil penalty for each smartphone sold or leased. Prohibits those entities who have paid the civil penalty from passing any portion of the penalty on to purchasers of smartphones.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1683 Eggman, Susan D Alternative Energy Financing	Scheduled for Hearing: 4/4/2016 - Asm. Revenue and Taxation Committee	Prohibits the sales and use tax exclusions for advanced manufacturing, the reduction of greenhouse gases, or the reduction in air and water pollution or energy consumption from exceeding a specified total for each calendar year. Provides that, if less than a specified total amount of funding is granted in a calendar year, the unallocated amount may roll over to the following calendar year.	Monitor
AB 1685 Gomez D Motor Vehicle Emissions Standards		Declares the intent of the Legislature to enact legislation that would update civil penalties to ensure state law provides appropriate penalties, accounting for the intent of the violator, for introducing into commerce in the state vehicles that do not meet emission standards adopted by the State Air Resources Board.	Monitor
AB 1707 Linder R Public records: response to request.	2/25/2016-A. JUD. 3/8/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	The California Public Records Act requires state and local agencies to make public records available for inspection, unless an exemption from disclosure applies. The act requires a response to a written request for public records that includes a denial of the request, in whole or in part, to be in writing. This bill instead would require that response to be in writing regardless of whether the request was in writing. The bill would require that written response additionally to include a list that contains the title or other identification of each record requested but withheld due to an exemption and the specific exemption that applies to that record.	Monitor
AB 1710 Calderon, Ian D Vehicular Air Pollution - Advanced Technology Vehicles	Assembly Transportation Committee	Requires the State Air Resources Board to develop and implement a comprehensive program to promote advanced-technology light-duty vehicle deployment in the state to drastically increase the use of those vehicles and to meet specified goals established by the Governor and the Legislature.	Monitor
AB 1717 Hadley R California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007.	1/27/2016-A. PRINT 1/28/2016-From printer. May be heard in committee February 27.	Current law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program. Current law defines specified terms for purposes of the act. This bill would make nonsubstantive changes to those definitions.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1725 Wagner, Donald R Vehicles: Automated Traffic Enforcement Systems	Assembly Transportation Committee Hearing 3/14/2016 at 3 pm	Amends existing law that states any required stop be made at a sign, crosswalk, or limit line indicating where the stop is to be made, but, in the absence of that sign or marking, existing law requires the stop be made at the official traffic control signal. States that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. Makes technical, nonsubstantive changes to that provision.	Monitor
AB 1732 Ting, Phillip D Single User Restrooms	Assembly Business and Professions Committee	Requires any business or place of public accommodation to identify a toilet facility that has only one water closet as an all gender toilet facility. Authorizes health officers or inspectors to inspect for compliance with these provisions during any inspection.	Monitor
AB 1746 Stone, Mark D Transit buses.	3/10/2016-A. TRANS. 3/10/2016-Re-referred to Com. on TRANS.	Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 6 entities described above, subject to the same conditions and requirements.	Monitor
AB 1768 Gallagher R Bonds: transportation.	2/29/2016-A. TRANS. 2/29/2016-Re-referred to Com. on TRANS.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Monitor
AB 1813 Frazier D High-Speed Rail Authority: membership.	2/25/2016-A. TRANS. 2/25/2016-Referred to Com. on TRANS.	Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1815 Alejo D California Global Warming Solutions Act of 2006: disadvantaged communities.	3/8/2016-A. NAT. RES. 3/8/2016-Re-referred to Com. on NAT. RES. In committee: Hearing postponed by committee.	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. Would require the agency to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.	Monitor
AB 1818 Melendez R Transportation funds.	2/8/2016-A. PRINT 2/9/2016-From printer. May be heard in committee March 10.	Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would make a nonsubstantive change to this provision.	Monitor
AB 1833 Linder R Transportation projects: environmental mitigation.	2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and NAT. RES.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. This bill contains other related provisions and other existing laws.	Monitor
AB 1840 Gipson D California Transportation Financing Authority.	2/9/2016-A. PRINT 2/10/2016-From printer. May be heard in committee March 11.	The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Current law provides that bonds issued under these provisions are free from taxation. This bill would make a nonsubstantive change to this provision.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1866 Wilk R High-speed rail bond proceeds: redirection: water projects.	2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and W., P., & W.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Monitor
AB 1886 McCarty D California Environmental Quality Act: transit priority projects.	2/25/2016-A. NAT. RES. 2/25/2016-Referred to Com. on NAT. RES.	CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%.	Monitor
AB 1908 Harper R High-occupancy vehicle lanes.	2/25/2016-A. TRANS. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements.	
AB 1910 Harper R Transportation: advisory question: election.	2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and E. & R.	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the California Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1919 Quirk D Local transportation authorities: bonds.	2/25/2016- A. TRANS. 2/25/2016-Referred to Com. on TRANS.	The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would instead provide for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.	Monitor
AB 1943 Linder R Vehicles: parking: public grounds.	2/25/2016- A. TRANS. 2/25/2016-Referred to Com. on TRANS.	Current law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specified public entities, including a public transportation agency and a county transportation commission, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Current law defines "public transportation agency" for these purposes. This bill would revise the definition of "public transportation agency" to include a county transportation commission.	Monitor
AB 1964 Bloom D High-occupancy vehicle lanes: vehicle exceptions.	2/25/2016- A. TRANS. 2/25/2016-Referred to Com. on TRANS.	Existing federal law authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until January 1, 2029, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	
AB 1982 Bloom D Greenhouse Gas Reduction Fund: traffic signal synchronization.	2/25/2016- A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and NAT. RES.	Current law authorizes the allocation of moneys in the Greenhouse Gas Reduction Fund for investment in a traffic signal synchronization project as a sustainable infrastructure project if the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effect. This bill would additionally require that an eligible traffic signal synchronization project be timed to move vehicles at an average speed of 12 to 15 miles per hour.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2006 Mullin D State Board of Equalization: contracting authority: local tax collection.	2/29/2016-A. REV. & TAX 2/29/2016-Referred to Com. on REV. & TAX.	Current law allows the State Board of Equalization, when requested by the legislative body of any county, city, or city and county or the assessor to render advisory or other service, to contract, at not less than cost and subject to regulations approved by the Director of General Services, to render such services. This bill would provide that those services include the collection and remittance to a legislative body of any county, city, or city and county of a tax imposed by that legislative body.	Monitor
AB 2014 Melendez R Freeway Service Patrol Act: workload study.	2/29/2016- A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget.	Monitor
AB 2049 Melendez R Bonds: transportation.	2/29/2016- A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, expect as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system.	Monitor
AB 2090 Alejo D Low Carbon Transit Operations Program.	2/29/2016- A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2126 Mullin D Public contracts: Construction Manager/General Contractor contracts.	2/17/2016-A. PRINT 2/18/2016-From printer. May be heard in committee March 19.	Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services	Monitor
AB 2152 Gray D Elections: ballots: ballot order.	3/8/2016-A. E. & R. 3/8/2016-Re-referred to Com. on E. & R.	Would, for the November 8, 2016, statewide general election only, authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions.	Monitor
AB 2170 Frazier D Trade Corridors Improvement Fund: federal funds.	2/29/2016-A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be deposited in the Trade Corridors Improvement Fund.	Monitor
AB 2222 Holden D Transit passes.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would continuously appropriate $50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students.	Monitor
AB 2257 Maienschein R Local agency meetings: agenda: online posting.	3/3/2016-A. L. GOV. 3/3/2016-Referred to Com. on L. GOV.	The Ralph M. Brown Act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. This bill would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2289 Frazier D Department of Transportation: capital improvement projects.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.	Monitor
AB 2293 Garcia, Cristina D Greenhouse Gas Reduction Fund: Green Assistance Program.	3/10/2016-A. NAT. RES. 3/10/2016-From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.	Would establish the Green Assistance Program, to be administered by the Secretary for Environmental Protection to, among other things, assist small businesses, small nonprofit organizations, and small cities in applying for moneys from programs using moneys from the fund, as specified.	Monitor
AB 2332 Garcia, Eduardo D Transportation.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would, by January 1, 2018, require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.	Monitor
AB 2343 Garcia, Cristina D Greenhouse Gas Reduction Fund: 3-year investment plan: disadvantaged communities.	3/3/2016-A. NAT. RES. 3/3/2016-Referred to Com. on NAT. RES.	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and 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. Current law requires the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2348 Levine D Department of Finance: infrastructure investment.	3/3/2016-A. P.E.,R. & S.S. 3/3/2016-Referred to Com. on P.E., R., & S.S.	Would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employment Retirement System, the State Teachers' Retirement Plan, or the retirement system created pursuant to the County Employees Retirement Law of 1937. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment.	Monitor
AB 2355 Dababneh D Intercity rail services: mitigation.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would require the Department of Transportation to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. The bill would require the department to determine what constitutes a reasonable level of mitigation. The bill would provide that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.	Monitor
AB 2374 Chiu D Construction Manager/General Contractor method: regional transportation agencies: ramps.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.	Monitor
AB 2382 Lopez D High-Speed Rail Authority: membership.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed rail system. The authority is comprised of 9 members, with 5 members appointed by the Governor and 4 members appointed by the Legislature. This bill would require at least one member appointed by the Governor to be a person who works directly with communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2398 Chau D Transportation: private funding.	2/18/2016-A. PRINT 2/19/2016-From printer. May be heard in committee March 20.	Would state the intent of the Legislature to enact legislation relating to private funding for transportation projects.	Monitor
AB 2411 Frazier D Transportation revenues.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.	Monitor
AB 2415 Garcia, Eduardo D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	3/8/2016-A. TRANS. 3/8/2016-Referred to Coms. on TRANS. and NAT. RES.	Would, between January 2, 2018, and January 1, 2023, require no less than 50% or $100,000,000, whichever is greater, of the moneys allocated each year for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.	Monitor
AB 2431 Linder R California Environmental Quality Act: subsequent projects.	2/19/2016-A. PRINT 2/22/2016-Read first time.	CEQA 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 authorizes the lead agency to prepare a mitigated negative declaration for a proposed subsequent project if certain conditions are met. This bill would make nonsubstantive changes to that provision.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2432 Brown D Designated state and local truck routes and services.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Would require the Department of Transportation to prepare an inventory of all state and locally designated truck routes and services, publish or cause to be published a statewide Truck Route Network Internet Web site, and prepare a plan and schedule for addressing all inefficiencies and truck transportation network gaps, including an estimate of the annual cost and the total cost of carrying out the plan. The bill would require the department to submit the plan and schedule, together with the cost estimates, to the Governor and the Legislature not later than July 1, 2019. This bill contains other existing laws.	Monitor
AB 2452 Quirk D California Environmental Quality Act: judicial remedies: emissions of greenhouse gases.	3/8/2016-A. NAT. RES. 3/8/2016-Referred to Coms. on NAT. RES. and JUD.	CEQA authorizes a court, in an action or proceeding brought challenging the decision of a public agency on the ground of noncompliance with CEQA, to enter an order to suspend any specific project activity if the court finds that the activity will prejudice the consideration and implementation of particular mitigation measures or alternatives to the project. This bill would, in an action or proceeding under CEQA, prohibit a court from staying or enjoining transportation infrastructure projects, as defined, based solely on the project's potential contribution to the emissions of greenhouse gases.	Monitor
AB 2690 Ridley-Thomas D Los Angeles County Metropolitan Transportation Authority: contracting.	3/10/2016-A. L. GOV. 3/10/2016-Referred to Coms. on L. GOV. and TRANS.	Current law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would also authorize LACMTA to establish disabled veteran business enterprise participation goals, and would define "disabled veteran business enterprise" for these purposes. This bill contains other related provisions and other current laws.	Sponsor
AB 2693 Dababneh D Transportation funds.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Current law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Current law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2702 Atkins D Climate change.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Would state the intent of the Legislature to enact legislation that would continue the work with local governments, state agencies, and others to meet the goals set forth in Governor Brown's Under 2 MOU, which brings together subnational governments willing to commit to either reducing the emissions of greenhouse gases 80% to 95% below 1990 levels by 2050 or achieving a per capita annual emissions target of less than 2 metric tons of carbon dioxide equivalent by 2050.	Monitor
AB 2708 Daly D Department of Transportation: construction inspection services.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Current law, until January 1, 2024, requires the Department of Transportation to perform construction inspection services for certain design-build projects on or interfacing with the state highway system and to retain the authority to stop the contractor's operation wholly or in part and take appropriate action when public safety and convenience are jeopardized on those projects. This bill would make nonsubstantive changes to these provisions.	Monitor
AB 2722 Burke D Transformative Climate Communities Program.	3/10/2016-A. NAT. RES. 3/10/2016-Referred to Com. on NAT. RES.	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would appropriate $250,000,000 from the Greenhouse Gas Reduction Fund to the council to administer the program. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for transformative climate community plans in disadvantaged communities, as defined.	Monitor
AB 2742 Nazarian D Transportation projects: comprehensive development lease agreements.	3/10/2016-A. TRANS. 3/10/2016-Referred to Com. on TRANS.	Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2796 Low D Active Transportation Program.	3/10/2016- A. TRANS. 3/10/2016-Referred to Com. on TRANS.	Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities.	Monitor
AB 2847 Patterson R State highways: transfer to local agencies: pilot program.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 3 counties, one in northern California, one in southern California, and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.	Monitor
AB 2868 Gatto D Local transportation authorities: priority regional highways.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Current law requires a local transportation authority to consult and coordinate its actions to secure funding for the completion and improvement of the priority regional highways with the cities in the county, the board of supervisors, and the Department of Transportation, for the purpose of integrating its planned highway improvements with the highway and other transportation improvement plans and operations of other transportation agencies impacting the county. This bill would make nonsubstantive changes to these provisions.	Monitor
AB 2906 Committee on Transportation Transportation: omnibus bill.	3/7/2016-A. PRINT 3/8/2016-From printer. May be heard in committee April 7.	Current law requires that the issue, renewal, cancellation, retention, and transfer of the Olympic plates be subject to specified provisions as if they were environmental license plates, including, among others, provisions that impose a $48 registration fee and a $38 renewal fee for the issuance of the plates. This bill would repeal the provisions that require the Olympic plates to be subject to the environmental license plates provisions described above.	Monitor

Bill ID/Topic	Location	Summary	Position
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	Monitor
SB 86 Committee on Budget and Fiscal Review Budget Act of 2015.	3/7/2016- S. INACTIVE FILE 3/7/2016-Ordered to inactive file on request of Senator Leno.	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.	Monitor
SB 254 Allen D Campaign finance: advisory election.	3/3/2016-A. TRANS. 3/3/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the Congress of the United States should propose, and the California Legislature should ratify, an amendment or amendments to the United States Constitution to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.	Monitor
SB 821 Block, Marty D Crimes/Criminal Threats	Senate Public Safety Committee	Requires that any person who willfully threatens to commit a crime against another person or at a location or event that will result in death or great bodily injury to another person, with the specific intent that the statement, made verbally, in writing, or by means of an electronic communication device, is to be taken as a threat, even if there is no intent of actually carrying it out, be punished by imprisonment in a county jail or by imprisonment in the state prison.	Monitor

Bill ID/Topic	Location	Summary	Position
SB 824 Beall D Low Carbon Transit Operations Program.	1/28/2016-S. T. & H. 1/28/2016-Referred to Com. on T. & H.	Would authorize a recipient transit agency that does not submit a project for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would, in that regard, require the Department of Transportation to annually calculate a funding share for each eligible recipient transit agency. This bill contains other existing laws.	Monitor
SB 876 Liu, Carol D Homelessness	Senate Transportation and Housing Committee Hearing 3/29/2016 at 1:30 pm	Affords persons experiencing homelessness the right to use public spaces without discrimination based on their housing status and describes basic human and civil rights free from criminal or civil sanctions. Provides civil remedies for aggrieved persons. Requires all applicants for funding from a specified federal program to provide evidence of actions their community is taking to reduce the criminalization of homelessness.	Monitor
SB 882 Hertzberg D Crimes: public transportation: minors.	1/28/2016-S. PUB. S. 1/28/2016-Referred to Coms. on PUB. S. and APPR.	Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.	Monitor
SB 885 Wolk, Lois D Construction Contracts, Indemnity	Senate Judiciary Committee	Specifies, for construction contracts, that a design professional only the has the duty to defend claims that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Provides that a design professional would not have a duty to defend claims against any other person or entity arising from a construction project, except that person or entity's reasonable defense costs arising out of the design professional's degree of fault.	Monitor
SB 892 Leyva D San Bernadino County Transportation Authority	Senate Transportation and Housing Committee	Creates the San Bernardino County Transportation Authority as the successor agency to the powers, duties, revenues, debts, obligations, liabilities, immunities, and exemptions of the San Bernardino County Transportation Commission and San Bernardino County local transportation authority, service authority for freeway emergencies, and local congestion management agency.	Monitor
SB 895 Bates, Patricia R Land Use: Housing Element	Senate Rules Committee	Makes technical, nonsubstantive changes to the Planning and Zoning Law that requires each city and county to prepare and adopt a general plan that contains certain mandatory elements.	Monitor

Bill ID/Topic	Location	Summary	Position
SB 901 Bates R Transportation projects: Advanced Mitigation Program.	2/4/2016-S. T. & H. 3/10/2016-Set for hearing March 29.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.	Monitor
SB 902 Cannella R Department of Transportation: environmental review process: federal program.	2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.	Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter.	Monitor
SB 903 Nguyen R Transportation funds: loan repayment.	2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.	Would acknowledge, as of June 30, 2015, $879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.	Monitor
SB 998 Wieckowski D Vehicles: mass transit guideways.	2/18/2016-S. T. & H. 2/18/2016-Referred to Com. on T. & H.	Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor
SB 1018 Liu D California Environmental Quality Act: State Route 710 North Study.	2/25/2016-S. T. & H. 2/25/2016-Referred to Coms. on T. & H. and E.Q.	Would deem a certain cost-benefit analysis prepared for the State Route 710 North Study to be a technical study to be included in the comprehensive analysis of the alternatives described in the draft EIR for the State Route 710 North Study and would require the lead agency to consider and respond, in writing, to any comments regarding the analysis submitted during the public review period. This bill contains other related provisions.	

Bill ID/Topic	Location	Summary	Position
SB 1066 Beall D Transportation funds: fund estimates.	2/25/2016-S. T. & H. 2/25/2016-Referred to Com. on T. & H.	Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	Monitor
SB 1141 Moorlach R State highways: transfer to local agencies: pilot program.	3/3/2016-S. T. & H. 3/3/2016-Referred to Com. on T. & H.	Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county.	Monitor
SB 1197 Cannella R Intercity rail corridors: extensions.	3/3/2016-S. T. & H. 3/3/2016-Referred to Com. on T. & H.	Current law defines the boundaries of 3 intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill, at any time after an interagency transfer agreement between the department and a joint powers board has been entered into, would authorize the amendment of the agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill would require a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.	Monitor
SB 1208 Bates R California Transportation Commission.	3/3/2016-S. RLS. 3/3/2016-Referred to Com. on RLS.	Current law creates the California Transportation Commission, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a nonsubstantive change to this provision.	Monitor

Bill ID/Topic	Location	Summary	Position
SB 1259 Runner R Vehicles: toll payment: veterans.	3/3/2016-S. T. & H. 3/3/2016-Referred to Com. on T. & H.	Would exempt vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Monitor
SB 1320 Runner R California Transportation Commission.	3/3/2016-S. T. & H. 3/3/2016-Referred to Com. on T. & H.	Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Monitor
SB 1362 Mendoza D Los Angeles County Metropolitan Transit Authority: security officers.	3/3/2016-S. B., P. & E.D. 3/3/2016-Referred to Coms. on B., P. & E.D. and PUB. S.	The Private Security Services Act generally regulates the private security vocation, and requires each uniformed employee of a provide patrol operator to, among other things, register with the Bureau of Security and Investigative Services and complete specified training. The act exempts specified persons from its requirements. This bill would exempt a person regularly employed as a security officer by the Los Angeles County Metropolitan Transit Authority from the requirements of the Private Security Services Act. This bill contains other related provisions and other current laws.	
SB 1383 Lara D Short-lived climate pollutants.	3/10/2016-S. E.Q. 3/10/2016-Referred to Com. on E.Q.	Would require the State Air Resources Board to approve and implement that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified.	Monitor
SB 1397 Huff R Highway safety and information program.	3/10/2016-S. T. & H. 3/10/2016-Referred to Com. on T. & H.	Would enact the Highway Safety and Information Act. The bill would authorize the Department of Transportation, subject to federal approval, to enter into an agreement pursuant to a best value procurement and competitive process for a project with a contractor to construct, upgrade or reconstruct, and operate a network of changeable message signs within the rights-of-way of the state highway system, as specified.	Monitor

Bill ID/Topic	Location	Summary	Position
SB 1398 Leyva D Greenhouse gases: investment plan.	3/10/2016-S. RLS. 3/10/2016-Referred to Com. on RLS.	Current law requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities and a minimum of 10% to projects located in disadvantaged communities. Current law provides that the allocation of 10% for projects located in disadvantaged communities may be used for projects included in the minimum allocation of 25% for projects that provide benefits to disadvantaged communities. This bill would make nonsubstantive changes to the latter provisions.	Monitor
SB 1405 Pavley D Alternative fuels.	3/10/2016-S. RLS. 3/10/2016-Referred to Com. on RLS.	Current law requires, no later than June 30, 2007, the State Energy Resources Conservation and Development Commission, in partnership with the State Air Resources Board, and in consultation with specified state agencies, to develop and adopt a state plan to increase the use of alternative fuels, as defined. This bill would make technical, nonsubstantive changes to those provisions.	Monitor
SB 1443 Galgiani D California Global Warming Solutions Act of 2006: market-based compliance mechanisms.	3/10/2016-S. RLS. 3/10/2016-Referred to Com. on RLS.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. This bill would make technical, nonsubstantive changes to those provisions.	Monitor
SB 1464 De León D California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	3/10/2016-S. E.Q. 3/10/2016-Referred to Com. on E.Q.	Current law requires the State Air Resources Board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board to also consult with local agencies for these purposes.	Monitor

Bill ID/Topic	Location	Summary	Position
SCA 7 Huff R Motor vehicle fees and taxes: restriction on expenditures.	5/28/2015-S. E. & C.A. 1/12/2016-Set for hearing January 19 in E. & C.A. pending receipt.	Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.	Monitor
ABX1 1 Alejo D Transportation funding.	6/23/2015-A. PRINT 6/24/2015-From printer.	Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.	Monitor
ABX1 2 Perea D Transportation projects: comprehensive development lease agreements.	6/25/2015-A. PRINT 6/26/2015-From printer.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.	Monitor

ABX1 3 Frazier D Transportation funding.	9/24/2015- A. CONFERENCE COMMITTEE 9/24/2015- Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.	Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.	Monitor
ABX1 4 Frazier D Transportation funding.	9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Monitor

ABX1 5 Hernández, Roger D Income taxes: credits: low-income housing: farmworker housing assistance.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation of state insurance, personal income, and corporation income tax credit amounts among low-income housing projects based on federal law. Existing law allows the credit for buildings located in designated difficult development areas or qualified census tracts that are restricted to having 50% of its occupants be special needs households, as defined, even if the taxpayer receives specified federal credits, if the credit allowed under this section does not exceed 30% of the eligible basis of that building. Existing law limits the total annual amount of the credit that the committee may allocate to $70 million per year and allows $500,000 per year of that amount to be allocated for projects to provide farmworker housing, as specified. Existing law defines farmworker housing to mean housing for agricultural workers that is available to, and occupied by, only farmworkers and their households. This bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from $500,000 to $25,000,000 per year. The bill would also redefine farmworker housing to mean housing for agricultural workers that is available to, and occupied by, not less than 50% of farmworkers and their households. This bill contains other related provisions.	Monitor
ABX1 6 Hernández, Roger D Affordable Housing and Sustainable Communities Program.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.	Monitor

ABX1 7 Nazarian D Public transit: funding.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.	Monitor
ABX1 8 Chiu D Diesel sales and use tax.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Monitor
ABX1 9 Levine D Richmond-San Rafael Bridge.	8/17/2015-A. PRINT 8/18/2015-From printer.	Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the geographic jurisdiction of the commission, including the Richmond-San Rafael Bridge. This bill would require the department, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane. The bill would require the department to keep the temporary lanes in place until the department has completed a specified project relating to the Richmond-San Rafael Bridge or until construction activity for that project necessitates removal of the temporary lanes. This bill contains other related provisions.	Monitor

ABX1 10 Levine D Public works: contracts: extra compensation.	8/19/2015-A. PRINT 8/20/2015-From printer.	Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes. This bill would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Monitor
ABX1 11 Gray D Transportation projects: County of Merced: campus parkway project.	8/20/2015-A. PRINT 8/21/2015-From printer.	Existing law provides various sources of funding for transportation projects. This bill would appropriate $97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.	Monitor
ABX1 12 Nazarian D Los Angeles County Metropolitan Transportation Authority.	8/26/2015-A. PRINT 8/27/2015-From printer.	Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. For any project on the state highway system, the bill would require the authority to implement the project in cooperation with the Department of Transportation pursuant to an agreement that addresses specified matters. The bill would provide that a facility constructed by a private entity would at all times be owned by a governmental agency, except as provided. The bill would authorize the authority to issue bonds to finance any costs necessary to implement a project and to finance any expenditures, payable from the revenues generated from the project or other available resources, as specified. This bill contains other related provisions.	Monitor

ABX1 13 Grove R Greenhouse Gas Reduction Fund: streets and highways.	8/31/2015-A. PRINT 9/1/2015-From printer.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.	Monitor
ABX1 14 Waldron R State Highway Operation and Protection Program: local streets and roads: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate $1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.	Monitor

ABX1 15 Patterson R State Highway Operation and Protection Program: local streets and roads: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law appropriates the sum of $663,287,000 for the 2015-16 fiscal year from the State Highway Account to the Department of Transportation for Capital Outlay Support. This bill would reduce the $663,287,000 appropriation for Capital Outlay Support by $500 million, and would appropriate $500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.	Monitor
ABX1 16 Patterson R State highways: transfer to local agencies: pilot program.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.	Monitor

ABX1 17 Achadjian R Greenhouse Gas Reduction Fund: state highway operation and protection program.	8/31/2015-A. PRINT 9/1/2015-From printer.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.	Monitor
ABX1 18 Linder R Vehicle weight fees: transportation bond debt service.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	Monitor
ABX1 19 Linder R California Transportation Commission.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Monitor

ABX1 20 Gaines, Beth R State government: elimination of vacant positions: transportation: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other existing laws.	Monitor
ABX1 21 Obernolte R Environmental quality: highway projects.	8/31/2015-A. PRINT 9/1/2015-From printer.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	Monitor

ABX1 22 Patterson R Design-build: highways.	9/1/2015-A. PRINT 9/2/2015-From printer.	Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law requires the department to perform construction inspection services for those projects that are on or interfacing with the state highway system, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the department to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system. By authorizing the design-build method of procurement to be utilized in an unlimited number of projects, the bill would expand the number of projects in which the statement of qualifications requirement, subject to penalty of perjury, is applicable, thereby expanding the scope of an existing crime and imposing a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor
ABX1 23 Garcia, Eduardo D Transportation.	9/4/2015-A. PRINT 9/5/2015-From printer.	Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified. This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. This bill contains other related provisions and other existing laws.	Monitor

ABX1 24 Levine D Bay Area Transportation Commission: election of commissioners.	9/11/2015-A. PRINT 9/12/2015-From printer.	Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified. This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill contains other related provisions and other existing laws.	Monitor
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. This bill contains other related provisions.	Monitor

SBX1 1 Beall D Transportation funding.	9/1/2015-S. APPR. 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for oth er specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a $0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and $0.10 of a $0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, including an inflation adjustment, as provided, an increase of $35 in the annual vehicle registration fee, a new $100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of $35, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund. This bill contains other related provisions and other existing laws.	Monitor
SBX1 2 Huff R Greenhouse Gas Reduction Fund.	6/30/2015-S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Monitor

SBX1 3 Vidak R Transportation bonds: highway, street, and road projects.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of $9 billion for high-speed rail purposes and $950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of $950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.	Monitor
SBX1 4 Beall D Transportation funding.	9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.	Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Monitor

SBX1 5 Beall D Transportation funding.	9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Monitor
SBX1 6 Runner R Greenhouse Gas Reduction Fund: transportation expenditures.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.	Monitor
SBX1 7 Allen D Diesel sales and use tax.	9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Monitor

SBX1 8 Hill D Public transit: funding.	9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.	Monitor
SBX1 9 Moorlach R Department of Transportation.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.	Monitor

SBX1 10 Bates R Regional transportation capital improvement funds.	7/16/2015-S. T. & I.D. 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.	Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the commission with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.	Monitor

SBX1 11 Berryhill R Environmental quality: transportation infrastructure.	9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor
SBX1 12 Runner R California Transportation Commission.	8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.	Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Monitor

SBX1 13 Vidak R Office of the Transportation Inspector General.	9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.	Monitor
SBX1 14 Cannella R Transportation projects: comprehensive development lease agreements.	7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.	Monitor

SCAX1 1 Huff R Motor vehicle fees and taxes: restriction on expenditures.	9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.	(1) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.	Monitor
SCRX1 1 De León D 2015-16 First Extraordinary Session: Joint Rules.	6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.	This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.	Monitor
SRX1 1 De León D Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session	6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)	This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.	Monitor

FEDERAL LEGISLATION		
BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 3620 **Bass D**	Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.	January 2014 – SUPPORT Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials
H.R. 680 **Blumenauer D**	Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024. *Board previously supported HR 3636 bill last session.*	May 2015 – SUPPORT Referred to the House Committees on Ways and Means and House Transportation and Infrastructure
H.R. 935 **Hahn D-CA**	Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund. *Board previously supported HR 5101 bill last session.*	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Rail, House Transportation and Infrastructure Committee House Ways and Means Committee

H.R. 990 **King R-NY**	Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, tot eh level of $235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of $35 per month.	May 2015 – SUPPORT House Ways and Means Committee
H.R. 1308 **Lowenthal D-CA**	Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects. *Board previously supported HR 5624 bill last session.*	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Water, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1461 **Massie R-KY**	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	May 2015 – OPPOSE House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1551 **Sanford R-SC**	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	May 2015 – OPPOSE House Ways and Means Committee

H.R. 2485 **Torres D-CA**	The Regional Infrastructure Accelerator Act of 2015 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.	June 2015 – SUPPORT 5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee
H.R. 2495 **Waters D-CA**	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.	June 2015 – SUPPORT 5/21/15 House Appropriation and Budget Committees
H.R. 2410 **DeFazio D-OR**	The GROW America Act would, if enacted into federal law, authorize a six-year $478 billion surface transportation bill. H.R. 2410 represents President Obama's surface transportation bill that his Administration has transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of $478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to assist in funding our nation's state-of-good-repair backlog maintenance as well as continue to invest in new transportation projects required to properly address America's future population growth. Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).	June 2015 - SUPPORT

H.R. 4343	H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an "associated transit improvement" under Title 49 of U.S. Code, add bikeshare projects to the definition of "capital project" under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.	
S. 650 **Blunt R-MO**	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.	MAY 2015 – OPPOSE Senate Commerce, Science and Transportation Committee
S. 797 **Booker D-NJ**	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee
S. 880 **(Schatz-D-HI)**	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligibile expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
S. 1006 **(Feinstein-D-CA)**	**Extend the national deadline to implement Positive Train Control by one year**	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee

Omnibus Appropriations Bill For Fiscal Year 2016	**An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.**	Signed into law by President Obama, December 18, 2015
HR 22 (formerly known as the DRIVE Act) Fixing America's Surface Transportation Act (FAST Act)	Fixing America's Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately $305 billion for Highway, Transit and Railroad programs over 5 years ($61 billion per year).	Signed into law by President Obama, December 4, 2015

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

File #: 2016-0129, **File Type:** Contract **Agenda Number:** 37

2nd REVISED
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2016

SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed ~~unit~~ price contract, pending the resolution of a protest:

A. Contract No. PS4488900, to **Vasquez & Company, LLP to perform Package A of the fiscal years (FY) 2016-20 Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies** listed in Attachment C, for $1,583,529 for the base audits and $758,141 for the option audits, for a combined not to exceed total of $2,341,670, effective April 1, 2016; and

B. Contract No. PS4489300, to **Simpson & Simpson, LLP to perform Package B of the fiscal years (FY) 2016-20 Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies** listed in Attachment D, for $2,572,500 for the base audits and $1,200,000 for the option audits, for a combined not to exceed total of $3,772,500, effective April 1, 2016.

ISSUE

As the Regional Transportation Planner for Los Angeles County, Metro is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators and other transportation programs. Metro has the fiduciary responsibility to provide assurance that recipients of funds included in the Consolidated Audit are adhering to the statutes, program guidelines, and/or agreements of each applicable funding source and that operations data used to allocate funds is fair and in accordance with Federal Transit Administration (FTA) guidelines.

The Consolidated Audit process includes financial and compliance audits of the following programs:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County.

   a. Proposition A Local Return
   b. Proposition C Local Return
   c. Measure R Local Return
   d. Transit Development Act (TDA) 3
   e. Transit Development Act (TDA) 8
   f. Proposition A Discretionary Incentive Program

2. Transit System Funds to Commerce, Redondo Beach, Torrance, LADOT, Glendale, Pasadena, and Burbank
   a. Transit Development Act (TDA) 4
   b. State Transit Assistance (STA)
   c. Proposition A 95% of 40% Discretionary
   d. Proposition C 5% Security
   e. Proposition C 40% Discretionary
   f. Measure R

3. Fare Subsidies Programs
   a. Immediate Needs Transportation Program (INTP)
   b. Rider Relief Transportation Program (RRTP)
   c. Support for Homeless Re-Entry (SHORE) Program

4. SCRRA Metrolink Program

5. EZ Transit Pass Program

6. Access Services

7. LADOT Operating Data (Proposition A Incentive Programs)

Metro allocates over $400 million annually to these programs and distribute them to 88 cities in Los Angeles County, the County of Los Angeles and other agencies. Audits of these programs are needed to ensure that the agencies comply with the applicable rules, regulations, policies, guidelines and executed Memorandums of Understanding (MOU). The audits also serve as a program management tool for effectively managing and administering these programs.

Vasquez & Company, LLP and Simpson & Simpson, LLP, the independent certified public accounting (CPA)firms, will perform financial and compliance audits to assure management that recipients of subsidies included in the Consolidated Audit are adhering to the statutes of each applicable funding source and that operations data used to allocate funds is fair and in accordance with FTA guidelines. The audits will be conducted in accordance with generally accepted government auditing standards and will meet the American Institute of Certified Public Accountants' Standards. In performing these audits, Vasquez & Company, LLP and Simpson & Simpson, LLP will report on management deficiencies where noted and on findings that may result in funds being returned to Metro based on trades or exchange of funds, unused and lapsed funds, and unallowable expenditures.

DISCUSSION

The Consolidated Audit Project is divided into two separate packages, A and B, based primarily on their District geographic location. This creates a more efficient audit process by streamlining the amount of audits required from one firm. In addition, this process provides firms with increased contracting opportunities.

This project includes a Small Business Enterprise (SBE) goal of 27% and Disabled Veteran Business Enterprise (DVBE) goal of 3%. At the time of Goal Evaluation the estimated dollar value for this procurement was above the $3 million Set-Aside threshold for negotiated awards; therefore, the project was assigned for goal setting.

Option audits is a priced option in the contract to conduct financial and compliance audits of 12 additional Transit System Operators' TDA, STA, Proposition A 95% of 40% Discretionary, Proposition C 5% Security, Proposition C 40% Discretionary, and Measure R funds.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funds of $812,765 for year one of these contracts will be included in the FY17 budget in Cost Center 2510, Management Audit under projects 405510 and 100055, account 50316 Services Professional and Technical. The FY17 budget will be amended accordingly if additional funds are needed to exercise any or all options. Since this is a multi-year contract, the Project Manager and cost center managers will be responsible for ensuring that funds are budgeted in subsequent years.

Impacts to Budget

The consolidated audits are funded through P&P Planning Consolidated Audit and Measure R Administration funds. There is no impact to bus and rail operating or capital.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the execution of these contracts. This is not recommended since Proposition A, Proposition C, Measure R Ordinances and Metro guidelines, state laws and federal provisions require that audits be conducted on funds allocated. The Consolidated Audit process addresses these requirements and plays a major part in the continued implementation, management and administration of the covered funding programs.

NEXT STEPS

Upon approval by the Board, staff will execute contracts to the recommended contractors, to provide consolidated audits for fiscal years 2016-20.

ATTACHMENTS

A. Procurement Summary
B. DEOD Summary
C. FY 2016-20 List of Funded Projects and Programs to be audited for Package A
D. FY 2016-20 List of Funded Projects and Programs to be audited for Package B

Prepared by: Diana Estrada, Chief Auditor, (213) 922-2161

Reviewed by: Stephanie Wiggins, Deputy CEO, (213) 922-1023;
Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

CONSOLIDATED AUDIT PROGRAM FY 2016 THRU 2020
PS4488900 – VAZQUEZ & COMPANY, LLP
PS4489300 – SIMPSON & SIMPSON, LLP

1.	**Contract Number A:** PS4488900 **Contract Number B:** PS4489300	
2.	**Recommended Vendor A**: Vasquez & Company, LLP **Recommended Vendor B:** Simpson & Simpson, LLP	
3.	**Type of Procurement (check one): IFB RFP RFP–A&E** **Non-Competitive Modification Task Order**	
4.	**Procurement Dates**:	
	A. Issued: November 4, 2015	
	B. Advertised/Publicized: November 4, 2015	
	C. Pre-proposal/Pre-Bid Conference: November 19, 2015	
	D. Proposals/Bids Due: December 15, 2015	
	E. Pre-Qualification Completed: February 23, 2016	
	F. Conflict of Interest Form Submitted to Ethics: January 11, 2016	
	G. Protest Period End Date: March 16, 2016	
5.	**Solicitations Picked up/Downloaded**: 21	**Bids/Proposals Received**: 7
6.	**Contract Administrator**: Rommel Hilario	**Telephone Number**: **(**213) 922-4654
7.	**Project Manager**: Diana Estrada	**Telephone Number**: **(**213) 922-2161

A. Procurement Background

This Board Action is to approve two contract awards in support of Management Audit Services to perform financial and compliance audits, and provide assurances that recipients of subsidies are adhering to the statutes of each applicable funding source as outlined in Request for Proposal (RFP) No. PS21676. The scope of services required under this contract is divided into two separate packages (Package A and B). These packages were constructed primarily based on the geographical locations of the agencies to be audited; to assist each of the firms in meeting strict audit schedules; and to streamline the audit processes for each of these projects. Firms were allowed to propose on Package A, Package B, or both. However, one firm could not be awarded both Packages as provided in the RFP.

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

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

- Amendment No. 1, issued on November 20, 2015, extended the proposal due date; and

- Amendment No. 2, issued on November 25, 2015, provided Pre-Proposal Conference materials including answers to questions from proposers.

A Pre-Proposal Conference was held on November 18, 2015 and was attended by four participants representing four firms. A total of seven proposals were received on December 15, 2015.

The seven proposers are listed in alphabetical order:

1. BCA Watson Rice, LLP
2. Conrad & Company CPAs
3. Grant Thornton, LLP
4. Lopez & Company, LLP
5. Simpson & Simpson, LLP
6. Tahim and Associates, APC *
7. Vasquez & Company, LLP

***** Metro staff deemed the proposals from Tahim and Associates as non-responsive. SBE and DVBE forms as required in the RFP were not submitted. Thus, the proposals were not considered by the Proposal Evaluation Team (PET).

B. Evaluation of Proposals

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

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

• Degree of the Prime's Skills and Experience	40%
• Understanding of the Statement of Work	35%
• Cost/Price	25%

The evaluation criteria is appropriate and consistent with criteria developed for similar procurements for Management Audit Services. Several factors were considered when developing these weights, giving the greatest importance to the prime's skills and experience in performing the work.

The PET, consisting of staff from Finance, OMB, and Management Audit Services, met on January 15, 2016, to conduct a comprehensive review of the technical qualifications of the proposal submissions received. The PET reviewed proposals based on the technical criteria consistent with the qualifications, experience and resources necessary to meet the requirements of the RFP. Each proposal addressed the firm's degree of skills and experience and understanding of the statement of work. The proposals highlighted the firms' capabilities, and the roles of the proposer's project and management teams.

The PET recommendation for Package A contract award is the following:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Vasquez & Company, LLP**				
3	Degree of the Prime's Skills and Experience	88.92	40.00%	35.57	
4	Understanding of the Statement of Work	79.34	35.00%	27.77	
5	Cost	~~84.00~~ 85.58	25.00%	~~21.00~~ 21.39	
6	**Total**		**100.00%**	**~~84.34~~ 84.73**	**1**
7	**Simpson & Simpson, LLP**				
8	Degree of the Prime's Skills and Experience	79.60	40.00%	31.84	
9	Understanding of the Statement of Work	90.00	35.00%	31.50	
10	Cost	~~60.00~~ 62.48	25.00%	~~15.00~~ 15.62	
11	**Total**		**100.00%**	**~~78.34~~ 78.96**	**2**
12	**BCA Watson Rice LLP**				
13	Degree of the Prime's Skills and Experience	78.92	40.00%	31.57	
14	Understanding of the Statement of Work	54.00	35.00%	18.90	
15	Cost	100.00	25.00%	25.00	
16	**Total**		**100.00%**	**75.47**	**3**
17	**Grant Thorton LLP**				
18	Degree of the Prime's Skills and Experience	69.67	40.00%	27.87	
19	Understanding of the Statement of Work	71.34	35.00%	24.97	
20	Cost	~~68.00~~ 69.48	25.00%	~~17.00~~ 17.37	
21	**Total**		**100.00%**	**~~69.84~~ 70.21**	**4**
22	**Conrad & Company CPAs**				
23	Degree of the Prime's Skills and Experience	74.82	40.00%	29.93	
24	Understanding of the Statement of Work	46.00	35.00%	16.10	
25	Cost	~~68.00~~ 69.10	25.00%	~~17.00~~ 17.28	
26	**Total**		**100.00%**	**~~63.03~~ 63.31**	**5**

27	**Lopez & Company, LLP**	**Average Score**	**Factor Weight**	**Weighted Average Score**	**Rank**
28	Degree of the Prime's Skills and Experience	72.25	40.00%	28.90	
29	Understanding of the Statement of Work	36.00	35.00%	12.60	
30	Cost	~~64.00~~ 66.28	25.00%	~~16.00~~ 16.57	
31	**Total**		**100.00%**	**~~57.50~~ 58.07**	**6**

The PET recommendation for Package B is the following:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Simpson & Simpson, LLP**				
3	Degree of the Prime's Skills and Experience	79.67	40.00%	31.87	
4	Understanding of the Statement of Work	90.00	35.00%	31.50	
5	Cost	~~84.00~~74.33	25.00%	~~21.00~~ 18.58	
6	**Total**		**100.00%**	**~~84.37~~ 81.95**	**~~1~~ 2**
7	**Vasquez & Company, LLP**				
8	Degree of the Prime's Skills and Experience	88.92	40.00%	35.57	
9	Understanding of the Statement of Work	77.14	35.00%	27.00	
10	Cost	~~78.68~~ 85.45	25.00%	~~19.67~~ 21.36	
11	**Total**		**100.00%**	**~~82.24~~ 83.93**	**~~2~~ 1**
12	**BCA Watson Rice, LLP**				
13	Degree of the Prime's Skills and Experience	78.92	40.00%	31.57	
14	Understanding of the Statement of Work	54.00	35.00%	18.90	
15	Cost	100.00	25.00%	25.00	
16	**Total**		**100.00%**	**75.47**	**~~3~~ 4**
17	**Grant Thorton, LLP**				
18	Degree of the Prime's Skills and Experience	69.67	40.00%	27.87	
19	Understanding of the Statement of Work	71.34	35.00%	24.97	
20	Cost	~~76.00~~ 91.30	25.00%	~~19.00~~ 22.82	
21	**Total**		**100.00%**	**~~71.84~~ 75.66**	**~~4~~ 3**

22	**Conrad**	**Average Score**	**Factor Weight**	**Weighted Average Score**	**Rank**
23	Degree of the Prime's Skills and Experience	74.82	40.00%	29.93	
24	Understanding of the Statement of Work	46.00	35.00%	16.10	
25	Cost	~~73.32~~ 84.74	25.00%	~~18.33~~ 21.19	
26	**Total**		**100.00%**	**~~64.36~~ 67.22**	**5**
27	**Lopez & Company, LLP**				
28	Degree of the Prime's Skills and Experience	72.25	40.00%	28.90	
29	Understanding of the Statement of Work	36.00	35.00%	12.60	
30	Cost	~~73.32~~ 76.52	25.00%	~~18.33~~ 19.13	
31	**Total**		**100.00%**	**~~59.83~~ 60.63**	**6**

C. Cost/Price Analysis

The recommended pricing for the contracts are fair and reasonable based on adequate price competition, historical pricing, and independent cost estimate of the proposals.

Firms, as previously stated, were allowed to propose on Package A, Package B, or both. However, one firm could not be awarded both Packages, as stipulated in the RFP, to ensure firms would meet Metro strict audit schedules and to streamline the audit processes for each of these projects. This cost analysis considers the most total cost efficient approach for the award of Package A and Package B.

Vasquez & Company, LLP advised Metro of a mistake in calculating their total price proposal for Package B. The "Total" and "Cost" scores for Vasquez have been revised to reflect their corrected price. As a result of this score adjustment, Vasquez is the highest ranked firm for Package B. However, staff's recommendation remains unchanged and offers the best value and cost efficiencies to Metro. The combined value for Package A (Vasquez & Company LLP) and Package B (Simpson & Simpson LLP), based on the best value to Metro results in a total cost of $6,114,148. A reversed recommendation between the top two ranked firms for Package A and Package B would result in a higher overall cost of $6,489,182 to Metro. Therefore, staff's recommendation offers an overall cost savings of $375,034 for Metro.

PACKAGE A

PROPOSER	PACKAGE A AMOUNT	METRO ICE	AWARD AMOUNT
Vasquez & Company, LLP	$2,341,648.00	$2,672,421.60	$2,341,648.00
Simpson & Simpson CPAs	$3,207,500.00		
BCA Watson Rice LLP	$2,004,170.00		
Grant Thorton LLP	$2,884,282.00		
Conrad	$2,900,200.00		
Lopez & Company	$3,023,497.98		

PACKAGE B

PROPOSER	PACKAGE B AMOUNT	METRO ICE	AWARD AMOUNT
Simpson & Simpson CPAs	$3,772,500.00	$3,662,094.33	$3,772,500.00
Vasquez & Company, LLP	~~$4,107,070.00~~ **$3,281,682.00**		
BCA Watson Rice LLP	$2,804,215.00		
Grant Thorton LLP	$3,071,228.47		
Conrad	$3,309,150.00		
Lopez & Company	$3,664,528.27		

D. Background on Recommended Contractors

PACKAGE A - Vasquez & Company, LLP

Vasquez & Company, LLP is a full service Certified Public Accounting firm, founded in 1967. Vasquez & Company, LLP has experience in performing financial compliance audits for a variety of not-for-profit organizations, profit organizations, public agencies and publicly traded companies. Vasquez & Company, LLP has performed professional audit services for the Los Angeles County Metropolitan Transportation Authority, its predecessors and the Los Angeles Unified School District. Types of audits conducted are cost and closeout audits, overhead rate, change order, pre-award audits in accordance with auditing standards generally accepted in the U.S. Generally Accepted Government Auditing Standards, and the criteria prescribed by Subpart 31.2 of the Federal Acquisition Regulation (FAR) and in conformance with the Cost Accounting Standards Board Procurements. The firm's overall past performance has been satisfactory. Vasquez & Company, LLP was awarded Metro's Consolidated Audit contract for fiscal years 2012 through 2015.

PACKAGE B - Simpson & Simpson, LLP

Simpson & Simpson, LLP, based in Los Angeles, CA, has been in business since 1976. They operate as a partnership and firm of Certified Public Accountants. The firm ranks among the top minority/small business public accounting firms in the United States. Simpson & Simpson, LLP is an experienced audit and consulting firm in the government audit arena and has performed professional services for local, state and federal government agencies as well as private business. Simpson & Simpson, LLP has performed work for the Los Angeles County Metropolitan Transportation Authority, Los Angeles Unified School District, City of Los Angeles, County of Los Angeles and their various programs. Simpson & Simpson, LLP has provided professional audit services of grants, contract pre-awards, information services and has been a firm on Metro's CPA Bench pool for a number of years. The firm has also provided services on Metro's Consolidated Audits programs during fiscal years FY2004 through FY2007. The firm's overall past performance has been satisfactory. Simpson & Simpson, LLP was awarded Metro's Consolidated Audit contract for fiscal years 2012 through 2015.

DEOD SUMMARY

CONSOLIDATED AUDIT PROGRAM FY 2016 THRU 2020
PS4488900 – VAZQUEZ & COMPANY, LLP
PS4489300 – SIMPSON & SIMPSON, LLP

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. For package A, Vasquez & Company made a 27% SBE and 3% DVBE commitment. For package B, Simpson & Simpson made a 30% SBE and 3% DVBE commitment

Package A - Vasquez & Company

Small Business Goal	27% SBE 3% DVBE	**Small Business Commitment**	27% SBE 3% DVBE

	SBE/DVBE Subcontractors	% Committed
1.	BCA Watson	27% SBE
2.	Daniel Arguello	3% DVBE

Package B – Simpson & Simpson

Small Business Goal	27% SBE 3% DVBE	**Small Business Commitment**	30% SBE 3% DVBE

	SBE/DVBE Subcontractors	% Committed
1.	QUI Accountancy Corp	30% SBE
2.	Dennis Nelson	3% DVBE

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

PACKAGE A Agencies/Jurisdiction	Local Funding					Transit Funding					Fare Subsidy Programs			
	Prop A Local Return	Prop C Local Return	MR Local Return	Article 3	Article 8	Prop A Incentive	Transit System Funds	Metrolink Program	Access Services	EZ Pass	Immediate Needs	Rider Relief	SHORE	
Agoura Hills	•	•	•	•		•								•
Antelope Valley						•				•				•
Azusa	•	•	•	•		•								•
Baldwin Park	•	•	•	•		•								•
Bell	•	•	•	•		•								•
Bell Gardens	•	•	•	•		•								•
Beverly Hills	•	•	•	•		•								•
Calabasas	•	•	•	•										•
Carson	•	•	•	•		•				•				•
Commerce	•	•	•	•			•			•				•
Compton	•	•	•	•		•								•
Cudahy	•	•	•	•		•								•
Culver City	•	•	•	•		•				•				•
El Monte	•	•	•	•		•								•
Gardena	•	•	•	•		•				•				•
Hawthorne	•	•	•	•										•
Hidden Hills	•	•	•	•										•
Huntington Park	•	•	•	•		•								•
Industry	•	•	•											•
Inglewood	•	•	•	•		•								•
Irwindale	•	•	•	•										•
La Puente	•	•	•	•										•
Lawndale	•	•	•	•		•								•
Los Angeles County	•	•	•	•	•	•								•
Lynwood	•	•	•	•		•								•
Malibu	•	•	•	•		•								•
Maywood	•	•	•	•		•								•
Montebello	•	•	•	•						•				•
Monterey Park	•	•	•	•		•				•				•
Pico Rivera	•	•	•	•		•								•
Pomona	•	•	•	•		•								•
Rosemead	•	•	•	•		•								•
San Fernando	•	•	•	•										•
Santa Fe Springs	•	•	•	•		•								•
Santa Monica	•	•	•	•						•				•
South El Monte	•	•	•	•										•
South Gate	•	•	•	•		•								•
Vernon	•	•		•										•
Walnut	•	•	•	•										•
West Hollywood	•	•	•	•		•								•
Westlake Village	•	•	•	•										•
SCRRA - Metrolink Program								•						•
Access Services									•					•
	40	40	39	39	1	27	1	1	1	8	0	0	0	43

PACKAGE B Agencies/Jurisdiction	Local Funding					Transit Funding					Fare Subsidy Programs			
	Prop A Local Return	Prop C Local Return	MR Local Return	Article 3	Article 8	Prop A Incentive	Transit System Funds	Metrolink Program	Access Services	EZ Pass	Immediate Needs	Rider Relief	SHORE	
Alhambra	•	•	•	•		•								•
Arcadia	•	•	•	•						•				•
Artesia	•	•	•	•		•								•
Avalon	•	•	•	•	•									•
Bellflower	•	•	•	•		•								•
Bradbury	•	•	•	•										•
Burbank	•	•	•	•		•	•			•				•
Cerritos	•	•	•	•		•								•
Claremont	•	•	•	•						•				•
Covina	•	•	•	•		•								•
Diamond Bar	•	•	•	•										•
Downey	•	•	•	•		•								•
Duarte	•	•	•	•		•								•
El Segundo	•	•	•	•										•
Foothill Transit										•				•
Glendale	•	•	•	•		•	•			•				•
Glendora	•	•	•	•		•								•
Hawaiian Gardens	•	•	•	•										•
Hermosa Beach	•	•	•	•										•
La Canada Flintridge	•	•	•	•										•
La Habra Heights	•	•	•	•										•
La Mirada	•	•	•	•										•
La Verne	•	•	•	•										•
Lakewood	•	•	•	•										•
LADOT							•			•				•
Lancaster	•	•	•	•	•									•
Lomita	•	•	•	•										•
Long Beach	•	•	•	•						•				•
Los Angeles City	•	•	•	•		•								•
LA County Dep. Of Public Works										•				•
Los Angeles World Airports										•				•
Manhattan Beach	•	•	•	•		•								•
Monrovia	•	•	•	•		•								•
Norwalk	•	•	•	•						•				•
Palmdale	•	•	•	•	•									•
Palos Verdes Estates	•	•	•	•		•				•				•
Paramount	•	•	•	•										•
Pasadena	•	•	•	•		•	•			•				•
Rancho Palos Verdes	•	•	•	•										•
Redondo Beach	•	•	•	•		•	•			•				•
Rolling Hills	•	•	•	•										•
Rolling Hills Estates	•	•	•	•										•
San Dimas	•	•	•	•										•
San Gabriel	•	•	•	•										•
San Marino	•	•	•	•										•
Santa Clarita	•	•	•	•	•	•				•				•
Sierra Madre	•	•	•	•										•
Signal Hill	•	•	•	•										•
South Pasadena	•	•	•	•		•								•
Temple City	•	•	•	•										•
Torrance	•	•	•	•			•			•				•
West Covina	•	•	•	•		•								•
Whittier	•	•	•	•		•								•
Fame Assistance Corp.											•	•		•
Int'l Institute of LA											•			•
Human Services Assoc.												•		•
Shelter Partnership- SHORE													•	•
	49	49	49	49	4	20	6	0	0	15	2	2	1	57

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

Metro

Board Report

File #: 2016-0104, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 38.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2016

SUBJECT: STATE AND FEDERAL LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

A. **AB 1908 (Harper) -** HOV Lanes **OPPOSE**

~~B. **AB 1964 (Bloom) -** Alternative Fuel Vehicle HOV Lane Access **OPPOSE**~~

C. **AB 2690 (Ridley-Thomas) -** Small Business/Disabled Veteran Business Requirements in Contracting **SUPPORT (SPONSOR)**

D. **SB 1018 (Liu) -** CEQA: State Route 710 North **OPPOSE**

~~E. **SB 1362 (Mendoza) -** Metro Transit Security **OPPOSE UNLESS AMENDED**~~

F. **H.R. 4343 (Blumenauer) -** Transportation Funding **SUPPORT**

ATTACHMENTS

Attachment A - AB 1908 (Harper) Legislative Analysis
~~Attachment B - AB 1964 (Bloom) Legislative Analysis~~
Attachment C - AB 2690 (Ridley-Thomas) Legislative Analysis
Attachment D - SB 1018 (Liu) Legislative Analysis
~~Attachment E - SB 1362 (Mendoza) Legislative Analysis~~
Attachment F - H.R. 4343 (Blumenauer) Legislative Analysis

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

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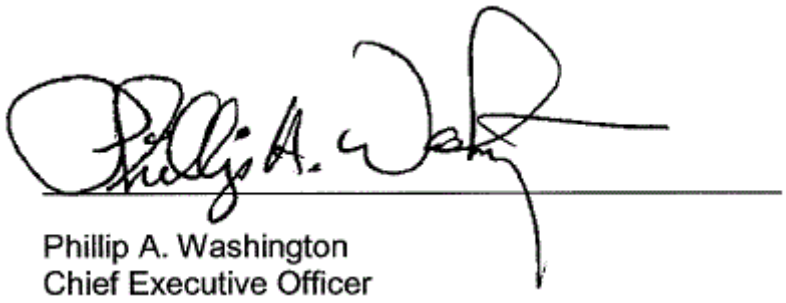
Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: **AB 1908**

AUTHOR: **ASSEMBLY MEMBER MATTHEW HARPER (R-HUNTINGTON BEACH)**

SUBJECT: **HIGH OCCUPANCY VEHICLE LANES**

STATUS: **REFERRED TO ASSEMBLY TRANSPORTATION COMMITTEE**

ACTION: **OPPOSE**

RECOMMENDATION

Staff recommends that the Board adopt an OPPOSE position on AB 1908 (Harper).

ISSUE

Assembly Member Matthew Harper has introduced AB 1908 a bill that would establish regulations for High Occupancy Vehicle (HOV) Lanes in Southern California.

AB 1908 would:

- Prohibit HOV lanes from being established on a state highway in Southern California unless it is only enforced as HOV-only during peak commuter traffic.
- Require any existing HOV lane in southern California to be modified to conform with the new requirements. This would require re-striping of all existing HOV lanes, installation of new signage and enforcement to be reduced to peak hours only.
- Require Caltrans to report to the Legislature on impacts of the new HOV provisions and would authorize the department to re-instate HOV lanes to 24-hour enforcement after May 1, 2018.

DISCUSSION

AB 1908 is similar to previous legislation that has attempted to address the difference between the operating characteristics of High Occupancy Vehicle (HOV) Lanes in northern and southern California. This bill would prohibit future lanes in southern California (yet to be defined in the bill) unless they were established as HOV lanes in the peak periods only. The bill would further require that all existing HOV lanes in southern California be converted to peak period HOV lanes.

While there are operational differences between HOV lanes in northern and southern California, there does not appear to be any evidence that modifying the lanes in this manner would in any way relieve congestion in our region. Additionally, a 2014 Caltrans study found that a significant number of HOV lanes in Los Angeles County have

experienced degraded levels of performance. There are a variety of factors for that degradation and changing the lanes to peak period only may not provide a solution to the problems that are causing the general purpose lanes to be congested. In addition, the bill could potentially force Metro to convert the ExpressLanes operation to peak period only severely jeopardizing an effective congestion management tool.

Staff suggests that the while it is clear that congestion is a problem in our region and that the degradation of the HOV lanes is a part of that problem, it would be more appropriate to address this problem by working with our regional partners and identifying the specific causes of that congestion in the HOV lanes and taking whatever steps may be appropriate. Caltrans is currently authorized to take steps to address this issue but we would suggest that it would also be appropriate for the state to address the serious funding challenges to our highway system as well.

Due to the potential impacts to our Metro ExpressLanes program and other impacts to overall congestion in HOV Lanes and general purpose lanes in the County that are not addressed by this proposed legislation, staff is recommending that the Board of Directors adopt an OPPOSE position on this measure.

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal. Metro staff recommends that a full analysis by Caltrans be conducted to determine potential impacts to the HOV lane network, countywide.

FINANCIAL IMPACT

Staff has determined that there could be a potential negative financial impact to the agency as the result of the provisions outlined in this bill. The Metro ExpressLanes program could be adversely affected due to the proposed new regulations regarding enforcement and re-striping. Staff will need to conduct additional research to determine overall costs associated with reduced operation, re-striping and updated highway signage. There could be a potential loss of toll revenues associated with operating existing ExpressLanes and establishing new ExpressLanes in HOV lanes that are enforced only during peak hours.

ALTERNATIVES CONSIDERED

Metro could consider adopting a support or neutral position on this legislation; however, this would be inconsistent with our Board-approved 2016 State Legislative program. The Board has adopted a position that has directed staff to vigorously oppose any legislation that could harm or negatively impact Metro's ability to operate and expand the ExpressLanes program.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on AB 1908, staff will communicate the Board's position to the author and to pursue potential amendments to

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

ATTACHMENT C

BILL: **AB 2690**

AUTHOR: **ASSEMBLY MEMBER SEBASTIAN RIDLEY-THOMAS (D-LOS ANGELES)**

SUBJECT: **SMALL AND DISABLED VETERAN BUSINESS ENTERPRISE PARTICIPATION IN LACMTA CONTRACTING**

STATUS: **PENDING COMMITTEE REFERRAL**

ACTION: **SUPPORT (SPONSOR)**

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position on the Metro sponsored bill, AB 2690 (Ridley-Thomas).

ISSUE

Assembly Member Sebastian Ridley-Thomas has introduced AB 2690, a Metro sponsored bill that would require bidders on contracts financed with nonfederal funds to comply with small business enterprise and veteran business enterprise goals as established by Metro.

AB 2690 would:

- Require bidders to include subcontracting opportunities for small business enterprise (SBEs) and disabled veteran business enterprises (DVBEs) as a component of the procurement process.
- The bill will eliminate Good Faith Efforts and instead authorize Metro to award contracts to the lowest responsible bidder meeting the specified SBE and DVBE participation goals.
- The bill will also authorize Metro to award contracts under certain circumstances to small business enterprises with respect to work that is set aside for competition among certified SBEs.

These provisions would only apply to procurement actions that are financed through nonfederal funds.

DISCUSSION

Existing law gives Metro specified powers and duties to award contracts for the purchase of supplies, equipment, or materials with the purchase price exceeding $100,000 to be let to the lowest responsible bidder, or best value proposer and contracts for construction exceeding $25,000 to be let to the lowest responsible bidder.

Currently, there is no legislation that permits Metro to utilize goals or preferences for DVBEs on its contracts. Further, there is no legislation that allows Metro to set aside contracts for competition among certified SBEs.

Metro issues approximately $2 to $5 billion in contracts annually. While the current Small Business Enterprise (SBE) preference program has aided Metro in increasing SBE participation, staff finds that requiring bidders/proposers to meet a specific SBE subcontracting goal on contracts would substantially increase SBE participation rates. Contractors opt-in voluntarily to the current SBE preference program.

As for Disadvantaged Veteran Business Enterprise (DBVE) participation, both the federal government and the State of California have enacted legislation that provides for participation by DVBEs on federal and State contracts.

In 2011, similar legislation was codified to establish an SBE program that could apply to Metro competitively bid, non-federally funded contracts. This legislation authorized Metro to grant a preference (discount) of a bidder/proposer cost/price as follows: (1) 5% preference to bidder/proposer that is an eligible MTA SBE certified firm and; (2) 5% preference to a bidder/proposer that meets or exceeds an established SBE subcontracting goal. It also provided a provision for bidders/proposers to demonstrate good faith efforts in situations where bidders/proposers did not meet the SBE subcontracting goal.

Small business set-asides allow for small businesses to bid as primes, fostering opportunities to grow and build capacity. This bill will allow Metro to utilize a range of tools to further promote and facilitate increased participation of SBEs (as well as DVBEs) in public contracting with Metro.

As a component of Metro's 2016 State Legislative Program, the Board directed staff to sponsor legislation to enhance the ability of small businesses to participate in Metro's procurements. Staff is recommending that the Board of Directors adopt a SUPPORT position on this measure.

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill.

ALTERNATIVES CONSIDERED

Metro could consider adopting an oppose or neutral position on this legislation; however, this would be inconsistent with our agency's effort to increase participation in the Small Business program and Board-approved 2016 State Legislative program.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on AB 2690, staff will communicate the Board's position to the appropriate committees and to pursue successful passage of the legislation. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT F

BILL: **H.R. 4343**

AUTHOR: **U.S. REPRESENTATIVE EARL BLUMENAUER (D-OR)**

SUBJECT: **TRANSPORTATION FUNDING**

STATUS: **REFERRED TO THE HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE, SUBCOMMITTEE ON HIGHWAYS AND TRANSIT**

ACTION: **SUPPORT**

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position for H.R. 4343 –The Bikeshare Transit Act of 2016.

ISSUE

While some bikeshare systems throughout the nation have received federal support through the CMAQ program, there is no established federal program that currently funds the ongoing needs of bikeshare systems. States such as California recognize that bikeshare projects are eligible for CMAQ funding, but the interpretation of eligibility is not uniform across the nation. To best support the development of successful bikeshare projects as well as be supportive of federal funding for bikeshare projects, it is important to clarify current law and support the uniform implementation of federal involvement in bikeshare projects nationwide.

DISCUSSION

H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an "associated transit improvement" under Title 49 of U.S. Code, add bikeshare projects to the definition of "capital project" under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.

Nationally, bikeshare systems are opening in large and small communities and represent an important mode of transit that can improve air quality and reduce congestion. Currently, there are about 80 bikeshare systems throughout the nation with more than 10 million people riding last year. In June of 2015, Metro awarded a two-year

contract to Bicycle Transit Systems (BTS) for provision of the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot). Planning for the DTLA Pilot is underway with up to 80 stations and 1,000 bikes being launched by the summer of 2016. Metro's Countywide Bike Share program will serve as a key first-last mile solution and will offer customers a seamless user experience through TAP.

To help provide federal resources to bikeshare projects, Congressman Blumenauer's legislation, H.R. 4343, would define "bikeshare" in U.S. Code as well as make bikeshare projects eligible for federal funding. Specifically, the Bikeshare Transit Act will allow federal funding to be used for acquiring or replacing bikeshare related equipment and the construction of bikeshare facilities. The Bikeshare Transit Act will remove significant barriers facing new bikeshare projects as well as those existing bikeshare programs applying for federal funding.

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has determined that the legislation would have no negative financial impact for Metro. While the increased flexibility may allow for the delivery of bikeshare using federal funds, the bill does not increase the overall amount of federal funds available to deliver this program.

ALTERNATIVES CONSIDERED

Metro could consider adopting an oppose position on this legislation, however, this would be inconsistent with our Board-approved 2016 Federal Legislative program.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on H.R.4343, staff will submit a letter of support for the legislation and work with the Los Angeles County Congressional Delegation to advocate for passage of H.R. 4343, "The Bikeshare Transit Act of 2016."

ATTACHMENT D

BILL: **SB 1018**

AUTHOR: **SENATOR CAROL LIU**
(D-LA CANADA FLINTRIDGE)

SUBJECT: **CEQA: STATE ROUTE 710 NORTH STUDY**

STATUS: **SENATE TRANSPORTATION AND HOUSING COMMITTEE**

ACTION: **OPPOSE**

RECOMMENDATION

Staff recommends that the Board adopt an OPPOSE position on SB 1018 (Liu).

ISSUE

Senator Carol Liu has introduced SB 1018, a bill that would require that the Cost Benefit Analysis (CBA) for the SR 710 North Study to be a technical study included in the comprehensive analysis of the alternatives described in the draft environmental document for the State Route 710 North.

SB 1018 would:

- Establish that the Cost Benefit Analysis is a technical study in the environmental document for the SR 710 North Study.
- Require the lead agency to respond, in writing, to any comments regarding the analysis submitted during the public comment period.
- Declare the measure an urgency statute to take effect immediately.

DISCUSSION

The Metro Board of Directors directed the preparation of a CBA of the alternatives currently under study in its role as the funding agency for the State Route 710 environmental review process. The Board is not the lead agency in the environmental review process and will not be the agency that approves the environmental document and selects the final project. However, the Metro Board may be called on to make decisions relating to funding on the project. The Board determined that in its role as a funding partner the CBA would be valuable in its decision making process.

With respect to comments on the CBA, Metro and Caltrans are committed to responding to comments on the CBA. Metro is committed to an open and transparent process in its decision making and we believe the CBA has a role in the funding decision making process.

According to Caltrans, the CBA has been incorporated into the environmental document as a technical study. The CBA has been included in the Caltrans website with other technical studies for the draft environmental document. Therefore SB 1018 is not necessary and could set a precedent or future environmental studies as it would mandate the inclusion of a CBA which is currently optional. In setting a precedent relating to CBA's the bill could cause future environmental documents to include similar studies increasing the costs of those studies. The choice to do a CBA should be at the discretion of the agencies leading the process.

For these reasons staff recommends that the Board oppose SB 1018.

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill. However, the bill could increase the cost of future environmental documents by setting a precedent that could cause the inclusion of CBA's in the environmental review process in the future.

ALTERNATIVES CONSIDERED

Metro could consider adopting a work with author position on the bill because we are responding to comments on the Cost Benefit Analysis, however the provision that requires the CBA to a part of the environmental document is a chief concern.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on SB 1018, staff will communicate the Board's position to the author and work to oppose the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.