

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review

Briefing Book

DECEMBER 6, 2017



Metro

FTA QUARTERLY REVIEW MEETING
Los Angeles County Metropolitan Transportation Authority
Wednesday, December 6, 2017– 9:00 a.m.
William Mulholland Conference Room – 15th Floor

I. OVERVIEW

- A. FTA Opening Remarks
- B. Metro Management Overview
- C. Financial Status
- D. Legal Issues
- E. Construction Safety and Security

PRESENTER
Edward Carranza
Phillip Washington
Drew Phillips
Charles Safer
Gregory Kildare

II. METRO PLANNING REPORTS

- A. Long Range Transportation Plan
- B. Measure M
- C. Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector – 96th Street Transit Station
 - Eastside Transit Corridor Phase 2
 - West Santa Ana Branch Transit Corridor

Therese McMillan

III. CONSTRUCTION REPORTS

- A. Program Management Overview
- B. Crenshaw/LAX Transit Project
- C. Westside Purple Line Extension Section 1 Project
- D. Westside Purple Line Extension Section 2 Project
- E. Westside Purple Line Extension Section 3 Project
- F. Regional Connector Transit Project
- G. Patsaouras Plaza Busway Station
- H. Willowbrook/Rosa Parks Station
- I. Eastside Access Improvements Project

Bryan Pennington
Charles Beauvoir
James Cohen
Michael McKenna
Michael McKenna
Gary Baker
Timothy Lindholm
Paul Whang
Milind Joshi

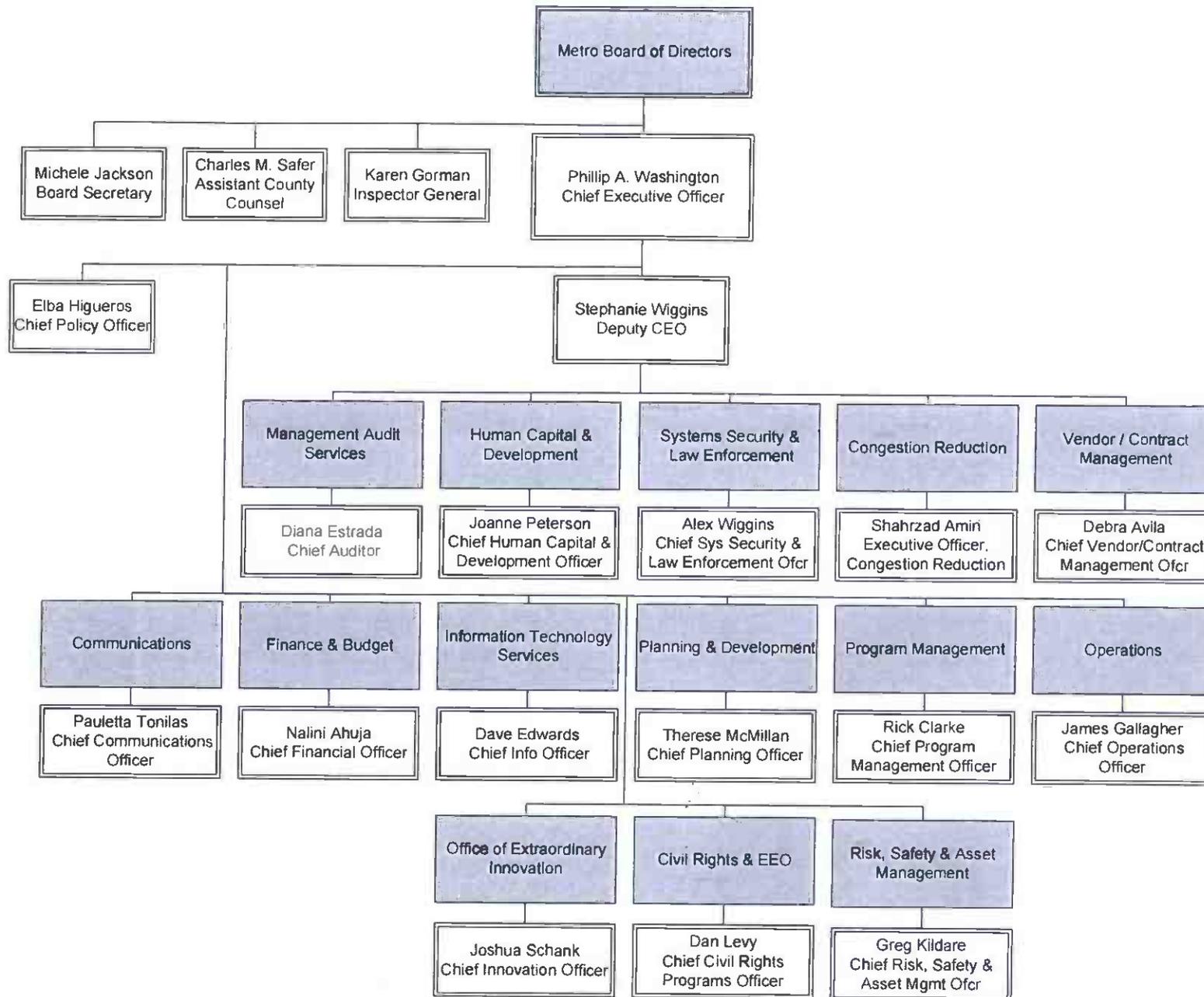
IV. FTA ACTION ITEMS

FTA/PMOC

PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

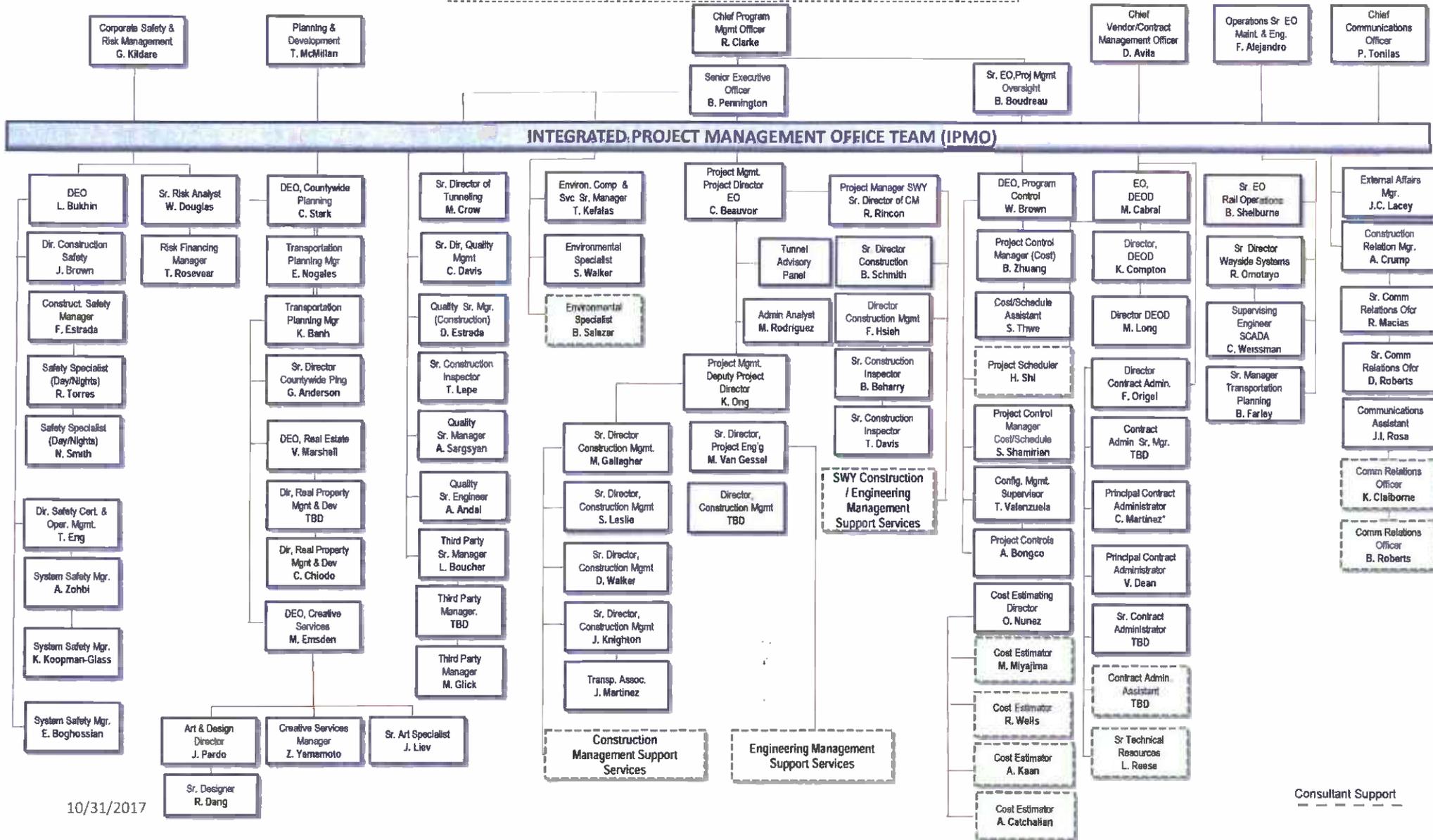
Los Angeles County Metropolitan Transportation Authority
Wednesday, February 28, 2018
William Mulholland Conference Room - 15th Floor

Metro Organization Chart



CRENSHAW/LAX TRANSIT PROJECT MATRIX ORGANIZATION

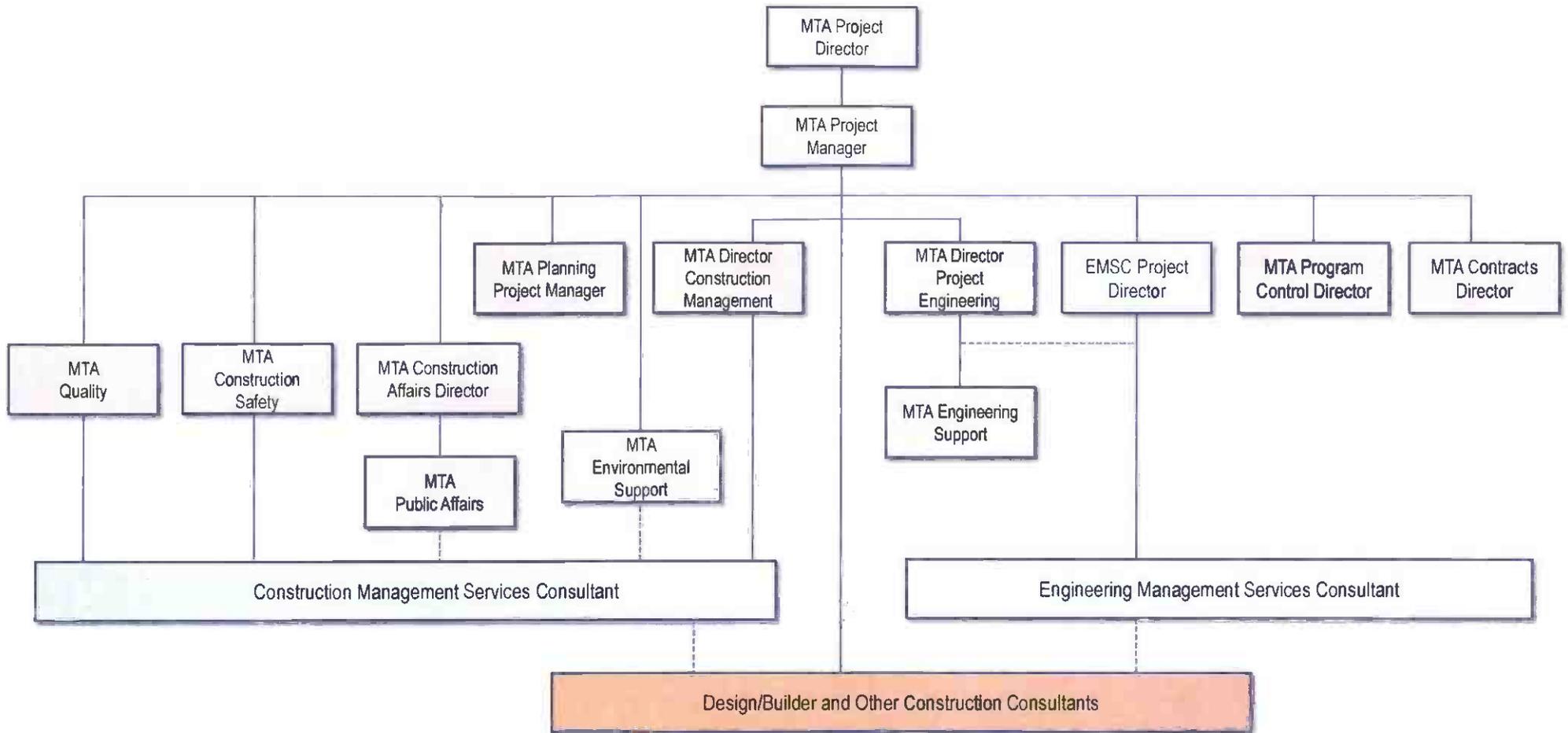
Metro Executive Management Organization and Staff



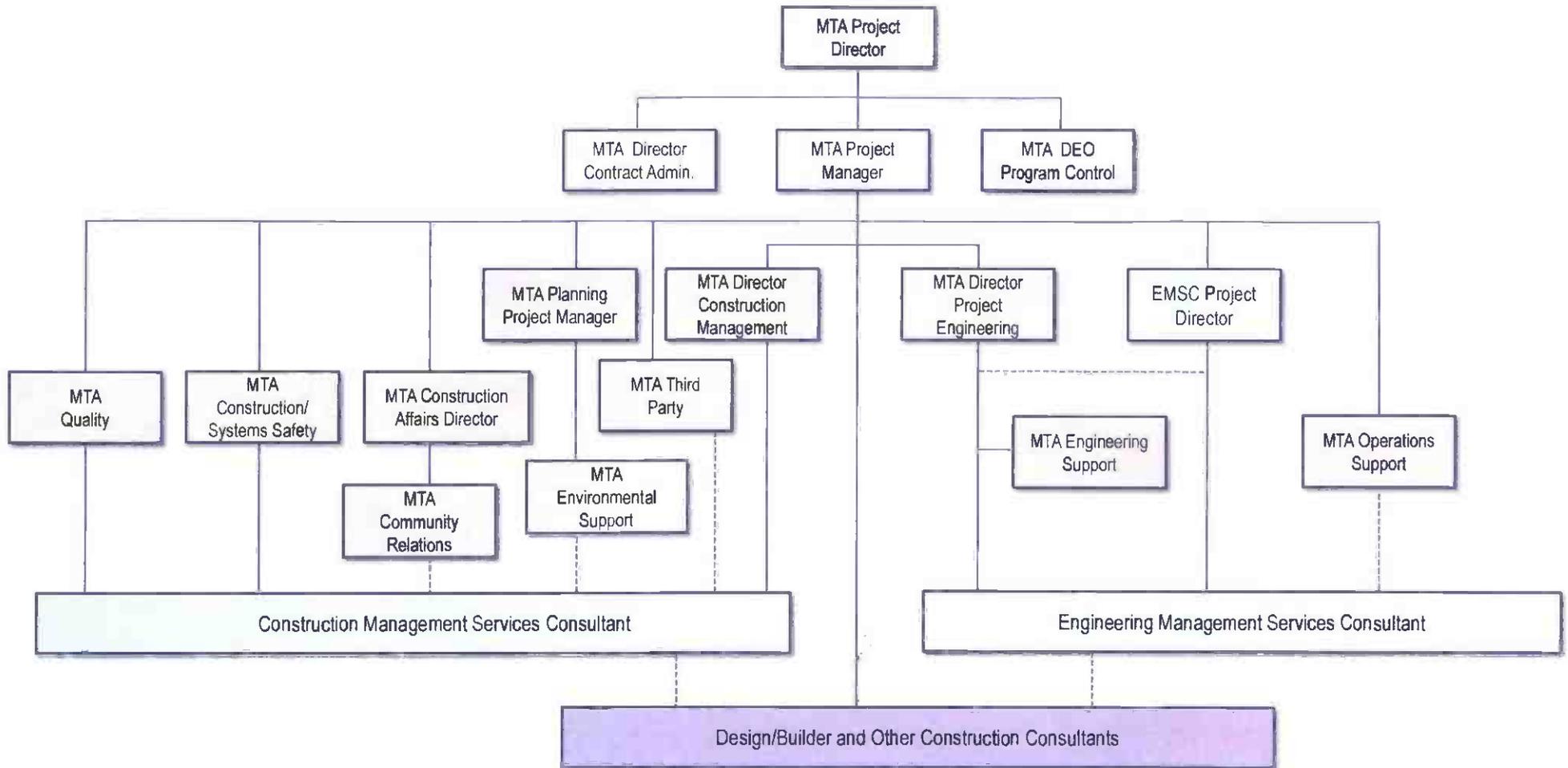
10/31/2017

Consultant Support

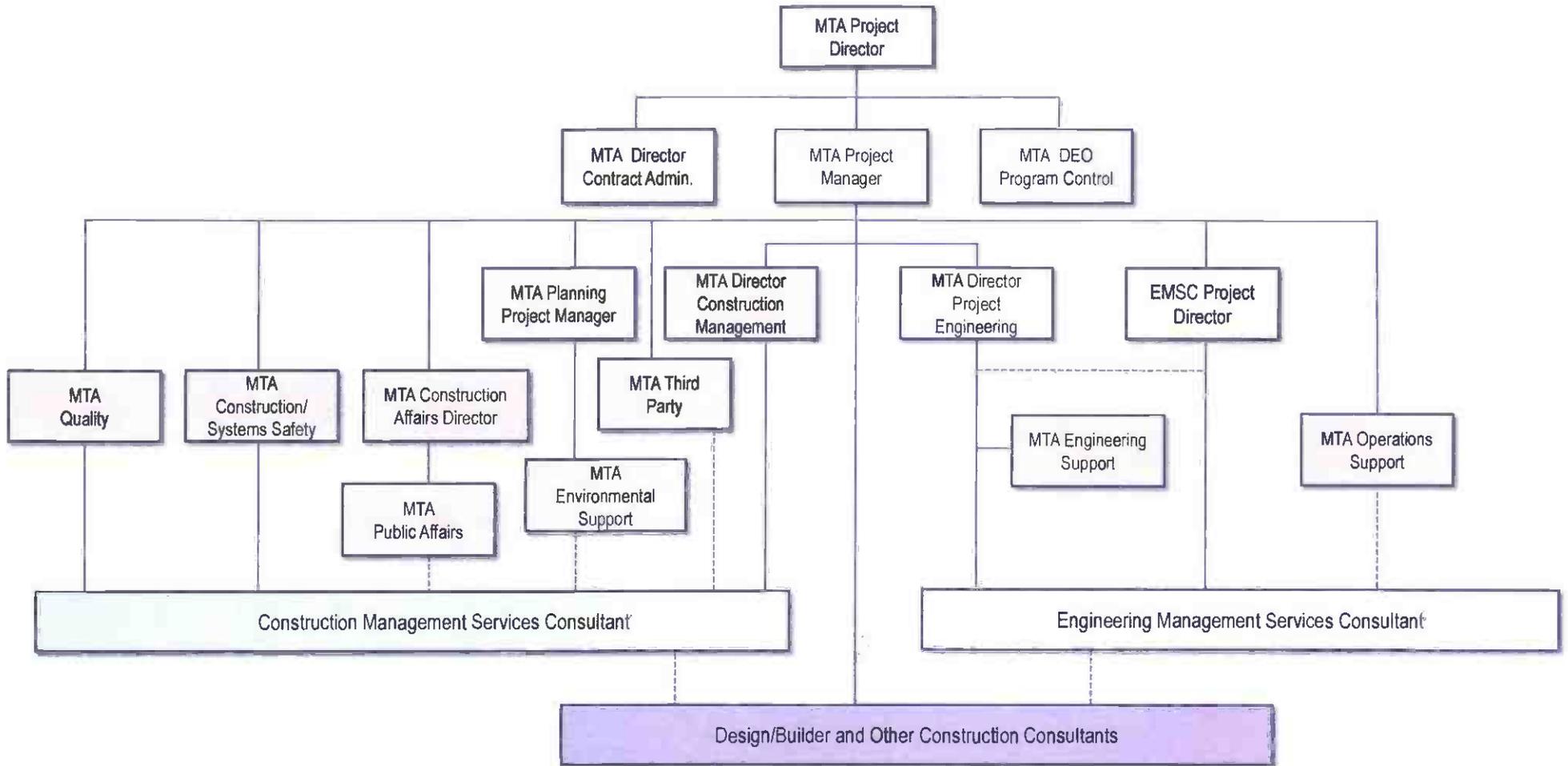
**CRENSHAW/LAX TRANSIT PROJECT
Responsibility and Reporting Matrix**



Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix

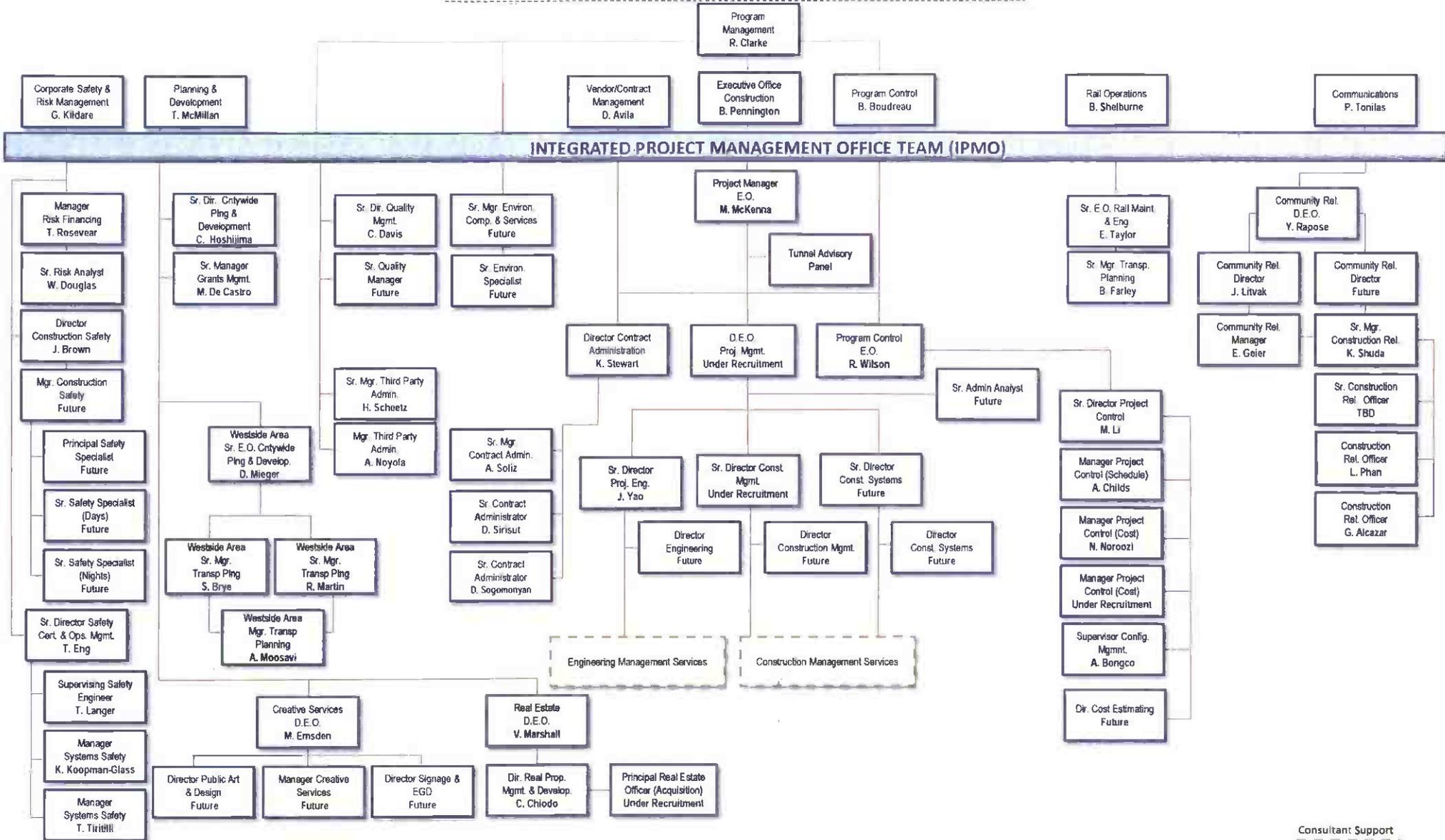


Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix



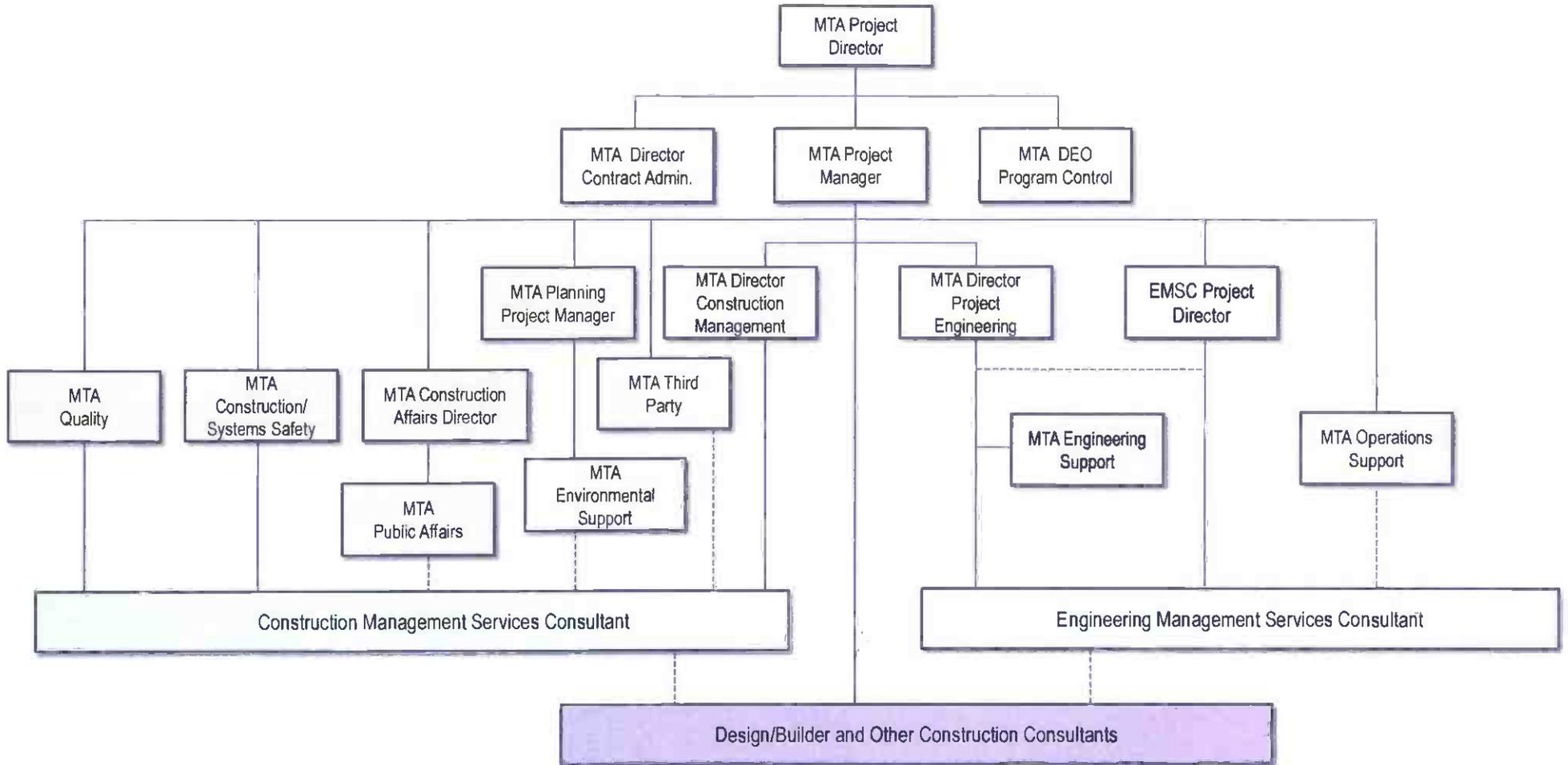
WESTSIDE PURPLE LINE EXTENSION SECTION 3 Matrix Organization

Metro Executive Management Organization and Staff



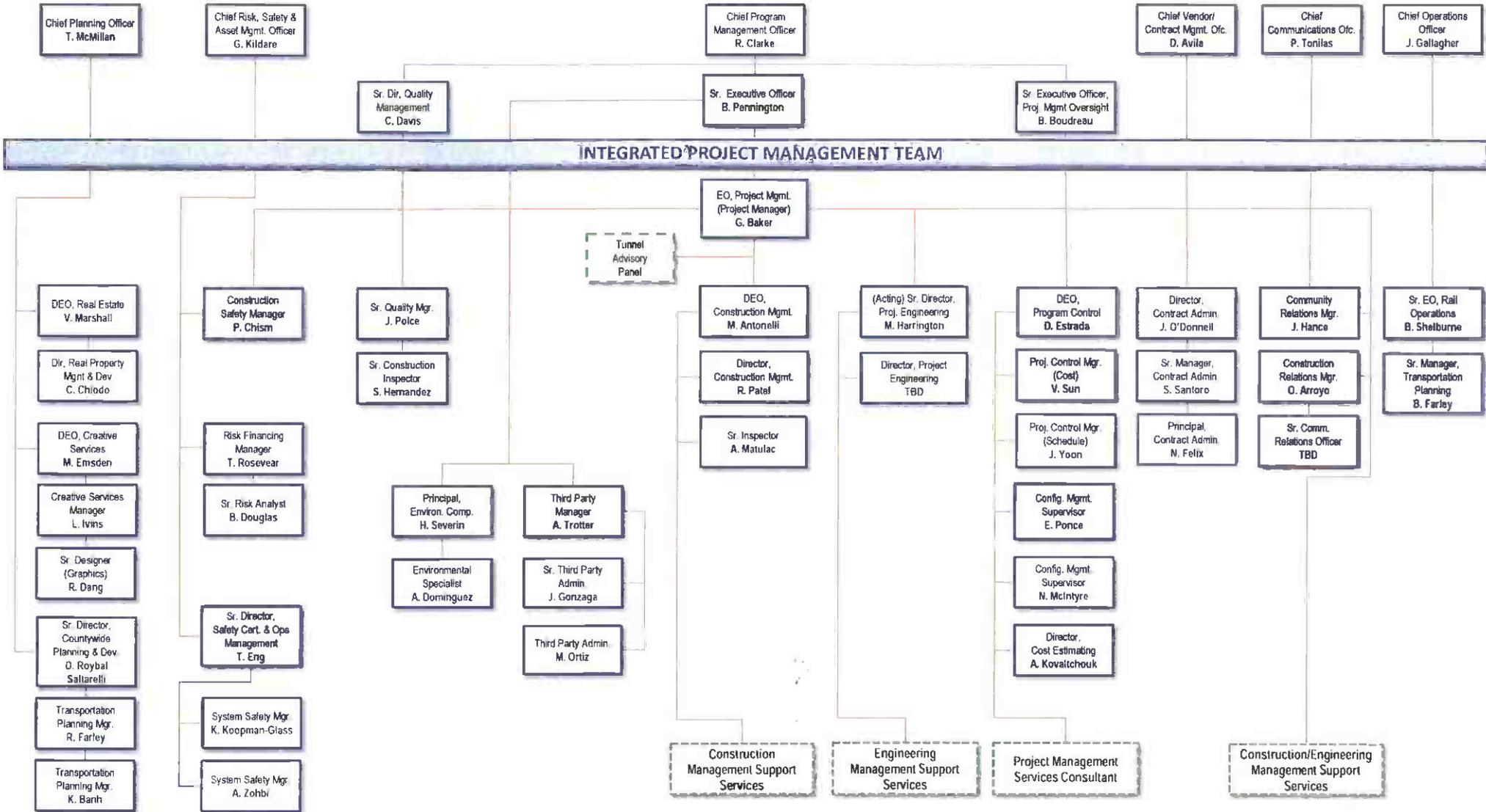
Consultant Support

Westside Purple Line Extension Section 3 Responsibility and Reporting Matrix

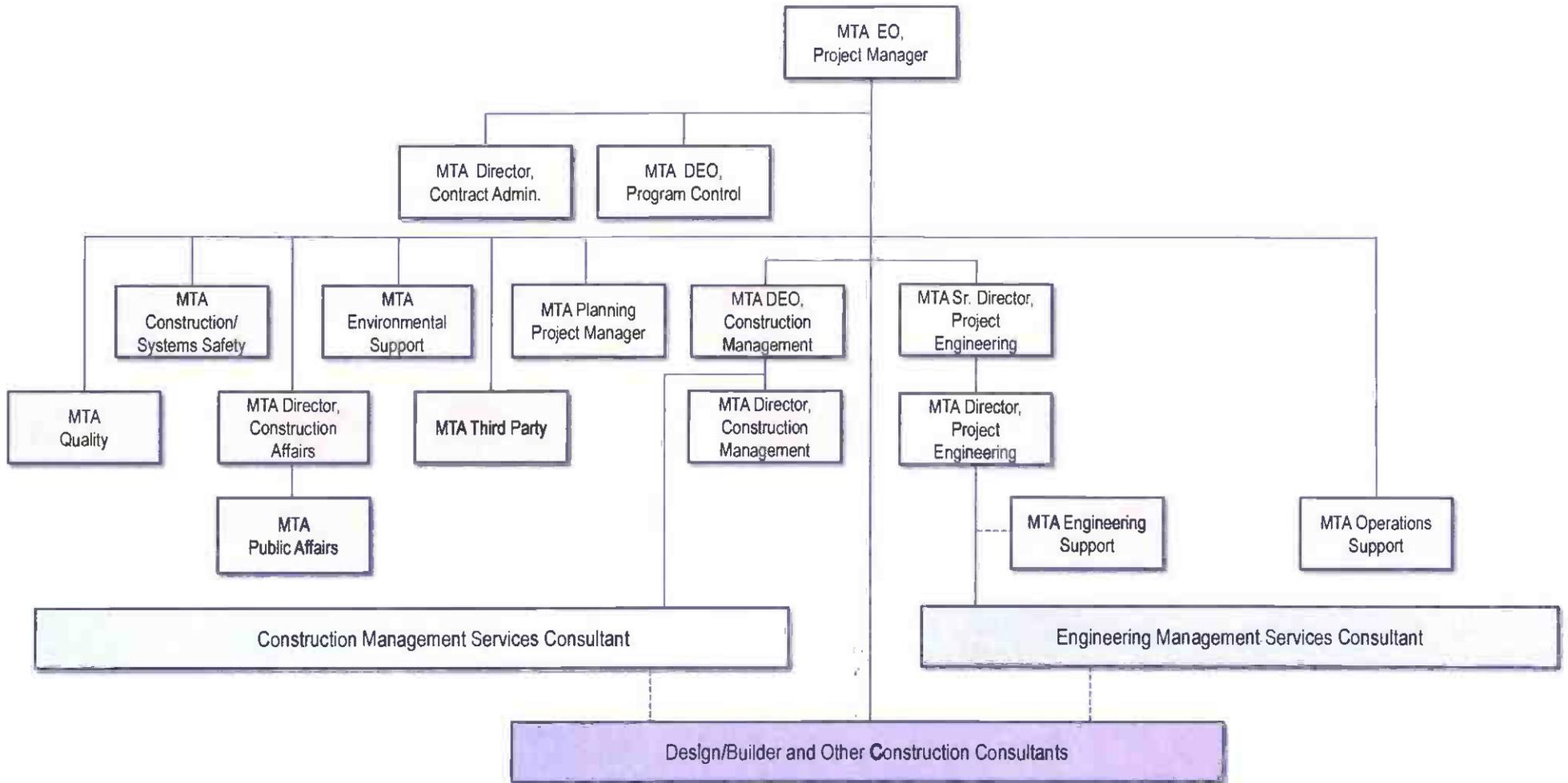


REGIONAL CONNECTOR TRANSIT PROJECT MATRIX ORGANIZATION

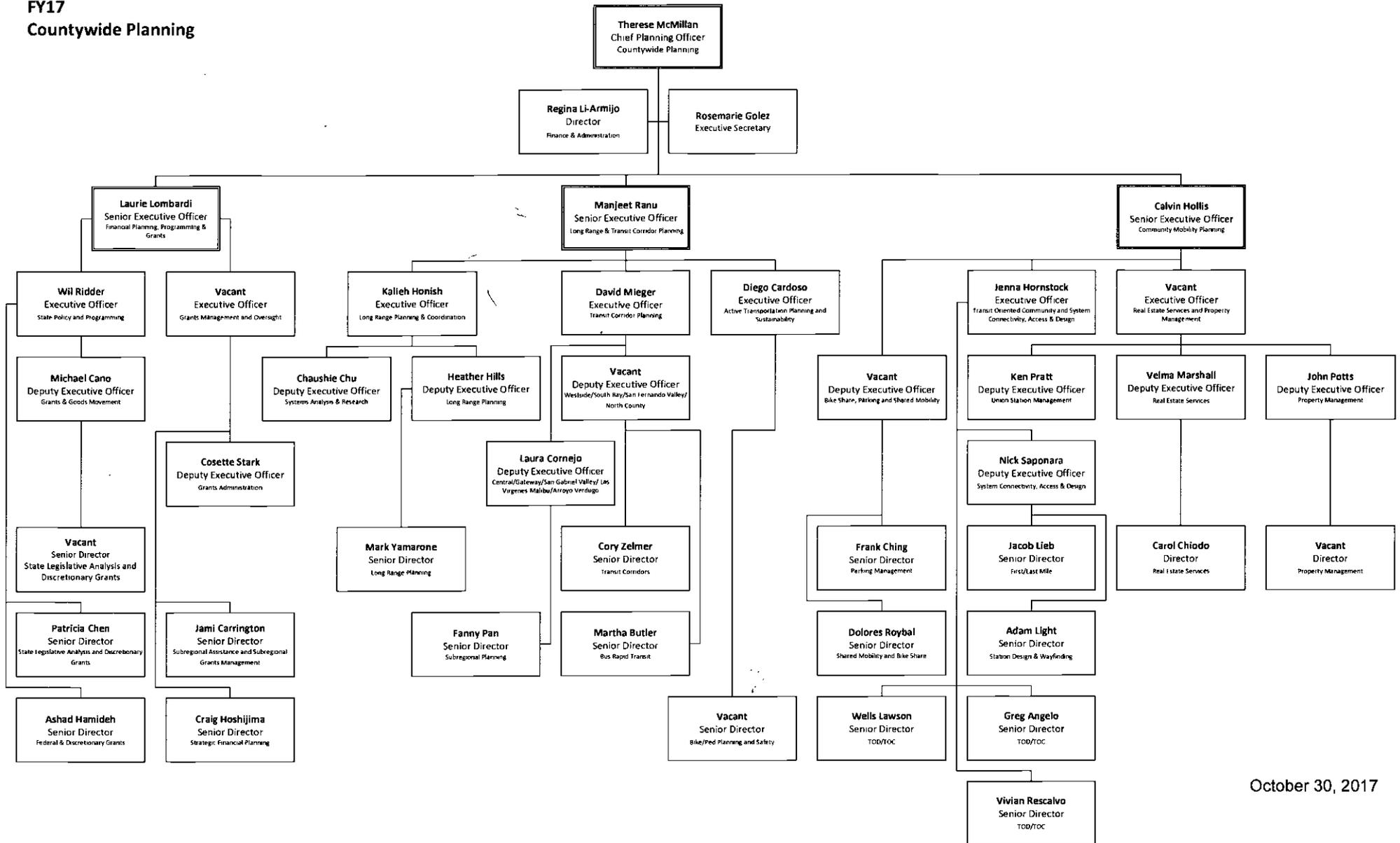
Metro Executive Management Organization and Staff



Regional Connector Transit Project Responsibility and Reporting Matrix

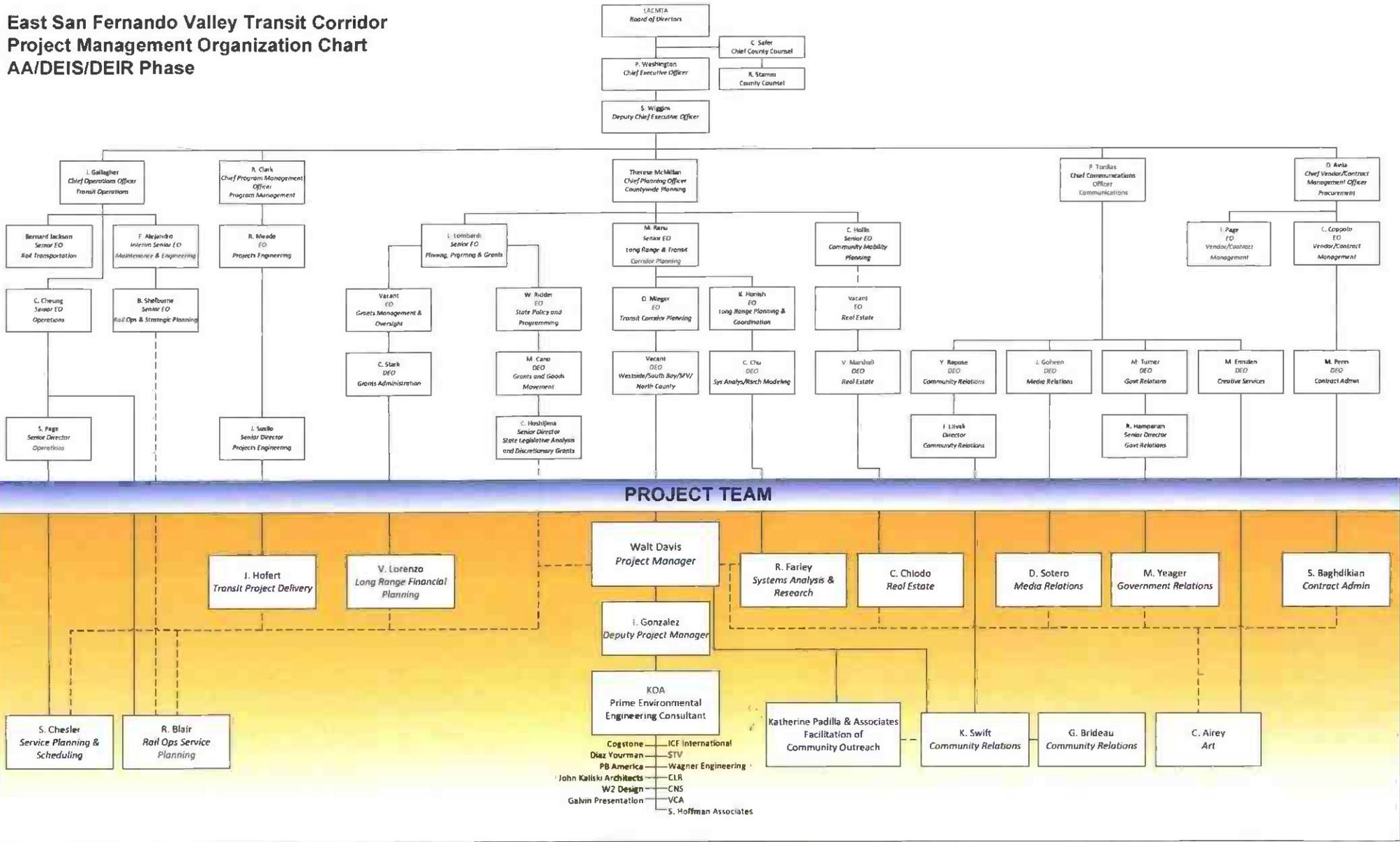


**FY17
Countywide Planning**



October 30, 2017

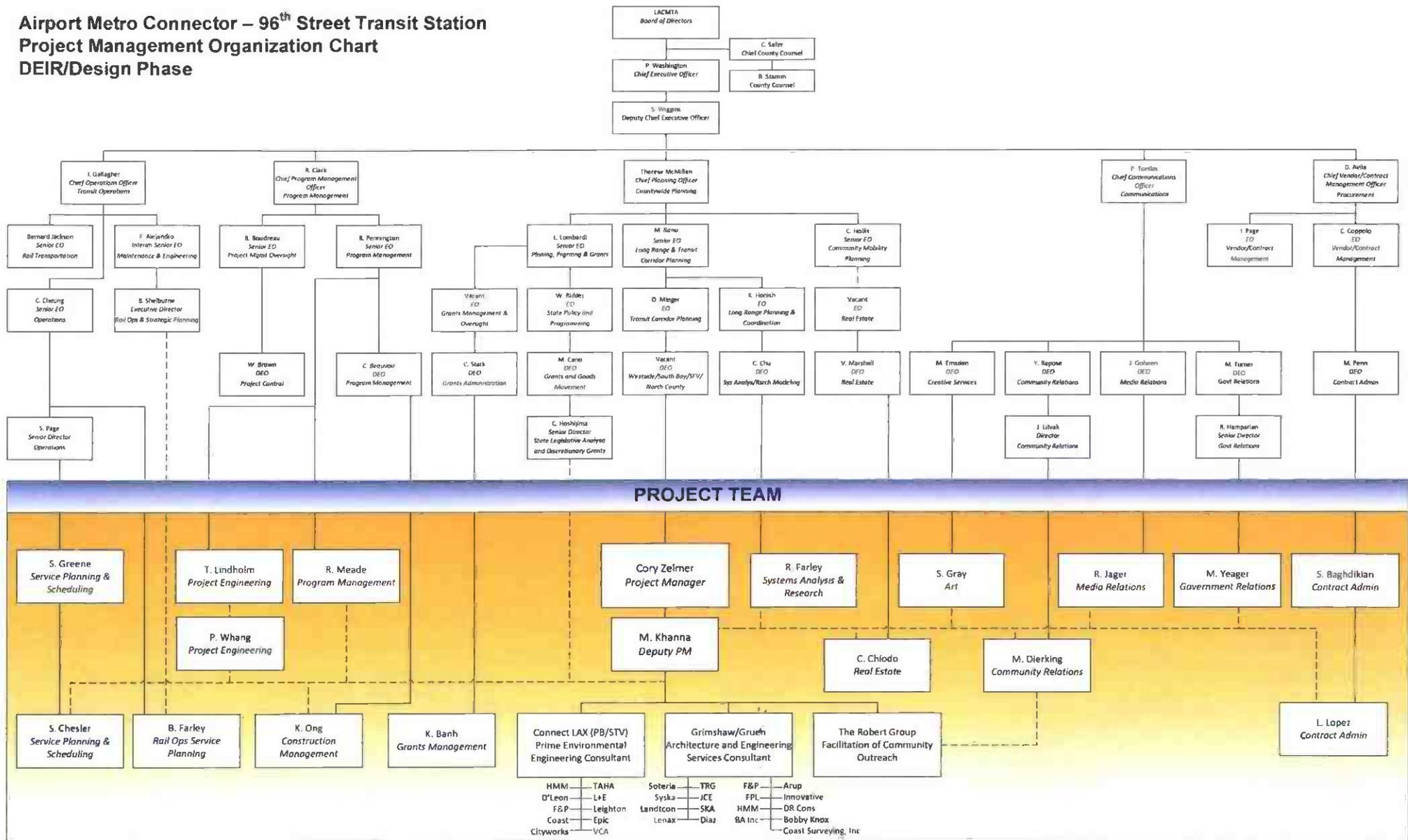
East San Fernando Valley Transit Corridor Project Management Organization Chart AA/DEIS/DEIR Phase



October 30, 2017

Legend: ——— Indicates Direct Relationship
 - - - - - Indicates Coordinated Relationship
 [Orange Box] Project Team

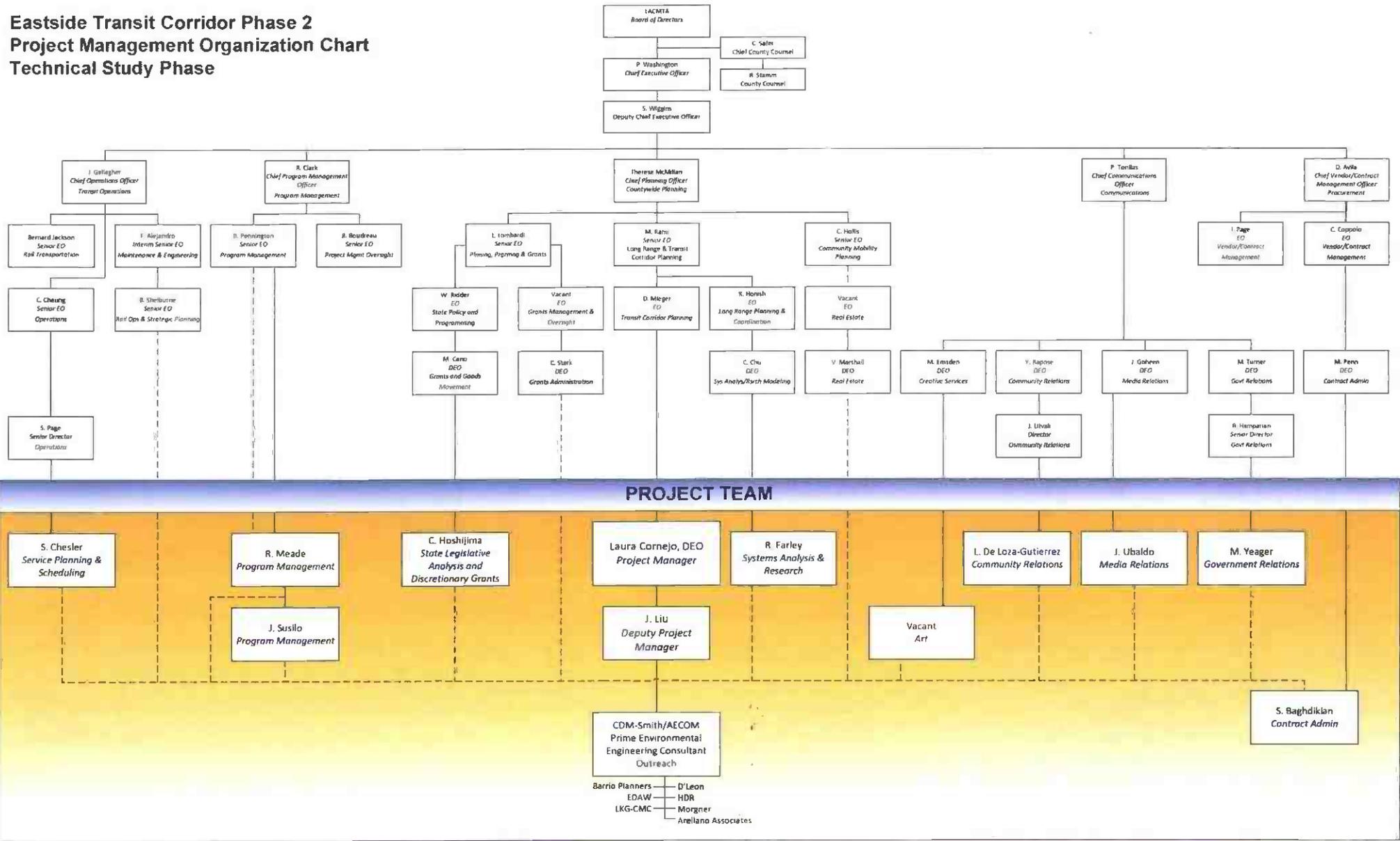
Airport Metro Connector – 96th Street Transit Station Project Management Organization Chart DEIR/Design Phase



October 30, 2017

Legend: ——— Indicates Direct Relationship
 - - - - - Indicates Coordinated Relationship
 [Yellow Box] Project Team

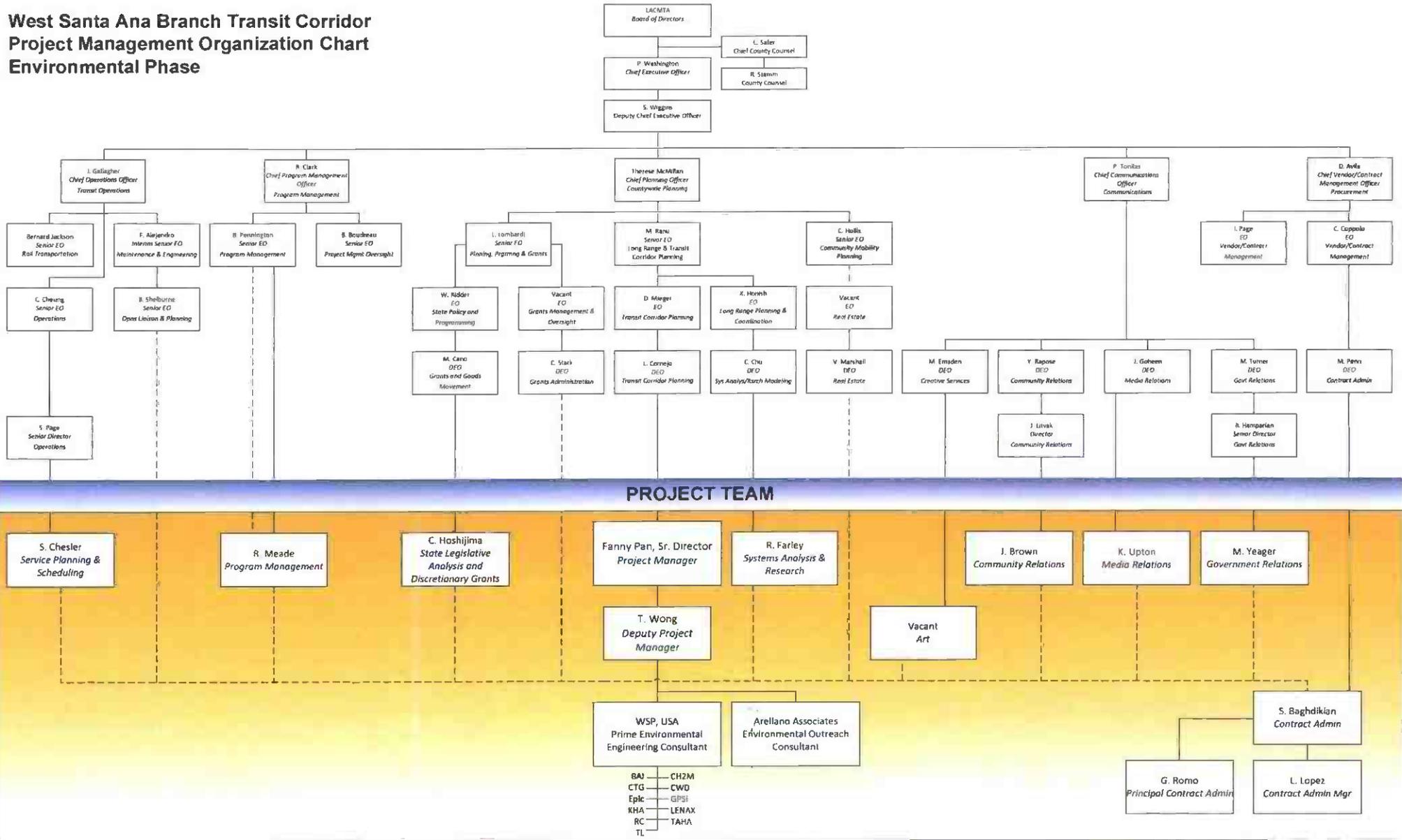
Eastside Transit Corridor Phase 2 Project Management Organization Chart Technical Study Phase



October 30, 2017

Legend: ——— Indicates Direct Relationship
 - - - - - Indicates Coordinated Relationship
 [Yellow Box] Project Team

West Santa Ana Branch Transit Corridor Project Management Organization Chart Environmental Phase



October 30, 2017

Legend: ——— Indicates Direct Relationship
 - - - - - Indicates Coordinated Relationship
 [Yellow Box] Project Team

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

STATE LEGISLATION

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

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Dppose
<p><u>AB 17</u> Holden D</p> <p>Transit Pass Program: free or reduced-fare transit passes.</p>	<p>8/21/2017-S. APPR. SUSPENSE FILE 8/21/2017-In committee: Referred to APPR. suspense file.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would create the Transit Pass Pilot Program to be administered by the department to provide free or reduced-fare transit passes to specified pupils and students by supporting new, or expanding existing, transit pass programs. The bill would require the department to develop guidelines that describe the application process and selection criteria for awarding the moneys made available for the program, and would exempt the development of those guidelines from the Administrative Procedure Act. The bill wouldThis bill contains other related provisions and other existing laws.</p>	<p>Support</p>	

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

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SEPTEMBER 2017
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<p>AB 28 <u>Frazier D</u></p> <p>Caltrans: NEPA Delegation Authority</p>	<p>3/29/2017- A. CHAPTERED 3/29/2017-Signed by the Governor.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would reinstate the operation of the latter provision.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	<p>SUPPORT</p>	

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<p>AB 46 <u>Cooper D</u></p> <p>Employers: wage discrimination.</p>	<p>8/21/2017-S. APPR. SUSPENSE FILE 8/21/2017-In committee: Referred to APPR. suspense file.</p>	<p>Existing law prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, and performed under similar working conditions, unless the employer demonstrates that one or more specific factors, reasonably applied, account for the entire wage differential. Existing law also similarly prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of another race or ethnicity for substantially similar work. This bill would define "employer" for those purposes to include public and private employers. The bill would specify that a public employer is not subject to the misdemeanor provision. This bill contains other existing laws.</p>		<p>Labor And Employment (text 12/5/2016) Support American Federation of State, County and Municipal Employees, Local 2620 California Employment Lawyers Association California Federation of Teachers Oppose None</p>

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<p>AB 52 <u>Cooper D</u></p> <p>Public employees: orientation and informational programs: exclusive representatives.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E.,R. & S.S. on 1/19/2017)(May be acted upon Jan 2018)</p>	<p>(1)Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes the Public Employment Relations Board and prescribes its powers and duties, in relation to these acts. These acts grant specified public employees of these entities the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. This bill would require the public employers regulated by the acts described above to provide all employees an orientation. The bill would also require these public employers to permit the exclusive representative, if applicable, to participate. By creating new duties for various local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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<u>AB 65</u> <u>Patterson R</u> Transportation bond debt service.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.		
<u>AB 66</u> <u>Patterson R</u> High-Speed Rail Authority: reports.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.		Transportation (text 12/13/2016) Support Honorable Clint Olivier, Council President, District 7, City of Fresno Monte Verde Ranch Tos Farms, Inc. Transportation Solutions Defense and Education Fund Oppose California Labor Federation State Building and Construction Trades Council of California Council of California

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<u>AB 65</u> <u>Patterson R</u> Transportation bond debt service.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.		
<u>AB 66</u> <u>Patterson R</u> High-Speed Rail Authority: reports.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.		Transportation (text 12/13/2016) Support Honorable Clint Olivier, Council President, District 7, City of Fresno Monte Verde Ranch Tos Farms, Inc. Transportation Solutions Defense and Education Fund Oppose California Labor Federation State Building and Construction Trades Council of California Council of California

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<u>AB 69</u> Allen, Travis R State highways: roadside rests.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/16/2016)(May be acted upon Jan 2018)	Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Existing law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.		
<u>AB 73</u> Chiu D Planning and zoning: housing sustainability districts.	7/18/2017-S. THIRD READING 7/18/2017-Read second time. Ordered to third reading.	(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various reforms and incentives intended to facilitate and expedite the construction of affordable housing.This bill would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Department of Housing and Community Development for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance. The bill would require the department to approve a zoning incentive payment if the ordinance meets the above-described		Natural Resources (text 3/28/2017) Support California Apartment Association LeadingAge California Oppose American Fire Sprinkler Association Independent Roofing Contractors of California, Inc. Judicial Council of California Plumbing-Heating-Cooling Contractors of California San Diego, Southern California, and Central California Chapters of Associated Builders and

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<p><u>AB 73</u> <u>Chiu D</u></p> <p>Planning and zoning: housing sustainability districts.</p>		<p>requirements and the city's housing element is in compliance with specified law. The bill would also require the department, each October 1 following the approval of the housing sustainability district, to issue a certificate of compliance if the city, county, or city and county meets specified criteria pertaining to the continued compliance with these provisions or to deny certification, as provided. The bill would provide that a city, county, or city and county with a housing sustainability district would be entitled to a zoning incentive payment, subject to appropriation of funds for that purpose, and require that 1/2 the amount be provided upon zone approval by the department and 1/2 the amount upon verification by the department of the issuance of permits for the projected units of residential construction within the zone, provided that the city, county, or city and county has received a certificate of compliance for the applicable year. The bill, if the city, county, or city and county reduces the density of sites within the district from specified levels, would require the city, county, or city and county to return the full amount of zoning incentive payments it has received to the department. The bill would also authorize a developer to develop a project in a housing sustainability district in accordance with the already existing land use approval procedures that would otherwise apply to the parcel in the absence of the establishment of the housing sustainability district pursuant to its provisions, as provided. This bill contains other related provisions and other existing laws.</p>		<p>Contractors Sierra Club California Western Electrical Contractors Association</p>

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<p><u>AB 87</u> <u>Ting D</u> Autonomous vehicles.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under existing law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions. The bill would also authorize a peace officer to cause the removal and seizure of a vehicle operating on the public streets with a registration that has been revoked pursuant to these provisions and authorize the department to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 91</u> <u>Cervantes D</u> High-occupancy vehicle lanes.</p>	<p>8/21/2017-S. APPR. SUSPENSE FILE 8/21/2017-In committee: Referred to APPR. suspense file.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	<p>OPPOSE</p>	<p>Transportation (text 3/22/2017) Support None Oppose Riverside County Transportation Commission</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 151</u> <u>Burke D</u> California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report.	8/24/2017- A. INACTIVE FILE 8/24/2017-Ordered to inactive file at the request of Assembly Member Burke.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030. This bill contains other existing laws.		Natural Resources (text 3/2/2017) Support Agricultural Council of California California Building Industry Association California Business Properties Association California Business Roundtable California Council for Environmental and Economic Balance California Farm Bureau Federation California Manufacturers and Technology Association Western States Petroleum Association Oppose Asian Pacific Environmental Network California Environmental Justice Alliance Center for Community Action and Environmental Justice Center on Race, Poverty & the Environment Central Coast Alliance United for a Sustainable Economy Communities for a Better Environment Environmental Health Coalition Friends of the Earth Leadership Counsel for Justice & Accountability People Organized to Demand Environmental and Economic Rights Physicians for Social Responsibility – Los Angeles Strategic Concepts in Organizing and Policy Education

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 161</u> <u>Levine D</u></p> <p>Department of Finance: infrastructure investment.</p>	<p>6/27/2017-S. APPR. 8/21/2017-In committee: Set, second hearing. Hearing canceled at the request of author.</p>	<p>Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws.</p>		<p>Governmental Organization (text 1/13/2017)</p> <p>Support</p> <p>California Special Districts Association Coalition of Adequate School Housing State Building and Construction Trades Council of California</p> <p>Oppose</p> <p>None</p>

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<u>AB 179</u> Cervantes D California Transportation Commission.	8/31/2017-A. DESK 8/31/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after September 2 pursuant to Assembly Rule 77.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Under existing law, the commission consists of 13 members, 9 of whom are to be appointed by the Governor in consultation with the Senate. Existing law requires the Governor, in appointing members, to use every effort to ensure geographic balance of representation. This bill would additionally require the Governor, in appointing members, to use every effort to ensure that the commission has a diverse membership with expertise in transportation issues, taking into consideration factors including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities. This bill contains other related provisions.		
<u>AB 188</u> Salas D Vehicle retirement and replacement.	8/31/2017-A. ENROLLMENT 8/31/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Ordered to Engrossing and Enrolling.	Existing law creates the enhanced fleet modernization program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. This bill would require the State Air Resources Board, no later than July 1, 2019, to update the guidelines for the enhanced fleet modernization program to make applicable to light-duty pickup trucks the same standard for miles per gallon that is applicable to minivans, as specified.		Transportation (text 1/19/2017) Support Valley CAN Oppose None

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<u>AB 195</u> <u>Obernolte R</u> Local initiative measures: ballot printing specifications.	7/24/2017- A. CHAPTERED 7/24/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 105, Statutes of 2017.	Existing law requires that the ballots used when voting upon a proposed county, city, or district ordinance submitted to the voters as an initiative measure have printed on them a specified statement describing the nature of the proposed ordinance. This bill would extend these ballot requirements to any measure submitted to the voters that is proposed by a local governing body or submitted to the voters as an initiative or referendum measure. The bill would require the statement describing the measure to be a true and impartial synopsis of the proposed measure, as specified. By expanding the local measures to which the ballot requirements apply, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Elections And Redistricting (text 3/14/2017) Support California Taxpayers Association. Mayor Albert Robles, City of Carson Oppose None
<u>AB 215</u> <u>Rodriguez D</u> Los Angeles-Pasadena Foothill Extension Gold Line light rail project: San Bernardino County Transportation Authority.	2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.	Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and identifies the City of Montclair, which is in the County of Bernardino, as an "extension city." This bill would appropriate \$30,000,000 from the General Fund to the San Bernardino County Transportation Authority for the purpose of funding the project extension to the City of Montclair.		

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<u>AB 221</u> <u>Gray D</u> Workers' compensation: liability for payment.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was INS. on 2/6/2017)(May be acted upon Jan 2018	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, that generally requires employers to secure the payment of workers' compensation for injuries incurred by their employees that arise out of, or in the course of, employment. Existing law requires an employer to provide all medical services reasonably required to cure or relieve the injured worker from the effects of the injury. This bill would provide that for claims of occupational disease or cumulative injury filed on or after January 1, 2018, the employee and the employer would have no liability for payment for medical treatment unless one or more of certain conditions are satisfied, including, among others, that the treatment was authorized by the employer.	Watch	Insurance (text 1/25/2017) Support California Applicants' Attorneys Association CALPASC Construction Employers' Association (CEA) Teamsters Oppose California Labor Federation California Medical Association California Professional Firefighters California Society of Industrial Medicine and Surgery (CSIMS)

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>AB 239 Ridley- Thomas D</p> <p>California Environmental Quality Act: urbanized areas.</p>	<p>5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/6/2017)(May be acted upon Jan 2018)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines the terms "urban area" and "urbanized area" to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.</p>	<p>Watch</p>	<p>Natural Resources (text 1/30/2017) Support California Association of Realtors California Chamber of Commerce California Housing Consortium California State Association of Counties Los Angeles County Board of Supervisors (sponsor) Los Angeles-Ventura Chapter of the Building Industry Association of Southern California, Inc. Rural County Representatives of California (RCRC) Urban Counties of California</p> <p>Oppose California League of Conservation Voters Sierra Club California</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 241</u> Dababneh D</p> <p>Personal information: privacy: state and local agency breach.</p>	<p>5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/26/2017)(May be acted upon Jan 2018)</p>	<p>Existing law requires a person or business conducting business in California and any state or local agency, as defined, that owns or licenses computerized data that includes personal information, as defined, to disclose a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person in the most expedient time possible and without unreasonable delay, as specified. Existing law requires a person or business, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to the person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill also would require a state or local agency, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to a person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill contains other related provisions.</p>	<p>Watch</p>	<p>Privacy And Consumer Protection (text 1/30/2017) Support Association of California Life and Health Insurance Companies California Bankers Association California Business Properties Association California Cable and Telecommunications Association (CCTA) California Chamber of Commerce California Grocers Association Computing Technology Industry Association – CompTIA Los Angeles County Professional Peace Officers Association Organization of SMUD Employees (OSE) Personal Insurance Federation of California San Diego Court Employees San Luis Obispo County Employees</p> <p>Oppose California State Association of Counties League of California Cities Urban Counties of California</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 262</u> <u>Bonta D</u></p> <p>Public contracts: bid specifications: Buy Clean California Act.</p>	<p>8/21/2017-S. APPR. SUSPENSE FILE 8/21/2017-In committee: Referred to APPR. suspense file.</p>	<p>The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill, the Buy Clean California Act, would, by January 1, 2019, require the Department of General Services to establish, and publish in the State Contracting Manual, a maximum acceptable global warming potential for each category of eligible materials, in accordance with requirements set out in the bill. The bill, by January 1, 2022, and every 3 years thereafter, would require the department to review the maximum acceptable global warming potential for each category of eligible materials established, and would authorize the department to adjust that number downward for any eligible material to reflect industry improvements, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>	<p>Natural Resources (text 3/27/2017) Support 1 Individual 350 Sacramento American Lung Association of California APEN BlueGreen Alliance Breathe California California Environmental Justice Alliance California Labor Federation California League of Conservation Voters Californians Against Waste Central Concrete Supply Company Clean Water Action Climate Earth Coalition for Clean Air Communications Workers of America, AFL-CIO District 9 Environment California Filipino/American Coalition for Environmental Solidarity (FACES) Gerdau Steel Natural Resources Defense Council (NRDC) Sierra Club California Trust for Public Lands Union of Concerned Scientists Voices for Progress Oppose Air Conditioning Sheet Metal Association Air-conditioning & Refrigeration</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
				Contractors Association Associated General Contractors Building Industry Credit Association California Asphalt Pavement Association California Construction and Industrial Materials Association California Legislative Conference of the Plumbing, Heating and Piping Industry Construction Employers Association Finishing Contractors Association of Southern California National Electrical Contractors Association Northern California Allied Trades Papich Construction Company, Inc. Rinker Materials Southern California Contractors Association Spragues' Ready Mix United Contractors Wall and Ceiling Alliance

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AB 268 Waldron R State mandates.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/1/2017)(May be acted upon Jan 2018)	The California Constitution requires the state to provide a subvention of funds to reimburse local government for the costs of that new program or higher level of service, with specified exceptions, when the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts. Existing law establishes the sole and exclusive procedure by which a local agency or school district may claim reimbursement for these costs.This bill would make a technical, nonsubstantive change to this provision.	Watch	

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 278</u> Steinorth R</p> <p>California Environmental Quality Act: exemption: existing transportation infrastructure.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/13/2017)(May be acted upon Jan 2018)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.</p>		<p>Natural Resources (text 2/2/2017) Support California Chamber of Commerce California Construction and Industrial Materials Association Civil Justice Association of California County of San Bernardino Orange County Transportation Authority Rural County Representatives of California (RCRC) San Bernardino County Transportation Authority Southwest California Legislative Council Ventura County Transportation Commission Western States Trucking Association Oppose California Bicycle Coalition California League of Conservation Voters Clean Water Action Coalition for Clean Air Defenders of Wildlife NRDC Planning and Conservation League Sierra Club California State Building and Construction Trades Council of California Wholly H2O</p>

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<p><u>AB 278</u> Steinorth R</p> <p>California Environmental Quality Act: exemption: existing transportation infrastructure.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/13/2017)(May be acted upon Jan 2018)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.</p>		<p>Natural Resources (text 2/2/2017) Support California Chamber of Commerce California Construction and Industrial Materials Association Civil Justice Association of California County of San Bernardino Orange County Transportation Authority Rural County Representatives of California (RCRC) San Bernardino County Transportation Authority Southwest California Legislative Council Ventura County Transportation Commission Western States Trucking Association Oppose California Bicycle Coalition California League of Conservation Voters Clean Water Action Coalition for Clean Air Defenders of Wildlife NRDC Planning and Conservation League Sierra Club California State Building and Construction Trades Council of California Wholly H2O</p>

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<p><u>AB 287</u> <u>Holden D</u></p> <p>State Highway Route 710: advisory committee.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/13/2017)(May be acted upon Jan 2018)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, including Route 710 in the County of Los Angeles. This bill would require the Department of Transportation, in consultation with the Los Angeles County Metropolitan Transportation Authority, to establish the I-710 Gap Corridor Transit Study Zone Advisory Committee, with a specified membership, to study the alternatives considered in the State Route 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the I-710 Corridor project area, along with alternatives not considered by the environmental review. The bill would require the advisory committee, by January 1, 2019, to make recommendations in a report to the Legislature, the Department of Transportation, and the Los Angeles County Metropolitan Transportation Authority on the most appropriate and feasible alternative in the I-710 Corridor project area to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population and employment and activities related to goods movement. This bill contains other related provisions.</p>		<p>Transportation (text 4/6/2017) Support</p> <p>10 private citizens California Bicycle Coalition California Preservation Foundation California Public Interest Research Group City of Glendale City of La Cañada Flintridge City of South Pasadena Connected Cities and Communities East Area Progressive Democrats Five Star Coalition National Trust for Historic Preservation Natural Resources Defense Council (NRDC) NO 710 Action Committee Pasadena Heritage Sequoyah School South Pasadena Chamber of Commerce The Honorable Terry Tornek,</p>

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				Mayor, City of Pasadena The West Pasadena Residents' Association Westridge School Oppose California State Council of Laborers California Teamsters
AB 298 Gallagher R Immigration holds.	5/3/2017-A. 2 YEAR 5/3/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 2/13/2017)(May be acted upon Jan 2018)(Recorded 4/28/2017)	(1)Existing state law provides that a law enforcement official has discretion to cooperate with federal immigration officials by detaining an individual on the basis of an immigration hold after the person becomes eligible for release only if continued detention of the individual on the basis of the hold does not violate federal, state, or local law, or any local policy, and the person has been convicted of certain crimes. This bill would require a local law enforcement official to cooperate with federal immigration officials by detaining an individual convicted of a felony on the basis of an immigration hold for up to 48 hours, as specified, after the person becomes eligible for release from custody if continued detention on the basis of the immigration hold would not violate federal law. By creating new duties for local officials, this bill would impose a state-mandated local program. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Watch	Public Safety (text 2/6/2017) Support None Oppose American Civil Liberties Union of California California Attorneys for Criminal Justice California Civil Liberties Advocacy California Immigrant Policy Center California Public Defenders Association Californians United for a Responsible Budget Coalition of Humane Immigrant Rights County of Santa Clara Board of Supervisors Drug Policy Alliance

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				Friends Committee on Legislation of California Human Impact Partners Mexican American Legal Defense and Educational Fund (MALDEF) Pangea Root and Rebound Western Center on Law and Poverty
<u>AB 301</u> <u>Rodriguez D</u> Commercial motor vehicles: examination requirements: driving skills test.	8/21/2017-S. APPR. SUSPENSE FILE 8/21/2017-In committee: Referred to APPR. suspense file.	Existing law prohibits a person from operating a commercial motor vehicle unless the person has passed a written and driving test for the operation of a commercial motor vehicle that complies with specified federal standards and any other requirements imposed by the Vehicle Code. Existing law requires the Department of Motor Vehicles to implement these provisions, as specified. This bill would require the Department of Motor Vehicles to establish performance goals to decrease the wait time to obtain an appointment to take the driving skills test to operate a commercial motor vehicle. The bill would require the department to convene a stakeholder group to make recommendations to the department on meeting these performance goals. The bill would require the department to submit a report to the relevant budget and policy committees of the Legislature detailing the recommendations of the stakeholder group, the recommendations that the department has adopted, the recommendations that were not adopted with an explanation of why they were not adopted, and how the department intends to implement these recommendations.	Watch	

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		The bill would additionally require the department to submit a subsequent report to these committees describing the department's performance in implementing the recommendations it has adopted and achieving the performance goals.		
<u>AB 302</u> <u>Gipson D</u> South Coast Air Quality Management District: fleets.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/20/2017)(May be acted upon Jan 2018)	Existing law authorizes the governing board of the South Coast Air Quality Management District to adopt rules and regulations that require specified operators of public and commercial fleet vehicles consisting of 15 or more vehicles, when adding vehicles or replacing vehicles in an existing fleet or forming a new fleet, to purchase vehicles that are capable of operating on methanol or other equivalently clean-burning alternative fuel and that require these vehicles to be operated, to the maximum extent feasible, on the alternative fuel when operating in the south coast district. This bill instead would authorize the governing board of the south coast district to adopt rules and regulations that require specified operators of public and commercial fleet vehicles consisting of 1 or more vehicles to purchase zero-emission and near-zero-emission vehicles, as defined, and that require those zero-emission and near-zero-emission vehicles to be operated, to the maximum extent feasible, in the south coast district. This bill contains other related provisions.		Transportation (text 4/17/2017) Support California Natural Gas Vehicle Coalition (sponsor) Clean Energy Coalition for Clean Air Oppose California Trucking Association Truck and Engine Manufacturers Association

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 306</u> <u>Gonzalez</u> <u>Fletcher D</u></p> <p>Unemployment benefits.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was INS. on 3/23/2017)(May be acted upon Jan 2018)</p>	<p>Existing law prescribes a system for the payment of benefits to unemployed individuals who meet specified eligibility criteria. Existing law disqualifies an individual for unemployment compensation benefits if the Director of Employment Development finds that the individual left his or her most recent work voluntarily without good cause or that he or she has been discharged for misconduct connected with his or her most recent work. Existing law also deems an individual not eligible for unemployment compensation benefits if the individual left his or her work because of a trade dispute. This bill would delete the prohibition against unemployment compensation benefit eligibility if the individual left his or her work because of a trade dispute. The bill would also provide that an individual is deemed to have left his or her most recent work with good cause if (1) he or she is prohibited by his or her employer from performing his or her work as a result of a trade dispute with the employer regarding wages, hours, or other terms or conditions of employment or (2) he or she left this work during a bona fide strike of more than 50% of the bargaining unit employees in a refusal of these employees who are authorized by a bona fide labor organization pursuant to state or federal labor law to perform work or services for the employer. This bill contains other related provisions.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>AB 330 Cooley D Highway safety.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/3/2017)(May be acted upon Jan 2018)</p>	<p>Existing law prohibits a person who has 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle. Existing law also prohibits a person while having 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle and concurrently doing any act forbidden by law, or neglecting any duty imposed by law in driving the vehicle, when the act or neglect proximately causes bodily injury to a person other than the driver. A violation of either of these prohibitions is a crime. Existing law authorizes a court, in addition to imposing penalties and sanctions for those violations, to require the person to enroll and participate in, and successfully complete, a driving-under-the-influence program, which may include, among other things, education, group counseling, and individual interview sessions. This bill would authorize the court to order a person convicted of a crime described above to enroll and participate in, and successfully complete, a qualified "24/7 Sobriety program," as defined, as a condition of probation, parole, sentence, or work permit, if the program is available and deemed appropriate, and the person committed the crime within 10 years of one or more separate crimes described above that resulted in a conviction. The bill also would authorize a court to order participation in a 24/7 Sobriety program as a condition of pretrial release on bond for a person who has been charged with a crime described above, as specified. The bill would define a "24/7 Sobriety program," in part, as requiring a person in the program to abstain from alcohol and unauthorized controlled substances and be subject to frequent testing for alcohol and</p>		<p>Public Safety (text 4/19/2017) Support Alcohol Justice (Co-Sponsor) Alcohol Monitoring Systems (Co-Sponsor) California Association of Code Enforcement Officers California Narcotic Officers' Association Los Angeles County Professional Peace Officers Association Oppose California Attorneys for Criminal Justice California Public Defenders Association</p>

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		controlled substances, as specified. The bill would authorize use of participation in a 24/7 Sobriety program in conjunction with participation in an ignition interlock device program. The bill would require a person participating in the program to pay the program costs, commensurate with the person's ability to pay, as specified. This bill contains other existing laws.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 344</u> Melendez R</p> <p>Toll evasion violations.</p>	<p>7/21/2017-S. 2 YEAR 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 5/10/2017)(May be acted upon Jan 2018)</p>	<p>Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified. This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. The bill would authorize an administrative review to include reviews of multiple notices of toll evasion violation or notices of delinquent toll evasion of a person. This bill contains other existing laws.</p>	<p>OPPOSE</p>	<p>Transportation And Housing (text 7/3/2017) Support American Civil Liberties Union Courage Campaign Law Enforcement Action Partnership National Center for Lesbian Rights Riverside Temple Beth El San Francisco Public Defender Teamsters Western Center on Law and Poverty Oppose Alameda County Transportation Commission Bay Area Toll Authority Los Angeles County Metropolitan Transportation Authority Orange County Business Council Orange County Transportation Authority San Bernardino County Transportation Authority South Orange County Economic Coalition Transportation Corridor Agencies</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 351</u> <u>Melendez R</u> Transportation funding.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/21/2017)(May be acted upon Jan 2018)	(1)Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 378</u> <u>Garcia,</u> <u>Cristina D</u></p> <p>California Global Warming Solutions Act of 2006: regulations.</p>	<p>5/30/2017- A. RECONSIDERATION 6/1/2017-Read third time. Refused passage. Motion to reconsider on the next legislative day made by Assembly Member Cristina Garcia. (FAILED)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would additionally require the state board to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations. The bill would authorize the state board to adopt or amend regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The bill would prohibit the state board from permitting a facility to increase its annual emissions of greenhouse gases compared to the annual average of emissions of greenhouse gases reported during specified years. The bill would authorize the state board to adopt no-trade zones or facility-specific declining greenhouse gas emissions limits where facilities' emissions contribute to a cumulative pollution burden that creates a significant health impact. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>	

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 382</u> <u>Voepel R</u> Fuel taxes: State Parks and Recreation Fund: Off-Highway Vehicle Trust Fund.	7/21/2017-S. 2 YEAR 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 6/14/2017)(May be acted upon Jan 2018)	Existing law imposes an excise tax on motor vehicle fuel (gasoline). Existing law requires a portion of the moneys attributable to the excise tax on gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund, and, commencing November 1, 2017, requires the portion of those moneys from a \$0.12 per gallon increase, and future inflation adjustments from that increase, to be transferred to the State Parks and Recreation Fund, to be used for state parks, off-highway vehicle programs, or boating programs. This bill would provide that in the 2017–18 fiscal year up to \$1,000,000 of the revenues transferred to the State Parks and Recreation Fund may be transferred to the Off-Highway Vehicle Trust Fund to be available for specified purposes and would express the intent of the Legislature to make this transfer in the Budget Act of 2017.		Transportation (text 2/9/2017) Support American Sand Association, Inc. California Off Road Vehicle Association San Diego Off-Road Coalition Oppose None

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<p>AB 398 Garcia, Eduardo D</p> <p>California Global Warming Solutions Act of 2006: market- based compliance mechanisms; fire prevention fees: sales and use tax manufacturing exemption.</p>	<p>7/25/2017- A. CHAPTERED 7/25/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 135, Statutes of 2017.</p>	<p>(1)The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms.This bill would require the state board, no later than January 1, 2018, to update the scoping plan, as specified. The bill would require all greenhouse gas rules and regulations adopted by the state board to be consistent with the scoping plan.This bill contains other related provisions and other existing laws.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>AB 408 Chen R</p> <p>Eminent domain: final offer of compensation.</p>	<p>5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 2/21/2017)(May be acted upon Jan 2018)</p>	<p>Existing law governing settlement offers in eminent domain proceedings authorizes the recovery of litigation expenses under certain circumstances. Existing law provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant's litigation expenses. This bill would instead provide that if a court finds, on motion of the defendant, that the offer of the plaintiff was lower than 90% of the compensation awarded in the proceeding, then the court would be required to include the defendant's litigation costs in the costs allowed. If the court finds that the offer of the plaintiff was at least 90% and less than 100% of the compensation awarded in the proceeding, the court would be authorized to include the defendant's litigation costs in the costs allowed.</p>		<p>Judiciary (text 2/9/2017) Support Conference of California Bar Associations (sponsor) Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 428</u> <u>Ridley-</u> <u>Thomas D</u> Local government: the Ralph M. Brown Act.	7/31/2017- A. CHAPTERED 7/31/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 137, Statutes of 2017.	The Ralph M. Brown Act requires that all meetings of a legislative body of a local agency be open and public, except that closed sessions may be held under prescribed circumstances. Existing law authorizes the legislative body of a local agency to use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law provided that the teleconferenced meeting or proceeding complies with all otherwise applicable requirements and provisions of law relating to a specific type of meeting or proceeding. Existing law, until January 1, 2018, authorizes a health authority that conducts a teleconference meeting to count members who are outside the jurisdiction of the authority toward the establishment of a quorum when participating in the teleconference if at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction, and the health authority provides a teleconference number, and associated access codes, if any, that allows any person to call in to participate in the meeting, as specified. This bill would extend the operation of these provisions relating to the establishment of a quorum for teleconferenced meetings of a health authority indefinitely. This bill contains other related provisions and other existing laws.		Local Government (text 2/9/2017) Support LA Care Health Plan [SPONSOR] Local Health Plans of California Oppose None
<u>AB 464</u> <u>Gallagher R</u>	7/10/2017- A. CHAPTERED 7/10/2017-Approved	The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, among other things, establishes procedures for consideration of a proposal for change of organization or reorganization, as defined.		Governance And Finance (text 3/14/2017) Support

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Local government reorganization.	by the Governor. Chaptered by Secretary of State - Chapter 43, Statutes of 2017.	Existing law requires that an applicant seeking a change of organization or reorganization submit a plan for providing services within the affected territory that includes, among other requirements, an enumeration and description of the services to be extended to the affected territory and an indication of when those services can feasibly be extended. This bill would specify that the plan is required to also include specific information regarding services currently provided to the affected territory, as applicable, and make related changes. This bill contains other related provisions and other existing laws.		Alameda Association of California HealthCare Districts Butte Calaveras California Association of Local Agency Formation Commissions (sponsor) California State Association of Counties City of Los Angeles Colusa Contra Costa County Fresno Imperial Lake Local Agency Formation Commissions: Marin Mendocino Merced Nevada Riverside San Bernardino San Diego

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
				Santa Clara Santa Cruz Solano Sonoma Stanislaus County Sutter Yolo Yuba Oppose None

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 467</u> <u>Mullin D</u></p> <p>Local transportation authorities: transactions and use taxes.</p>	<p>8/24/2017-S. THIRD READING 8/24/2017-Read second time. Ordered to third reading.</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters. Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information guide sent to voters. This bill, upon the request of an authority, would exempt a county elections official from including the entire adopted transportation expenditure plan in the voter information guide, if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information guide sent to voters include information on viewing an electronic version of the plan on the Internet Web site, as prescribed, and for obtaining a printed copy of the plan by calling the county elections office. The bill would require the county elections official to mail a printed copy of the plan at no cost to each person requesting a copy, if the county elections official exercises this authority.</p>		<p>Local Government (text 2/13/2017) Support California Association of Clerks and Election Officials California State Association of Counties Urban Counties of California</p> <p>Oppose None</p>

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<p>AB 468 Santiago D</p> <p>Transit districts: prohibition orders.</p>	<p>8/25/2017- A. ENROLLED 8/25/2017-Enrolled and presented to the Governor at 3 p.m. SIGNED into Law Chaptered 192 Statutes of 2017</p>	<p>Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. This bill would apply these provisions to the Los Angeles County Metropolitan Transportation Authority and would extend the application of these provisions to the San Francisco Bay Area Rapid Transit District indefinitely. This bill contains other existing laws.</p>	<p>Sponsor</p>	<p>SUPPORT: LA Metro - Sponsor</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 496</u> <u>Fong R</u></p> <p>Transportation funding.</p>	<p>2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16. 2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.</p>	<p>(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 499</u> <u>Harper R</u></p> <p>California Environmental Quality Act: infill development.</p>	<p>2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.</p> <p>5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/13/2017)(May be acted upon Jan 2018)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>AB 515 Frazier D</p> <p>State Highway System Management Plan.</p>	<p>8/31/2017-A. DESK 8/31/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after September 2 pursuant to Assembly Rule 77.</p>	<p>Existing law requires the Department of Transportation to prepare the State Highway Operation and Protection Program for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law requires the State Highway Operation and Protection Program to be based on an asset management plan prepared by the department, and requires the department to submit the proposed State Highway Operation and Protection Program to the California Transportation Commission by January 31 of each even-numbered year for adoption by the commission and submittal by the commission to the Governor and Legislature by April 1 of each even-numbered year. This bill would require the department to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year. The bill would require the department to transmit the State Highway System Management Plan to the Governor and Legislature by May 1 of each odd-numbered year. This bill contains other existing laws.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>AB 544 Bloom D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>8/21/2017-S. APPR. SUSPENSE FILE 8/21/2017-In committee: Referred to APPR. suspense file.</p>	<p>Existing federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Existing federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use those HOV lanes. This bill would extend the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would authorize the Department of Motor Vehicles to issue identifiers until the date federal authorization expires, or until the Secretary of State receives a certain notice, whichever occurs first. This bill contains other related provisions and other existing laws.</p>		<p>Transportation (text 3/21/2017) Support Association of Global Auto Makers California Electric Transportation Coalition (CaETC) California New Car Dealers Association Hyundai Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>AB 548 Steinorth R Omnitrans Transit District..</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2017)(May be acted upon Jan 2018)</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit services. This bill would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and unspecified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district. The bill would provide for the district to succeed to the rights and obligations of the existing Omnitrans Joint Powers Authority upon the dissolution of that authority. The bill would provide for the transfer of assets from the authority to the district. The bill would provide for a governing board of unspecified members and would specify voting procedures for the taking of certain actions by the board. The bill would specify the powers and duties of the district to operate transit services. The bill would enact other related provisions. By imposing requirements on the district and affected local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 555</u> Cunningham R</p> <p>Greenhouse Gas Reduction Fund: schoolbuses.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/20/2017)(May be acted upon Jan 2018)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would continuously appropriate 4% of the annual proceeds of the fund for each of 3 specified fiscal years to the state board to implement a grant program to replace older, high-polluting schoolbuses with zero-emission or near-zero-emission schoolbuses, as specified.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 636</u> <u>Irwin D</u></p> <p>Local streets and roads: expenditure reports.</p>	<p>7/14/2017-S. 2 YEAR 7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was RLS. on 5/10/2017)(May be acted upon Jan 2018)</p>	<p>Existing law provides for a portion of gasoline excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes. This bill contains other related provisions and other existing laws.</p>		<p>Transportation (text 2/14/2017) Support California State Association of Counties League of California Cities (sponsor) Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 673</u> Chu D Public transit operators: bus procurement: safety considerations.	7/24/2017- A. CHAPTERED 7/24/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 126, Statutes of 2017.	(1)Existing law imposes various requirements on transit operators and provides funding for transit services and capital improvements. This bill would require a public transit operator, before placing a new bus into revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for the purpose of protecting bus operators from the risk of assault from persons and by removing blind spots. By creating new duties for public transit operators, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	NEUTRAL	Transportation And Housing (text 5/15/2017) Support American Federation of State, County and Municipal Employees California Conference Board of the Amalgamated Transit Union (Co-Sponsor) California Labor Federation (sponsor) California Teamsters Public Affairs Council (sponsor) California Transit Association Oppose None
<u>AB 687</u> Chen R State highway routes: route numbers.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/15/2017)(May be acted upon Jan 2018)	Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system by route numbers and provides that the route numbers are those given to the routes by the California Transportation Commission. This bill would make nonsubstantive changes to the latter provision.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 695</u> <u>Bocanegra D</u></p> <p>Avoidance of on-track equipment.</p>	<p>7/24/2017- A. CHAPTERED 7/24/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 110, Statutes of 2017.</p>	<p>(1)Existing law requires the driver of a vehicle or pedestrian to cross a railroad, a rail transit grade crossing, or a railroad grade crossing in a specified manner to safely avoid a train or car. A violation of these requirements is a crime.This bill would make this requirement applicable to avoid on-track equipment, as defined. By expanding the scope of a crime, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>Transportation And Housing (text 2/15/2017) Support BNSF Railway California Labor Federation California Short Line Railroad Association California Teamsters Public Affairs Council Genesee & Wyoming Railroad Services, Inc. Los Angeles County Metropolitan Transportation Authority Rail Passenger Association of California and Nevada Union Pacific Railroad Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 697</u> <u>Fong R</u></p> <p>Tolls: exemption for privately owned emergency ambulances.</p>	<p>7/11/2017-S. THIRD READING 7/11/2017-Read second time. Ordered to third reading.</p>	<p>Existing law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying public agency identification and driven while responding to or returning from an urgent or emergency call. Existing law provides procedures for an operator of a toll facility and a public agency to resolve certain disputes relating to the nonpayment of tolls. Existing law allows for agreements between the owner or operator of a toll facility and a local emergency service provider that establish terms for the use of the toll facility by the emergency service provider. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. The bill would also make technical changes to these provisions.</p>		<p>Transportation (text 2/15/2017) Support California Ambulance Association Oppose None</p>

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<p><u>AB 709</u> <u>McCarty D</u></p> <p>Sacramento Regional Transit District.</p>	<p>8/31/2017-S. B., P. & E.D.</p> <p>8/31/2017-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on B., P. & E.D.</p>	<p>Existing law provides for the creation of the Sacramento Regional Transit District, with specified powers and duties relative to the provision of public transit services. Existing law describes the authorized boundaries of the district. Existing law provides for the district to be governed by a board of directors and provides for a weighted voting procedure. Existing law provides that the district may exercise the right of eminent domain and may levy various taxes subject to voter approval. Existing law authorizes the district to provide for a retirement system for its employees. This bill would revise and recast these and other related provisions. The bill would modify the description of the authorized boundaries of the district and provide that the district is a rapid transit district, as defined. The bill would specify that certain property and facilities used by the district are transit works and facilities, and constitute public works for the purposes of the Public Contract Code. The bill would modify the definition of quorum as applied to meetings of the board. The bill would require the board, in acting on any item, to continue to use that weighted voting procedure until the board adopts a different voting procedure by ordinance or resolution, as specified, and would make conforming changes. If the board adopts a new voting procedure, the bill would require the board to post those new procedures on the district's Internet Web site. The bill would authorize the district to publish ordinances on its Internet Web site as an alternative to newspaper publication. The bill would authorize the board secretary to be a district employee appointed by the board. The</p>		<p>Business, Professions And Economic Development (text 6/13/2017)</p> <p>Support</p> <p>American Cancer Society/Cancer Action Network (co-sponsor) American Heart Association / American Stroke Association (cosponsor) American Lung Association (sponsor) Health Access</p> <p>Oppose</p> <p>CalAsian Chamber of Commerce California Black Chamber of Commerce California Chamber of Commerce California Distributors Association California Grocers Association California Independent Oil Marketers Association (CIOMA) California Licensed Beverage Association California Manufacturers and Technology Association California Retailers Association Californians for Tobacco Harm Reduction Capitol Convenience Services National Federation of Independent</p>

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<p><u>AB 709</u> McCarty D</p> <p>Sacramento Regional Transit District.</p>		<p>bill would provide that the preexisting rights of a public utility to be present on property would govern which party bears the costs of utility relocation in a district eminent domain proceeding, and that just compensation would not be payable if the public utility is obligated to bear the cost. The bill would authorize a public agency to contract with the district to provide transit facilities and services for the public agency. The bill would provide that laws, or rules or regulations, of this state inconsistent with the laws, or rules and regulations, of the United States, shall not apply to the acquisition, construction, maintenance, or operation of transit facilities funded by the United States, to the extent of the inconsistency, if that inconsistency may result in a loss of federal funding. The bill would modify the district's powers to impose property or sales taxes to apply to all or any part of the district, and that the taxes would apply to an entity within the boundaries of the district as long as the entity remains a participating entity of the district. The bill would authorize members of the board and district employees to sit on the district's retirement system board. The bill would make other related changes.</p>		<p>Business Retailers and Store Owners United to Rebuild California's Economy</p>

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<u>AB 730</u> <u>Quirk D</u> Transit districts: prohibition orders.	7/10/2017- A. CHAPTERED 7/10/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 46, Statutes of 2017.	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. This bill would permanently apply these provisions to the San Francisco Bay Area Rapid Transit District. This bill contains other existing laws.		Public Safety (text 2/15/2017) Support San Francisco Bay Area Rapid Transit District [SPONSOR] Oppose None
<u>AB 733</u> <u>Berman D</u> Enhanced infrastructure financing projects: climate change.	6/7/2017-S. E.Q. 6/7/2017-From committee: Do pass and re-refer to Com. on EQ. (Ayes 5. Noes 2.) (June 7). Re-referred to Com. on EQ.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that enable communities to adapt to the impacts of climate change, including, but not limited to, extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought, and would make conforming changes to the Legislature's findings and declarations.		Governance And Finance (text 3/23/2017) Support California Special Districts Association California State Association of Counties City of Santa Monica San Francisco Bay Conservation and Development Commission The Nature Conservancy United States Green Building Council Oppose None

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<u>AB 788</u> Frazier D Department of Transportation: administration.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)	Existing law establishes the Department of Transportation in the Transportation Agency. Existing law provides that the department has possession and control of all property, real or personal, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department. This bill would additionally provide that the Department of Transportation has possession and control of all supporting documentation and data, electronic or otherwise, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department.		
<u>AB 843</u> Fong R Vehicles: statewide application of the code.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)	Existing law regulates the issuance of drivers' licenses and the licensure and operation of vehicles on the roads of the state. Under existing law, these provisions are applicable and uniform throughout the state and in all counties and municipalities. Existing law prohibits local authorities from enacting or enforcing an ordinance or resolution in this area unless expressly authorized. This bill would make technical, nonsubstantive changes to these provisions.		

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<p>AB 863 Cervantes D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>6/1/2017-S. T. & H. 6/1/2017-Referred to Coms. on T. & H. and EQ.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. Existing law provides for that program to fund projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program. This bill would require the council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects. The bill would make related revisions to the policy objectives for the program.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 890</u> Medina D</p> <p>Land use: planning and zoning: initiatives.</p>	<p>8/29/2017-S. THIRD READING 8/29/2017-Read second time. Ordered to third reading.</p>	<p>(1)The California Constitution authorizes the electors of each city and county to exercise the powers of initiative and referendum under procedures provided by the Legislature. The Planning and Zoning Law requires a county or city to prepare and adopt a comprehensive, long-term general plan for the physical development of the county or city. After the legislative body has adopted a general plan, that law authorizes the preparation of specific plans by the planning agency for the systematic implementation of the general plan for all or part of the area covered by the general plan. The Planning and Zoning Law provides for the adoption and administration of zoning laws, ordinances, rules, and regulations by counties and cities. This bill would require that the city council of a city or the board of supervisors of a county have exclusive authority to adopt or amend a general plan, specific plan, or zoning ordinance, that would convert any discretionary land use approval necessary for a project to ministerial approval; change the land use or zoning designation of a parcel or parcels to a more intensive designation; or authorize more intensive land uses within an existing land use designation or zoning designation. The bill would specify that it would not apply to a legislative act that meets specified conditions, would not affect the referendum powers, and would not affect the power of a city council or board of supervisors to submit a ballot measure to the voters under 2 circumstances set out in the bill. This bill contains other related provisions and other existing laws.</p>		<p>Natural Resources (text 4/18/2017) Support Association of Environmental Professionals CalBike California Environmental Justice Alliance California Labor Federation California League of Conservation Voters Coalition for Clean Air Environment California Environmental Protection Information Center National Parks Conservation Association Sierra Club Californi State Building and Construction Trades Council of California (sponsor) Oppose African American Farmers of California Associated Builder and Contractors of California California Association of Realtors California Building Industry Association California Business Properties</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
				Association California Chamber of Commerce California Citrus Mutual California Dairies Inc. California Fresh Fruit Association California Independent Petroleum Association California State Association of Counties California Strawberry Commission California Taxpayers Association City of Indian Wells City of Thousand Oaks Far West Equipment Dealers Association League of California Cities National Federation of Independent Business Nisei Farmers League Riverside Rural County Representatives of California (RCRC) San Fernando Valley Chamber of Commerce Santa Maria Valley Chamber of Commerce Southwest California Legislative Council

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
				West Coast Lumber & Building Material Association Western Electrical Contractors Association

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 943</u> <u>Santiago D</u></p> <p>Land use regulations: local initiatives: voter approval.</p>	<p>8/21/2017-S. APPR. SUSPENSE FILE 8/21/2017-In committee: Referred to APPR. suspense file.</p>	<p>The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Existing law also establishes procedures by which city or county ordinances may be enacted or amended by initiative, including requiring that an ordinance proposed by the voters of the city or county be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance or an amendment of an ordinance that would reduce density or stop development or construction of any parcels located less than one mile from a major transit stop, as defined, within a city, county, or city and county that is proposed by the voters of the city, county, or city and county in accordance with specified law, would require that the proposed ordinance or amendment of an ordinance receive 55% of the votes cast on the ordinance in order to become effective. The bill would exclude from this requirement the proposal and submission to the voters of an ordinance or amendment of an ordinance by the legislative body of the city, county, or city and county and the adoption or amendment of a city, county, or city and county charter, and would exclude ordinances that apply to or implement amendments to a city or county general plan pertaining to certain lands specified in that general plan. The bill would also exclude ordinances that apply primarily to lands located outside an established city urban restriction boundary or ordinances that revise or continue previously established city urban restriction boundaries. This bill contains other related provisions and other existing laws.</p>		<p>Local Government (text 2/16/2017) Support California Apartment Association (sponsor) California Association of Realtors California Building Industry Association California Business Properties Association California Chamber of Commerce California Council for Affordable Housing California Housing Consortium California Professional Association of Specialty Contractors Central City Association of Los Angeles Downtown Center BID Downtown Women's Center Engineering Contractor's Association Orange County Business Council Southwest California Legislative Council Valley Industry and Commerce Association (VICA) Oppose League of California Cities.</p>

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<p>AB 979 Lackey R</p> <p>Local agency formation commissions: district representation.</p>	<p>8/25/2017- A. ENROLLED 8/25/2017-Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, provides for the selection of representatives of independent special districts on each local agency formation commission by an independent special district selection committee pursuant to a nomination and election process. Existing law requires the executive officer of the commission to call and hold a meeting of the special district selection committee upon, among other things, receipt of a written request by one or more members of the selection committee, as specified. This bill would additionally require the executive officer to call and hold a meeting of the special district selection committee upon the adoption of a resolution of intention by the committee relating to proceedings for representation of independent special districts upon the commission pursuant to specified law. The bill would also require the executive officer to call and hold a meeting of the special district selection committee upon receipt of a written request by one or more members of the selection committee notifying the executive officer of the need to appoint a member representing independent special districts to an oversight board of a successor agency to a dissolved redevelopment or community development agency. By increasing the duties of the executive officer, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		<p>Local Government (text 4/6/2017) Support Association of California HealthCare Districts Brooktrails Township Community Services District California Association of Local Agency Formation Commissions [CO-SPONSOR] California Municipal Utilities Association California Special Districts Association [CO-SPONSOR] California State Association of Counties Chino Valley Fire District Cucamonga Valley Water District Eastern Municipal Water District Goleta Sanitary District Individual letters Local Agency Formation Commissions: Contra Costa, Los Angeles, Placer, San Diego, Meeks Bay Fire Protection District North Tahoe Fire Protection District Palos Verdes Library District Rancho Simi Recreation Park District Rural County Representatives of California (RCRC) San Mateo, Yolo United Water Conservation District Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 1015</u> <u>Mathis R</u> State highways.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)	Existing law establishes the Department of Transportation and the California Transportation Commission, provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.		
<u>AB 1060</u> <u>Burke D</u> Enhanced infrastructure financing districts.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 4/20/2017)(May be acted upon Jan 2018)	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district. This bill contains other related provisions.	Sponsor	Support LA Metro (Sponsor)
<u>AB 1063</u> <u>Fong R</u> Transportation funds.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)	Existing law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Existing law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 1073</u> Garcia, Eduardo D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	7/17/2017-S. APPR. SUSPENSE FILE 7/17/2017-In committee: Referred to APPR. suspense file.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill instead would require the state board, when funding a specified class of projects, to allocate, until December 31, 2020, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. This bill contains other existing laws.		Transportation And Housing (text 2/16/2017) Support Clean Energy Coalition For Renewable Natural Gas Oppose None
<u>AB 1094</u> Choi R Vehicles: automated traffic enforcement systems.	7/10/2017-S. APPR. SUSPENSE FILE 7/10/2017-In committee: Referred to APPR. suspense file.	Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. Existing law makes it unlawful for a driver to enter or travel in any lane over which a red signal is shown. A violation of those provisions is an infraction punishable by a fine of \$100. This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision. This bill contains other existing laws.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 1103</u> <u>Obernolte R</u> Bicycles: yielding.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/9/2017)(May be acted upon Jan 2018)	Existing law, subject to exceptions, provides that a person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the laws applicable to the driver of a vehicle. This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise.	Watch	Transportation (text 4/6/2017) Support 1 Individual California Bicycle Coalition California Delivery Association Oppose 1 Individual AAA Northern California, Nevada and Utah Amalgamated Transit Union Automobile Club of Southern California Bay Area Transportation Working Group California Council for the Blind California Police Chiefs Association California Teamsters Public Affairs Council CSAC-Excess Insurance Authority (CSAC-EIA) San Francisco Aging and Adult Services Advisory Council

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 1113</u> Bloom D</p> <p>State Transit Assistance Program.</p>	<p>7/21/2017- A. CHAPTERED 7/21/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 86, Statutes of 2017.</p>	<p>Existing law requires the transfer of a specified portion of the sales tax on diesel fuel, in addition to various other revenues, to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The bill would revise the duties of the Controller and the Department of Transportation in administering the program. The bill would make various other conforming changes and would delete obsolete provisions. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>	<p>Transportation And Housing (text 5/31/2017) Support California Association of Councils of Governments (CALCOG) California Transit Association (sponsor) Foothill Transit Livermore Amador Valley Transit Authority Metropolitan Transportation Commission Monterey-Salinas Transit Orange County Transportation Authority San Francisco Bay Area Rapid Transit District. Ventura County Transportation Commission Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 1145</u> <u>Quirk D</u></p> <p>Conversion of existing overhead electric and communication facilities to underground locations: cable television corporations and cable operators.</p>	<p>8/31/2017-A. DESK 8/31/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after September 2 pursuant to Assembly Rule 77.</p>	<p>Existing law authorizes the Department of Transportation and any person maintaining any utility facility, as defined, to enter into a contract providing for or apportioning the obligations and costs to be borne by each party as to specified removals or relocations of utility facilities. This bill would include with the definition of "utility facilities" for these purposes any pole, poleline, pipe, pipeline, conduit, cable, aqueduct, or other structure or appurtenance used to provide cable service or video service, as defined in the Digital Infrastructure and Video Competition Act of 2006. This bill contains other related provisions and other existing laws.</p>		<p>Local Government (text 4/17/2017) Support California Cable and Telecommunications Association [SPONSOR] Charter Communications Comcast Cable Cox South Orange County Economic Coalition Oppose California State Association of Counties Rural County Representatives of California (RCRC) Urban Counties of California</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 1160</u> <u>Bonta D</u> Autonomous vehicles.	7/21/2017-S. 2 YEAR 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 6/8/2017)(May be acted upon Jan 2018)	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.		Transportation (text 4/17/2017) Support None Oppose TechNet

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 1218</u> <u>Obernolte R</u></p> <p>California Environmental Quality Act: exemption: bicycle transportation plans.</p>	<p>7/31/2017- A. CHAPTERED 7/31/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 149, Statutes of 2017.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 1259</u> Calderon D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018</p>	<p>The California Pollution Control Financing Authority Act establishes the California Pollution Control Financing Authority, with specified powers and duties, and authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. The authority oversees the Capital Access Loan Program for small businesses to assist small businesses in financing the costs of complying with environmental mandates and the remediation of contamination on their properties This bill would expand the Capital Access Loan Program to include the purchase or lease of an electric vehicle by low- and middle-income consumers and families, as specified.</p>		<p>Natural Resources (text 3/30/2017) Support Charge Ahead California Coalition for Clean Air Communities for a Better Environment Environment California Greenlining Institute Natural Resources Defense Council (NRDC) Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>AB 1282 Mullin D</p> <p>Transportation Permitting Taskforce.</p>	<p>8/31/2017- A. ENROLLMENT 8/31/2017-Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. The bill would require the Secretary of Transportation, by December 1, 2019, to prepare and submit to the relevant policy and fiscal committees of the Legislature a report of findings based on the efforts of the taskforce.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 1301</u> Fong R</p> <p>Joint Legislative Committee on Climate Change Policies.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/13/2017)(May be acted upon Jan 2018)</p>	<p>Existing law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would state the mission of the joint committee, as specified, and would require the chair of the State Air Resources Board to annually make a specified presentation to the joint committee on specified greenhouse gas emissions reduction measures that are being implemented or considered by the state board.</p>		<p>Natural Resources (text 3/22/2017) Support California Business Roundtable California Cattlemen's Association California Chamber of Commerce California Farm Bureau Federation California Independent Oil Marketing Association California Independent Petroleum Association California Manufacturers and Technology Association Western States Petroleum Association Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 1324</u> <u>Gloria D</u></p> <p>Metropolitan planning organizations: transactions and use taxes.</p>	<p>5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/13/2017)(May be acted upon Jan 2018)</p>	<p>Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. Existing federal law provides for the designation of some of these entities as metropolitan planning organizations. This bill would authorize a metropolitan planning organization authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the levy, expansion, increase, or extension to be used only within the area for which the levy, expansion, increase, or extension was approved by the voters.</p>		
<p><u>AB 1328</u> <u>Limón D</u></p> <p>Sustainable communities: affordable housing.</p>	<p>06/05/17 In Senate. Read first time. To Com. on RLS. for assignment. 06/01/17 Read third time. Passed. Ordered to the Senate.</p>	<p>Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. Existing law encourages projects eligible for funding under the program to promote certain objectives. This bill would make a nonsubstantive change to the provision regarding the eligible projects.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 1363</u> <u>Baker R</u></p> <p>Transportation revenues.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/13/2017)(May be acted upon Jan 2018)</p>	<p>Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2018, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would, on July 1, 2018, instead require the miscellaneous revenues to be retained in the State Highway Account and to be used solely for transportation expenditures consistent with the restrictions for expenditure of fuel tax revenues in Article XIX of the California Constitution.</p>		

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<u>AB 1383</u> <u>Fong R</u> California Global Warming Solutions Act of 2006: regulations.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/13/2017)(May be acted upon Jan 2018)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would require the state board to take specified actions and make specified findings prior to adopting a regulation under the act. The bill also would require the state board to take specified actions within 2 years of adopting a regulation under the act and to revise that regulation based on those specified actions.		

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<u>AB 1395</u> Chu D State highways: blight.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. This bill would require the department, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems. The bill would require the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state. By imposing new duties on local municipalities, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
<u>AB 1421</u> Dababneh D Railroads: noise and vibration levels.	7/14/2017-S. 2 YEAR 7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was RLS. on 6/8/2017)(May be acted upon Jan 2018)	Existing law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.		Appropriations (text 3/22/2017) Support Oppose
<u>AB 1442</u> Allen, Travis R Bonds: transportation:	3/27/2017-A. TRANS. 4/25/2017-In committee: Set, second hearing. Failed passage.	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		Transportation (text 3/28/2017) Support None Oppose State Building and Construction

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water projects.	Reconsideration granted.	XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund capital expenditures for water projects that are a part of the State Water Resources Development System, including the construction of desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon		Trades Council of California

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
		approval by the voters at the next statewide election. This bill contains other existing laws.		
AB 1444 Baker R Livermore Amador Valley Transit Authority: demonstration project.	8/31/2017-A. DESK 8/31/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after September 2 pursuant to Assembly Rule 77.	Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified. The bill would prohibit the authority from conducting the demonstration project if the department has adopted specified regulations by December 31, 2017. This bill contains other related provisions and other existing laws.	Watch	Communications And Conveyance (text 4/5/2017) Support Alameda County Transportation Commission Livermore Amador Valley Transit Authority Oppose California Conference Board of the Amalgamated Transit Union California Conference of Machinists California Teamsters Public Affairs Council

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<p><u>AB 1454</u> <u>Bloom D</u></p> <p>Transportation projects: lease agreements.</p>	<p>6/2/2017-A. 2 YEAR 6/2/2017-Failed Deadline pursuant to Rule 61(a)(8). (Last location was RLS. on 5/4/2017)(May be acted upon Jan 2018)</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Existing law prohibits lease agreements under these provisions on or after January 1, 2017. This bill would state the intent of the Legislature to reestablish the authority under state law to engage in public-private partnerships for projects on the state highway system with appropriate public interest and safety protections.</p>	<p>Support</p>	<p>Transportation (text 3/21/2017) Support Associated General Contractors California and San Diego chapters Oppose American Federation of State, County and Municipal Employees California School Employees Association Professional Engineers in California Government</p>

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 1512</u> <u>McCarty D</u></p> <p>Motor Vehicle Fuel Tax Law.</p>	<p>4/19/2017-A. REV. & TAX 5/15/2017-In committee: Set, second hearing. Testimony taken.</p>	<p>Existing law imposes various fees and taxes, including taxes on the privilege of engaging in certain activities. The Fee Collection Procedures Law, the violation of which is a crime, provides procedures for the collection of certain fees and surcharges. Under this bill, the Opioid Addiction Prevention and Rehabilitation Act would impose a tax on and after July 1, 2018, upon the distribution of opioids by a manufacturer to a wholesaler from the manufacturer, as those terms are defined, at the rate of \$0.01 per milligram of active opioid ingredient. The bill would require the wholesaler to collect the tax and remit it to the State Board of Equalization. The tax would be administered by the State Board of Equalization and would be collected pursuant to the procedures set forth in the Fee Collection Procedures Law, which sets forth requirements for registration, returns, payments, penalties, interest, determinations and redeterminations, collections, overpayments and refunds, administration and confidentiality, and violations. By expanding the application of the Fee Collection Procedures Law, the violation of which is a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		<p>Revenue And Taxation (text 5/9/2017) Support California Consortium of Addiction Programs and Professionals California Society for Addiction Medicine County Behavioral Health Directors Association of California Transitions Clinic</p> <p>Oppose California Taxpayers Association Healthcare Distribution Alliance</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 1519</u> <u>Cervantes D</u> State highways.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was W.,P. & W. on 3/27/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Food and Agriculture to accept funds or services from any person for maintenance or enhancement of a section of a state riverway, as defined, for purposes of operating the government-volunteer partnership Adopt-A-Riverway Program. Existing law authorizes local authorities to place and maintain highway signs recognizing sponsors of that program that donate a minimum of \$5,000 annually to the Adopt-A-Riverway Fund. This bill would change the minimum annual donation amount to \$4,000.		
<u>AB 1523</u> <u>Oberholte R</u> San Bernardino County Transportation Authority: design-build.	7/31/2017- A. CHAPTERED 7/31/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 154, Statutes of 2017.	The County Transportation Commissions Act provides for the creation of county transportation commissions in specific counties, with various powers and duties relative to transportation planning and funding, as specified. This bill would authorize the SBCTA, upon approval of its board of directors, to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project in the City of San Bernardino (the project). This bill contains other related provisions and other existing laws.	Watch	Local Government (text 3/28/2017) Support San Bernardino County Transportation Authority [SPONSOR] Oppose American Federation of State, County and Municipal Employees Professional Engineers in California Government

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<u>AB 1623</u> Acosta R State Air Resources Board.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2017)(May be acted upon Jan 2018)	Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles. This bill would make a technical, nonsubstantive change to that provision.		
<u>AB 1630</u> Bloom D California Transportation Plan: wildlife movement.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2017)(May be acted upon Jan 2018)	Existing law requires the Department of Fish and Wildlife to administer the Significant Natural Areas Program, and requires the department, among other things, to develop and maintain a spatial data system that identifies those areas in the state that are most essential for maintaining habitat connectivity, including wildlife corridors and habitat linkages. Existing law requires the department, contingent upon the provision of certain funding, to investigate, study, and identify those areas in the state that are most essential as wildlife corridors and habitat linkages and prioritize vegetative data development in those areas. Existing law requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Existing law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means.	Watch	Water, Parks And Wildlife (text 3/28/2017) Support Arroyos & Foothills Conservancy Audubon Canyon Ranch Friends of Harbors, Beaches, and Parks Hills for Everyone Laguna Greenbelt, Inc. Midpeninsula Regional Open Space Authority Pathways for Wildlife Santa Clara Valley Open Space Authority SC Wildlands Sonoma Land Trust

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		<p>This bill would authorize the Department of Fish and Wildlife or the Department of Transportation to pursue development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure. The bill would require, on or before January 1, 2019, the Department of Fish and Wildlife, in coordination with the Department of Transportation and the Transportation Agency, to update the California Essential Habitat Connectivity Project and create a formal avenue for scientific data on wildlife movements gathered by universities, nonprofit corporations, public agencies, and independent biologists to be submitted to these departments and the agency, as specified. This bill contains other related provisions.</p>		<p>Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>AB 1635</u> Quirk-Silva D</p> <p>Public contracts: small business participation.</p>	<p>5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2017)(May be acted upon Jan 2018)</p>	<p>The Small Business Procurement and Contract Act requires the Director of General Services and the heads of other state agencies that enter into contracts for the provision of goods, services, and information technology and for the construction of state facilities to establish goals for the participation of small businesses in these contracts, to provide for small business preference in the award of these contracts, to give special consideration and special assistance to small businesses, and, whenever possible, to make awards to small businesses, as specified. This bill would require a state agency, as defined, to establish and achieve an annual goal that at least 25% of the procurement activities administered by that agency include a small business participant, to ensure that the agency's procurement practices are administered in a manner that supports the agency in meeting or exceeding the goal, and to report to the director statistics regarding small business participation in the agency's procurement activities. The bill would require the Department of General Services to monitor the progress of the agencies toward meeting the goal and to provide this information to the Office of Small Business Advocate. The bill would also require a state agency that has not achieved the goal by the close of the fiscal year to submit a corrective action plan to the department within 45 days. This bill contains other related provisions.</p>		<p>Accountability And Administrative Review (text 4/5/2017) Support California Small Business Association Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>AB 1640 Garcia, Eduardo D</p> <p>Transportation funding: low-income communities.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/16/2017)(May be acted upon Jan 2018)</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires each transportation planning agency, on a biennial basis, to prepare and submit to the commission a regional transportation improvement program containing transportation capital projects identified for funding through the next cycle of the 5-year state transportation improvement program. This bill would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the department, in</p>		

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		consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018, to define and map low-income communities that are disadvantaged with respect to transportation, to identify communities that would benefit from the allocation requirements, and to specify criteria for determining whether certain investments benefit low-income residents of the identified communities. The bill would require the department to provide financial support, upon appropriation by the Legislature, to low-income residents of low-income communities for specified purposes generally relating to enabling their participation in the development of these guidelines and the selection of transportation projects and programs.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>AB 1658 Frazier D</p> <p>State agencies: accountability.</p>	<p>5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018)</p>	<p>Existing law establishes within state government eight agencies. Existing law requires each agency to be under the supervision of an executive officer known as the secretary. Existing law requires the secretary of each agency to review the operations and evaluate the performance at appropriate intervals of each department, office, or other unit of that agency, and to seek continually to improve the organization structure, operating policies, and management information systems of each department, office, or other unit. This bill would require the secretary of each agency, by January 1, 2019, and every year thereafter, to review all programs that were created or expanded either by statute or regulation in the previous year that a department, office, or unit of that agency is responsible for administering. The bill would require the secretary to establish metrics to determine the success of that program, and to continuously evaluate the performance of that program. The bill would require the secretary to publish on his or her Internet Web site, and the Internet Web site of the relevant department, office, or unit responsible for administering the program, an accountability report that includes specified information.</p>		<p>Accountability And Administrative Review (text 3/21/2017) Support California Manufacturers and Technology Association Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>AB 1684</u> Bloom D Vehicles: traffic violator schools.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2017)(May be acted upon Jan 2018)	Existing law authorizes a court to order a continuance of proceedings against a person who has received a notice to appear for a violation of statute relating to the safe operation of a vehicle and subsequently deposits and forfeits bail, pleads guilty or no contest, or is convicted, in consideration for completion of a program for traffic violators, or traffic school. This bill would require the Department of Motor Vehicles to conduct a study on the impact of the traffic violator school program on reducing subsequent traffic offenses by a violator. The bill would also require the department to submit a report on the findings of the study to the Legislature on or before January 1, 2020.		
<u>AB 1721</u> Committee on Revenue and Taxation Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	7/21/2017-S. 2 YEAR 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was RLS. on 6/1/2017)(May be acted upon Jan 2018)	Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill would correct an erroneous cross-reference in these provisions. This bill contains other existing laws. – It was determined that this fix is not necessary.	Sponsor	Revenue And Taxation (text 3/16/2017) Support Los Angeles County Metropolitan Transportation Authority Oppose None

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ACA 3 Kiley R Elections: initiatives and referenda.	4/20/2017-A. E. & R. 4/20/2017-Referred to Com. on E. & R. 5/17/2017-Re- referred to Com. on E. & R.	The California Constitution provides that the electors may propose a statute or an amendment to the California Constitution by initiative and approve or reject a statute by referendum. An initiative measure may be proposed by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution, and is certified to have been signed by the required number of electors, as prescribed. A referendum measure may be proposed by presenting to the Secretary of State a petition that sets forth the statute or part of the statute to be submitted to the electors, and is certified to have been signed by the required number of electors. Prior to the circulation of an initiative or referendum petition for signatures, the California Constitution requires that a copy of the petition be submitted to the Attorney General, who must prepare a title and summary of the measure. This measure would transfer from the Attorney General to the Legislative Analyst the duty of preparing the title and summary for a proposed initiative or referendum.		
SB 1 Beall D Transportation funding.	Enrolled. Signed into law 5/2017	(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California	Support WWA	Governance And Finance (text 1/26/2017) Support Alameda Corridor-East Construction Authority Alameda County Board of Supervisors Alameda County Transportation

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

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 1</u> <u>Beall D</u> Transportation funding. (Cont)				California Construction and Industrial Materials Association California Professional Firefighters California State Association of Counties CONTINUED California State Council of Laborers California Teamsters Public Affairs Council California Transit Association California Transportation Commission Caterpillar Inc. Cathedral City City of American Canyon City of Arcata City of Arroyo Grande City of Azusa City of Belvedere City of Brentwood, California City of Brisbane City of Carpinteria City of Ceres City of Cerritos

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
SB 1 Beall D Transportation funding. (Cont)				City of Chino City of Colton City of Concord City of Crescent City City of Culver City City of Cupertino City of Daly City City of Del Mar City of Diamond Bar City of Dinuba City of Dublin City of El Centro City of El Cerrito City of Fort Bragg City of Fremont City of Goleta City of Gonzales City of Gustine City of Hayward City of Hercules City of Hollister City of Indio City of La Mirada CONTINUED City of Lafayette

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 1</u> <u>Beall D</u> Transportation funding. (Cont)				City of Laguna Beach (prior version) City of Lakeport City of Lakewood City of Livermore City of Lodi City of Lompoc City of Menifee City of Mill Valley City of Modesto City of Monterey City of Moorpark City of Morro Bay City of Mountain View City of Novato City of Ontario City of Orland City of Pacific Grove City of Palos Verdes Estates City of Pico Rivera City of Point Arena City of Riverbank City of Rohnert Park City of Sacramento City of Salinas

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 1</u> <u>Beall D</u> Transportation funding. (Cont)				City of San Carlos City of San Gabriel City of San Jose City of San Leandro City of San Luis Obispo City of Santa Cruz City of Santa Maria City of Santa Monica City of Santa Paula City of Sausalito City of Scotts Valley City of Sebastopol City of Temecula City of Thousand Oaks City of Tulare City of Turlock CONTINUED City of Ukiah City of Vallejo City of Vernon City of Walnut Creek City of Waterford City of Watsonville City of Williams City of Woodland

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

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

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

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

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

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

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

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<u>SB 1</u> <u>Beall D</u> Transportation funding. (Cont)				Torrance Chamber of Commerce Town of Danville Town of Los Gatos Town of Moraga CONTINUED Town of Windsor Town of Yountville Transportation Agency for Monterey County Transportation California Trinity County Departments of Transportation United Contractors Urban Counties of California Ventura Council of Governments Yolo County Board of Supervisors Oppose A to Z Families for Safe Streets Albany Strollers & Rollers American Lung Association of California Amigos de Los Rios Arc of California Asian Pacific Environmental Network

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<u>SB 1</u> <u>Beall D</u> Transportation funding. (Cont)				Automobile Club of Southern California Bike East Bay Bike San Gabriel Valley Bike Santa Cruz County Bike SLO County Brightline Defense California Bicycle Coalition California Environmental Justice Alliance California League of Conservation Voters California Pan-Ethnic Health Network California Walks Campaign for Sensible Transportation Capital Region Organizing Project CONTINUED Catholic Charities, Diocese of Stockton Center for Climate Change and Health Center for Community Action and Environmental Justice

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<u>SB 1</u> <u>Beall D</u> Transportation funding. (Cont)				Center for Environmental Health Central California Asthma Collaborative Centro la Familia ChangeLab Solutions Circulate San Diego City Heights Community Development Corp. Climate Action Campaign Climate Resolve ClimatePlan Coalition for Clean Air Coalition for Sustainable Transportation Cultiva La Salud East Yard Communities for Environmental Justice Environmental Council of Sacramento Environmental Health Coalition Gamaliel of California Genesis Greenlining Institute Housing Leadership Council of San Mateo County

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<p>SB 1 Beall D</p> <p>Transportation funding. (Cont)</p>				<p>Howard Jarvis Taxpayers Association Investing in Place Justice Overcoming Boundaries Leadership Counsel for Justice & Accountability Los Angeles County Bicycle Coalition Los Angeles WALKS CONTINUED Marin County Bicycle Coalition Mission: Pedestrian Move LA Natural Resources Defense Council (NRDC) North Bay Organizing Project One individual Pathways to Right-of-Way's Inc. Planning and Conservation League PolicyLink Prevention Institute Public Advocates, Inc. Rails-to-Trails Conservancy Redwood Community Action Agency</p>

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<u>SB 1</u> <u>Beall D</u> Transportation funding. (Cont)				Regional Asthma Management and Prevention Safe Routes to School National Partnership San Diego County Bicycle Coalition San Francisco Bicycle Coalition San Francisco Transit Riders Santa Barbara Bicycle Coalition Sequoia Riverlands Trust Shasta Living Streets Sierra Club California Sonoma County Bicycle Coalition Sunflower Alliance Transform Trust for Public Lands Urban Habitat Valley LEAP Walk & Bike Mendocino Walk Long Beach Walk Oakland Bike Oakland Walk San Francisco WALKSacramento
<u>SB 20</u> <u>Hill D</u>	9/1/2017-A. THIRD READING	Existing law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over		Transportation And Housing (text 3/20/2017)

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Vehicles: buses: seatbelts.	9/1/2017-Action From CONSENT CALENDAR: To THIRD READING.	are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction. This bill would also require a passenger who is 16 years of age or older in a bus that is equipped with safety belts to be properly restrained by a safety belt and would require a motor carrier to maintain those safety belts in good working order for the use of the passengers. The bill would prohibit a parent, legal guardian, or chartering party from transporting on a bus that is equipped with safety belts, or permitting to be transported on a bus that is equipped with safety belts, a child, ward, or passenger who is 8 years of age or older, but under 16 years of age, unless he or she is properly restrained by a safety belt. The bill would also prohibit a parent, legal guardian, or chartering party from transporting on a bus that is equipped with safety belts, or permitting to be transported on a bus that is equipped with safety belts, a child, ward, or passenger who is under 8 years of age and under 4 feet 9 inches in height, unless he or she is acceptably restrained by a safety belt, except as specified. The bill would exempt a passenger leaving his or her seat to use an onboard bathroom from the seatbelt requirement. The bill would also require a motor carrier operating a bus equipped with safety belts to either: (1) require the bus driver to inform passengers of the requirement to wear a seatbelt or (2) post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified. The bill would make a violation of the provisions requiring a passenger to wear a safety belt, an infraction punishable by a fine of not more than \$20 for a first offense and a fine of not		Support None Oppose None

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		more than \$50 for each subsequent offense. By creating a new crime, the bill would impose a state-mandated local program. The bill would specify that these provisions do not apply to a schoolbus or a school pupil activity bus, as defined. This bill contains other related provisions and other existing laws.		
<u>SB 21</u> <u>Hill D</u> Law enforcement agencies: surveillance: policies.	8/23/2017-A. APPR. SUSPENSE FILE 8/23/2017-August 23 set for first hearing. Placed on suspense file.	Under existing law, a city or county is empowered to perform duties including providing for public safety and law enforcement. A city or county is authorized, either directly or indirectly, to prescribe policies and regulations for law enforcement agencies under its jurisdiction. This bill would, beginning July 1, 2018, require each public agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed Surveillance Use Policy for the use of each type of surveillance technology and the information collected, as specified. The bill would require the public agency to cease using the surveillance technology within 30 days if the proposed plan is not adopted. The bill would require that the public agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. The bill would require the policy and any amendments to be posted on the agency's Internet Web site. The bill would also require the agency to make specified reports, at approved intervals, concerning the use of surveillance technology, and to make those reports available on the agency's Internet Web site. The bill would prohibit a public agency from selling, sharing, or transferring information gathered by surveillance technology, except		Judiciary (text 4/17/2017) Support Electronic Frontier Foundation Firearms Policy Coalition Media Alliance Oakland Privacy Oppose Association of Orange County Deputy Sheriffs California Fraternal Order of Police California Peace Officers' Association California Police Chiefs Association California Statewide Law Enforcement Association Long Beach Police Officers Association Peace Officers Research

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		to another public agency, as permitted by law and the terms of the Surveillance Use Policy. The bill would provide specified penalties, in addition to any other remedies under law, for violations of these provisions, including punitive damages, attorney's fees, and injunctive relief. The bill would authorize an agency to temporarily use surveillance technology during exigent circumstances, as specified, without meeting the requirements of these provisions, provided that, among other things, the agency submits a specified report to its governing body within 45 days of the end of the exigent circumstances. This bill contains other related provisions and other existing laws.		Association of California Sacramento County Deputy Sheriffs' Association

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<u>SB 22</u> <u>Hill D</u> Firearms: law enforcement agencies: agency firearm accounting.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law generally requires that a transaction involving a firearm be conducted through a licensed firearms dealer. This requirement does not apply under existing law to the sale or transfer of a firearm to an authorized law enforcement representative for exclusive use by that law enforcement agency if, prior to the transfer of the firearm, written authorization from the head of the agency is presented to the person from whom the transfer is being made. In these cases, existing law requires the firearm to be entered as an institutional weapon into the Automated Firearms System (AFS) via the California Law Enforcement Telecommunications System. This bill would require a law enforcement agency, as defined, to adopt a written procedure to account for firearms that are owned, acquired, maintained, sold, loaned, lost, stolen, or in any way possessed by that agency or by an employee of that agency if used or carried for purposes of carrying out the official duties of his or her employment, as specified. The bill would require that firearms that are lost, stolen, or otherwise disposed of be entered into the AFS. By imposing additional duties on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Public Safety (text 3/13/2017) Support California Chapters of the Brady Campaign to Prevent Gun Violence Firearms Policy Coalition Oppose None
<u>SB 53</u> <u>Hueso D</u> Natural gas vehicles.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR.	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the		Transportation And Housing (text 3/20/2017) Support Accurate Underground and Grading, Inc. Agility Fuel Solutions Alameda County Industries Alliant Specialty Insurance Services ANGI Antonini Freight Express, Inc.

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	SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system.This bill would authorize a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits by an amount, up to a specified maximum, equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. The bill would additionally require the University of California Institute of Transportation Studies or the Department of Transportation to estimate the damage caused by vehicles operating pursuant to this authorization and report its findings to the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation on or before October 1, 2018.		Athens Services Atlas Industries Bay Counties SMaRT Station Bioenergy Association of California BLT Enterprises BMS Technologies Burrtec Waste Industries Inc. CalCIMA California Natural Gas Vehicle Association (co-sponsor) California Refuse Recycling Council California Trucking Association Californians Against Waste CalPortland Construction Company CASS, Inc. Chavez Transport Inc. Cherry Engineering Clean Energy CleanStreet CR&R Inc. Cummins & White LLP Desert Valley Disposal Inc. Dickson Co Inc. Direct Disposal East Bay Sanitary Co. Ecology Recycling Services and Transportation EDCO Waste and Recycling Services Escondido Disposal Inc. EW Truck and Equipment Company Inc. Facility Builders and Erectors FASTECH Fremont Recycling & Transfer Station Garden City Sanitation Inc. GEOCON Gladstein, Neandress & Associates Green, Hasson, Janks LLP GreenWaste Recovery Inc. Harris Ranch Hastie's Capitol Sand & Gravel, Co. Haul Away Rubbish Service Co. Inc.

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				Inland Empire Disposal Association (IEDA) J&L Transport <u>CONTINUED</u> J-W Power Company JRMA Architects and Engineers Ken Grody Ford Livermore Sanitation Los Angeles County Disposal Association Los Angeles County Solid Waste Management Committee Los Angeles County Waste Management Association Marin Sanitary Service McNeilus Truck and Manufacturing Inc. Mission Trail Waste Systems, Inc. Mobile Fueling Solutions Mountain Valley Express Napa Recycling and Waste Services LLC. NASA Services Nationwide Environmental Services Northern Recycling Operations and Waste Services LLC. Olympic Wire and Equipment

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				Orchard Supply Hardware Pacific Rim Communications Palm Springs Disposal Services Peña's Disposal Inc. Peninsula Sanitary Service Inc. Penske Truck Leasing Pleasanton Garbage Service Rainbow Environmental Services Ramona Disposal Service Raymundo Engineering Company Inc. Refuel Republic Services Riley Electric Inc. Robinson's Mechanical Construction Inc. San Diego County Disposal Association (co-sponsor) San Diego Gas and Electric SFA LLC. Silke Communications Solid Waste Association of North America Solid Waste Association of Orange County South Coast Air Quality Management District South San Francisco Scavenger Company Inc.

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				Southern California Disposal and Recycling Co Inc. Southern California Gas Company Spear and Associations Inc. Strategic Materials T&T Trucking TruStar Energy Turlock Scavenger Recycling and Transfer United Parcel Service (UPS) Universal Waste Systems Inc. Upper Valley Disposal & Recycling Valley Vista Services Inc. Varner Bros, Inc. (Bakersfield) Volvo Trucks of North America WARE Disposal Co. Inc. Waste Connections, Inc. Waste Management, Inc. Western Trailers Westhoff, Cone & Holmstedt Zanker Recycling Oppose None

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<u>SB 54</u> <u>De León D</u> Law enforcement: sharing data.	8/23/2017-A. APPR. SUSPENSE FILE 8/23/2017-August 23 set for first hearing. Placed on suspense file.	Existing law provides that when there is reason to believe that a person arrested for a violation of specified controlled substance provisions may not be a citizen of the United States, the arresting agency shall notify the appropriate agency of the United States having charge of deportation matters. This bill would repeal those provisions. This bill contains other related provisions and other existing laws.		Floor Analyses (text 3/29/2017) Support Oppose

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<p>SB 80 Wieckowski D</p> <p>California Environmental Quality Act: notices.</p>	<p>8/30/2017-A. APPR. SUSPENSE FILE 8/30/2017-August 30 set for first hearing. Placed on APPR. suspense file.</p>	<p>(1)The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The act requires the lead agency to mail certain notices to persons who have filed a written request for notices. The act provides that if the agency's offer to provide the notices by email, upon filing a written request for notices, a person may request that the notices be provided to him or her by email. This bill would require the lead agency to post those notices on the agency's Internet Web site. The bill would require the agency to offer to provide those notices by email. Because this bill would increase the level of service provided by a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		<p>Environmental Quality (text 2/14/2017) Support California League of Conservation Voters Inyo County Clerk Sierra Club California</p> <p>Oppose Association of California Water Agencies</p>

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<p>SB 137 <u>Allen D</u> Transit districts: ordinances.</p>	<p>7/14/2017-A. 2 YEAR 7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/1/2017)(May be acted upon Jan 2018)</p>	<p>Existing law imposes various requirements on transit districts relating to the passage of ordinances. This bill would, in addition to any other requirements, require a transit district to publish an ordinance on its Internet Web site, or the otherwise appropriate Internet Web site, within 15 days after the ordinance's passage and in a manner that is accessible and easily navigable. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		

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<p><u>SB 145</u> <u>Hill D</u></p> <p>Autonomous vehicles: testing on public roads.</p>	<p>8/24/2017-A. THIRD READING 8/24/2017-Read second time. Ordered to third reading.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Existing law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill would also repeal the requirement that the approval of such an application not be effective any sooner than 180 days after the date the application is submitted. This bill contains other related provisions.</p>		

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<p><u>SB 150</u> <u>Allen D</u></p> <p>Regional transportation plans.</p>	<p>8/23/2017-A. APPR. SUSPENSE FILE 8/23/2017-August 23 set for first hearing. Placed on suspense file.</p>	<p>Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the state board to update the greenhouse gas emission reduction targets, as specified. The bill would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines the region's transportation planning and programming activities, with transportation projects to be prioritized based on a project's ability to meet certain criteria and objectives relative to reduction in vehicle miles traveled and maximization of cobenefits such as public health, social equity, and conservation. The bill, beginning on January 1, 2018, would require the state board to monitor each metropolitan planning organization's sustainable communities strategy or alternative planning strategy, and to submit a progress report every 4 years to the California Transportation Commission, which would include an assessment of whether the metropolitan planning organization is on track to meet certain targets</p>		<p>Transportation And Housing (text 4/6/2017) Support 350 Bay Area Bike San Gabriel Valley California Bicycle Coalition California League of Conservation Voters California Walks Catholic Charities of the Diocese of Stockton Center for Biological Diversity Center for Climate Change and Public Health ClimatePlan (co-sponsor) Coalition for Clean Air COAST Marin County Bicycle Coalition Natural Parks Conservation Association Natural Resources Defense Council (Sponsor) Public Advocates, Inc. Safe Routes to School National Partnership</p>

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<p>SB 150 Allen D</p> <p>Regional transportation plans. (Cont)</p>		<p>relating to reduction of vehicle miles traveled and reduction of greenhouse gas emissions. The bill, with respect to the areas under the jurisdiction of county transportation commissions in southern California, would, beginning in 2022, require a county transportation commission to recommend for implementation only the highest priority transportation projects identified in the appendix if the area is not on track to meet the state board's 2035 greenhouse gas emission reduction targets. By imposing new requirements on local agencies, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>		<p>Santa Barbara Bicycle Coalition Sequoia Riverlands Trust Sierra Club California Sunflower Alliance The Nature Conservancy TransForm (co-sponsor) Trust for Public Lands Voices for Progress Education Fund</p> <p>Oppose Associated General Contractors – California Associated General Contractors – San Diego Chapter California Association of Councils of Governments (CALCOG) California Association of Realtors California Building Industry Association California Business Properties Association California Business Roundtable California Chamber of Commerce</p>

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<u>SB 159</u> <u>Allen D</u> Off-highway vehicles.	8/31/2017-A. APPR. 8/31/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (August 31). Re-referred to Com. on APPR.	Existing law generally imposes a service fee of \$7 for the issuance or renewal of identification of off-highway motor vehicles subject to identification, and a special fee of \$33 paid at the time of payment of the service fee. Existing law requires the special fees, specified use fees for state vehicular recreation areas, and other specified funds to be deposited in the Off-Highway Vehicle Trust Fund, and requires moneys in the fund, upon appropriation, to be allocated for specified purposes related to off-highway recreation. These provisions are to be repealed on January 1, 2018. This bill would extend the operation of these provisions until January 1, 2023, if certain conditions are met. This bill contains other related provisions.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>SB 163</u> Bradford D</p> <p>Elections: domicile: residence.</p>	<p>5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 2/2/2017)(May be acted upon Jan 2018</p>	<p>Existing law defines "residence" for voting purposes as a person's domicile. Existing law describes the domicile of a person as that place in which his or her habitation is fixed, wherein the person has the intention of remaining, and to which, whenever he or she is absent, the person has the intention of returning. Existing law describes the residence of a person as that place in which the person's habitation is fixed for some period of time, but wherein he or she does not have the intention of remaining. Existing law provides that a person may have only one domicile at a given time, but may have more than one residence. Existing law also provides that, for purposes of determining the domicile of a Member of the Legislature or a Representative in the Congress of the United States, it shall be conclusively presumed that the residence address indicated on that person's currently filed affidavit of voter registration is that person's domicile. This bill would provide that a person's domicile or residence may also be the place in which the person has legal tenancy. This bill would define legal tenancy for voting purposes to mean a person's right to possess or hold property, whether by lease or by title. This bill would provide that the conclusive presumption for determining a Member of the Legislature's domicile applies if the person has legal tenancy at the residence address indicated on his or her affidavit of voter registration.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 194</u> <u>Anderson R</u> Probation: revocation: new period.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law allows an order revoking probation to be set aside for good cause before judgement has been pronounced. If probation has been revoked after judgment has been pronounced, existing law allows the judgment and the order which revoked the probation to be set aside within 30 days after the court has notice that the execution of the sentence has commenced. If an order setting aside the judgement, the revocation of probation, or both is made after the expiration of the probationary period, existing law allows the court to place the person on probation for that period and with those terms and conditions as it could have done immediately following conviction. This bill would allow the court to place the person on probation for a new period of probation with those terms and conditions as it could have done immediately following conviction whether the order setting aside the judgement, the revocation of probation, or both was made before or after the expiration of the probationary period. By increasing the duties of probation officers, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch	

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 200</u> Morrell R Public employees' retirement benefits: final compensation.	5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 1/31/2017)(May be acted upon Jan 2018)	The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes certain new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan. This bill would make a nonsubstantive change to that provision. This bill contains other existing laws.	Watch	
<u>SB 251</u> Cannella R Autonomous vehicles: pilot project.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 2/16/2017)(May be acted upon Jan 2018)	Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. Notwithstanding these provisions, existing law, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour, as provided. This bill would, until 180 days after the operative date of the above specified regulations, allow the County of Merced to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's	Watch	

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		<p>seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted at the Castle Commerce Center. The bill would require the County of Merced or a private entity, or a combination of the two, to obtain an instrument of insurance, surety bond, or proof of self-insurance in an amount of \$5,000,000 prior to the start of testing of any autonomous vehicle on or across a public road and would require evidence of the insurance, surety bond, or proof of self-insurance to be provided to the Department of Motor Vehicles in the form and manner required by the department. The bill would require the County of Merced or a private entity, or a combination of the two, to provide the department with a detailed description of the testing program, as specified. The bill would require the operator of the autonomous vehicle technology to disclose what personal information concerning a pilot project participant is collected by an autonomous vehicle. The bill would allow the department to require data collection for evaluating the safety of the vehicles, as provided.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 256</u> Atkins D Public contracts: criminal offenses and statute of limitations.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law makes it unlawful for various local entities, including cities, counties, community college districts, reclamation districts, and school districts, to split or separate into smaller work orders or projects any work, project, service, or purchase for the purpose of evading laws requiring public works to be done by contract after competitive bidding. Existing law makes that act a misdemeanor if the work order or project is for a city or county. This bill would require that prosecution for a misdemeanor violation of the crimes described above with respect to a city, county, community college district, reclamation district, or school district, or with respect to a public agency whose governing board has by resolution elected to become subject to specified uniform construction cost accounting procedures and has notified the Controller of that election, commence within 3 years of the commission of the offense. This bill contains other related provisions and other existing laws.	Watch	Public Safety (text 3/20/2017) Support California District Attorneys Association Oppose None
<u>SB 259</u> Wilk R Reports.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 3/28/2017)(May be acted upon Jan 2018)	Existing law generally sets out the requirements for the submission of written reports by public agencies to the Legislature, the Governor, the Controller, and state legislative and other executive entities. This bill would require a written report, as defined, submitted by any state agency or department to the Legislature, a Member of the Legislature, or any state legislative or executive body to include a signed statement by the head of the agency or department declaring that the factual contents of the written report are true, accurate, and complete to the best of his or her knowledge. This bill contains other related provisions.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 262</u> <u>Wieckowski D</u> Climate change: adaptation: advisory council.	7/14/2017-A. 2 YEAR 7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/18/2017)(May be acted upon Jan 2018)	Existing law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.		
<u>SB 263</u> <u>Leyva D</u> Climate Assistance Centers.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. Existing law requires the California Environmental Protection Agency to provide assistance in performing outreach to disadvantaged communities and assessing the environmental justice benefits of project awards. This bill would require the council, among other things, to establish no less than 10 regional climate assistance centers, as specified, and award competitive grants to eligible entities through an application process, as specified. The bill would require the climate assistance centers to provide to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in	Watch	Natural Resources And Water (text 3/21/2017) Support 350 Bay Area American Lung Association of California Amigos de Los Rios Arroyos & Foothills Conservancy Asian Pacific Environmental Network Audubon California Bike SGV CalBike California Association of Local Conservation Corps California League of Conservation Voters

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		<p>project management and implementation, and work with local organizations to formulate policies and programming that accomplish specified goals. The bill would authorize the council and climate assistance centers to solicit and accept nonstate money. The bill would require the council and the State Air Resources Board to make a specified report to the Legislature.</p>		<p>Central Coast Energy Services Central Valley Air Quality Coalition Coalition for Clean Air COFEM Community Water Center East Yard Communities for Environmental Justice Environmental Defense Fund Fossil Free California Fresno County Economic Opportunities Commission Friends Committee on Legislation of California From Lots to Spots Greenlining Institute GRID Alternatives LA County Bike Coalition LA Neighborhood Land Trust Leadership Counsel for Justice & Accountability Local Government Commission Los Angeles Neighborhood Initiative Los Cerritos Wetlands Land Trust Move LA</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
				National Parks Conservation Association Pacific Forest Trust Pacoima Beautiful Public Advocates, Inc. Safe Routes to School National Partnership San Gabriel Mountains Forever SCOPE Sierra Business Council The Nature Conservancy The Watershed Project Transform Trust for Public Lands Valley Vision Voices for Progress Education Fund Wholly H2O Oppose None

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>SB 264 Nguyen R</p> <p>High-occupancy toll lanes.</p>	<p>4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/6/2017)(May be acted upon Jan 2018)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes a regional transportation agency or the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. Existing law requires certain excess revenue generated by the toll facility to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as provided. This bill would instead require net excess toll revenues, as defined, received from high-occupancy toll lanes on a specified portion of an approximately 16-mile-long project corridor in the County of Orange on Interstate 405 and that traverses the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach to be allocated to the Orange County Transportation Authority and certain project corridor jurisdictions according to a specified schedule. The bill would require these moneys to be spent on specified transportation improvement projects.</p>	<p>Watch</p>	<p>Transportation And Housing (text 4/4/2017) Support None Oppose HNTB Corporation Professional Engineers in California Government Self Help Counties Coalition</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 267</u> <u>Pan D</u> Political Reform Act of 1974: City of Sacramento.	5/22/2017-A. E. & R. 5/22/2017-Referred to Coms. on E. & R. and L. GOV.	Existing law authorizes the Fair Political Practices Commission, upon mutual agreement between the Commission and the Board of Supervisors of the County of San Bernardino, to have primary responsibility for the impartial, effective administration, implementation, and enforcement of a local campaign finance reform ordinance of the County of San Bernardino, as specified. Existing law also authorizes the Fair Political Practices Commission to enter into such an agreement with the City Council of the City of Stockton. This bill would authorize the Commission and the City Council of the City of Sacramento to also enter into such an agreement, as specified. The bill would require, if such an agreement is executed, that the Commission report specified information to the Legislature regarding the performance of that agreement within four years of the date on which the agreement was entered. This bill contains other related provisions and other existing laws.		
<u>SB 268</u> <u>Mendoza D</u> Los Angeles County Metropolitan Transportation Authority.	7/14/2017-A. 2 YEAR 7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was L. GOV. on 6/28/2017)(May be acted upon Jan 2018)	Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors that consists of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles City Council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the Los Angeles County Board of Supervisors, and a nonvoting member appointed by the Governor. This bill would require the authority, the Los Angeles County Division of	Oppose	Local Government (text 5/20/2017) Support California Contract Cities Association Cities of Carson, La Mirada, Pico Rivera, and Torrance Councilmember John Mirisch, City of Beverly Hills Gateway Cities Council of Governments (GCCOG) League of California Cities, Los Angeles County Division Oppose Cities of Azusa, Glendale, Glendora, and West Hollywood Fixing Angelenos Stuck in Traffic (FAST) HDR Engineering Individual letters

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		<p>the League of California Cities, the California Contract Cities Association, and the Los Angeles County City Selection Committee to prepare and provide to the Legislature by December 1, 2018, a plan agreed to by a 2/3 vote of the designated representatives of these entities, for reorganizing the membership of the authority to provide equitable and proportional to voting representation, with a total of 22 members, including more representation for cities other than the City of Los Angeles, of each area of the county on the authority, and a date for implementing the plan that is no later than January 1, 2020. The bill, commencing on January 1, 2020, would require the membership of the authority to be reconstituted pursuant to the plan. The bill, if a plan is not submitted or is not implemented, would, commencing on January 1, 2020, provide for the authority to consist of 22 members, including the 5 members of the Los Angeles County Board of Supervisors, the Mayor of the City of Los Angeles, 5 members of the Los Angeles City Council and one public member appointed by the mayor, one member appointed by the City of Long Beach, 8 members from cities other than Los Angeles appointed by the Los Angeles County City Selection Committee, and one nonvoting member appointed by the Governor. The bill would require every appointee to serve a 4-year term without limitation or until the expiration of the term of his or her elected office. The bill would also delete, on January 1, 2020, the requirement for the authority to submit a plan to the Legislature if the number of members of the board of supervisors is increased. This bill contains other related provisions and other existing</p>		<p>Jobs to Move America LA and Orange Counties Building Trades Las Virgenes-Malibu Council of Governments Los Angeles Area Chamber of Commerce Los Angeles County Board of Supervisors Los Angeles County Metropolitan Transportation Authority Los Angeles/Orange Counties Building and Construction Trades Council Lynn Capouya, Inc. Mayor Eric Garcetti, City of Los Angeles Michael Baker International Mobility 21 Orange County Business Council Parsons Corporation Riverside County Transportation Commission San Bernardino County Transportation Authority San Fernando Valley Council of Governments Sheet Metal Air Rail and Transportation Workers, General Committee of Adjustment 875 Southern California Pipe Trades District Council No. 16 Southern California Regional Rail Authority State Building and Construction Trades Council of California Valley Industry and Commerce Association (VICA) WSP Parsons Brinckerhoff</p>

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		laws.		
<u>SB 275</u> <u>Portantino D</u> Surplus residential property: State Route 710: property taxes: assessments.	6/5/2017-A. H. & C.D. 6/5/2017-Referred to Coms. on H. & C.D. and REV. & TAX. 6/28/2017-June 28 hearing postponed by committee.	Existing law declares the intent of the Legislature to preserve, upgrade, and expand the supply of housing to persons and families of low or moderate income through the sale of specified surplus residential property owned by public agencies. Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. This bill would require surplus residential property purchased at an affordable price pursuant to the procedures described above to be assessed at its affordable price for property tax purposes. The bill would also require surplus residential property purchased at a reasonable price pursuant to the procedures described above to be assessed at its reasonable price for property tax purposes. The bill would provide that these provisions only apply to surplus residential properties for State Route 710, in Los Angeles County. This bill contains other related provisions and other existing laws.		Transportation And Housing (text 2/9/2017) Support City of South Pasadena Jeffrey Prang, Assessor for the County of Los Angeles Oppose None

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<u>SB 337</u> <u>Bates R</u> Repatriation Infrastructure Fund.	2/23/2017-S. GOV. & F. 4/5/2017-April 5 hearing: Testimony taken. Hearing postponed by committee.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system, the local street and road system, and public transportation. This bill, until July 1, 2025, would require the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States. This bill contains other related provisions.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>SB 387</u> <u>Jackson D</u></p> <p>The False Claims Act.</p>	<p>5/18/2017-A. JUD. 5/18/2017-Referred to Com. on JUD.</p>	<p>Existing law, the False Claims Act, provides that a person who commits any one of several enumerated acts relating to the submission to the state or a political subdivision of the state of a false claim for money, property, or services, as specified, shall be liable to the state or political subdivision for certain damages and a civil penalty. Existing federal law requires the Office of Inspector General, in consultation with the United States Attorney General, to determine whether a state has a false claims act that qualifies the state for a 10-percentage-point increase under the Social Security Act in the state's share of any amounts recovered under that law, by, among other things, imposing a civil penalty that is not less than the amount of the civil penalty authorized under the Federal False Claims Act. Existing federal law, the Federal Civil Penalties Inflation Adjustment Act of 1990, requires federal agencies to adjust the levels of civil monetary penalties for inflation to improve the effectiveness of civil monetary penalties and to maintain their deterrent effect. This bill would specify that the fines imposed for violation of the False Claims Act shall be imposed as adjusted by the Federal Civil Penalties Inflation Adjustment Act of 1990.</p>		<p>Judiciary (text 2/14/2017) Support California Attorney General Oppose None</p>

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<p>SB 389 Roth D</p> <p>Department of Transportation: transportation project delivery services.</p>	<p>8/23/2017-A. APPR. SUSPENSE FILE 8/23/2017-August 23 set for first hearing. Placed on suspense file.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. Existing law provides that all money deposited in the account by local agencies or by others is continuously appropriated to the department and is available for expenditure by the department for the purposes for which the money was made available. This bill would authorize the department to establish a fee schedule and to charge a fee relative to transportation project delivery services requested by a local agency or other entity, as specified, including job mix formula verifications, material plant quality program inspections, and laboratory accreditations. The bill would authorize the department to adopt regulations to, among other things, specify the terms and conditions for performing these tasks and would require that the department's total estimated revenue from the fee schedule not exceed the department's estimated total cost for providing these services. The bill would require that the funds collected pursuant to these provisions be deposited in the State Highway Account in the State Transportation Fund. Because these funds would be continuously appropriated to the department, the bill would thereby make an appropriation.</p>		

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<p>SB 400 <u>Portantino D</u></p> <p>Highways: surplus residential property.</p>	<p>7/19/2017-A. APPR. SUSPENSE FILE 7/19/2017-July 19 set for first hearing. Placed on APPR. suspense file.</p>	<p>Existing law authorizes the Department of Transportation to acquire real property for state highway purposes and specifies various procedures to be followed by the department when it determines that real property acquired for state highway purposes is no longer necessary for those purposes. Existing law declares the intent of the Legislature to preserve, upgrade, and expand the supply of current housing to persons or families of low or moderate income through the sale of specified surplus residential property. Existing law requires an agency of the state disposing of surplus residential property to do so in accordance with specified priorities and procedures, including that priority to purchase be given to tenants that are former owners or are persons or families of low or moderate income. This bill would, until January 1, 2020, prohibit the Department of Transportation from increasing the rent of tenants who reside in surplus residential property located on State Route 710 in the County of Los Angeles.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>SB 406 Leyva D</p> <p>Vehicles: high-occupancy vehicle lanes: exceptions.</p>	<p>8/31/2017-S. DESK 8/31/2017-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.</p>	<p>Existing law authorizes the Department of Transportation and local authorities to designate certain highway lanes for the exclusive or preferential use of high-occupancy vehicles (HOVs), requires the department or local authorities to place signage advising motorists of the rules governing the use of those lanes, and prohibits the use of those lanes by motorists other than in conformity with the posted rules. Existing law provides a limited exemption allowing motorcycles, mass transit vehicles, and paratransit vehicles to use HOV lanes. This bill would provide an exemption to allow for blood transport vehicles, as defined, to use HOV lanes, regardless of the number of occupants. The bill would require certain conditions be met for the new exemption to be operative, including requiring the Director of Transportation to determine that the exemption would not result in a loss of federal funds or conflict with federal law, as specified, and requiring the director to post that determination on the Department of Transportation's Internet Web site.</p>		<p>Transportation And Housing (text 3/23/2017) Support American Red Cross (sponsor) Blood Centers of California Blood Centers of the Pacific Blood Source United Blood Services Oppose None</p>

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>SB 414</u> <u>Vidak R</u></p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>2/23/2017-S. T. & H. 4/5/2017-April 4 set for first hearing.</p> <p>Failed passage in committee.</p> <p>Reconsideration granted.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the California Transportation Commission for allocation for repair and new construction projects on state highways and freeways, and to the Controller for apportionment to transportation projects or other infrastructure projects, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 5, 2018, statewide primary election.</p>		<p>Transportation And Housing (text 2/15/2017) Support</p> <p>Citizens for California High-Speed Rail Accountability Community Coalition on High-Speed Rail DERAIL Howard Jarvis Taxpayers Association One individual Tos Farms Inc.</p> <p>Oppose</p> <p>California Labor Federation</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>SB 415</u> Vidak R</p> <p>High-speed rail: rights-of-way.</p>	<p>4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 2/23/2017)(May be acted upon Jan 2018)</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of property necessary for rights-of-way and the disposal of acquired property no longer necessary for that purpose. This bill would require the authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.</p>		<p>Transportation And Housing (text 2/15/2017) Support Citizens for California High-Speed Rail Accountability Community Coalition on High-Speed Rail DERAIL Howard Jarvis Taxpayers Association One individual Tos Farms Inc. Oppose None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 422</u> <u>Wilk R</u> Transportation projects: comprehensive development lease agreements.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/29/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also make nonsubstantive changes to these provisions by correcting obsolete cross-references.	Sponsor	
<u>SB 513</u> <u>Bradford D</u> Assault and battery of a public utility worker.	8/31/2017-S. ENROLLMENT 8/31/2017-Assembly amendments concurred in. (Ayes 37. Noes 0.) Ordered to engrossing and enrolling.	Existing law makes assault punishable by a fine not exceeding \$1,000, or by imprisonment in the county jail not exceeding 6 months, or by both the fine and imprisonment. Existing law provides for higher fines and longer terms of imprisonment for assaults against specified individuals, including a peace officer engaged in the performance of his or her duties when the person committing the offense knows or reasonably should know that the victim is a peace officer. This bill would make assault of a utility worker, as defined, engaged in the performance of essential service, and the person committing the offense knows or reasonably should know that the victim is a utility		Public Safety (text 2/16/2017) Support Association for Los Angeles Deputy Sheriffs California American Water California Association of Code Enforcement Officers California College and University Police Chiefs Association California District Attorneys Association California Municipal Utilities Association California Narcotic Officers' Association

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>SB S13</u> <u>Bradford D</u></p> <p>Assault and battery of a public utility worker.</p>		<p>worker engaged in the performance of essential service, punishable by a fine not exceeding \$2,000, or by imprisonment in the county jail not exceeding one year, or by both the fine and imprisonment. This bill contains other related provisions and other existing laws.</p>		<p>California Water Association California Water Service Golden State Power Cooperative Los Angeles County Professional Peace Officers Association Los Angeles Police Protective League National Electrical Contractors Association, California Chapter Northern California Power Agency PacifiCorp Riverside Sheriffs' Association Sacramento Municipal Utility District Southern California Gas Company and San Diego Gas & Electric Company (collectively known as the Sempra Energy Utilities) Western Line Constructors Oppose American Civil Liberties Union of California Courage Campaign</p>
<p><u>SB 591</u> <u>Berryhill R</u></p> <p>Motor vehicle fuel tax.</p>	<p>5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/17/2017)(May be acted upon Jan 2018)</p>	<p>The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would make a nonsubstantive change to this provision.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>SB 594</u> <u>Beall D</u></p> <p>Flood risk: dam failure: expedited permit processing and approval: human life safety protection.</p>	<p>8/21/2017-S. RLS. 8/21/2017- Withdrawn from committee. Re-referred to Com. on RLS.</p>	<p>Existing law requires the Department of Water Resources to supervise the maintenance and operation of dams and reservoirs as necessary to safeguard life and property. Existing law requires the Department of Water Resources to perform various flood control activities throughout the state. Existing law establishes the Central Valley Flood Protection Board and authorizes the board to engage in various flood control activities along the Sacramento River, the San Joaquin River, their tributaries, and related areas. Existing law also authorizes the board of supervisors of a county to appropriate and spend money from the general fund of the county for specified flood control purposes in connection with streams or rivers in the county. This bill would require a state agency to expedite permit processing and approval for a project that will maintain or improve human life safety protection through flood risk reduction or reduction of a risk of dam failure, as specified. This bill would declare that it is to take effect immediately as an urgency statute.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>SB 614 Hertzberg D</p> <p>Public transportation agencies: administrative penalties.</p>	<p>8/30/2017- S. ENROLLED 8/30/2017-Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law makes it a crime, punishable as an infraction or misdemeanor, as applicable, for a person to commit certain acts on or in a facility or vehicle of a public transportation system. Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion and other passenger misconduct on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable. In setting the amounts of administrative penalties for fare evasion and other passenger misconduct violations, existing law prohibits a public transportation agency from establishing penalty amounts that exceed the maximum penalty amount established for the criminal penalties. Existing law requires these administrative penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the administrative penalties to be deposited with the public transportation agency that issued the citation. In setting the amount of administrative penalties for fare evasion and other passenger misconduct violations, the bill would instead prohibit a public transportation agency from establishing penalty amounts that exceed \$125 upon a first or 2nd violation and \$200 upon a 3rd or subsequent violation. This bill contains other related provisions and other existing laws.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>SB 639</u> <u>Hertzberg D</u></p> <p>Property taxation: assessment: electric generation facilities.</p>	<p>8/30/2017- S. ENROLLED 8/30/2017-Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing property tax law generally requires a county assessor to assess all property subject to general property taxation at its full value, but requires the State Board of Equalization to annually value and assess all of the taxable property within the state that is to be assessed by it pursuant to the California Constitution, which includes, among other things, property, except franchises, owned or used by companies transmitting or selling electricity and property owned or used by other public utilities, as authorized by the Legislature. Existing property tax law authorizes the board to use the principle of unit valuation in valuing properties of a state assessee that are operated as a unit in a primary function of the assessee, and provides for the allocation of property tax assessed value and revenues from the unitary and operating nonunitary property, as defined, of the state assessee among the various counties in which that property is located. This bill would provide an additional exception for a facility producing power from other than a conventional power source that is an exempt wholesale generator, as defined by reference to specified federal law, thereby requiring that these facilities be assessed by county assessors. By requiring county assessors to assess certain facilities, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>SB 640</u> Hertzberg D</p> <p>Taxation.</p>	<p>5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was GOV. & F. on 3/2/2017)(May be acted upon Jan 2018)</p>	<p>Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would make legislative findings regarding responding to pending proposals for federal tax reform and California's tax climate and would state that the intent of the bill is to make 3 changes to taxation within the state, including broadening the tax base by imposing a modest sales tax on services. This bill would also establish the Retail Sales Tax on Services Fund in the State Treasury and state the intent of the Legislature that moneys in the fund would be appropriated to, among other purposes, provide tax relief to middle- and low-income Californians to offset the effect of a sales tax on services.</p>		
<p><u>SB 732</u> Stern D</p> <p>General plan: agricultural land.</p>	<p>8/30/2017-A. THIRD READING 8/30/2017-Read second time. Ordered to third reading.</p>	<p>The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a land use element and an open-space element. Existing law requires the land use element to, among other things, designate the proposed general distribution and general location and extent of the uses of the land for agricultural use. Existing law requires the open-space element to include a plan for the comprehensive and long-range preservation and conservation of open-space land within the city or county that prepares it. This bill would, upon the next revision of the housing element on or after January 1, 2018, authorize a city and county to develop an agricultural</p>		

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

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>SB 760 Wiener D</p> <p>Transportation funding: active transportation: complete streets.</p>	<p>4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/9/2017)(May be acted upon Jan 2018)</p>	<p>(1)Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users. This bill would establish a Division of Active Transportation within the department and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. The bill would require, on or before January 1, 2018, the department to update the Highway Design Manual to incorporate the "complete streets" design concept, including, but not limited to, a specified guidance for selection of bicycle facilities. This bill contains other related provisions and other existing laws.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<u>SB 768</u> <u>Allen D</u> Transportation projects: comprehensive development lease agreements.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely. The bill would also make nonsubstantive changes to these provisions by correcting obsolete cross-references.	SUPPORT	
<u>SB 775</u> <u>Wieckowski D</u> California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	5/1/2017-S. E.Q. 5/8/2017-May 10 hearing postponed by committee.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board also to consult with local agencies for these purposes.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p>SCA 6 Wiener D</p> <p>Local transportation measures: special taxes: voter approval.</p>	<p>5/25/2017-S. APPR. SUSPENSE FILE 5/25/2017-May 25 hearing: Held in committee and under submission.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><u>SCA 12</u> <u>Mendoza D</u></p> <p>Counties: governing body: county executive.</p>	<p>8/21/2017-S. APPR. SUSPENSE FILE 8/25/2017-Set for hearing September 1.</p>	<p>(1)The California Constitution requires that a county charter provide for a governing body of 5 or more members, elected by district, at large, or at large with a requirement that they reside in a district, and provide for the compensation, terms, and removal of members of the governing body. Existing law also requires a general law county to have a board of supervisors consisting of 5 members, and requires, except as provided, each member of the board of supervisors to be elected by the district which the member represents. This measure would, commencing January 1, 2022, in a county that is found at a decennial United States census, beginning with the 2020 United States census, to have a population of more than 5,000,000, require, and deem any applicable law, including a county charter, to require, a governing body consisting of the greater of either 5 members or a sufficient number of members so as to ensure that each member represents a district containing a population equivalent to no more than 2 districts in the United States House of Representatives. The measure would require that the members of the governing body serve for a term of 4 years and limit election to the governing body to no more than 3 terms. The measure would also provide that, in such a county, the expenditures for the governing body and its staff may not exceed, for any subsequent fiscal year after the release of the census finding that the county has a population of more than 5,000,000, the amount that was allocated for the expenses of the governing body and its staff in the county's adopted budget for the fiscal year in which that same census was conducted, unless adjusted as</p>	<p>Watch</p>	

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		provided.This bill contains other related provisions and other existing laws.		
SR 18 Cannella R Relative to Engineers Week.	2/23/2017- S. ADOPTED 2/23/2017-Read, Adopted. (Ayes 40. Noes 0.)	This measure proclaims that In recognition of the services bestowed upon the citizens of the State of California by engineers, the Senate hereby recognizes the week of February 19, 2017, to February 25, 2017, as Engineers Week.		

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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p>H.R. 3001</p> <p>U.S. Representative Alan Lowenthal (D-Long Beach)</p>	<p>ECONOMY IN MOTION: THE NATIONAL MULTIMODAL AND SUSTAINABLE FREIGHT INFRASTRUCTURE ACT</p> <p>Would establish a Freight Transportation Infrastructure Trust Fund and create freight specific formula and competitive grant program for multimodal projects. In 2015, Congress passed the bipartisan Fixing America's Surface Transportation (FAST) Act, which for the first time outlined a national freight policy and set up both formula and competitive programs to invest in these systems. The FAST Act funded both of these programs through 2021, but because the Highway Trust Fund is not able to provide the amount of funding necessary to keep up with the nation's infrastructure needs, it is important to identify and support sustainable funding sources that will be dedicated to specific uses that will improve infrastructure.</p>	<p>Pending before the House Committees on Transportation and Infrastructure and Ways and Means</p>

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COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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Martia Fox, Esq.
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FEDERAL TRANSIT ADMINISTRATION
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San Francisco, CA 94103

Re: Quarterly Update on Status of Key Legal Actions

Dear Ms. Fox:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of September 30, 2017, on the Status of MTA Litigation Related to Federally Funded MTA Projects.

Please call if you have any questions (213) 922-2503.

Very truly yours,

MARY C. WICKHAM
Interim County Counsel

By

RICHARD P. CHASTANG
Principal Deputy County Counsel
Transportation Division

RPC:kh

Attachments

c: Charles M. Safer
Brian Boudreau
Emma Nogales
Leslie Rogers
Cindy Smouse
Cosette Stark

Los Angeles County Metropolitan Transportation Authority
 Status of Key MTA Litigation Related to Federally Funded MTA Projects
 Date as of September 30, 2017

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham consolidated with MTA v. Parson Dillingham	BC150298, etc. BC179027	MOS-1 and CA-03-0341, CA-90-X642 MOS-1 and CA-03-0341, CA-90-X642	Originated as Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Defendants' Motion for Summary Judgment granted. MTA's motion for new trial denied. MTA has appealed. Judgment granted in favor of MTA in February 2014 over \$100 million with interest. Defendants have appealed. Oral arguments to be held early 2018.
Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3 Loan	Environmental challenge under CEQA and Cal. Govt. Code alleging deficiencies in Crenshaw/LAX Light Rail Transit FEIR/EIS and discriminatory impacts on African-Americans in the Crenshaw area.	Judgments for MTA and FTA on CEQA and NEPA claims. Government Code Claim for disparate impact remanded to State court.
Today's Iv. Inc. v. MTA	BS160846		Petitioner alleges that Metro is not maintaining access to the hotel and complying with applicable noise standards in violation of the MMRP.	Petitioner's applications for various TROs were denied; discovery is ongoing. Trial set for February 20, 2018
City of Beverly Hills v. MTA	BS144164		Petitioner alleges that Metro accelerated funding for the subway without CEQA clearance.	Case is currently on hold.
City of Rosemead	BS169937		Petitioner claims that Metro violated CEQA by adopting a motion supporting one alternative as the locally preferred alternative prior to completion of CEQA review.	Petitioner's motion for preliminary injunction was heard on October 23, 2017. Final ruling expected shortly.

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Transport Technologies v. MTA	2:15-cv-6423-RSWL-MRW		This is a patent infringement lawsuit. Plaintiff alleges that MTA infringed upon its patent relating to wireless reader technology in connection with MTA's ExpressLanes Project. MTA's contract with the ExpressLanes Project general contractor Atkinson requires Atkinson to defend and indemnify MTA in any Intellectual Property claims.	MTA's Contractor on the Express Lanes, Atkinson has agreed to accept MTA's tender of its defense with a reservation of rights. Mediation was held in May 2016; however, it was unsuccessful. Discovery is continuing.

Wheelchair Disability Discrimination Cases

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Jewell Roper v. MTA	Case No. 2:17-cv-04051		This is a personal injury case in which the plaintiff alleged an ADA violation when an MTA driver deployed the ramp and the ramp hit her foot. Plaintiff is a wheelchair user.	Case was removed to federal court on 6/1/17. Discovery is underway.
Rosa Miller v. MTA	BC674571		This is a personal injury case in which the plaintiff alleged an ADA violation when she could not sit in seating area designated for disabled passengers because those seats were occupied by what she perceived to be non-disabled passengers.	Answer filed. Dispositive motion will be filed upon the completion of discovery.

**FTA-Funded Excess Real Property and ALAP Parcels
Utilization Report**

September 30, 2017

Wilshire/Vermont Station (Parcels B2-113 through B2-121; ALAP Parcel B2-118) – NO CHANGE

These parcels encompass the 5.8-acre Wilshire/Vermont station site and a 1.02-acre site located across Shatto Place from the station site on the northeast corner of Wilshire Boulevard and Shatto Place. All property on the station site that is not used to support Metro rail operations has been sold or ground leased for development through Metro's joint development program. The ground leased portion of this site contains a mixed-use, transit-oriented development operated by Klein Financial and consists of 449 apartments (90 affordable) and approximately 36,000 square feet of retail space. The sold property contains an 800-student LAUSD middle school. The 1.02-acre site situated across the street from the station site is currently used as a Metro bus layover facility.

Temple/Beaudry (ALAP Parcels B-102 and B-103) – NO CHANGE

This site is currently being used to support Metro bus operations.

Wilshire/La Brea (ALAP Parcel A2-362) – NO CHANGE

This site has been turned over to the Westside Subway Project for construction of the Metro Purple Line extension's Wilshire/La Brea station.

Wilshire/Crenshaw (ALAP Parcels A1-300 and A2-301) – NO CHANGE

This property has been turned over to the Westside Subway Project to be used for construction staging with respect to the Metro Purple Line extension project.

Universal City Station (Parcels C3-750 through C3-755, C3-757 through C3-776, C3-778, C3-785, C3-786; ALAP Parcels A4-755, A4-765, A4-767, A4-772, A4-774 and A4-761) – NO CHANGE

This site is currently being used to house a portion of the Metro Red Line's Universal City station, a bus layover facility and a park-and-ride lot.

North Hollywood Station & Southwest Corner of Lankershim/Chandler (Parcels C3-806, C3-810, C3-812, C3-813, C3-815, C3-821-1 through C3-821-3, C3-825 and C3-826; ALAP Parcel C4-815) – NO CHANGE

These parcels encompass the 10.5-acre Metro Red Line's North Hollywood station site, including its adjoining bus layover facility and park-and-ride lot, and a vacant, 1.8-acre lot located on the southwest corner of Lankershim and Chandler

Boulevards.

In May 2017, the Metro Board authorized an Exclusive Negotiation Agreement (“**ENA**”) with developers Trammell Crow Company (“**TCLA**”) and Greenland USA to pursue joint development of the site. Since then, Greenland USA determined that it was no longer able to participate in the project and assigned its rights (as is provided for in the ENA) to TCLA. Metro is supportive of this transition, knowing that TCLA is a strong, committed developer capable of delivering the proposed joint development, and that the change will streamline negotiations as the development evolves.

The concept in the joint development proposal includes a large central square and community gathering space tying together the West and East sides of Lankershim, new mixed-use development, and pedestrian and bike paths. Over the next year, Metro will be working with TCLA and the community to further shape the development with ongoing community outreach. Environmental clearance and entitlement work is expected to start at the end of 2018.

In the interim, Metro is leasing a portion of the 1.8-acre site to an adjacent business for parking.

Westlake/MacArthur Park Station (ALAP Parcels A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224)

These parcels encompass the 1.8-acre Westlake/MacArthur Park station site, situated between Alvarado Boulevard and Westlake Avenue, and a 1.6-acre site located one block southeast of the station site. These sites were anticipated to house a two-phased transit oriented development by McCormack Baron Salazar (“**MBS**”).

Phase A of this development, a mixed-use project that includes 90 affordable apartments, 20,000 sq. ft. of retail space and a 233 space parking structure, with 100 preferred parking spaces for transit users, was constructed in May, 2012 and has been in operation on the 1.6-acre site since. Phase A is situated on land ground leased by Metro to development entities created by MBS.

Phase B of the development, which contemplated 82 affordable apartments and 6,000 to 12,000 sq. ft. of retail space, has not moved forward, however, and, in May, the most recent Joint Development Agreement (“**Revised JDA**”) Metro had entered into with MBS expired. This agreement was entered into for purposes of advancing the development of the Phase B project and followed expiration of a prior MBS JDA in December, 2013. The Revised JDA and the prior JDA each expired without execution of a ground lease due to significant funding gaps in the project’s construction budget, stemming primarily from the cost of accommodating and working around existing Metro subway infrastructure on the site. Expiration of the Revised JDA terminated MBS’s rights to develop the Phase B site and Metro does not intend to further pursue construction of the Phase B project with MBS.

Southwest corner of 1st/Boyle (Parcels ED-121 through ED-125, ED-191, ED-193 and ED-194)

On March 19, 2015, Metro and a MBS development entity entered into a ground lease for the construction and operation of a mixed-use, transit-oriented development on this 1.5-acre, vacant site situated across the street from the Metro Gold Line's Mariachi Plaza station. The proposed development is an 80-unit, affordable apartment project with approximately 4,000 square feet of retail space. Construction of the development was substantially completed in June of this year and residential move-in was completed in July. MBS is still seeking a tenant for the project's retail space.

Mariachi Plaza Station (Parcels ED-130 through ED-132, ED-134 and ED-135)

These parcels encompass the Metro Gold Line's 1.3-acre Mariachi Plaza station site.

Currently, an evaluation team is reviewing proposals to develop this site that were received in June in response to a Request for Proposals ("RFP"). Issuance of the RFP followed an extensive, Metro-led stakeholder outreach effort that collected and distilled the community's desires for this site and included visioning exercises that honed in on viable development opportunities. The outreach effort culminated in the preparation of development guidelines for the site, which were adopted by the Metro board in January 2017 and were included as part of the development RFP. Metro staff expects to go to the Metro Board with the evaluation team's recommendations in January 2018.

Throughout the quarter, the vacant portion of this site was used as vendor and customer parking for a farmer's market held twice a week on Bailey Street. Portions of Mariachi Plaza itself were also used to support the farmer's market.

Southeast corner of Pennsylvania/Bailey (Parcel ED-147) – NO CHANGE

This 0.14-acre vacant lot, situated across Bailey Street from the Mariachi Plaza station site, was included as part of the outreach and engagement effort for the Mariachi Plaza station site. (See the update for Mariachi Plaza station, above, for details.) During the quarter, this site was leased to a local business for customer parking.

Soto Station (Parcels ES-548, ES-549, ES-551A, ES-551B and ES-553 through ES-555)

These parcels encompass the Metro Gold Line's 1.09-acre Soto station site and a 0.29-acre, Metro-owned parcel located across Soto Street from the station.

In June 2016, Metro and Bridge Housing Corporation/East LA Community Corporation ("**Bridge/ELACC**") entered into an ENA with respect to development of the Soto station site and the 0.29-acre parcel. Under the framework of the ENA, and a prior "interim" ENA, Bridge/ELACC has continued to work with Metro to refine the project's scope and design with input from community stakeholders. These efforts, and those under the "interim" ENA, have led to a proposed mixed-use project that will be constructed on a

portion of 1.09-acre Soto station site and will provide 66 apartments, 65 of which will be affordable to families earning 30-50% of Area Median Income, along with approximately 5,000 square feet of ground floor retail space. In addition, the Peabody/Werden Historic Home, which is currently being stored on the 0.29-acre site under a license agreement from Metro, is being considered for community space and other community serving uses as part of the proposed development. The next steps for the project include (a) extension of the ENA term beyond its scheduled December 22, 2017 expiration, (b) submittal of an entitlements/CEQA package to the City of Los Angeles for their review and approval, and (c) submittal of an application to the City of Los Angeles' Housing and Community Investment Department for inclusion in their funding pipeline.

The Bridge/ELACC team was selected via a competitive procurement process to explore development of Metro's Soto station sites in March 2015.

1st/Lorena (Parcel EG-409)

This 1.27-acre site is mostly vacant, but does house a traction power substation for the Metro Gold Line. Metro and A Community of Friends (“**ACOF**”) are parties to an ENA to explore the feasibility of constructing and operating a mixed-use, transit-oriented development on this site. The proposed development will contain 49 apartments (24 of which will provide supportive housing for veterans) and approximately 10,000 square feet of retail space. Community outreach has been completed and the project has been approved by the Boyle Heights Neighborhood Council and the Metro-established Boyle Heights Design Review Advisory Committee. In March 2016, the City of Los Angeles cleared the project under CEQA and approved its entitlements, but the matter was appealed and taken under review by the City. In light of the appeal, the Metro Board of Directors extended the ENA to June 2019 in order to grant the developer more time to work with the appellants and ultimately move forward with the proposed development.

Cesar E. Chavez/Soto (Parcels EE-220 and EE-272 through EE-274)

This 1.96-acre site was acquired by Metro for an extension of the Metro Red Line into Boyle Heights, a project that was replaced by the extension of the Metro Gold Line to the Eastside.

In June, Metro and Abode Communities (“**Abode**”) extended the term of an ENA that was entered into in to explore development at the site. The term was extended to January 3, 2018. Under the framework of the ENA and a prior “interim” ENA, Abode worked with Metro to hone the project's scope and design with input from community stakeholders, including refining the project's affordability mix and proposed ground floor retail uses. These efforts have led to a proposed mixed-use project that is expected to provide 77 apartments, 76 of which will be affordable, along with approximately 8,000 square feet of ground floor retail space. The Boyle Heights Design Review Advisory Committee has recommended proceeding with the proposed project, following an October 2015 recommendation from the Boyle Heights Neighborhood Council to proceed with the ENA.

Under the ENA, the parties have also negotiated the key terms and conditions to be included in a JDA and ground lease that will provide for development of the proposed project. This November, Metro and Abode anticipate City of Los Angeles approval of project entitlements and CEQA clearance for the project, as well as Metro Board authorization to execute the JDA and ground lease in accordance with the negotiated key terms and conditions.

Abode was selected via a competitive procurement process for development of the Cesar E. Chavez/Soto site in March 2015.

Cesar E. Chavez/Fickett (Parcels EE-276 through EE-283)

This 1.56-acre site sits across Matthews Street from the Cesar E. Chavez/Soto site and was also acquired by Metro for an extension of the Metro Red Line into Boyle Heights.

Currently, an evaluation team is reviewing proposals to develop this site that were received in June in response to a RFP. Issuance of the RFP followed an extensive, Metro-led stakeholder outreach effort that collected and distilled the community's desires for this site and included visioning exercises that honed in on viable development opportunities. The outreach effort culminated in the preparation of development guidelines for the site, which were adopted by the Metro board in January 2017 and were included as part of the development RFP. Metro staff expects to go to the Metro Board with the evaluation team's recommendations in January 2018.

Throughout the quarter, Metro leased this site to a community organization for parking.

Los Angeles County
Metropolitan Transportation Authority
California

OPERATIONS MONTHLY RAIL PERFORMANCE REPORT

SEPTEMBER 2017



M Metro

METRO RAIL PERFORMANCE – SEPTEMBER 2017

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Metro Rail Scorecard Overview

Metro operates heavy rail, the Red and Purple Lines, from Union Station to North Hollywood and Union Station to Wilshire/Western. Data for Red and Purple lines are reported under Metro Red line in this report.

Metro also operates four light rail lines: Blue Line from Downtown to Long Beach, Green Line along the 105 freeway, Gold Line from Azusa to East Los Angeles, and Expo Line from Los Angeles to Santa Monica.

Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 203 light rail cars carrying nearly 110 million passengers each year.

Also included in this report are Key Performance Indicators for Wayside, which is in the process of being developed.

Measurement	FY 2015	FY 2016	FY 2017	FY 2018 Target	FY 2018 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Systemwide									
On-Time Pullouts	99.67%	99.63%	99.61%	99.50%	99.68%	●	99.77%	99.81%	99.45%
Mean Miles Between Chargeable Mechanical Failures	34,524	30,482	29,711	32,550	23,935	●	29,212	21,617	22,339
In-Service On-time Performance	98.39%	98.10%	98.24%	98.99%	98.47%	●	98.78%	98.46%	98.17%
Service Delivery Ratio	99.35%	99.22%	99.23%	99.00%	99.24%	●	99.29%	99.14%	99.30%
Traffic Accidents Per 100,000 Train Miles	1.18	1.17	1.01	1.01	1.02	●	0.80	1.17	1.09
CPUC Reportable Accidents per 100,000 Train Miles	0.43	0.60	0.36	0.37	0.58	●	0.40	0.65	0.68
Passenger Accidents per 100,000 Boardings	0.013	0.016	0.023	0.010	0.025	●	0.032	0.020	0.022
Complaints per 100,000 Boardings	0.78	1.43	1.98	1.10	1.78	●	1.56	1.78	2.02
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours ^{1 2}	11.11	10.97	12.27	10.42	11.38	●	14.20	9.39	10.74
Lost Work Days per 200,000 Exposure Hours ^{1 2}	880	482	733	450.00	774	●	717	828	-
OSHA Injuries per 200,000 Exposure Hours ^{1 2}	6.68	6.32	8.53	6.00	4.88	●	5.07	4.70	-
Wayside									
Overdue Work Orders (Non-PMP) - Aging of Outstanding Work Orders	96	472	1,319	N/A	1,456	N/A	255	408	793
Past-Due Preventive Maintenance - Aging of Outstanding Work Orders	1	14	144	N/A	178	N/A	58	23	97
% of Completed Inspections	99.51%	99.57%	99.72%	N/A	99.72%	N/A	100.00%	99.71%	99.48%
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	9.07	4.77	5.35	4.53	5.48	●	12.78	0.00	4.15
Lost Work Days per 200,000 Exposure Hours ¹	309	148	194	138	325	●	354	299	0
OSHA Injuries per 200,000 Exposure Hours ¹	8.28	4.40	4.01	4.18	4.09	●	8.52	0.00	0
Blue Line									
On-Time Pullouts	99.41%	99.59%	99.60%	99.50%	99.12%	●	99.26%	99.72%	98.33%
Mean Miles Between Chargeable Mechanical Failures	23,716	19,240	15,405	22,825	10,585	●	12,132	9,466	10,558
In-Service On-time Performance	97.28%	96.10%	96.44%	98.80%	96.00%	●	97.18%	96.63%	94.11%
Service Delivery Ratio	98.88%	98.41%	98.54%	99.00%	98.24%	●	98.21%	98.06%	98.46%
Traffic Accidents Per 100,000 Train Miles	2.48	2.38	2.18	2.18	1.93	●	0.64	3.14	1.98
CPUC Reportable Accidents per 100,000 Train Miles	0.89	1.39	0.71	0.40	1.28	●	0.64	1.88	1.32
Passenger Accidents per 100,000 Boardings	0.034	0.016	0.046	0.010	0.072	●	0.056	0.102	0.055
Complaints per 100,000 Boardings	0.90	1.33	1.67	1.07	2.29	●	1.51	2.51	2.81
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours ¹	15.10	15.08	16.74	10.42	17.33	●	27.07	10.06	15.50
Lost Work Days per 200,000 Exposure Hours ¹	1,622	797	836	450	820	●	756	879	-
OSHA Injuries per 200,000 Exposure Hours ¹	10.64	6.79	10.40	6.00	2.61	●	5.41	0.00	-

¹ There is a One Month lag in reporting this data

² Includes Operations, RFS and Wayside

● Green - High probability of achieving the target (on track). Meets Target at 100% or better.

○ Yellow - Uncertain if the target will be achieved – slight problems, delays or management issues. Falls below Target 70 - 99%.

● Red - High probability that the target will not be achieved – significant problems and/or delays. Falls below Target >70%.

N/A = Not Available

Measurement	FY 2015	FY 2016	FY 2017	FY 2018 Target	FY 2018 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Red Line									
On-Time Pullouts	99.91%	99.79%	99.95%	99.50%	99.86%	●	100.00%	99.80%	99.79%
Mean Miles Between Chargeable Mechanical Failures	85,090	94,312	104,637	131,376	59,068	●	85,664	49,953	52,087
In-Service On-time Performance	99.13%	99.45%	99.39%	99.50%	99.29%	●	99.45%	99.09%	99.33%
Service Delivery Ratio	99.60%	99.71%	99.72%	100.00%	99.65%	●	99.65%	99.63%	99.67%
Traffic Accidents Per 100,000 Train Miles	0.47	0.75	0.57	0.57	0.57	●	0.85	0.00	0.88
CPUC Reportable Accidents per 100,000 Train Miles	0.07	0.07	0.14	0.21	0.29	●	0.00	0.00	0.88
Passenger Accidents per 100,000 Boardings	0.002	0.002	0.004	0.000	0.000	●	0.000	0.000	0.000
Complaints per 100,000 Boardings	0.54	0.57	1.19	0.55	1.19	●	1.22	1.23	1.11
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	6.20	16.43	12.68	10.42	9.37	●	0.00	21.29	5.49
*Lost Work Days per 200,000 Exposure Hours	649	526	992	450	1,273	●	902	1,597	-
*OSHA Injuries per 200,000 Exposure Hours	3.54	7.99	7.52	6.00	5.69	●	0.00	10.65	-

Green Line									
On-Time Pullouts	99.32%	99.49%	99.69%	99.50%	99.76%	●	100.00%	99.31%	100.00%
Mean Miles Between Chargeable Mechanical Failures	21,054	19,238	16,375	23,220	19,633	●	37,988	23,631	11,733
In-Service On-time Performance	97.39%	98.52%	98.69%	98.80%	99.18%	●	99.50%	98.83%	99.21%
Service Delivery Ratio	99.50%	99.59%	99.61%	99.00%	99.74%	●	99.78%	99.74%	99.68%
Traffic Accidents Per 100,000 Train Miles	0.21	0.42	0.48	0.48	0.82	●	0.82	0.80	0.83
CPUC Reportable Accidents per 100,000 Train Miles	0.07	0.07	0.07	0.40	0.00	●	0.00	0.00	0.00
Passenger Accidents per 100,000 Boardings	0.024	0.034	0.048	0.010	0.000	●	0.000	0.000	0.000
Complaints per 100,000 Boardings	0.89	1.54	2.08	1.27	1.93	●	1.25	2.20	2.30
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	7.32	7.18	9.14	10.42	13.07	●	9.91	9.69	19.60
*Lost Work Days per 200,000 Exposure Hours	479	228	712	450	922	●	899	945	-
*OSHA Injuries per 200,000 Exposure Hours	4.07	3.19	6.65	6.00	4.90	●	0.00	9.69	-

Gold Line									
On-Time Pullouts	99.98%	99.68%	99.82%	99.50%	100.00%	●	100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	44,171	40,426	38,427	60,252	35,824	●	33,561	30,787	47,052
In-Service On-time Performance	98.56%	97.60%	97.61%	98.80%	98.98%	●	98.70%	99.13%	99.10%
Service Delivery Ratio	99.34%	99.11%	98.88%	99.00%	99.27%	●	99.27%	99.26%	99.27%
Traffic Accidents Per 100,000 Train Miles	1.14	0.99	0.61	0.61	0.58	●	0.44	0.42	0.88
CPUC Reportable Accidents per 100,000 Train Miles	0.30	0.60	0.25	0.40	0.29	●	0.00	0.42	0.44
Passenger Accidents per 100,000 Boardings	0.007	0.039	0.030	0.010	0.071	●	0.143	0.000	0.075
Complaints per 100,000 Boardings	1.01	2.73	2.78	2.22	1.90	●	1.79	1.57	2.38
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	15.96	11.87	14.31	10.42	15.11	●	17.40	10.97	17.17
*Lost Work Days per 200,000 Exposure Hours	1,068	766	1,055	450	838	●	863	815	-
*OSHA Injuries per 200,000 Exposure Hours	3.83	9.29	9.69	6.00	8.46	●	5.80	10.97	-

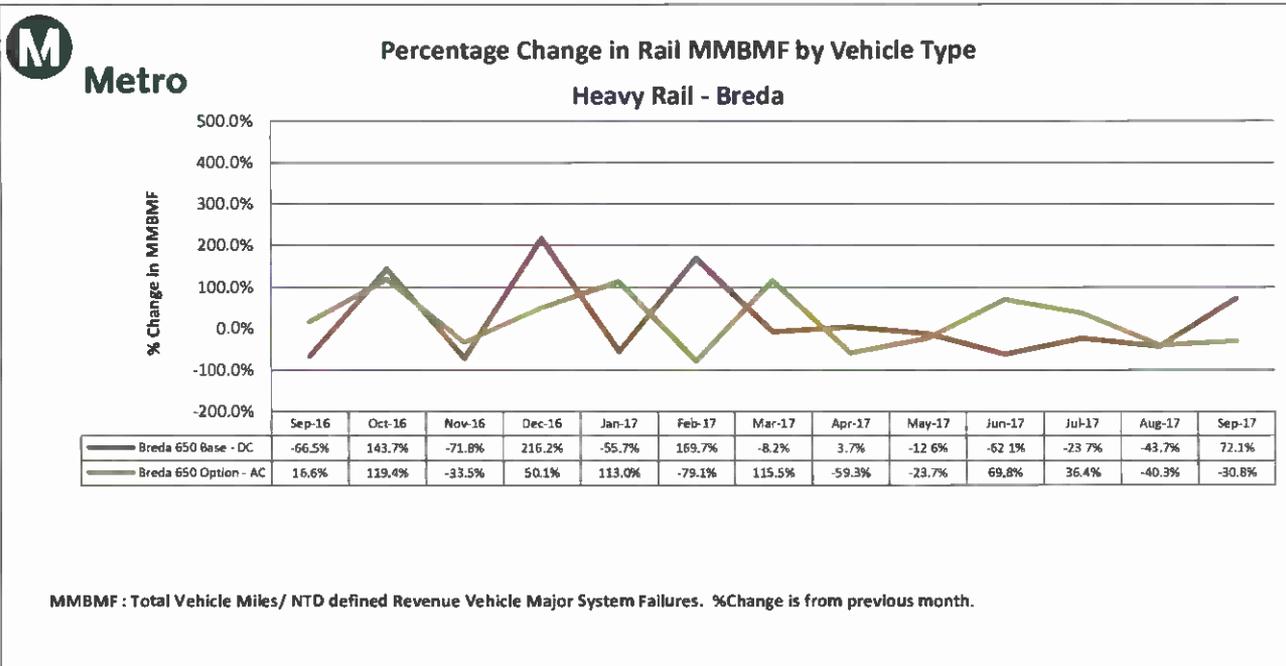
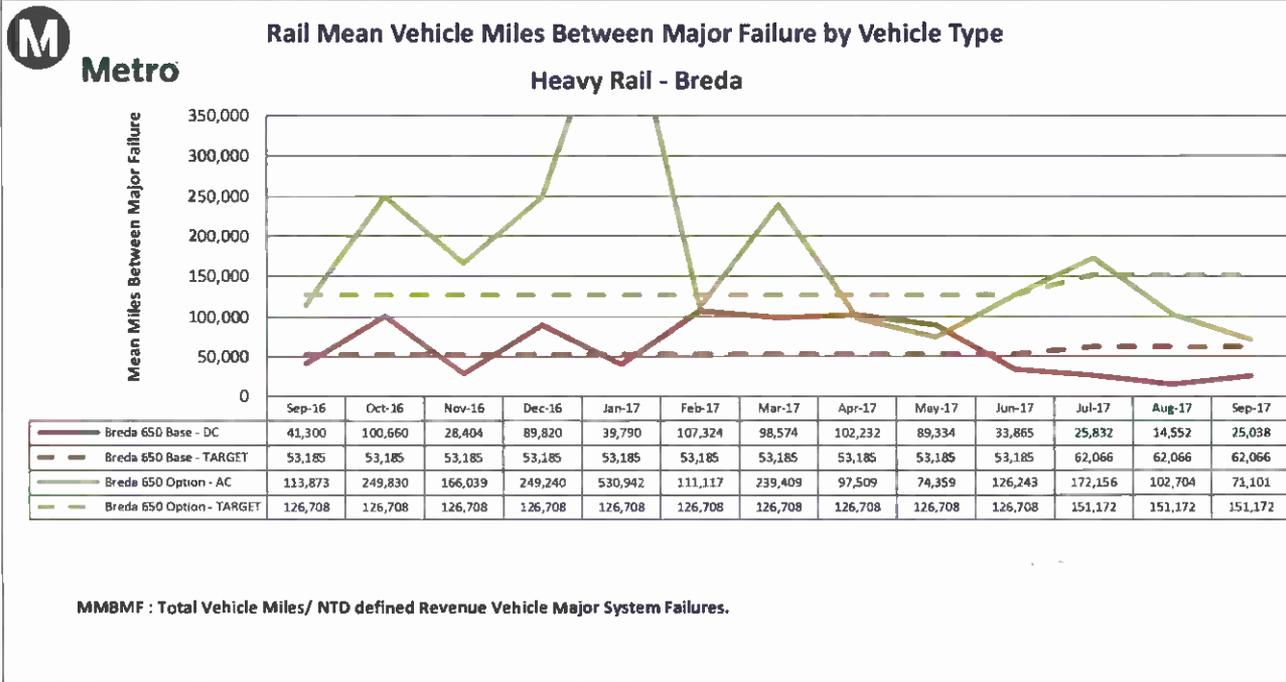
Expo Line									
On-Time Pullouts	-	99.53%	98.76%	99.50%	99.70%	●	99.70%	100.00%	99.34%
Mean Miles Between Chargeable Mechanical Failures	-	18,114	33,402	22,825	29,599	●	36,414	25,087	29,559
In-Service On-time Performance	99.14%	98.61%	98.48%	98.80%	98.75%	●	98.94%	98.45%	98.88%
Service Delivery Ratio	99.64%	99.56%	99.46%	99.00%	99.46%	●	99.66%	99.22%	99.52%
Traffic Accidents Per 100,000 Train Miles	1.02	0.74	1.26	1.26	1.33	●	1.59	1.55	0.83
CPUC Reportable Accidents per 100,000 Train Miles	1.02	0.50	0.63	0.40	1.07	●	1.59	0.78	0.83
Passenger Accidents per 100,000 Boardings	0.000	0.019	0.018	0.010	0.000	●	0.000	0.000	0.000
Complaints per 100,000 Boardings	1.12	3.38	3.68	1.83	2.42	●	2.32	2.21	2.75
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	24.97	8.44	19.26	10.42	10.03	●	15.44	7.22	7.64
*Lost Work Days per 200,000 Exposure Hours	937	73	887	450	674	●	748	605	-
*OSHA Injuries per 200,000 Exposure Hours	-	5.63	16.60	6.00	3.73	●	7.72	-	-

* There is One Month lag in reporting this data

- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
 - Yellow - Uncertain if the target will be achieved – slight problems, delays or management issues. Falls below Target 70 - 99%.
 - Red - High probability that the target will not be achieved – significant problems and/or delays. Falls below Target >70%.
- N/A = Not Available

METRO RAIL PERFORMANCE – SEPTEMBER 2017

Rail Performance by Vehicle Type



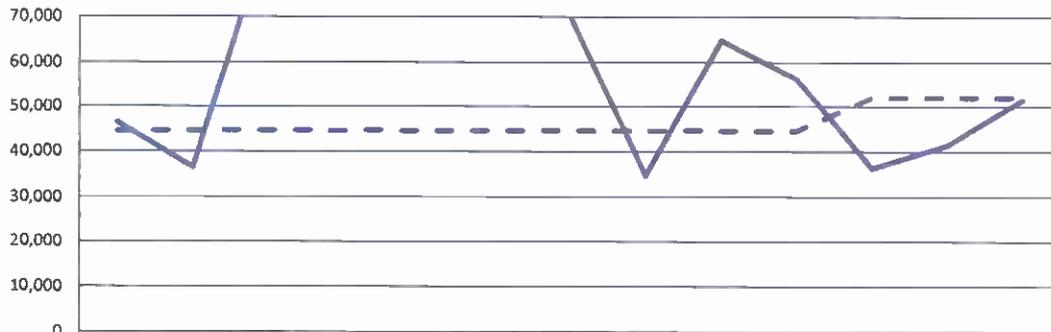


Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - Breda

Mean Miles Between Major Failure



	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17
— AnsaldoBreda 2550 Base - AC	46,395	36,556	88,934	71,550	92,980	110,322	70,117	34,678	64,769	56,193	36,347	41,380	51,475
- - - AnsaldoBreda 2550 Base - TARGET	44,517	44,517	44,517	44,517	44,517	44,517	44,517	44,517	44,517	44,517	51,977	51,977	51,977

MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.

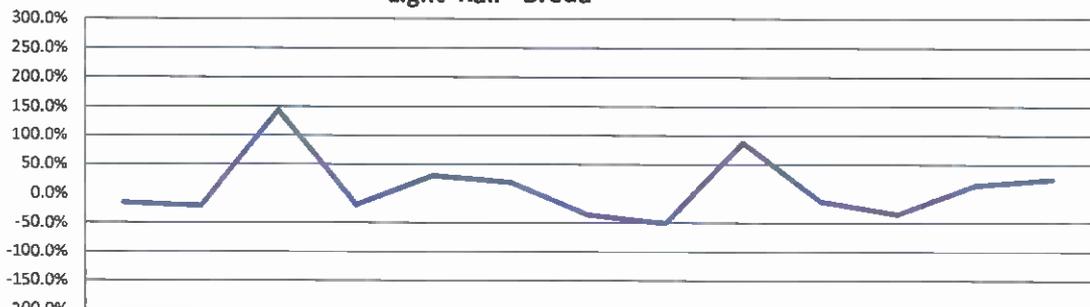


Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - Breda

% Change in MMBMF



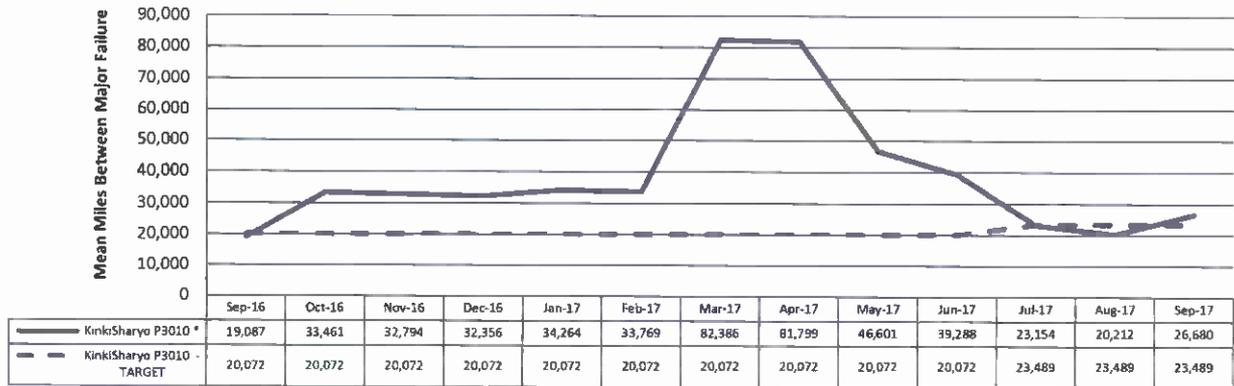
	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17
— AnsaldoBreda 2550 Base - AC	-15.8%	-21.2%	143.3%	-19.5%	30.0%	18.7%	-36.4%	-50.5%	86.8%	-13.2%	35.3%	13.8%	24.4%

MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type Light Rail - KinkiSharyo

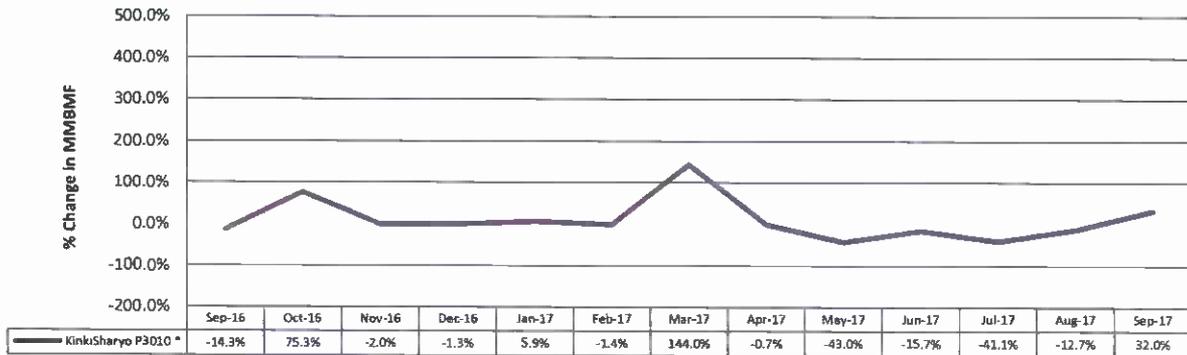


MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type Light Rail - KinkiSharyo



MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

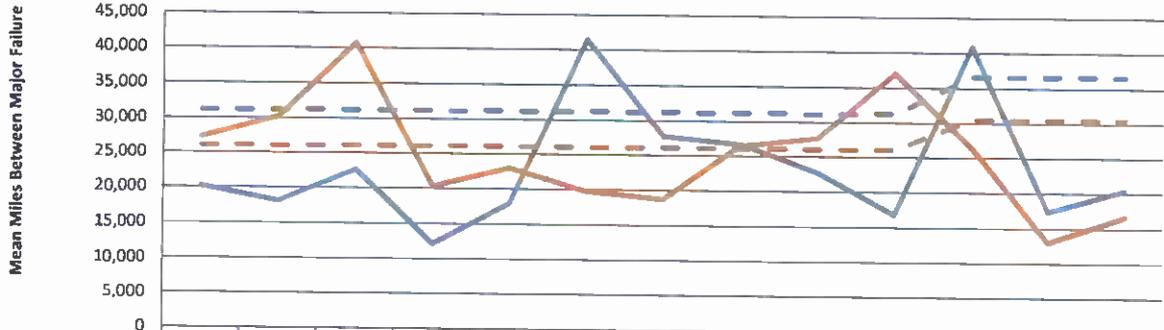
* KinkiSharyo rolling stock began service March 2016



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - NipponSharyo



	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17
Nippon Sharyo 2020 - DC	20,161	18,085	22,626	12,147	17,872	41,450	27,775	26,695	22,633	16,760	40,831	17,363	20,372
Nippon Sharyo 2020 - TARGET	31,214	31,214	31,214	31,214	31,214	31,214	31,214	31,214	31,214	31,214	36,599	36,599	36,599
Nippon Sharyo 865 - DC	27,273	30,213	40,691	20,277	22,964	19,727	18,683	26,475	27,666	36,996	26,487	12,980	16,649
Nippon Sharyo 865 - TARGET	26,062	26,062	26,062	26,062	26,062	26,062	26,062	26,062	26,062	26,062	30,478	30,478	30,478

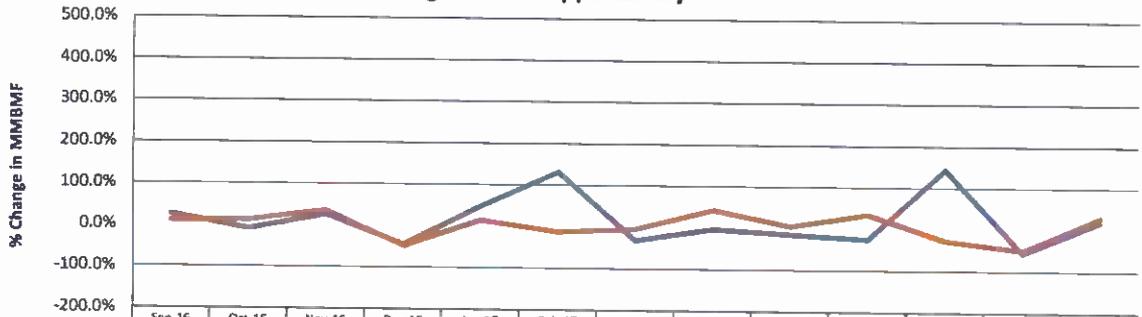
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - NipponSharyo



	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17
Nippon Sharyo 2020 - DC	25.4%	-10.3%	25.1%	-46.3%	47.1%	131.9%	-33.0%	-3.9%	-15.2%	-25.9%	143.6%	-57.5%	17.3%
Nippon Sharyo 865 - DC	8.9%	10.8%	34.7%	-50.2%	13.2%	-14.1%	-5.3%	41.7%	4.5%	33.7%	-28.4%	-51.0%	28.3%

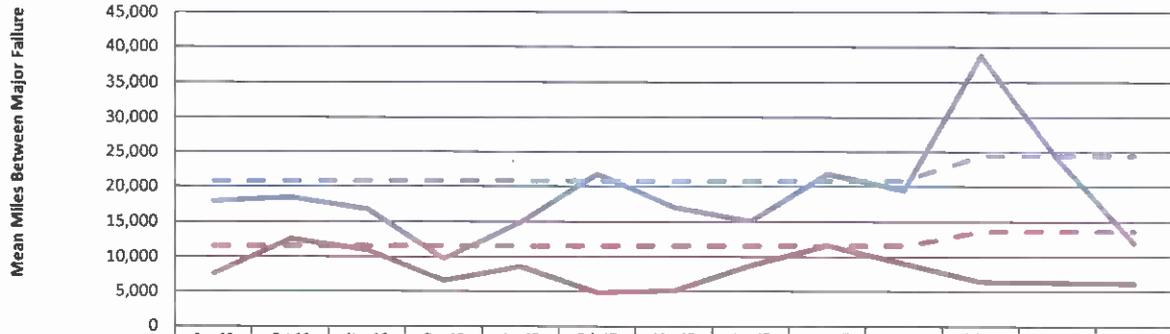
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - Siemens



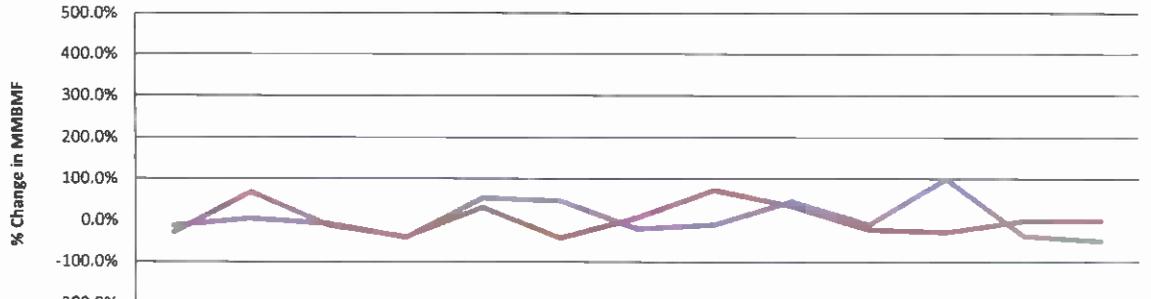
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - Siemens



MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

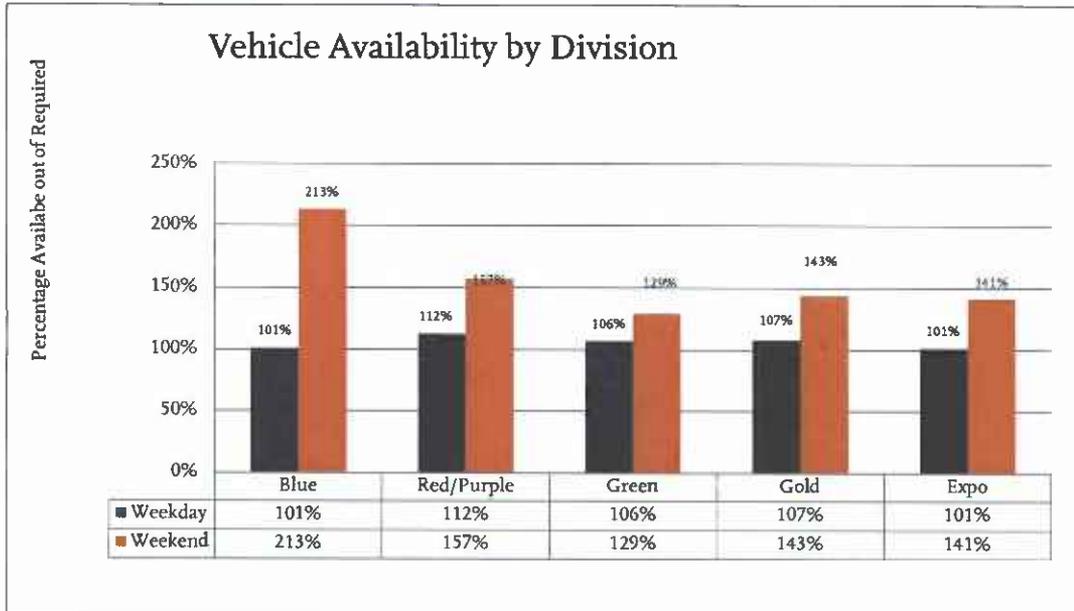
Mean Miles Between Major Failures

	FY 2017	FY 2018 Goal	FY 2018 YTD
AnsaldoBreda2550Base - AC	41,528	44,517	51,977
Breda 650 Base - DC	47,876	53,185	68,962
Breda 650 Option - AC	115,753	126,708	125,441
Kinkisharyo P3010	19,068	20,072	35,793
Nippon Sharyo 2020 - DC	29,724	31,214	19,963
Nippon Sharyo 865 - DC	22,695	26,062	25,231
Siemens 2000 Base - AC	19,713	20,778	16,722
Siemens 2000 GE/ATP - AC	10,920	13,620	6,298

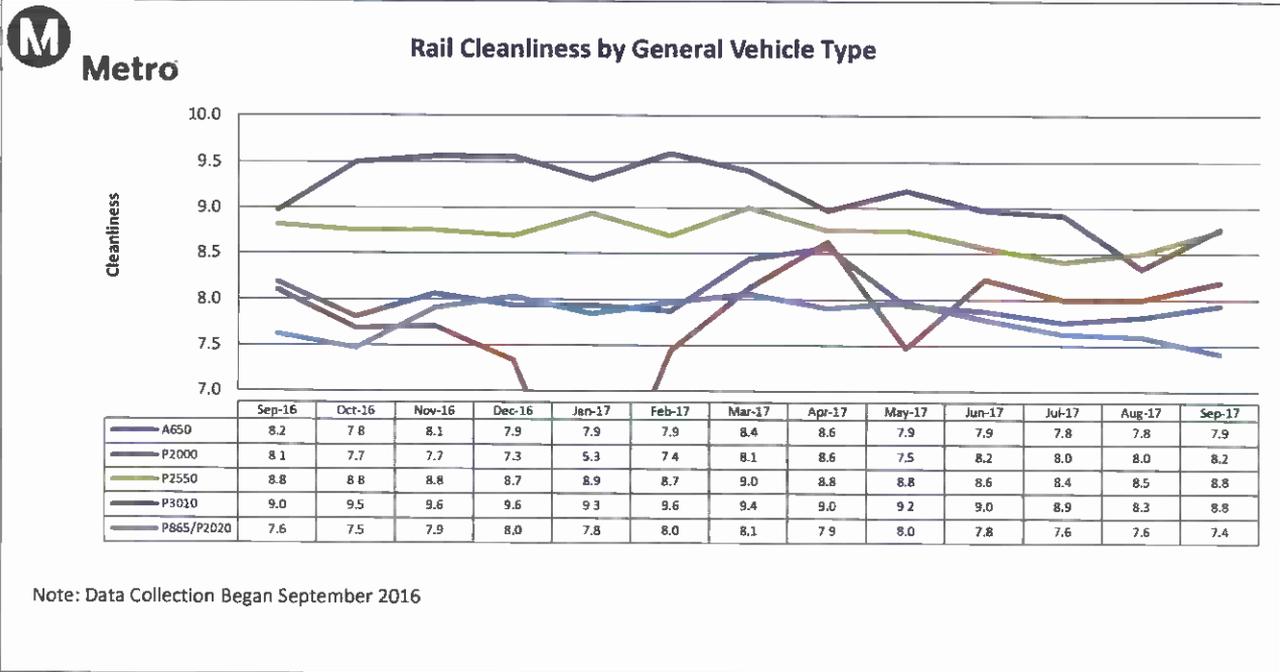
Rail Fleet Distribution – SEPTEMBER 2017

Number of Rail Vehicle Type by Division	Blue	Red / Purple	Green	Gold	Expo
AnsaldoBreda 2550 Base - AC				50	
Breda 650 Base - DC		30			
Breda 650 Option - AC		70			
Kinkisharyo P3010	30		2	15	41
Nippon Sharyo 2020 - DC	8				7
Nippon Sharyo 865 - DC	39				8
Siemens 2000 Base - AC			28		
Siemens 2000 GE/ATP - AC	22				
TOTALS	99	100	30	65	56

Blue			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	71	71	101%
Weekend	26	55	213%
Red/ Purple			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	63	71	112%
Weekend	40	63	157%
Green			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	22	23	106%
Weekend	14	18	129%
Gold			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	50	53	107%
Weekend	28	40	143%
Expo			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	42	42	101%
Weekend	30	42	141%

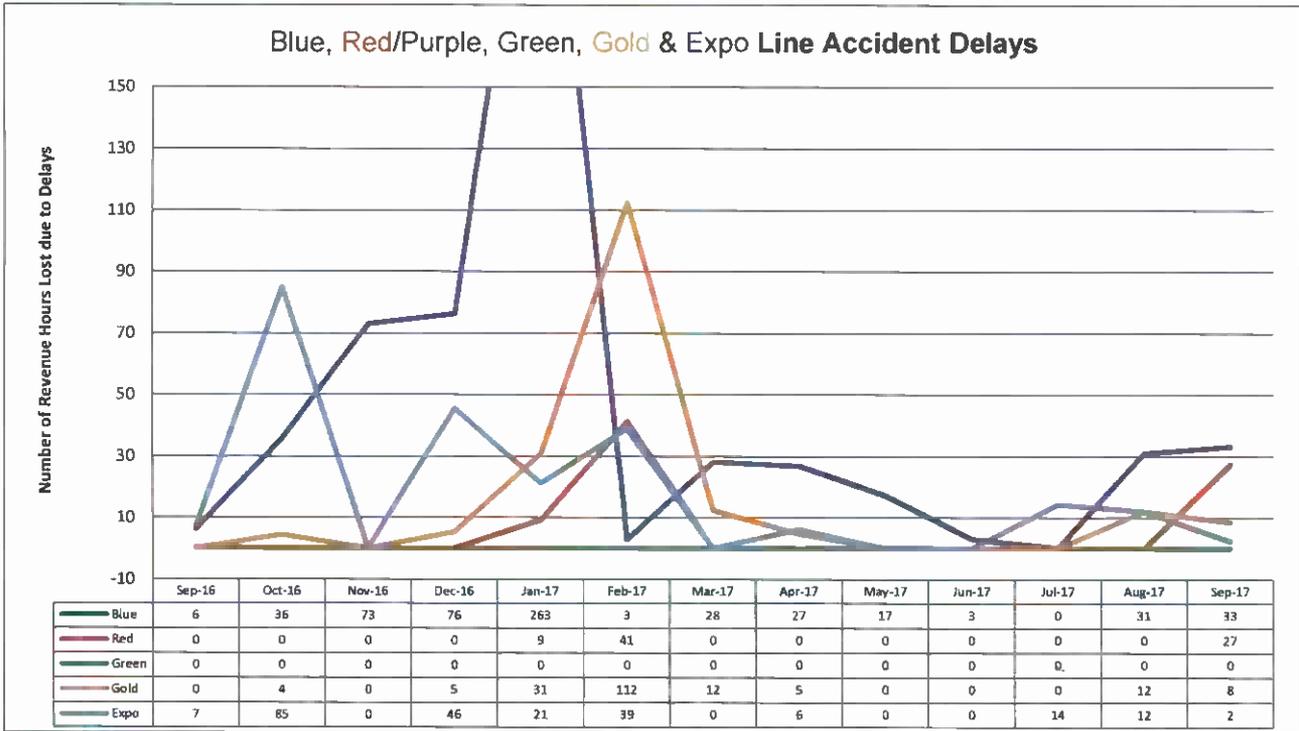


Cleanliness by Vehicle Type

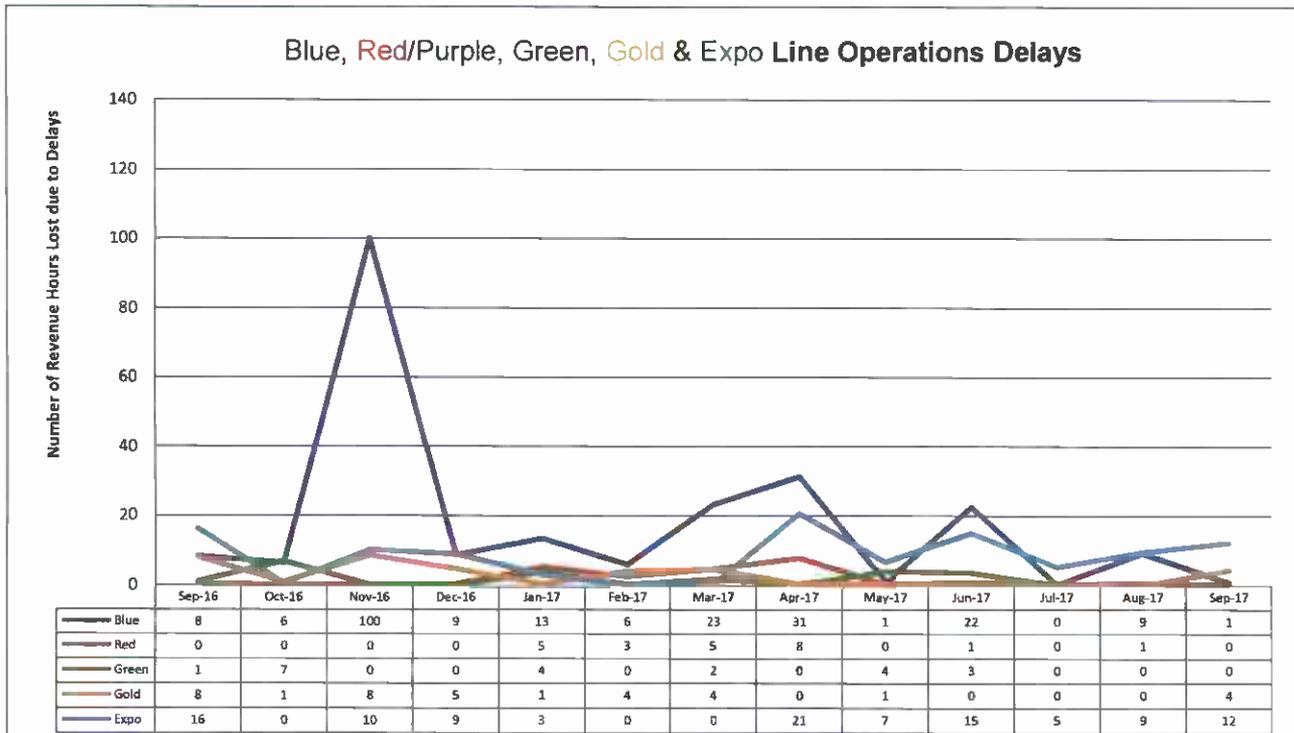


RAIL DELAYS BY CATEGORY - SYSTEMWIDE

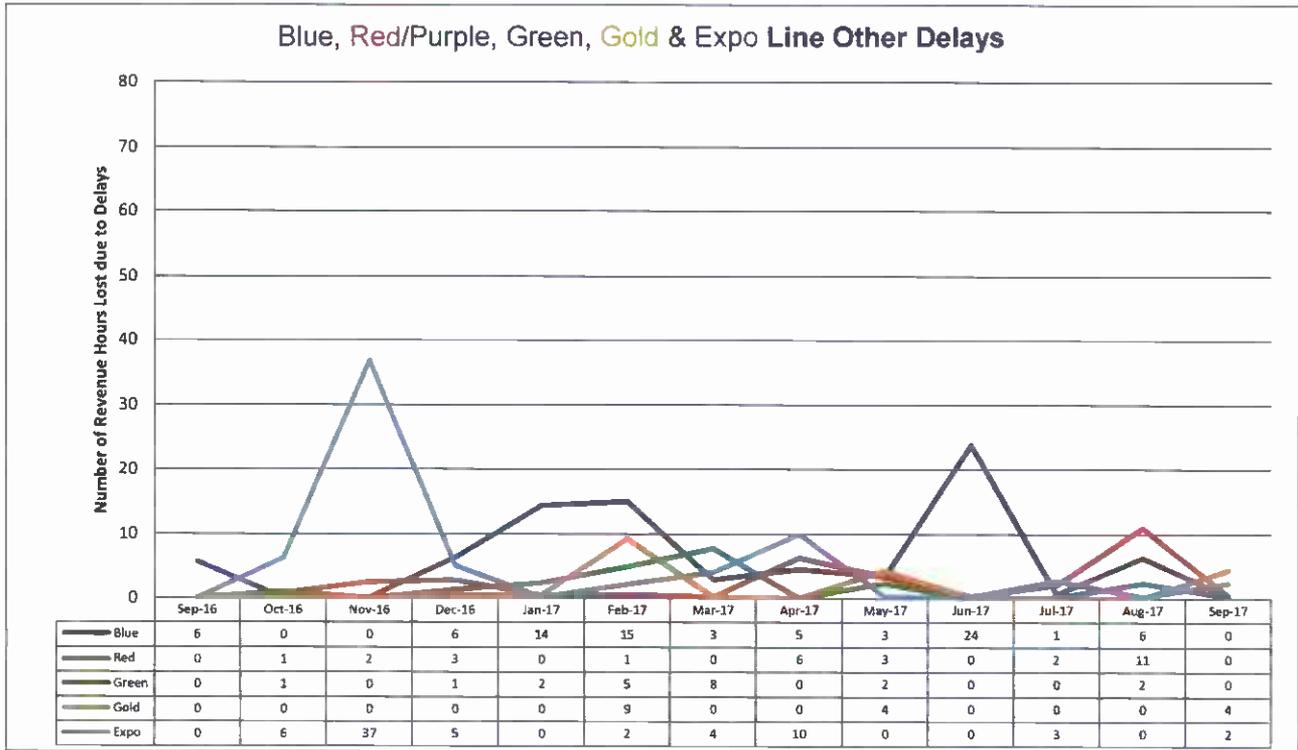
Revenue Hours Lost Related to - ACCIDENTS



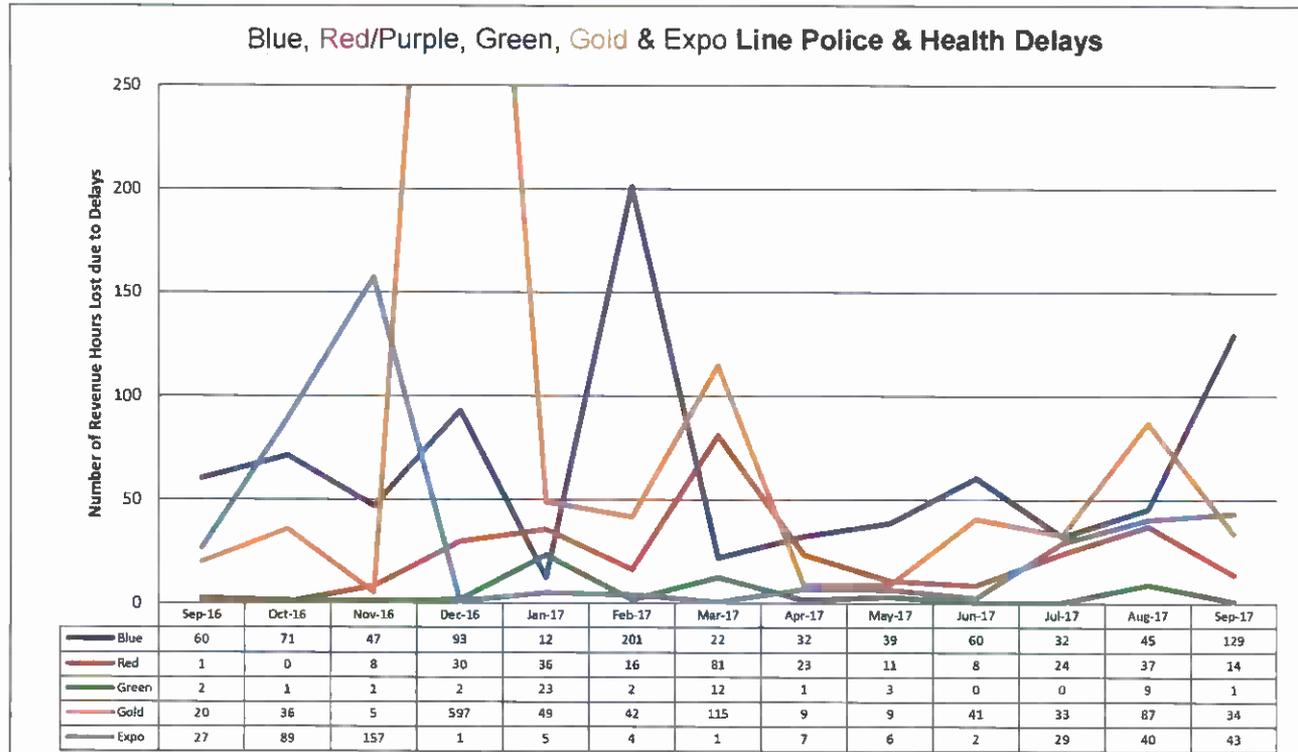
Revenue Hours Lost Related to - OPERATIONS



Revenue Hours Lost Related to - OTHER

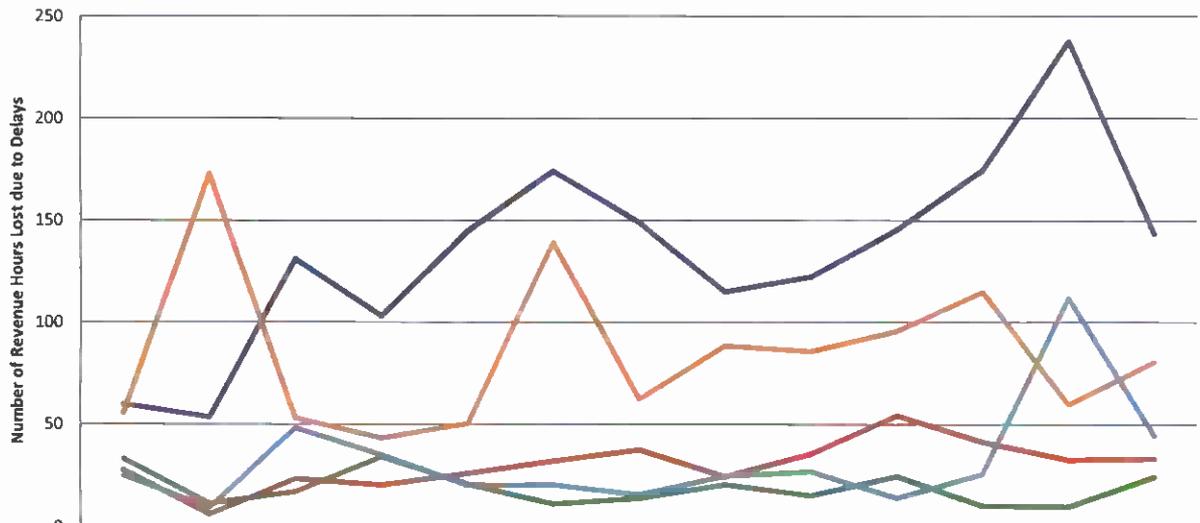


Revenue Hours Lost Related to - POLICE & HEALTH



Revenue Hours Lost Related to - Vehicle Delays

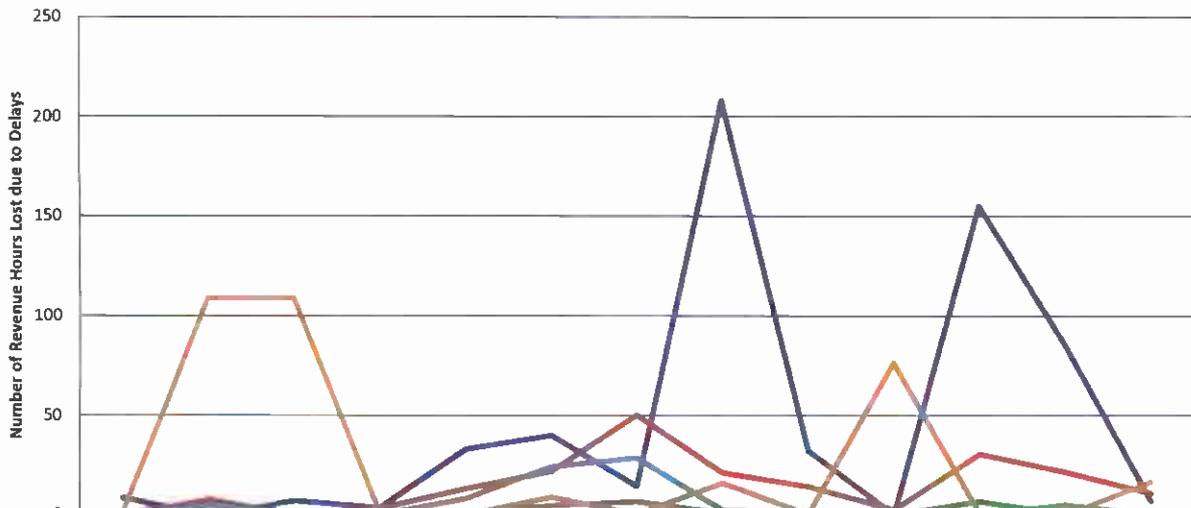
Blue, Red/Purple, Green, Gold & Expo Line Vehicle Delays



	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17
Blue	60	54	131	109	145	174	149	115	122	145	174	237	143
Red	28	6	24	20	26	32	38	25	36	54	41	33	33
Green	33	12	17	34	21	11	14	21	15	25	10	10	24
Gold	56	172	53	43	50	139	63	89	86	96	115	60	81
Expo	25	10	48	35	21	21	16	25	27	14	26	112	44

Revenue Hours Lost Related to - WAYSIDE

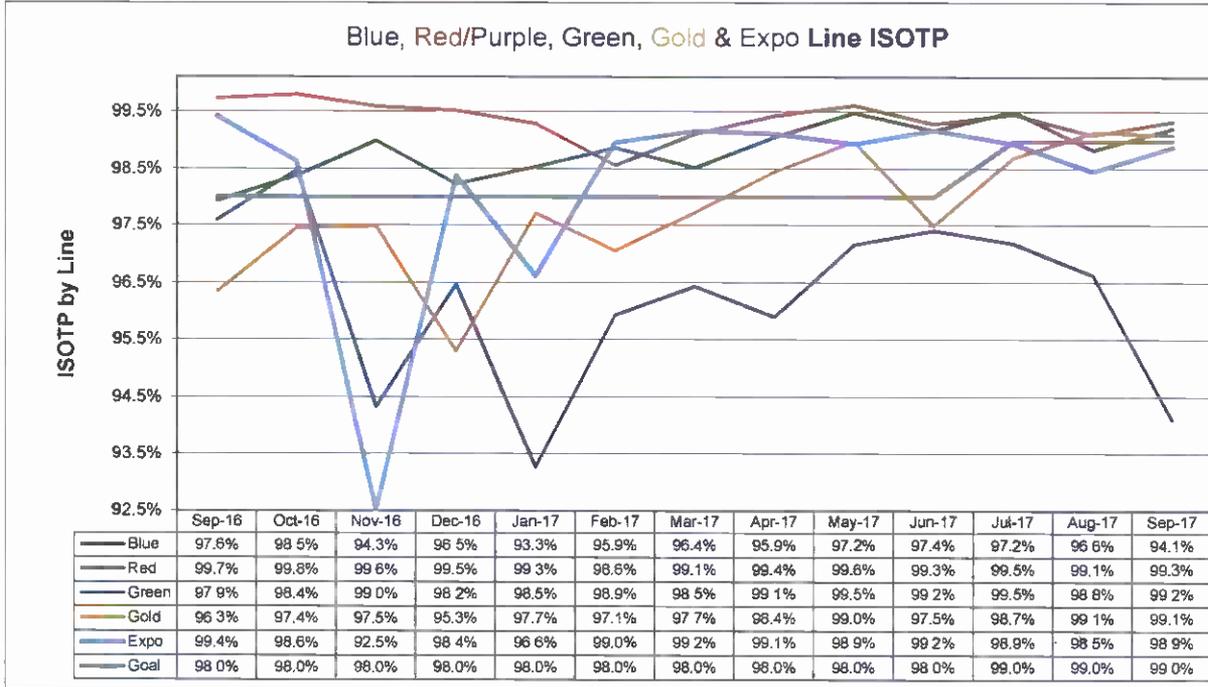
Blue, Red/Purple, Green, Gold & Expo Line Wayside Delays



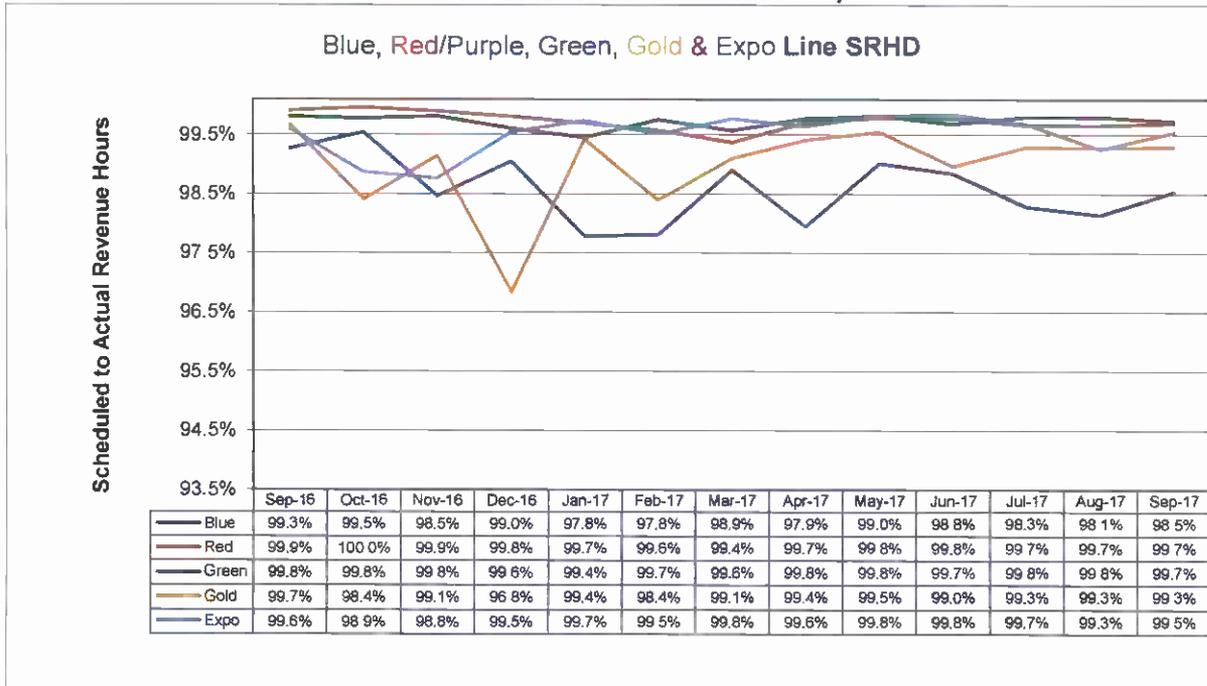
	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17
Blue	8	0	7	4	33	40	14	208	32	0	155	85	7
Red	0	8	0	3	13	22	50	21	14	3	30	21	11
Green	1	1	1	1	0	5	7	1	0	0	7	0	0
Gold	1	109	109	1	0	9	0	16	0	76	3	0	17
Expo	0	5	1	0	8	24	28	2	1	0	0	5	0

Rail Service Performance

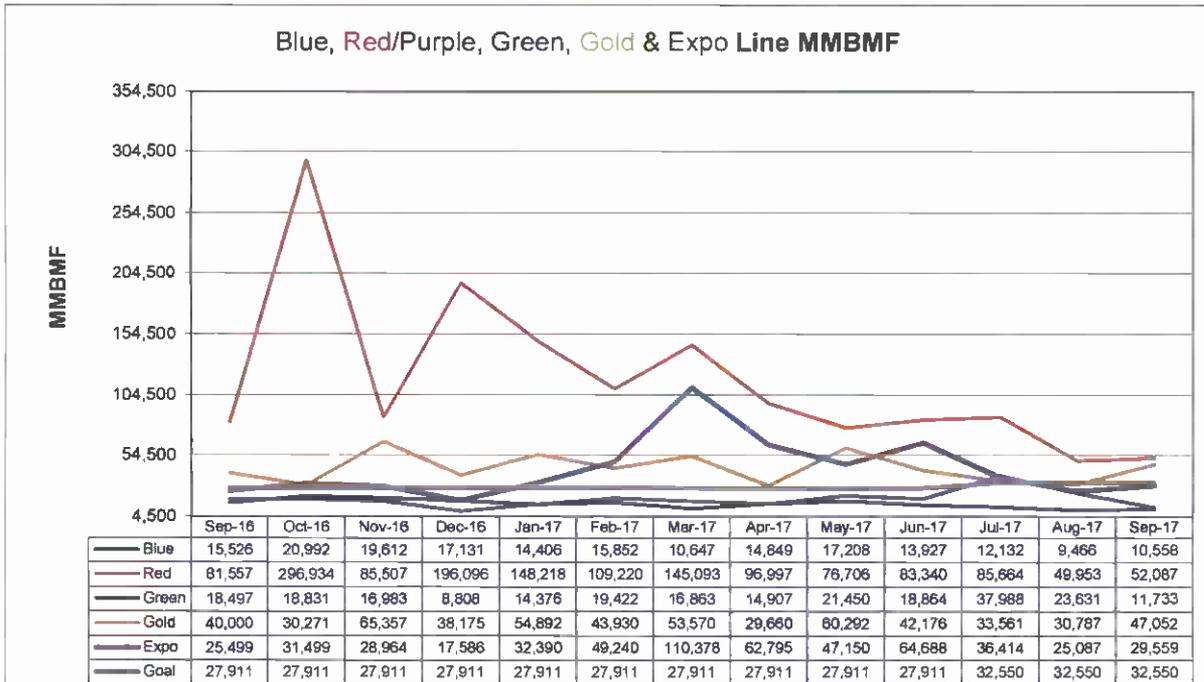
In Service On Time Performance by Line



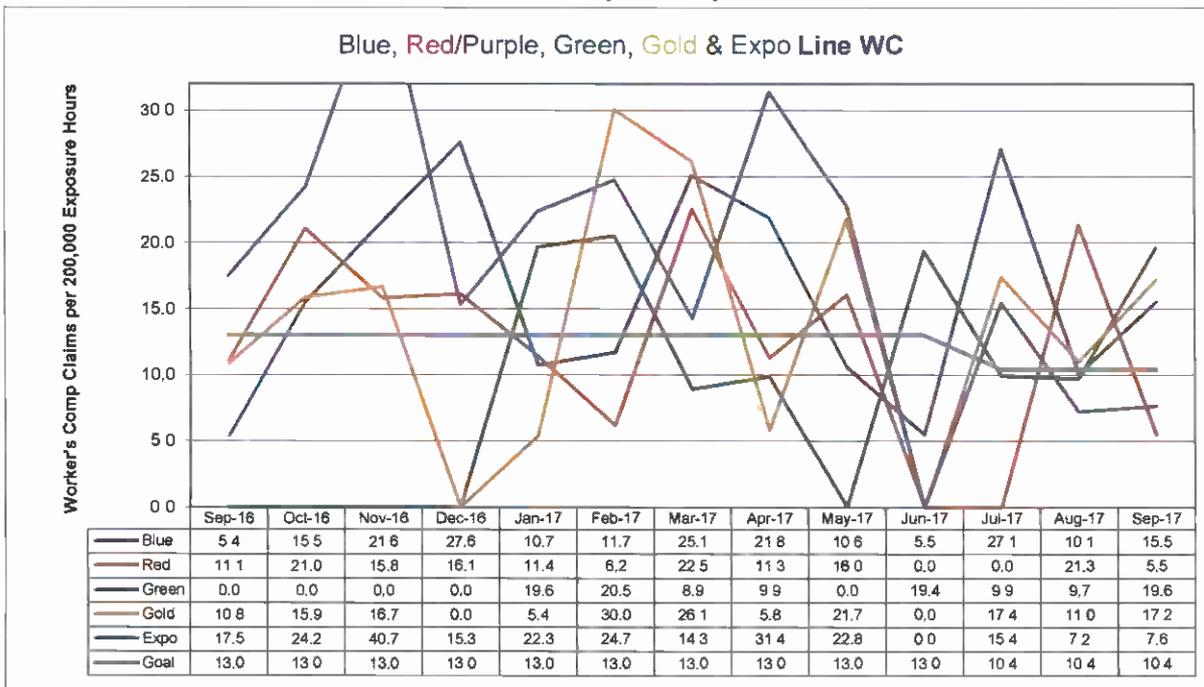
Ratio of Scheduled to Revenue Hours Delivered by Line



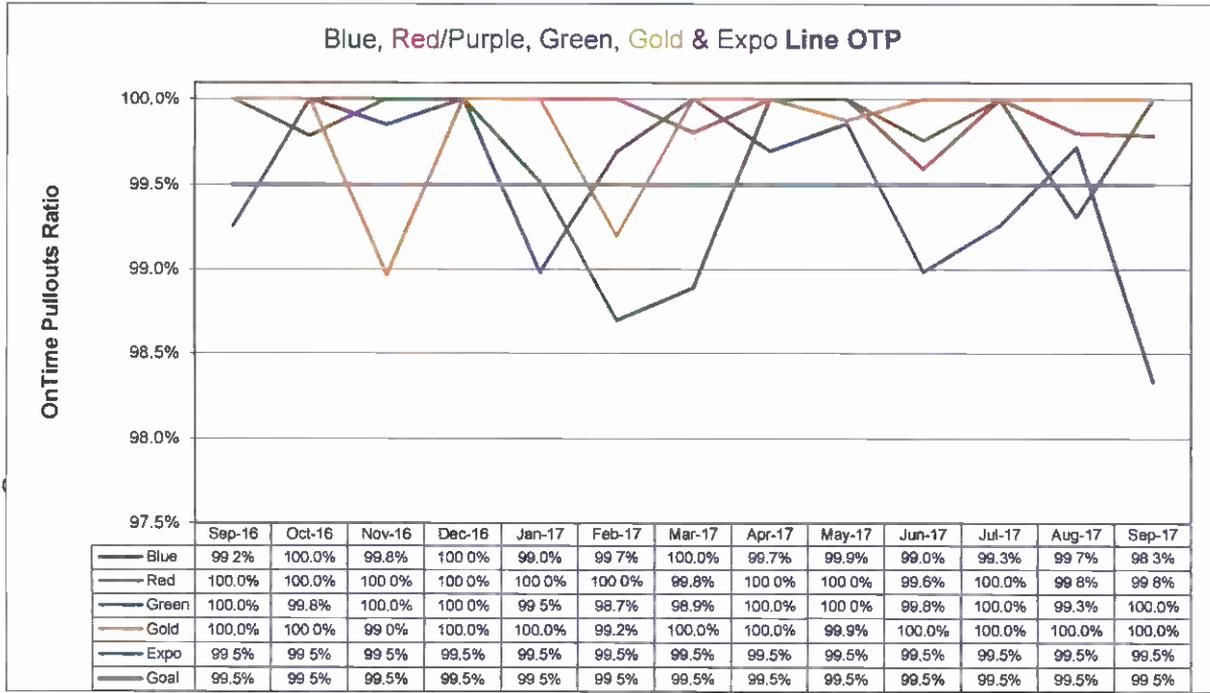
Mean Miles Between Mechanical Failures by Line



Workers Comp Claims by Line

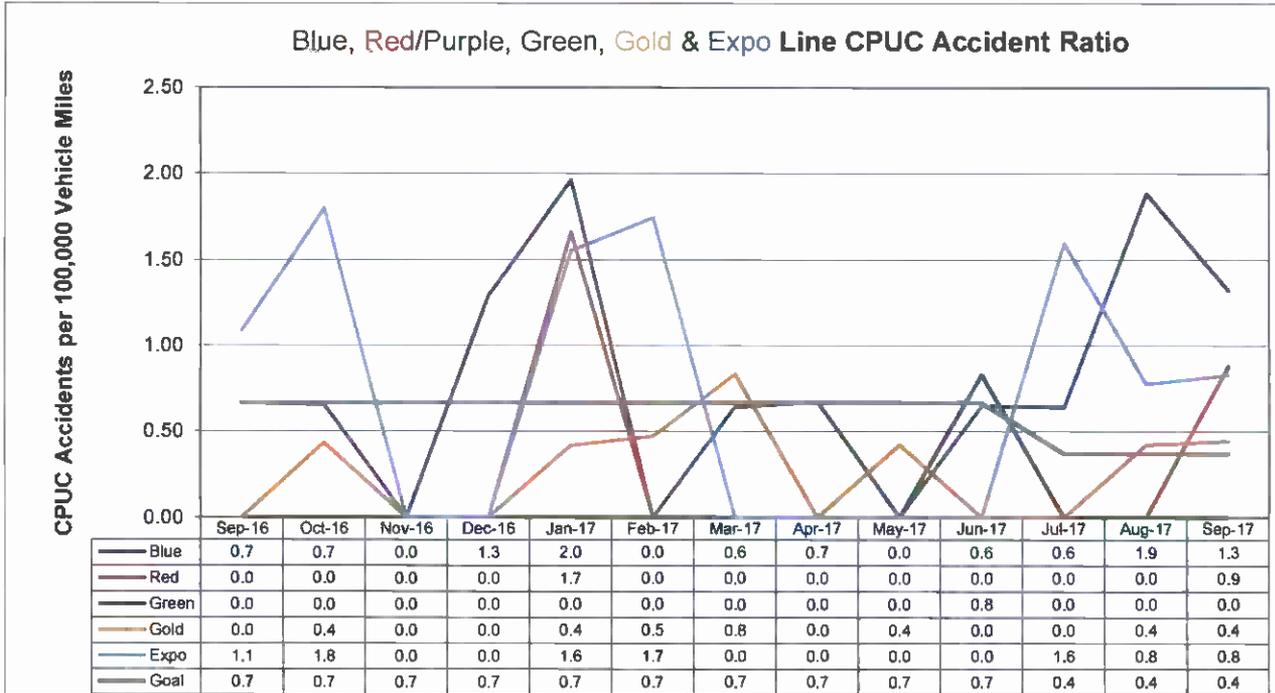


On-Time Pullouts Ratio by Line

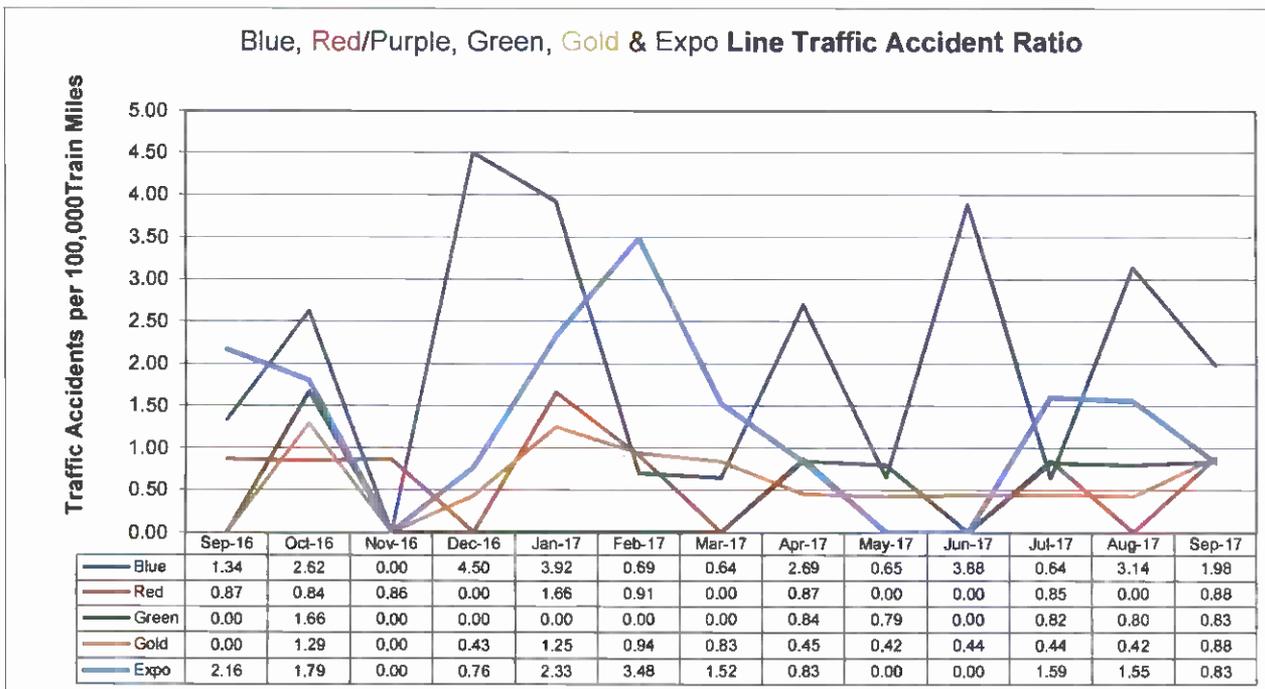


Rail Safety Performance

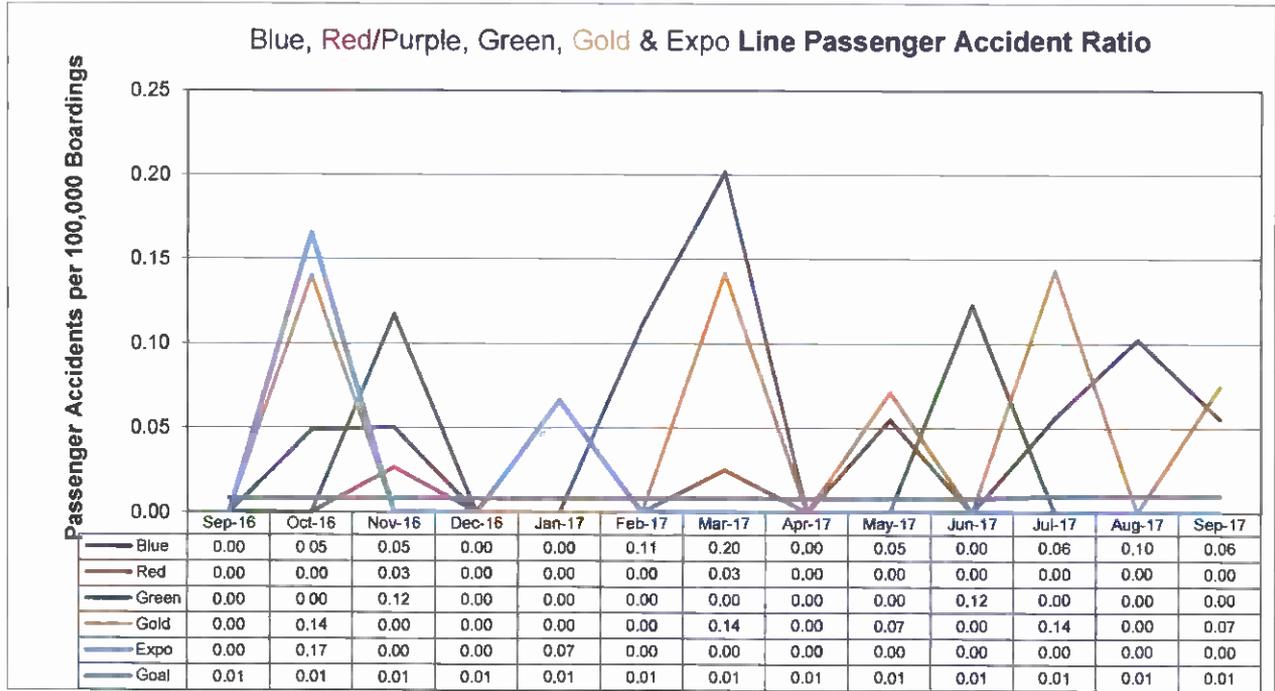
CPUC REPORTABLE ACCIDENTS PER 100,000 TRAIN MILES



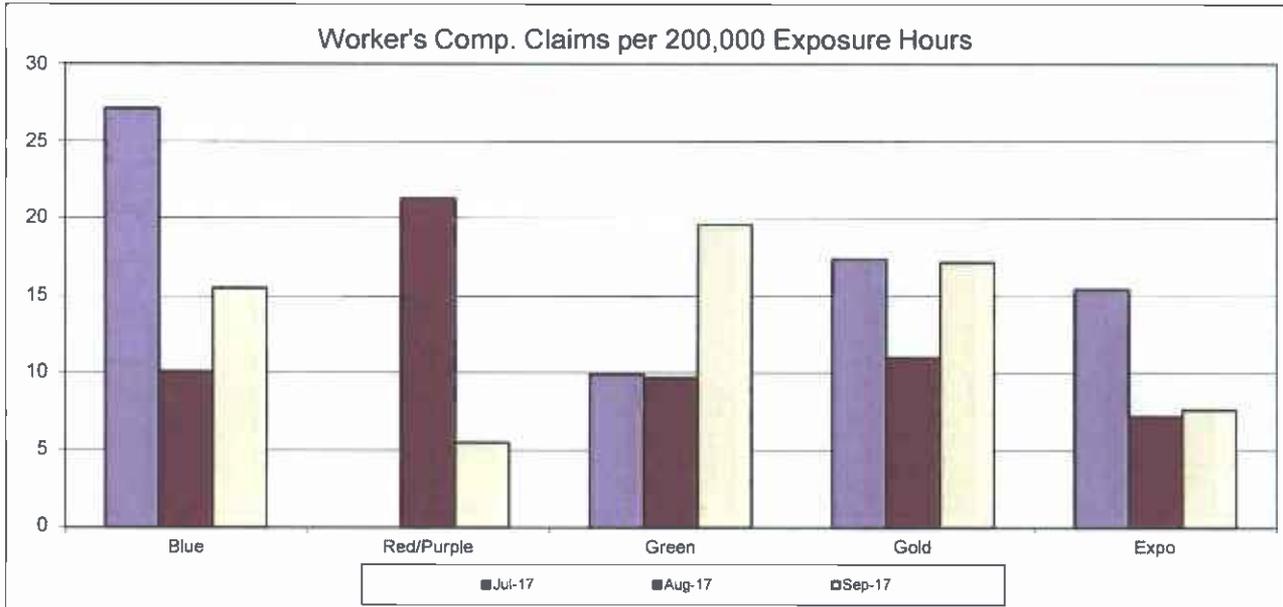
TRAFFIC ACCIDENTS PER 100,000 TRAIN MILES



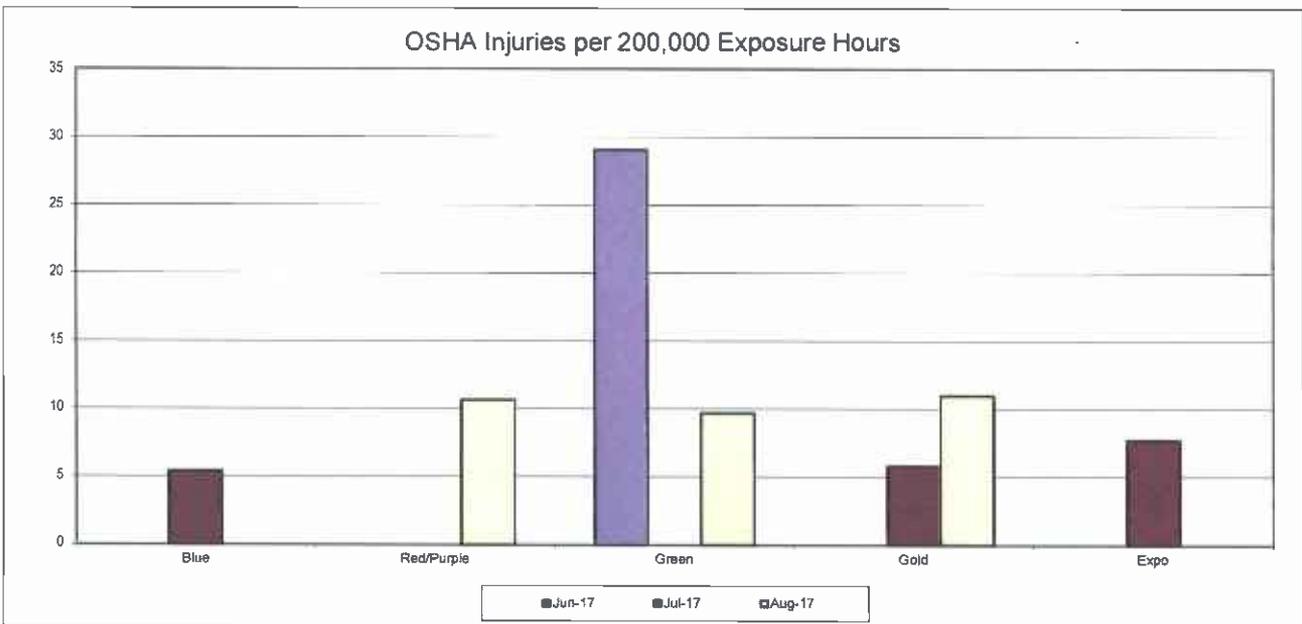
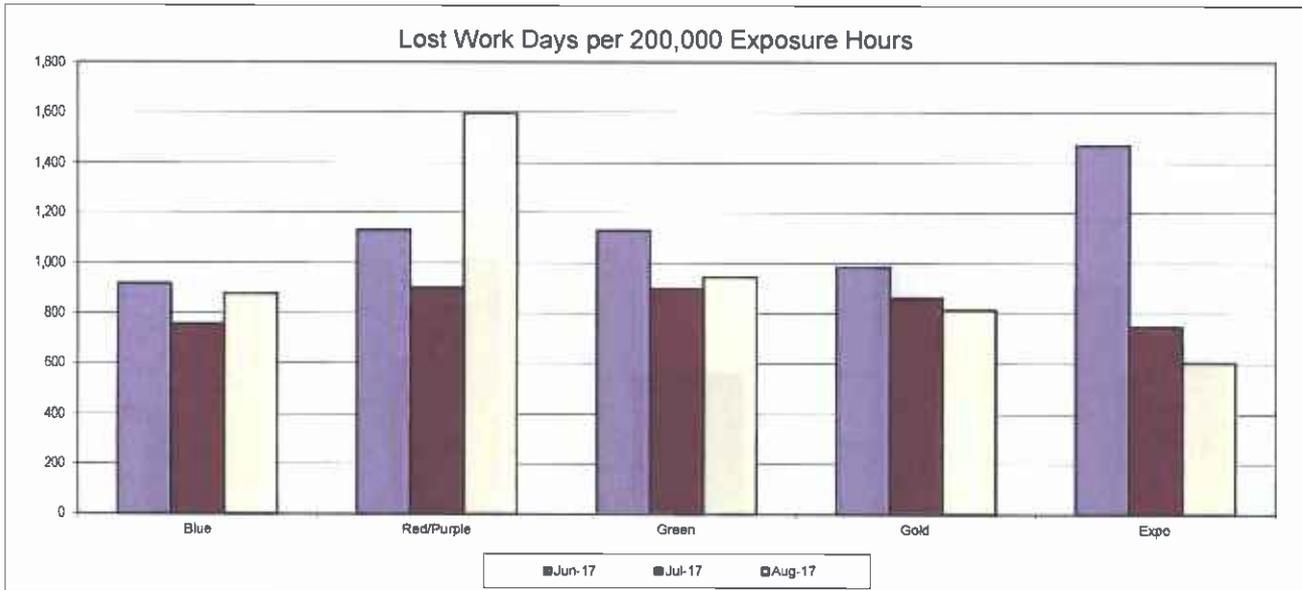
PASSENGER ACCIDENTS PER 100,000 BOARDINGS



Worker's Comp. Claims
Jul 2017 - Sep 2017
3 Month Comparison

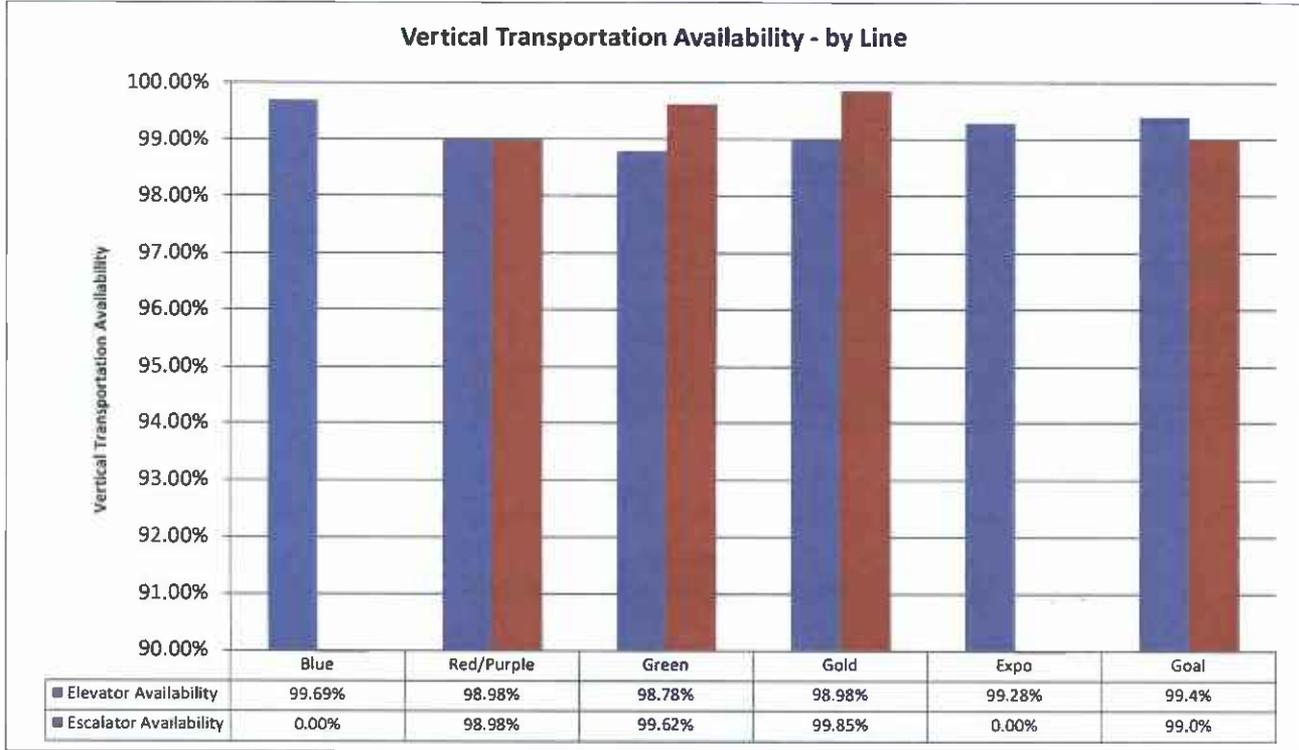


Lost Work Days and OSHA Injuries Jun 2017 - Aug 2017 3 Month Comparison



Note: There is a one month lag in Lost Work Days and OSHA data.

Systemwide Vertical Transportation Availability by Line



Note: No Escalators at Blue and Expo Lines

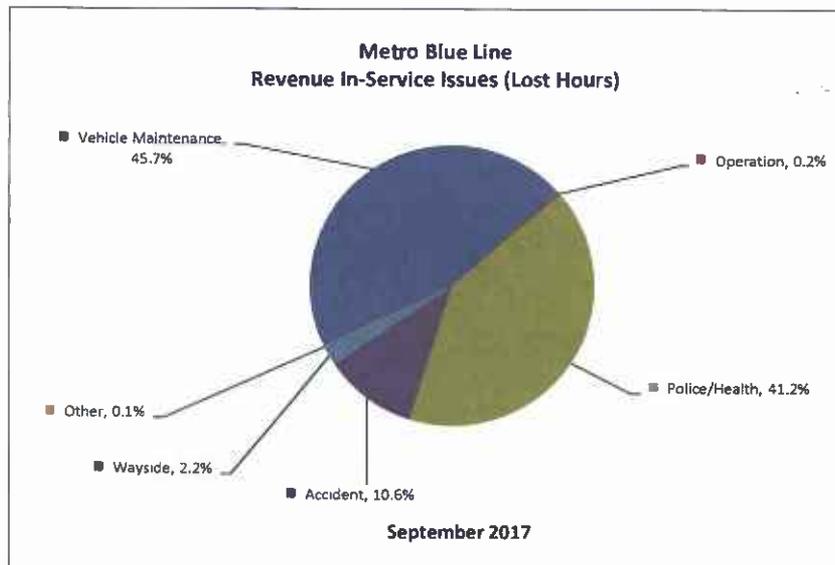
BLUE LINE

Out of a total of 20,374 hours operated, there were approximately 314 total hours of service delays.

September 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	20,060	98.5%
Cancelled + Delayed Hours	314	1.5%
Total Revenue Hours	20,374	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	4	0.7	0.2%
Accidents	2	33.3	10.6%
Vehicle Maintenance	58	143.4	45.7%
Wayside	5	7.0	2.2%
Police & Health	22	129.4	41.2%
Other	1	0.3	0.1%
Total	92	314.1	100.0%

* Data from M3 used to report Service Delays is under review for accuracy



September 2017 Blue Line major delay contributors were as follows:

Operations Incidents:

9/15/2017 12:44:00 AM - Incident# 2911317 (0 lost trips, 6 lost minutes)

Passenger holding door
Compton Station

9/22/2017 2:57:00 PM - Incident# 2914207 (0 lost trips, 10 lost minutes)

Train 121 Late Pull Out

9/25/2017 1:15:00 PM - Incident# 2915052 (0 lost trips, 10 lost minutes)

Due to Single Tracking with a 12 minute headway from Mainyard to Willow Interlocking, Blue Line delays ranging from 5-15 minutes.
North and South.

9/25/2017 2:00:00 PM - Incident# 2915078 (0 lost trips, 18 lost minutes)

Operator Late (Single Tracking).
Train 101
T-005
234-244-238
Northbound, Transit Mall Track 1.

Accidents:

9/18/2017 1:42:00 AM - Incident# 2912143 (1 lost trip, 168 lost minutes)

Train 110, car 108A operated by T-490 reports 10-73 with automobile due to illegal left turn at 4th Street and Long Beach.
T-490
TRAIN#110
Cars(108A)-126
Southbound Trk#2
4th/ Long Beach

9/29/2017 8:52:00 AM - Incident# 2916759 (11 lost trips, 1,828 lost minutes)

Train 103 reports accident 10-72
T-115, Train 117
Track 1, Wardlow, North
(1069)-1067-1072

Vehicle Maintenance Incidents:

9/1/2017 8:01:00 PM - Incident# 2906120 (1 lost trip, 166 lost minutes)

Loud noise and vibration under the train
Train # 106
T-353
144-114-103
SB, Firestone Station, Track #2

9/2/2017 7:24:00 AM - Incident# 2906211 (1 lost trip, 163 lost minutes)

Propulsion fault on LRV 141A Speed Restriction.
Train 101
T-335
Pico Station Trk 1 S/B

9/2/2017 7:16:00 PM - Incident# 2906386 (0 lost trips, 5 lost minutes)

Train-111
T-326
Cars (1082)-1078-1068
Southbound, Track #2
Washington Station
Propulsion / Dynamic Brakes unable to clear.

9/3/2017 4:22:00 AM - Incident# 2906433 (0 lost trips, 12 lost minutes)
Operator reports of no movement.
Train 103
T-050
(246)241-231
Del Amo station, Trk. 1, northbound

9/3/2017 4:29:00 AM - Incident# 2908930 (0 lost trips, 8 lost minutes)
Propulsion Faults
Train 104
T-522
(229)-237-302
Willow Station N/B Trk 1
+8 minute delay

9/3/2017 4:48:00 AM - Incident# 2908941 (0 lost trips, 14 lost minutes)
Friction Brake Fault No Movement
Train 102
T-400
(122)-120-167
T-Mall Trk 1 N/B
+14 Service delay

9/3/2017 4:48:00 AM - Incident# 2906434 (0 lost trips, 14 lost minutes)
Operator reports of no movement.
Train 103
T-050
(246)241-231
Del Amo station, Trk. 1, northbound

9/3/2017 3:50:00 PM - Incident# 2906599 (1 lost trip, 137 lost minutes)
Propulsion fault unable to clear. 149A-160
T-308
Train 103
Track 1
Northbound
Compton station

9/3/2017 10:01:00 PM - Incident# 2906656 (2 lost trips, 275 lost minutes)
Propulsion fault no movement. 245-248
T-237
Train 110
Track 1
Northbound
Myrrh xing

9/5/2017 6:41:00 AM - Incident# 2907034 (0 lost trips, 5 lost minutes)
Train 117 pull-out 6 minutes late due to a yard beak down.

9/5/2017 4:17:00 PM - Incident# 2907346 (1 lost trip, 176 lost minutes)
No Fault - No Movement
Train 124
T-549
(1074)-1075-1064
Southbound, Track 2 7th and Metro Center.

9/6/2017 7:05:00 AM - Incident# 2907589 (0 lost trips, 14 lost minutes)
No Fault - No Movement
(1074A)-1075-1064
Train 117
T-115
Firestone, Northbound, Track 1

9/7/2017 4:52:00 AM - Incident# 2908005 (2 lost trips, 336 lost minutes)
Propulsion fault
Train #101 T-182 car#156B-162-152
southbound at Grand station.

9/7/2017 5:04:00 AM - Incident# 2908007 (1 lost trip, 168 lost minutes)

propulsion fault no movement

Train #605 T-026 car #1070-1072-1064

Main Yard northbound lost trip northbound.

9/9/2017 12:56:00 PM - Incident# 2909088 (1 lost trip, 174 lost minutes)

Operator states that there is no power to his train

Train 106

T-233

LRV'S 1060-1063-1074

Mainyard Interlocking, track 2, southbound.

9/10/2017 8:18:00 PM - Incident# 2909420 (0 lost trips, 13 lost minutes)

(237)-231

Propulsion Fault w/ Speed Restriction

NB Wardlow Station

T-353

Train 104

9/10/2017 8:44:00 PM - Incident# 2910257 (1 lost trip, 161 lost minutes)

Propulsion / Dynamic Brakes

Train 104

T-353

(237)-231

Northbound, Track 1 Wardlow station.

9/11/2017 8:10:00 AM - Incident# 2909637 (0 lost trips, 21 lost minutes)

Train Delay due mechanical issues, clearable by vehicle tech M-158.

9/11/2017 11:50:00 AM - Incident# 2909757 (0 lost trips, 10 lost minutes)

Train Delay due to mechanical issues, doors 5/6 Car 139B cut out

9/12/2017 8:25:00 AM - Incident# 2910186 (0 lost trips, 12 lost minutes)

Propulsion / Dynamic Brakes (E7 Codes)

106-110-(148)

Train 105

T-37

Imperia, Northbound, Track 1

9/13/2017 6:58:00 AM - Incident# 2910545 (1 lost trip, 168 lost minutes)

Train 113 T-37 with operating car 234 246 236 reports propulsion faults at Firestone station on track 2.

9/13/2017 4:08:00 PM - Incident# 2910806 (1 lost trip, 168 lost minutes)

Friction Brakes (Smell of breaks).

Train 106

T-34

(126A)-165-117

Southbound, Track 2 at Florence station.

9/14/2017 5:05:00 PM - Incident# 2911240 (1 lost trip, 168 lost minutes)

Possible part fell off consist (138)(166)(130).

Imperial Station

Train #119, T-43, track #2, southbound.

9/14/2017 5:22:00 PM - Incident# 2911243 (1 lost trip, 168 lost minutes)

Propulsion fault (127A)108, 122.

Compton Station

Train #120, T-487, track #1, northbound

9/14/2017 9:04:00 PM - Incident# 2911286 (0 lost trips, 10 lost minutes)

Train Operator reported loud noises coming from under the Train.

Train 103

T-326

(148)-162

Del Amo Station Northbound Track #1.

9/15/2017 5:01:00 AM - Incident# 2911343 (0 lost trips, 10 lost minutes)

Friction Brakes
Train 101
T-182
(109A)-112-118
Flower Junction, Track 2, Southbound

9/16/2017 7:55:00 AM - Incident# 2911793 (0 lost trips, 6 lost minutes)

Re occurrent propulsion on LRV 117B
Train 109
T-069
LRV'S (117B) 130-166
Artesia Station , track 1, northbound.

9/16/2017 8:23:00 AM - Incident# 2911803 (0 lost trips, 5 lost minutes)

BO headlights LRV 1065B
Train 102
T-281
LRV'S (1065B) 1061-1078
Washington Station, track 2 , southbound.

9/16/2017 8:45:00 AM - Incident# 2911799 (0 lost trips, 6 lost minutes)

Train 101 reporting propulsion faults on LRV 114
T-034
LRV'S 131-(114) 159
Willowbrook station, track 1 northbound.

9/18/2017 6:52:00 PM - Incident# 2912539 (3 lost trips, 509 lost minutes)

(247B)-240-245
Misaligned Doors
SB Grand
Train 107
T-487

9/19/2017 6:01:00 AM - Incident# 2912699 (1 lost trip, 174 lost minutes)

Friction Brakes
(238)233-234
Train 114
T-164
Willow, Track 1, Northbound

9/19/2017 1:32:00 PM - Incident# 2912843 (0 lost trips, 16 lost minutes)

No Fault - No Movement
158-123-136
Train 656
T-252
Pico, Southbound, Track 2

9/20/2017 2:58:00 PM - Incident# 2913364 (1 lost trip, 168 lost minutes)

Train 121 had door issue upon pulling out the yard NB at Del Amo.
Train 121
T-82
Tk 1 NB Del Amo
301-245-247

9/20/2017 9:35:00 PM - Incident# 2913459 (2 lost trips, 336 lost minutes)

Doors are not opening with use of (open Doors) push button. The whole consist.
Train 118
T-78
Track 1, N/B
Del Amao Station
(1070A)-1020-1088

9/21/2017 5:37:00 AM - Incident# 2913536 (0 lost trips, 6 lost minutes)

Propulsion / Dynamic Brakes
{112}-122-165
Train 113
T-37
Yard, Southbound, Departure Track

9/21/2017 6:14:00 AM - Incident# 2913556 (1 lost trip, 168 lost minutes)

Propulsion / Dynamic Brakes
(301A)-239-246
Train 114
T-376
Compton, Northbound, Track 1

9/21/2017 8:00:00 AM - Incident# 2913723 (6 lost trips, 1,007 lost minutes)

Other Vehicle System (Dynamic Brake Fault)
{234B}-233-237
Train 102
T-485
Wardlow, Southbound, Track 2

9/21/2017 8:04:00 AM - Incident# 2914140 (0 lost trips, 10 lost minutes)

Propulsion / Dynamic Brakes
T-262
Train 113
LRV 242-238-229
Willow Station, Trackn 1, northbound.

9/21/2017 8:35:00 AM - Incident# 2913619 (6 lost trips, 1,007 lost minutes)

Friction Brakes
(235A)-236-230
Train 119
T-125
Rosecrans Flyover, Southbound, Track 2

9/21/2017 3:55:00 PM - Incident# 2913792 (0 lost trips, 6 lost minutes)

Out Late
Train 126
T-075
236-(229)-234
Yard Limits division 11.

9/22/2017 4:18:00 AM - Incident# 2913963 (0 lost trips, 6 lost minutes)

Loss of Cab Signal Intermittently
Train 101
T-152
(1061A)-1062-1066
Slauson Station, Track 2, Northbound

9/23/2017 12:46:00 PM - Incident# 2914471 (0 lost trips, 8 lost minutes)

Train 111 reporting loss of Cab Signals departing 7th & Metro.
Train 111
T-259
LRV'S (302A) 238
7th & Metro, track 2, southbound.

9/25/2017 3:18:00 PM - Incident# 2915097 (1 lost trip, 168 lost minutes)

Propulsion / Dynamic Brakes
Train 119
T-042
(229)-302-242
Southbound, Track 2 Del Amo station.

9/25/2017 9:04:00 PM - Incident# 2915212 (1 lost trip, 176 lost minutes)

Doors
Train 107
T-413
250-246-(248)
Southbound, Track 2 Grand station.

9/25/2017 10:28:00 PM - Incident# 2915233 (1 lost trip, 179 lost minutes)

No Fault - No Movement

Train 605

T-043

1075-1062-1066

Southbound, Track 2 119th crossing.

9/26/2017 6:10:00 AM - Incident# 2915298 (1 lost trip, 175 lost minutes)

Train 604 reports no movement Friction Brakes not releasing.

Train 604

T-005

LRV'S 135-141-153

Del Amo Station, Track 1, northbound.

9/26/2017 3:51:00 PM - Incident# 2915524 (1 lost trip, 176 lost minutes)

Auto Train Protection (Speed Limit)

Train 121

T-043

(1074)-1066-1062

Southbound, Track 2 Washington interlocking.

9/27/2017 8:19:00 AM - Incident# 2915818 (2 lost trips, 336 lost minutes)

Propulsion / Dynamic Brakes/HSCB trip

Train 111

T-36

LRV (166A),153,141

Del Amo Station,Track 1

Northbound

9/27/2017 4:10:00 PM - Incident# 2916022 (1 lost trip, 168 lost minutes)

B/O Doors 7/8

Train 117

Car 248

Pico Station

Southbound

9/27/2017 5:55:00 PM - Incident# 2916072 (1 lost trip, 168 lost minutes)

Propulsion faults

Train 125

Car 112

T-187

Wardlow Station

Northbound

9/28/2017 4:43:00 AM - Incident# 2916166 (2 lost trips, 336 lost minutes)

Train 103 reports reoccurring Propulsion Faults on LRV 106

Train 103

T-050

LRV'S 138 (106) 110

Transit Mall, track 1, Northbound.

9/28/2017 5:10:00 AM - Incident# 2916225 (0 lost trips, 20 lost minutes)

Train 604 reports that train will not move at more than 35mph , no other indications

Train 604

T-005

LRV'S 1090-1070-1065

Del Amo Station, track 1, northbound.

9/28/2017 8:45:00 AM - Incident# 2916296 (2 lost trips, 336 lost minutes)

Train 114 reports that speed can not exceed 35mph on LRV 1090, LRV 1070 Smoking Brakes.

Train 114

T-306

LRV-1090-1070-1065

Compton Station, track 1, northbound.

9/28/2017 9:18:00 AM - Incident# 2916421 (1 lost trip, 168 lost minutes)
Train 105 contacted control that doors will not open at Slauson Station track 2.

Train 105
T-076
LRV'S 1066-1062-1077
Slauson Station, track 2, southbound.

9/29/2017 3:51:00 AM - Incident# 2916657 (0 lost trips, 12 lost minutes)
Prop/Fault.
Train #102.
T-246.
LRV- (124), 140, 110.
4N Mainyard, Northbound.

9/29/2017 4:52:00 AM - Incident# 2916671 (0 lost trips, 11 lost minutes)
No Indication/ No Movement.
Train #107.
T-069.
LRV- 1066, 1062, 1077.
3N Mainyard, Northbound for Imperial Turn- Back.

9/29/2017 3:28:00 PM - Incident# 2916918 (1 lost trip, 166 lost minutes)
H5CB trip 235(250)234.
Metro Center
Train #104, T-005, track #2, southbound.

9/29/2017 3:47:00 PM - Incident# 2916930 (0 lost trips, 6 lost minutes)
Friction brakes feel slack (301)233,231.
Washington Station
Train #121, T-353, track #2, southbound.

Wayside Incidents:

9/1/2017 4:50:00 PM - Incident# 2906071 (0 lost trips, 50 lost minutes)
False Occupancy from Compton to Willow.

9/8/2017 9:41:00 AM - Incident# 2908623 (0 lost trips, 12 lost minutes)
False Occupancy from Compton-Artesia

9/18/2017 3:37:00 PM - Incident# 2912508 (0 lost trips, 15 lost minutes)
Train 121 Delayed

9/19/2017 4:14:00 AM - Incident# 2912622 (2 lost trips, 336 lost minutes)
Traction Power: Other
Willow Pocket graphics give appearance of de-energized tracks, Wardlow TPSS is back feeding Willow Pocket.

9/21/2017 2:45:00 PM - Incident# 2913761 (0 lost trips, 6 lost minutes)
OUT LATE! due to open breaker.

Police & Health Incidents:

9/1/2017 12:53:00 PM - Incident# 2905928 (6 lost trips, 997 lost minutes)
Stabbing on train # 103 at Anaheim Station.
Train # 103
T-548
Anaheim, track #1, northbound
1082 1070 1078

9/2/2017 10:34:00 PM - Incident# 2906408 (0 lost trips, 15 lost minutes)
Train-104
T-149
Cars (301)-248-245
Northbound, Track #1
Imperial Station
Altercation aboard train, LASD reports a fight aboard the train.

9/4/2017 1:02:00 PM - Incident# 2906782 (0 lost trips, 10 lost minutes)
Traffic Accident MTA Not Involved at Washington and Naomi Track 2

9/5/2017 10:59:00 AM - Incident# 2907181 (0 lost trips, 22 lost minutes)

Vehicle with broken Axle blocking track at 119th Street crossing.

9/5/2017 11:00:00 AM - Incident# 2907223 (0 lost trips, 6 lost minutes)

Train 105 reports a Sick patron on board at Metro Center

9/5/2017 10:21:00 PM - Incident# 2907447 (0 lost trips, 20 lost minutes)

Sick individual

Train 101

T-376

Cars 117-(119)

Willowbrook station N/B

9/6/2017 9:14:00 AM - Incident# 2907680 (23 lost trips, 3,859 lost minutes)

Stabbing adjacent to Pico Station

9/6/2017 3:10:00 PM - Incident# 2907829 (0 lost trips, 8 lost minutes)

Train-107

T-355

Cars (100)-143-113

Southbound Track #2

Imperial Station

Sick Individual reported on approach to 103rd Station.

9/7/2017 1:00:00 PM - Incident# 2908231 (1 lost trip, 180 lost minutes)

Traffic accident at 5th Street and Long Beach, MTA not involved.

Train # 119

T-355

5th Street Station, track #1, southbound

1075 1086 1077

9/7/2017 4:05:00 PM - Incident# 2908302 (1 lost trip, 174 lost minutes)

Long Beach PD notified CCTV to hold train # 108 at Wariow Station for (4) juveniles of an (alleged) robbery at Transit Mall. Train departed prior to hold, proceeding to Del Amo Station.

Train #108

Del Amo Station, track #1, northbound

169 168 162

9/7/2017 4:41:00 PM - Incident# 2908319 (6 lost trips, 1,007 lost minutes)

Blockade at Pacific and 3rd in Long Beach.

9/8/2017 7:10:00 AM - Incident# 2908550 (0 lost trips, 5 lost minutes)

Train 109 arrived Transit Mall Station 5 minutes late due to a tractor trailer blocking intersection of long beach and Broadway.

9/9/2017 5:07:00 AM - Incident# 2908973 (0 lost trips, 4 lost minutes)

R-105 reports a sick patron on board train 103, platform number 2.

9/9/2017 7:32:00 PM - Incident# 2909171 (0 lost trips, 7 lost minutes)

Train-103

T-490

Cars (237A)-231-235

Southbound Track #2

Transit Mall

Emergency: Operator reports Patron lying on the floor in the floor in car 237, non responsive and requested medical.

9/11/2017 2:45:00 PM - Incident# 2909834 (0 lost trips, 14 lost minutes)

Trespasser

Train 102

T-05

139-111-140

Nouthbound, Track 2 119th crossing.

9/13/2017 5:34:00 AM - Incident# 2910494 (6 lost trips, 1,026 lost minutes)

Train service suspended between Grand and San Pedro stations due to armed/ Barricaded individual at Washington /Santee. Per LAPD Lt. Humphries.

9/15/2017 4:15:00 PM - Incident# 2912533 (2 lost trips, 344 lost minutes)

Physical Altercation On Board Train

Train 107, T-355

Cars 136-113-116

Willowbrook Station, 5B, Trk 2

9/16/2017 11:08:00 PM - Incident# 2911947 (0 lost trips, 15 lost minutes)

Male Individual fell onto tracks

PCH Station

LBPB

LBFD

Dispatch #7389

No information was obtained from individual

9/16/2017 11:46:00 PM - Incident# 2911949 (0 lost trips, 15 lost minutes)

Car blocking Track 1

Flower Junction

9/17/2017 5:14:00 AM - Incident# 2911979 (0 lost trips, 10 lost minutes)

Trespasser Sitting on Track 1

Willow Pocket Mile Marker 18.2

9/20/2017 2:40:00 PM - Incident# 2913326 (0 lost trips, 12 lost minutes)

Train 101 reports a patron is having a seizure NB at San Pedro.

9/23/2017 11:03:00 AM - Incident# 2914459 (0 lost trips, 12 lost minutes)

Train 105 reports that track 2 was blocked at Washington Blvd & Naomi Street due to a traffic accident MTA not involved.

Other Incidents:

9/3/2017 1:34:00 PM - Incident# 2906550 (0 lost trips, 20 lost minutes)

Individual holding doors at Metro Center and then at Grand

Train 110

T2S9

1063A-1074

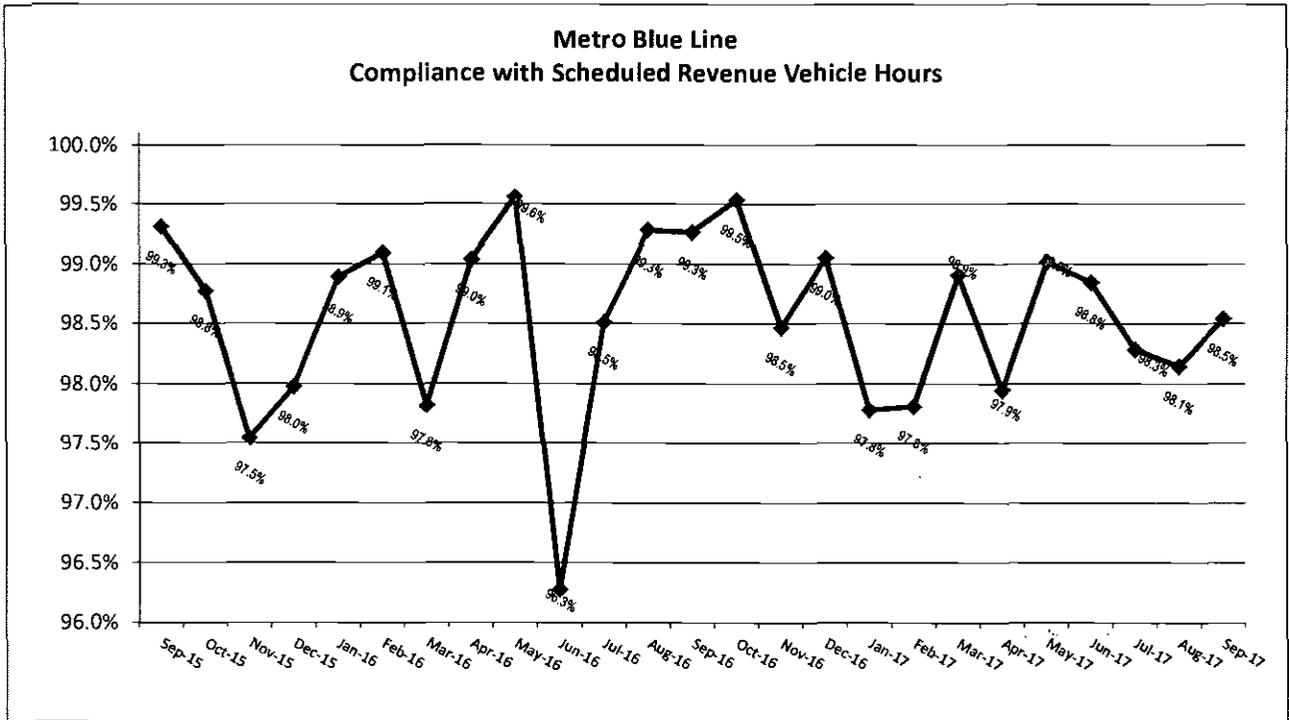
Track 2

Southbound

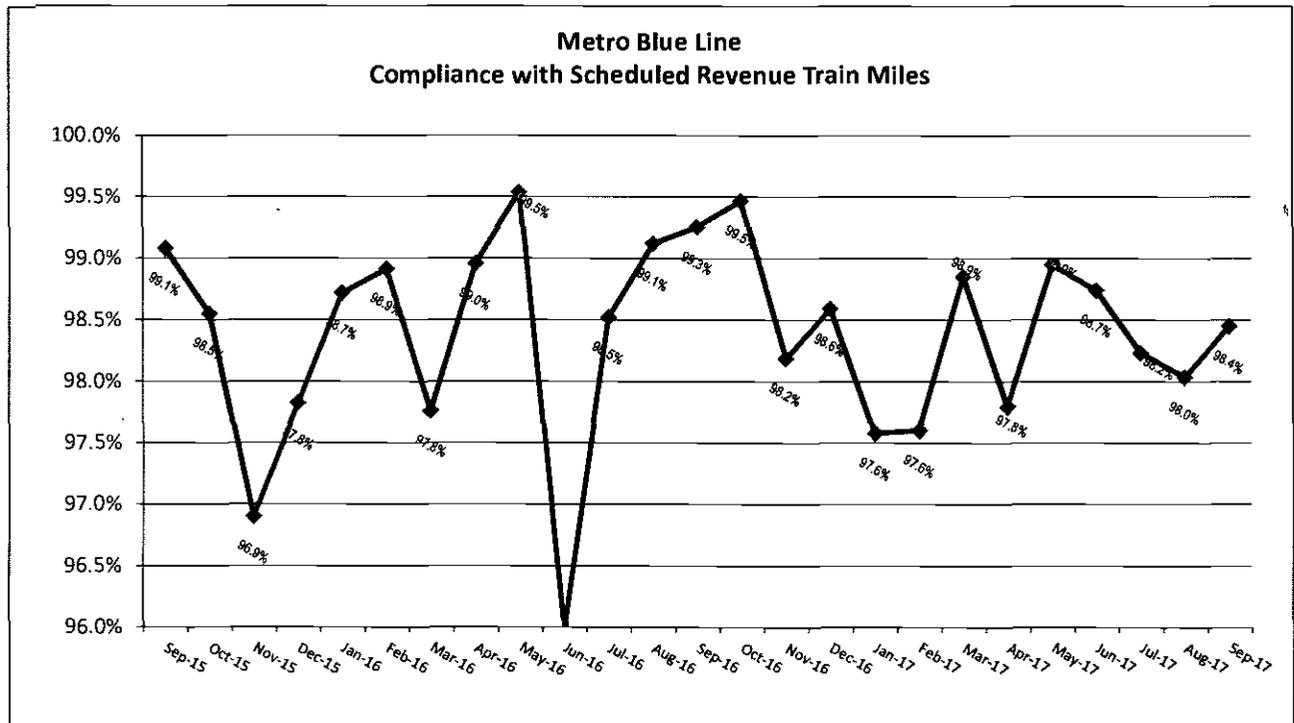
metro center and then Grand

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

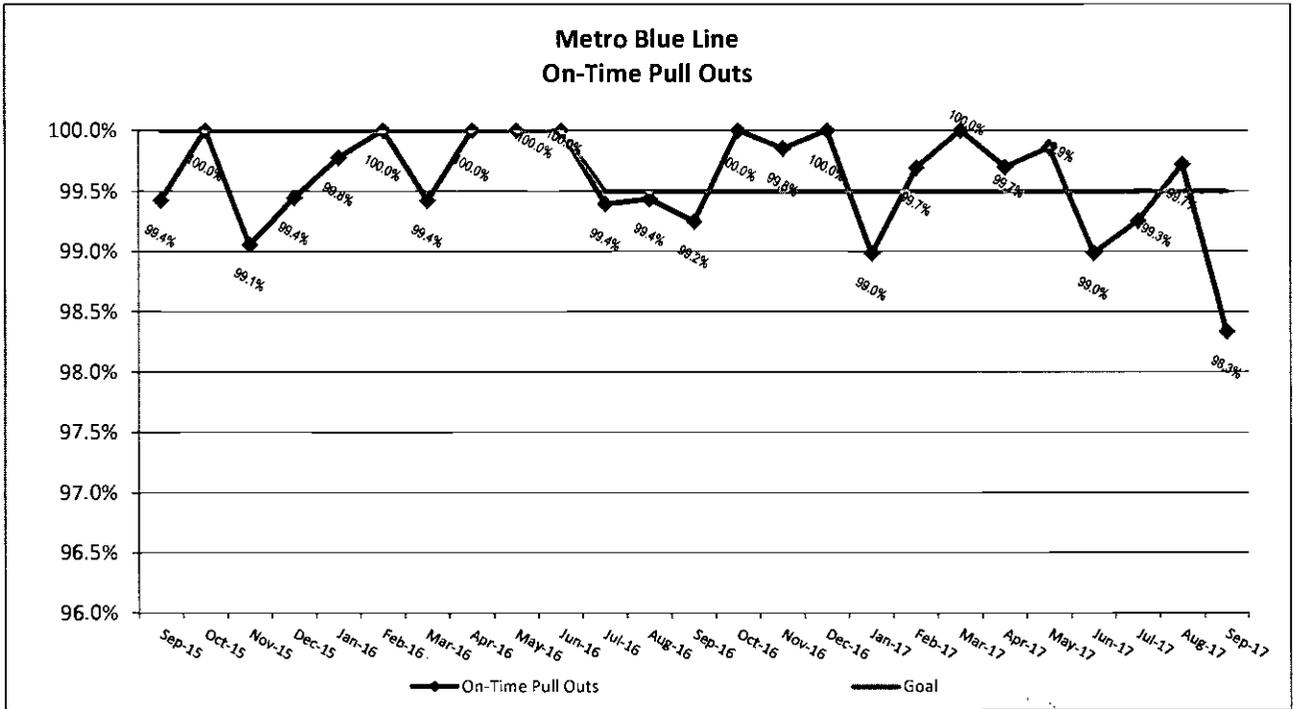
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



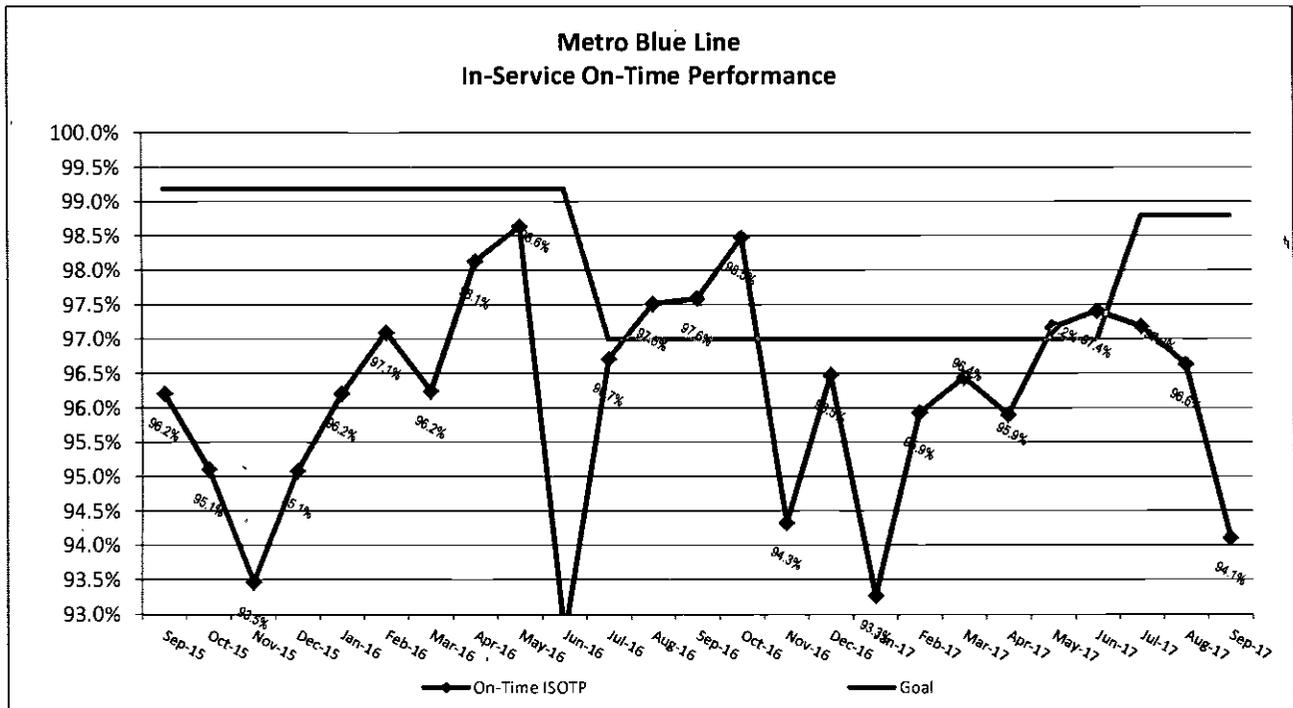
COMPLIANCE WITH SCHEDULED TRAIN MILES



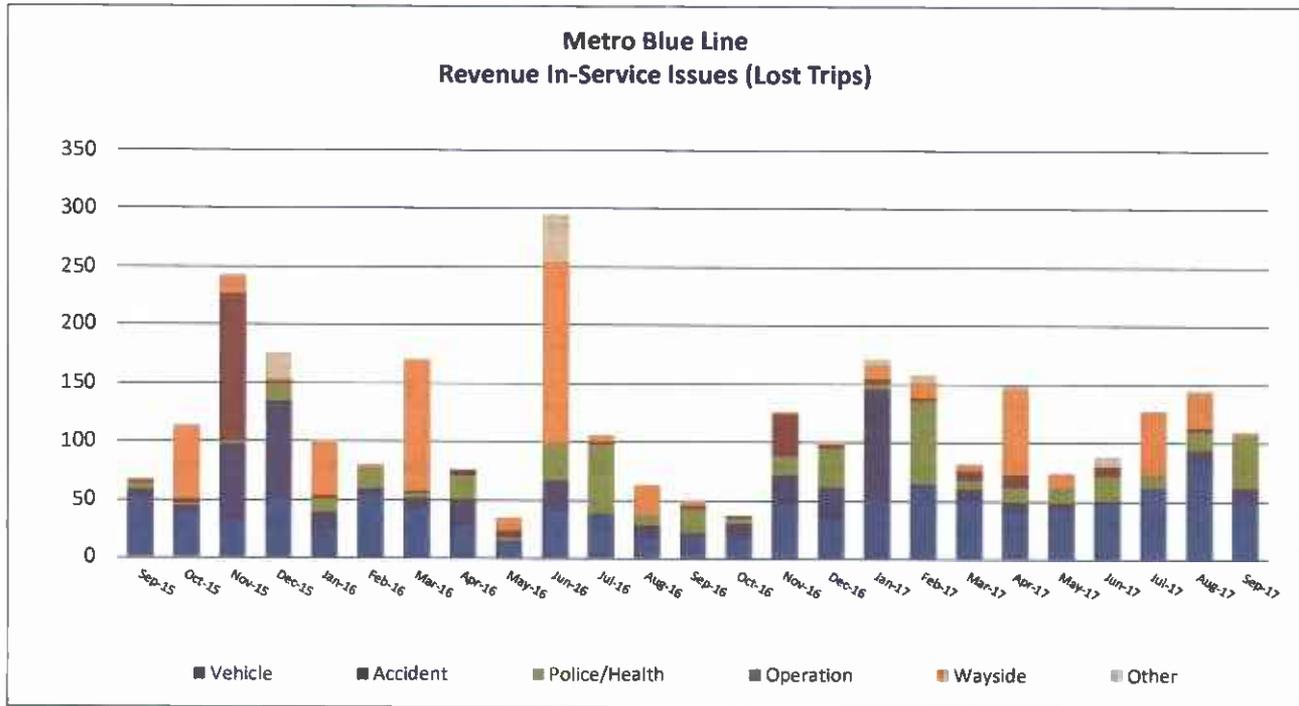
ON-TIME PULL OUTS



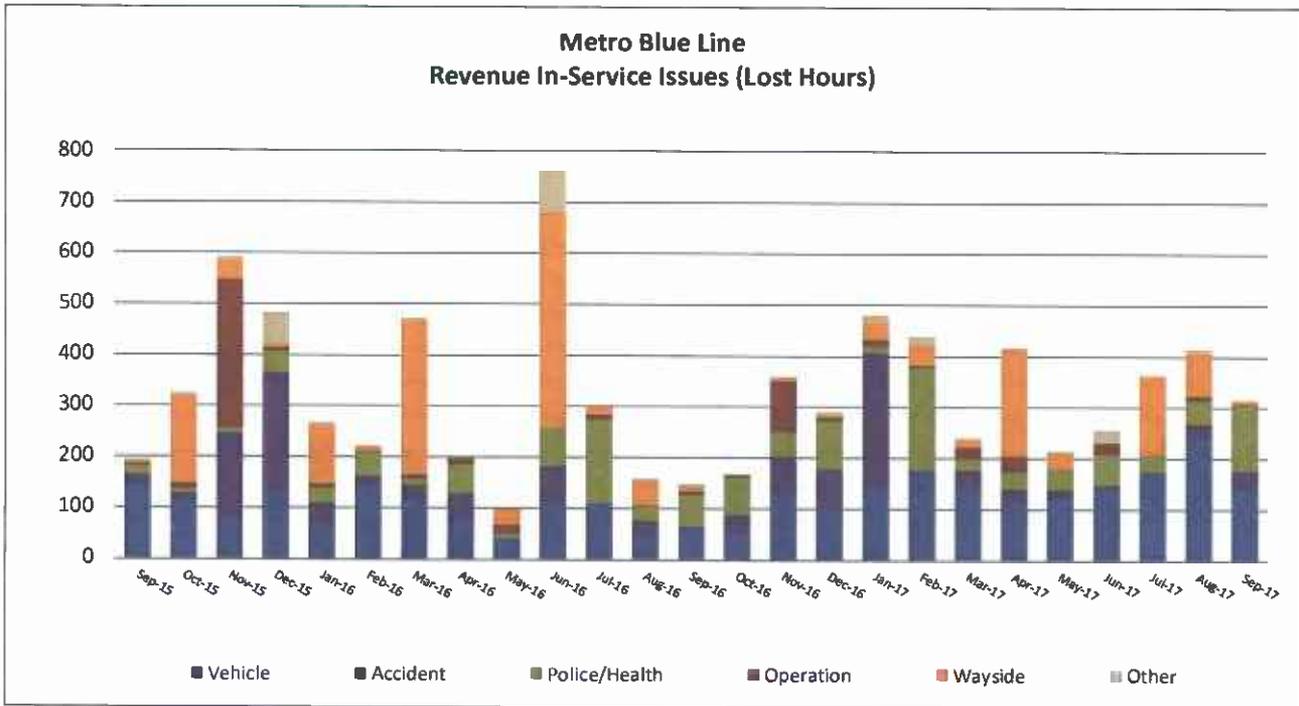
IN-SERVICE ON-TIME PERFORMANCE CHART



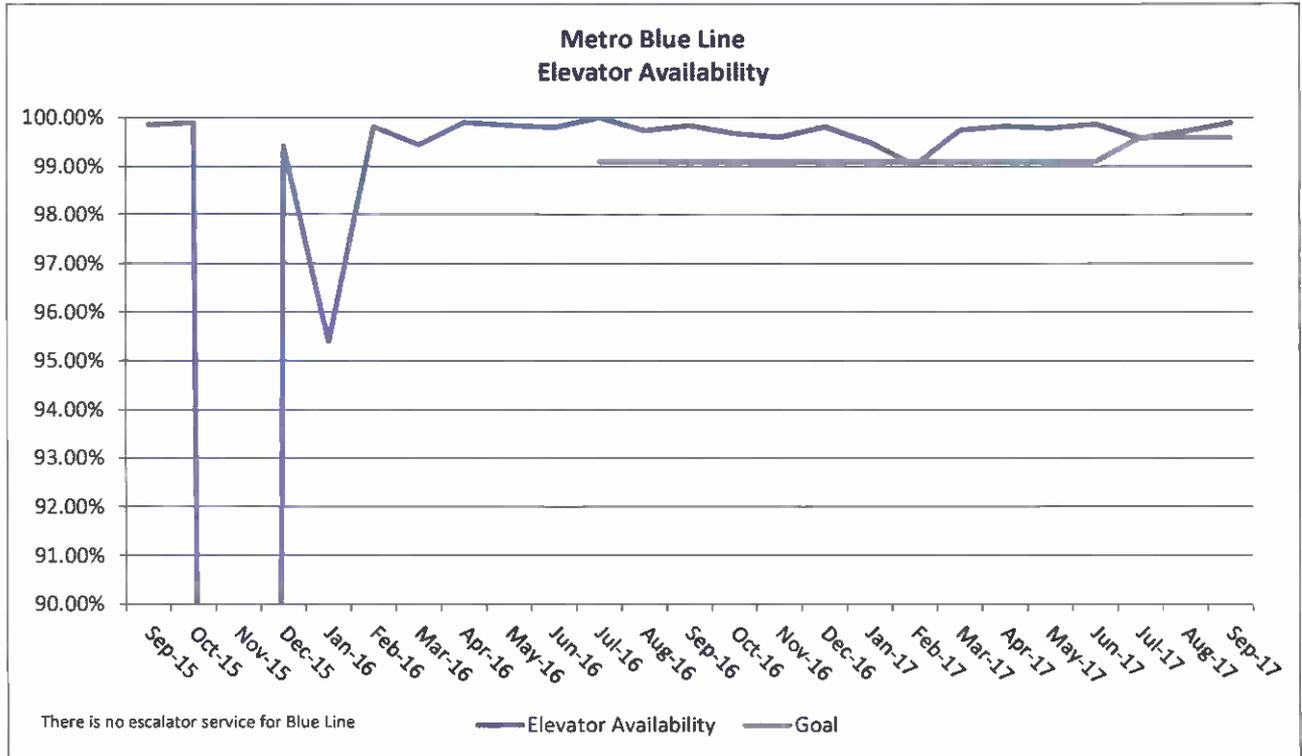
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



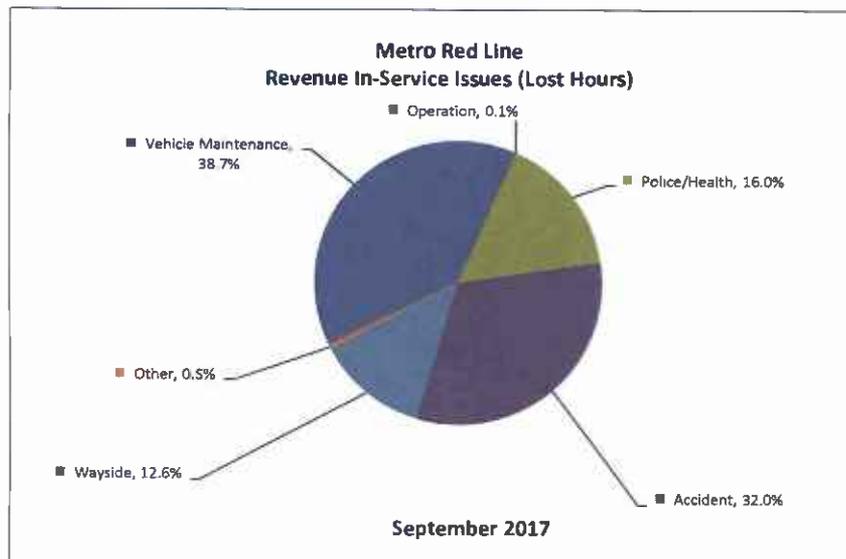
RED LINE

Out of a total of 26,248 hours operated, there were approximately 86 total hours of service delays.

September 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	26,162	99.7%
Cancelled + Delayed Hours	86	0.3%
Total Revenue Hours	26,248	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	1	0.1	0.1%
Accidents	1	27.4	32.0%
Vehicle Maintenance	13	33.2	38.7%
Wayside	4	10.8	12.6%
Police & Health	8	13.7	16.0%
Other	2	0.4	0.5%
Total	29	85.7	100.0%

* Data from M3 used to report Service Delays is under review for accuracy



September 2017 Red Line major delay contributors were as follows:

Operations Incidents:

9/19/2017 6:04:00 PM - Incident# 2912956 (0 lost trips, 5 lost minutes)

Union Station operator removed from service due to observing several mice inside the operators break room.

Accidents:

9/12/2017 9:43:00 AM - Incident# 2910138 (11 lost trips, 1,647 lost minutes)

Train vs. Trespasser

Train #201

Train operator T-364

Cars (547), 548, 589, 590

7th & Metro, AR, Westbound

Vehicle Maintenance Incidents:

9/1/2017 7:43:00 AM - Incident# 2905782 (0 lost trips, 10 lost minutes)

No movement at Westlake AL East

Train 211

T-276

Cars 565-566-547-(548)-591-592

Westlake MacArthur AL East

9/3/2017 7:08:00 PM - Incident# 2906634 (2 lost trips, 232 lost minutes)

Off set wheels car # 536

Union Station AL East

T-64 Train 202

Car # 589-593-535-(536)

9/7/2017 3:26:00 PM - Incident# 2908316 (1 lost trip, 190 lost minutes)

No Movement with no indications.

Train #213

Cars #(549)-550-565-566-581-582

W/Bound Vermont Santa Monica A/R Track.

9/10/2017 4:12:00 AM - Incident# 2909224 (0 lost trips, 9 lost minutes)

Propulsion/Service Brake Failure train line, unknown car.

Train # 202

T-10

Union Station, AR, westbound

(599 600 563 564 535 536)

9/13/2017 4:52:00 AM - Incident# 2910486 (0 lost trips, 11 lost minutes)

North Hollywood East IL(departing station), Train-210 T-101 cars 568/567/586/585/590/589 ATP failure with emergency brake applications on car 568.

9/13/2017 1:28:00 PM - Incident# 2910731 (0 lost trips, 12 lost minutes)

Train 207 reports brakes will not release

T-378, Train 207

AL, East, UC

(586)-585-590-589

9/15/2017 6:29:00 AM - Incident# 2911400 (1 lost trip, 151 lost minutes)

MTO Generator Breaker Tripped

Train 210

T-483

Cars 575-576-5597-598-565-(566)

Civic Center AL East

9/18/2017 9:59:00 AM - Incident# 2912295 (0 lost trips, 11 lost minutes)

Emergency Brake Application

Train 204

T-080

Cars 523-528-515-(516)

North Hollywood AR East

9/18/2017 4:25:00 PM - Incident# 2912506 (2 lost trips, 299 lost minutes)

CB1 Trip

Train 206

T-271

Cars 517-518-529)-520

Wilshire Western BR East

9/19/2017 1:25:00 PM - Incident# 2912832 (0 lost trips, 5 lost minutes)

Service Brake Failure Indication.
Train #203
T-022
Cars #563-(564)-587-588.
W/Bound Union Station A/R Track.

9/25/2017 5:43:00 PM - Incident# 2915175 (2 lost trips, 299 lost minutes)

Propulsion failure
Train 214
T-179
Cars 503-504-501-(S02)-519-526
Universal City AL East

9/26/2017 8:26:00 AM - Incident# 2915361 (3 lost trips, 464 lost minutes)

Westlake/MacArthur AL Track, Train-202 T-10 cars 508/509/510/507 experiencing door issues from car 510 and cut out whole car. NOTE: repeat offender two days in row with same RFS failure.

9/27/2017 5:16:00 AM - Incident# 2915715 (2 lost trips, 299 lost minutes)

Union Station AR Track, Train-203 T-314 cars 515/516/501/502 with Emergency Brake Application and won't clear on car 515.

Wayside Incidents:

9/4/2017 4:54:00 AM - Incident# 2906690 (4 lost trips, 464 lost minutes)

D01 breakers at Universal & North Hollywood tripped causing a loss of power between Universal & North Hollywood on the both tracks.

9/6/2017 1:00:00 AM - Incident# 2907496 (0 lost trips, 25 lost minutes)

Unable to close D02 at Westlake.

9/20/2017 8:49:00 PM - Incident# 2913451 (1 lost trip, 149 lost minutes)

W-004/Hayward Baker performing tunnel grouting with high rail vehicle.

9/22/2017 3:59:00 PM - Incident# 2914229 (0 lost trips, 11 lost minutes)

TRACS indicates breakers opened with D01 in LKTRP.

Police & Health Incidents:

9/2/2017 10:32:00 PM - Incident# 2906159 (0 lost trips, 7 lost minutes)

T-199 on train 215 at Hollywood Western, train doors were being held open due to a male hispanic acting erratic. Train was also held at Hollywood Vine and Hollywood Highland. All revenue trains delayed and departing late.

9/9/2017 8:55:00 AM - Incident# 2909028 (0 lost trips, 7 lost minutes)

Operator reports LAPD is holding train at 7th Metro for a passenger needs medical assistance, LAPD has already placed a call to LAFD. Unknown nature of emergency.

9/17/2017 12:34:00 PM - Incident# 2912044 (0 lost trips, 12 lost minutes)

T-179 Train 207 trespasser in the cab of car 570.

9/24/2017 12:58:00 PM - Incident# 2914662 (0 lost trips, 8 lost minutes)

CCTV reports patron having a seizure on board train 202, car 572 at North Hollywood.

9/24/2017 2:04:00 PM - Incident# 2914685 (3 lost trips, 467 lost minutes)

Male patron observed on the AR right of way between Pershing Square and 7th/Metro

9/27/2017 1:30:00 PM - Incident# 2915952 (0 lost trips, 8 lost minutes)

Patron slipped and fell on board Train 205 car 565.

9/28/2017 8:25:00 AM - Incident# 2916288 (1 lost trip, 165 lost minutes)

Train 203 reports trespasser at Civic AL

9/28/2017 6:57:00 PM - Incident# 2916579 (1 lost trip, 150 lost minutes)

Westlake Station male patron throwing debris onto the right of way.

Other Incidents:

9/21/2017 11:48:00 AM - Incident# 2913698 (0 lost trips, 15 lost minutes)

SCADA/TRACS: ATC Alarm for de-energized track indication, loss of cab signals
Train 201 and train 205
Vermont Beverly AR track
Hollywood vine AR track

9/27/2017 5:01:00 PM - Incident# 2916059 (0 lost trips, 10 lost minutes)

Reports patron refuse to exit train.

T-172

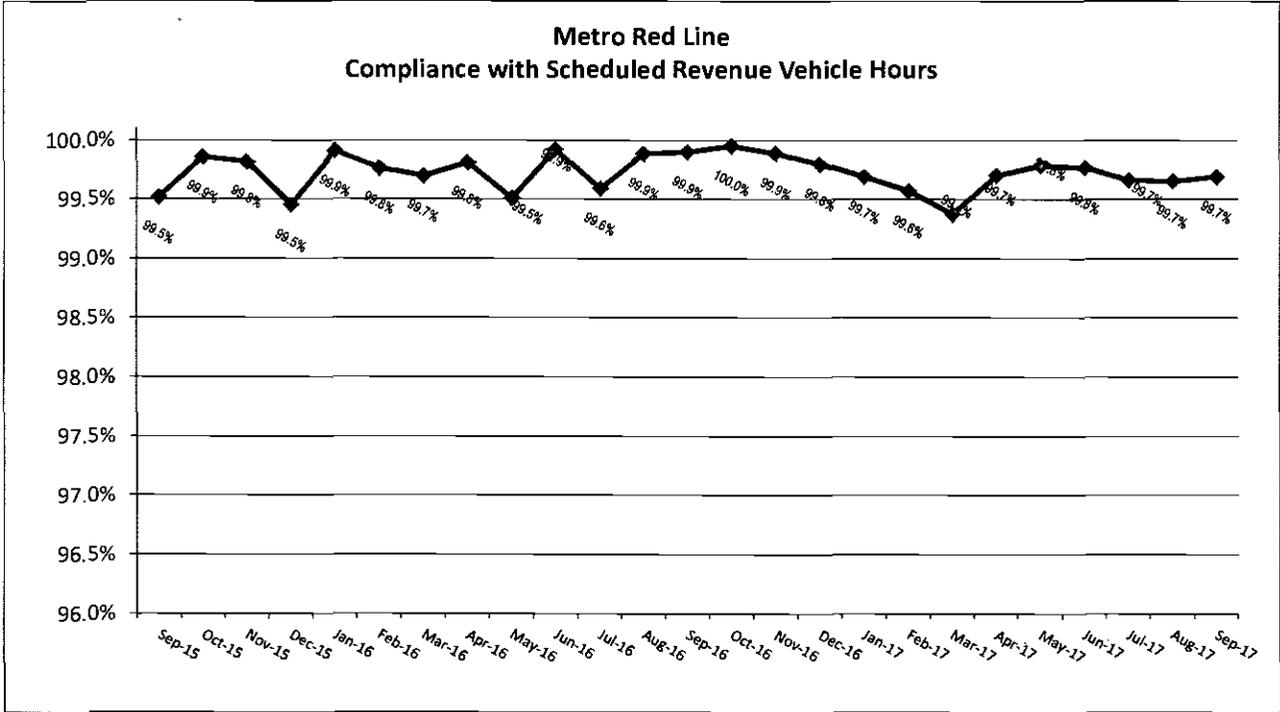
Train 215

Union Station, AL, Westbound

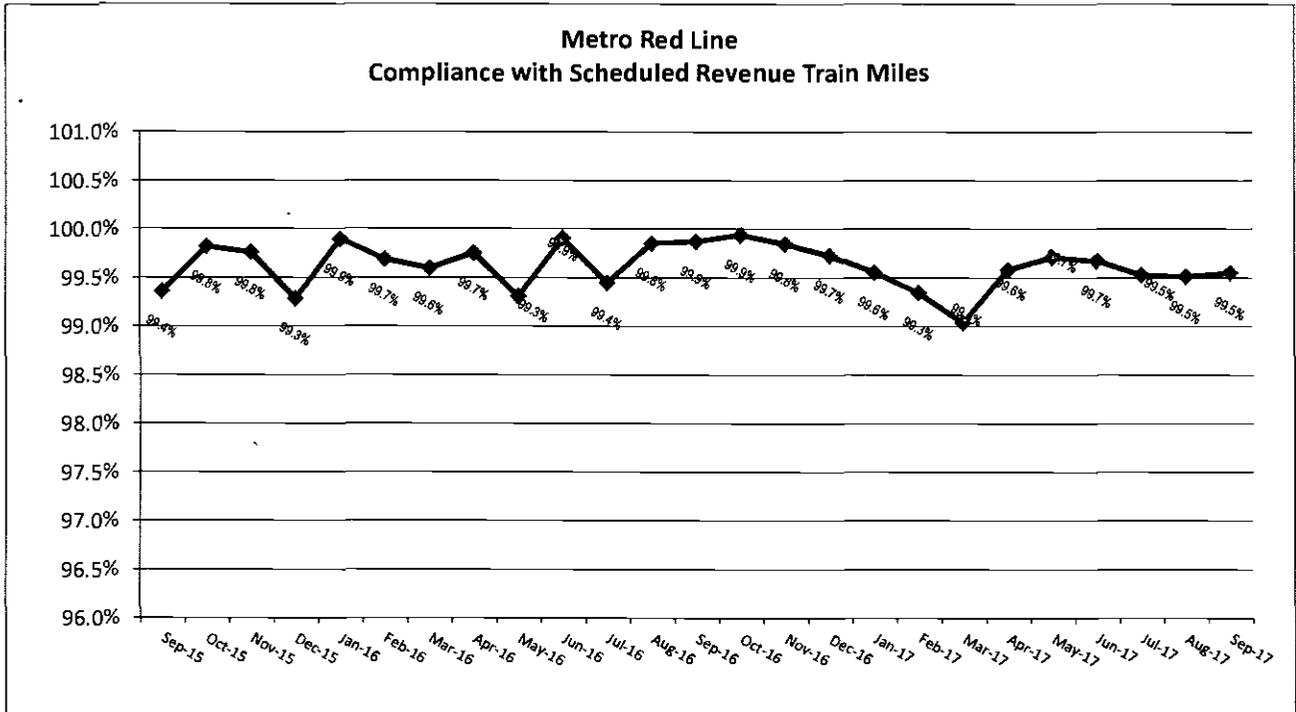
Cars: 553 554 577 578 (539) 540

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

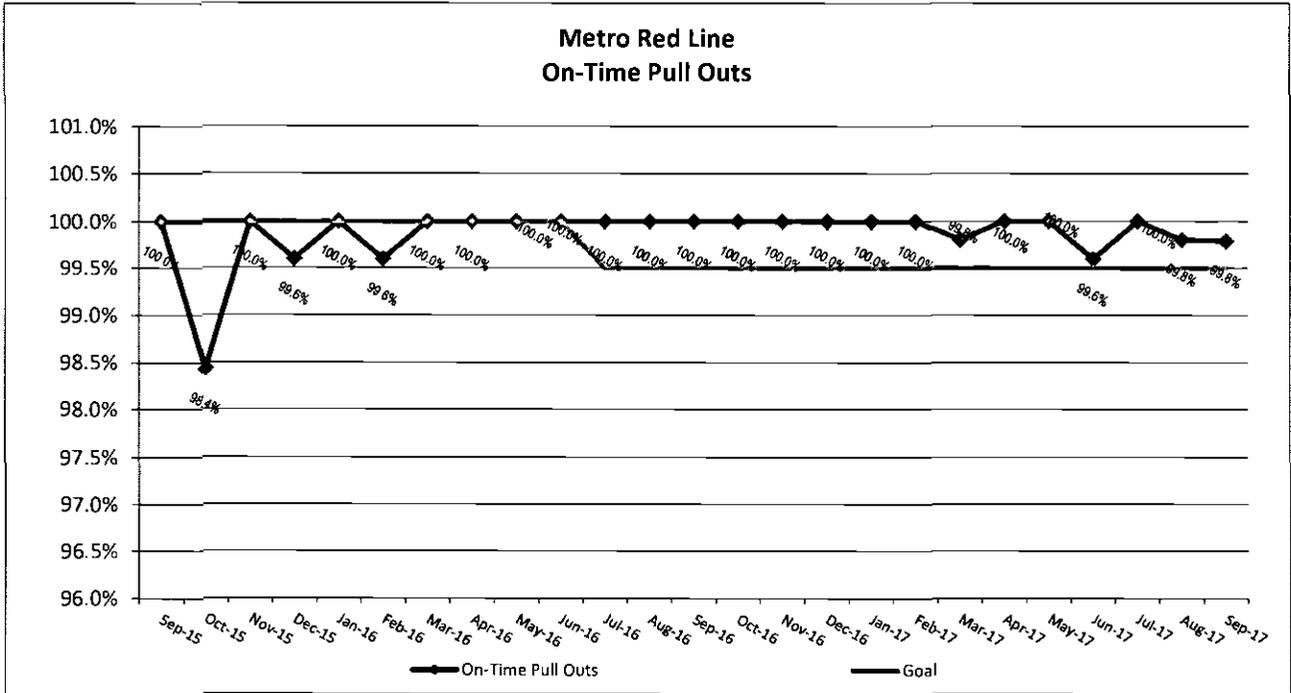
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



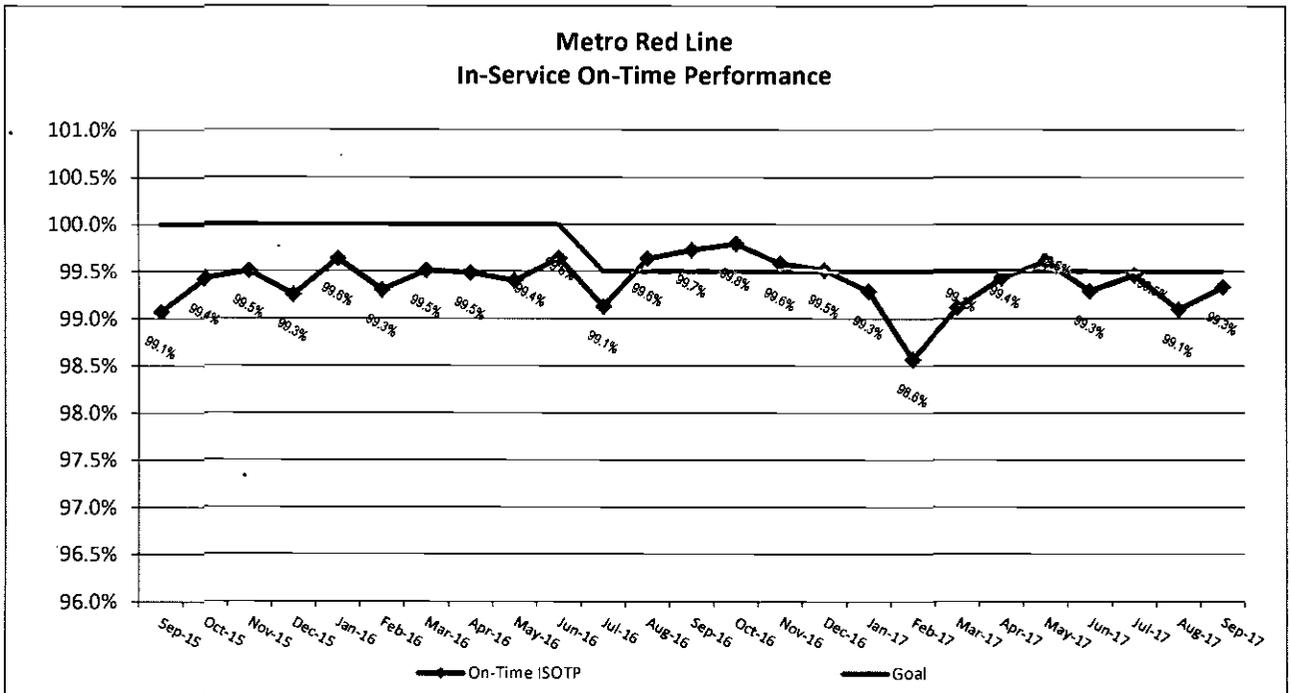
COMPLIANCE WITH SCHEDULED TRAIN MILES



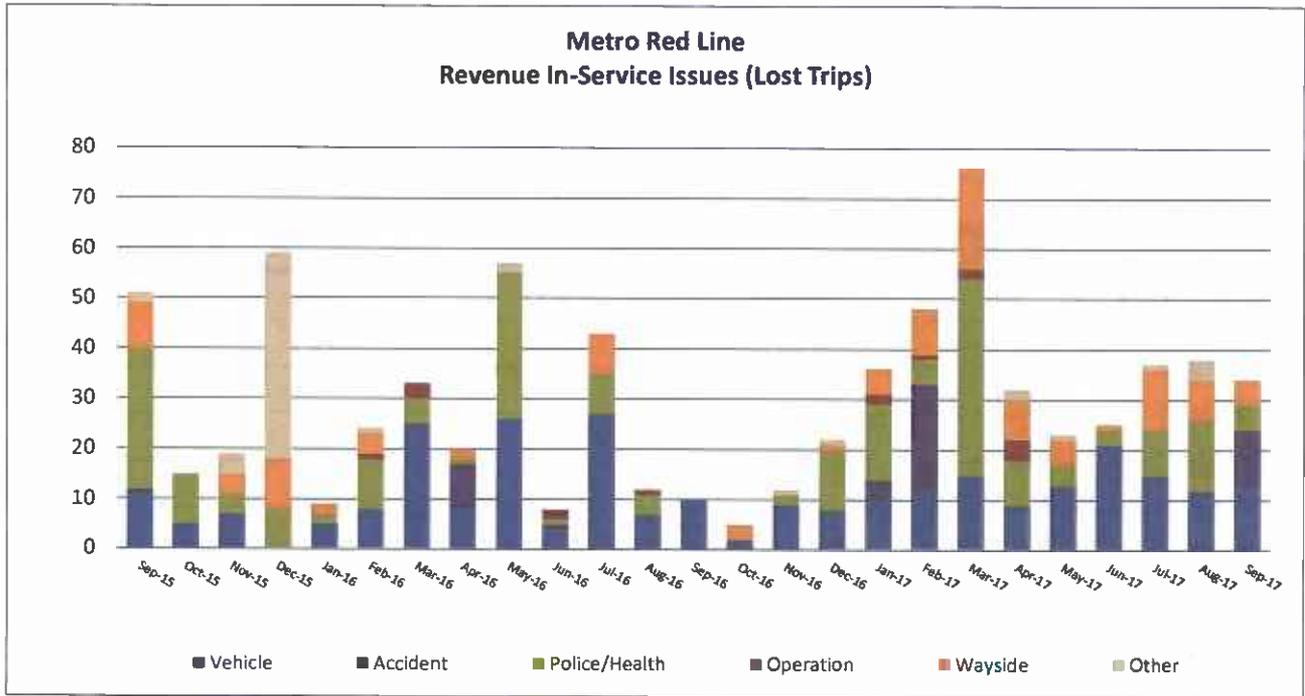
ON-TIME PULL OUTS



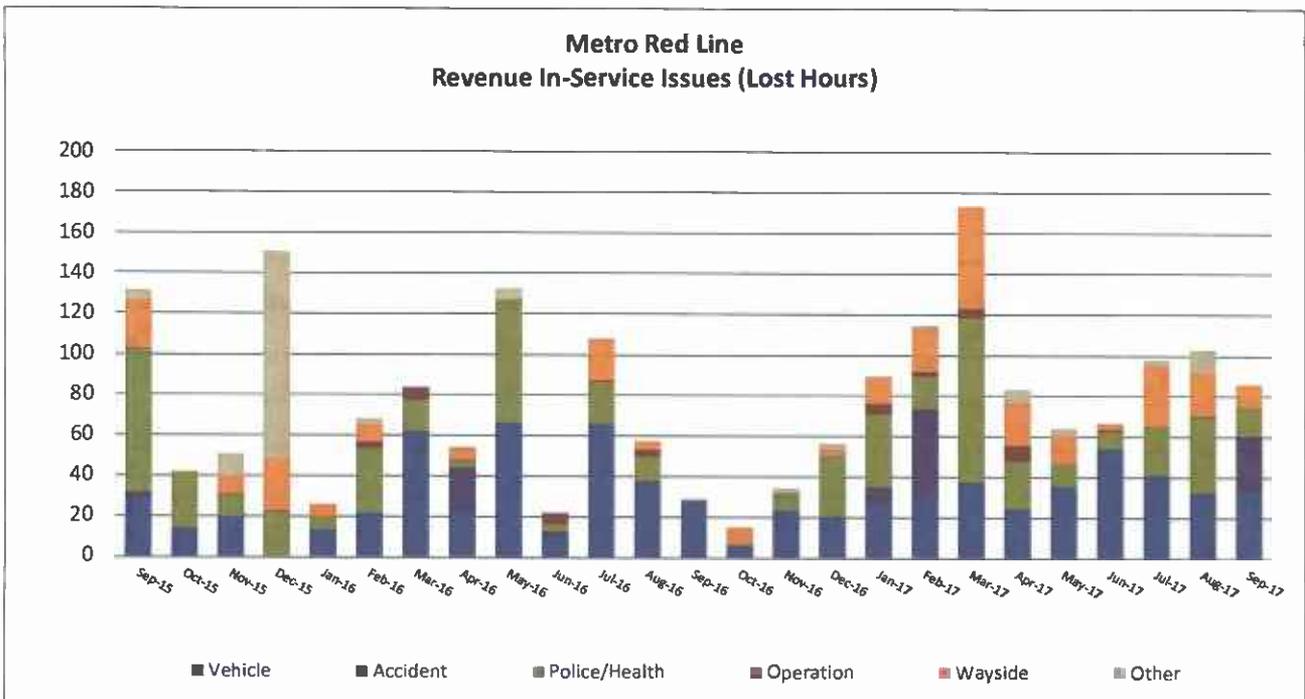
IN-SERVICE ON-TIME PERFORMANCE



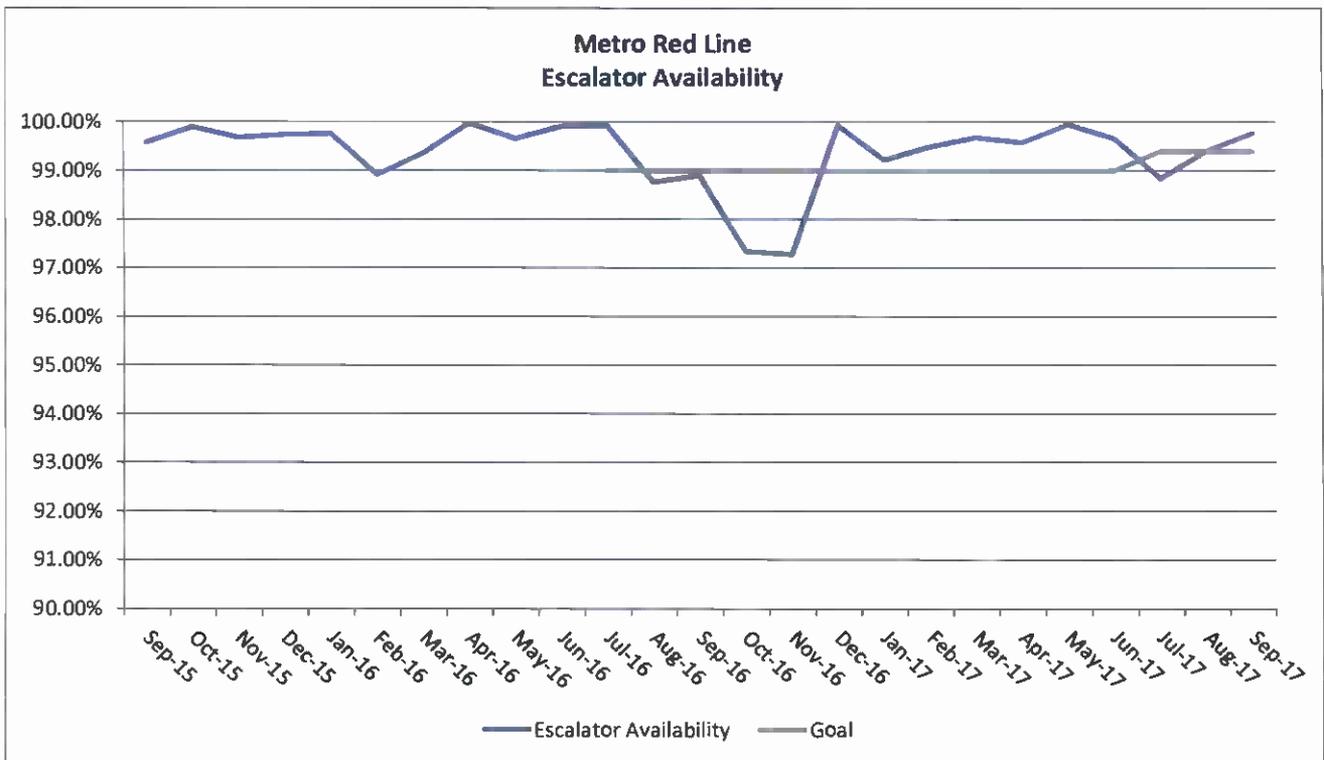
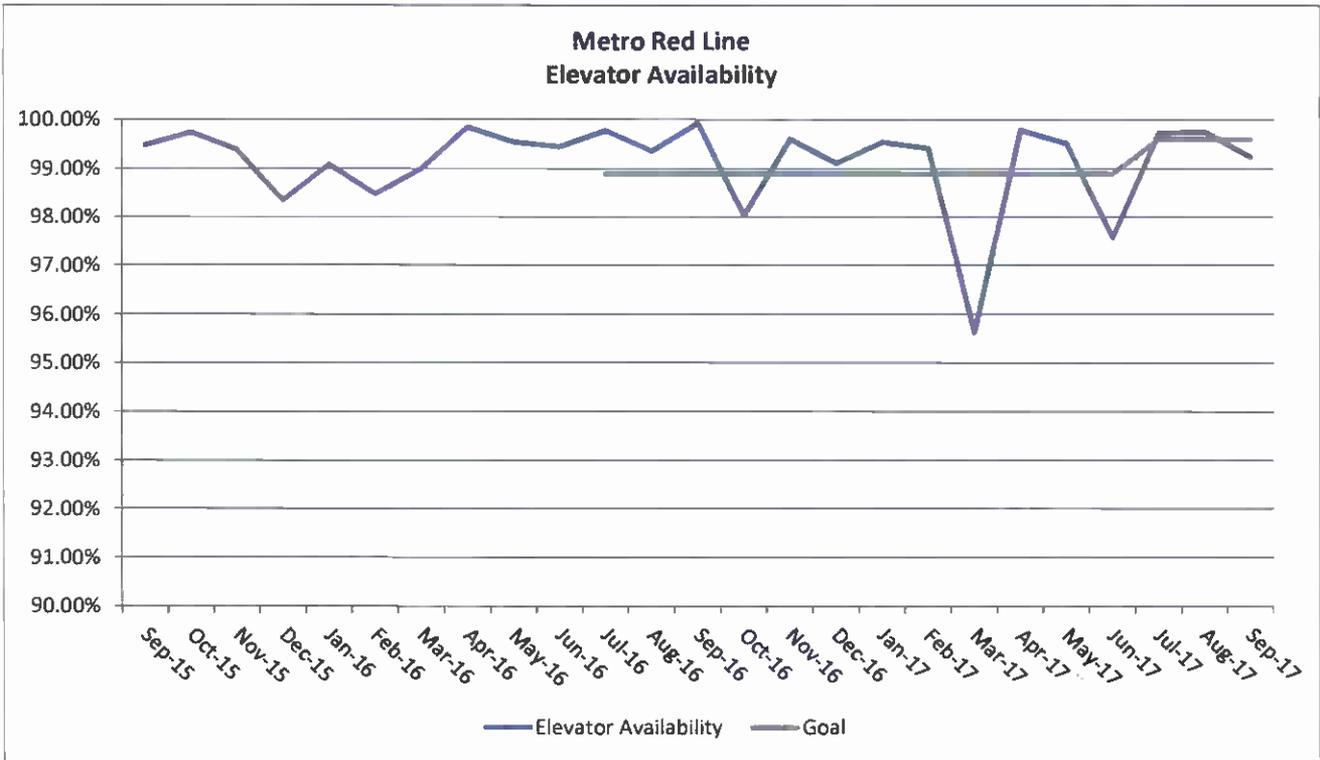
LOST TRIPS



LOST TRIPS



VERTICAL TRANSPORTATION AVAILABILITY



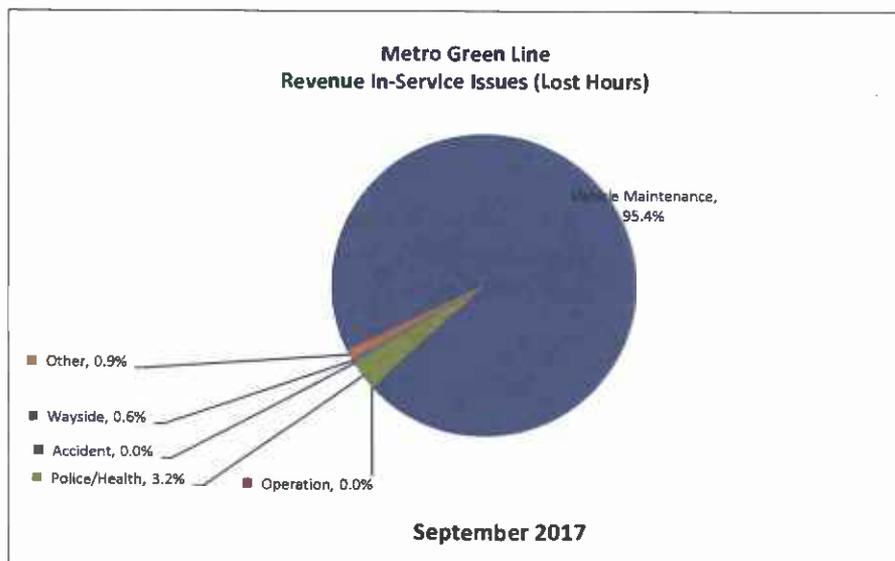
GREEN LINE

Out of a total of 8,045 hours operated, there were approximately 26 total hours of service delays.

September 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	8,019	99.7%
Cancelled + Delayed Hours	26	0.3%
Total Revenue Hours	8,045	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	0	0.0	0.0%
Accidents	0	0.0	0.0%
Vehicle Maintenance	23	24.4	95.4%
Wayside	2	0.2	0.6%
Police & Health	5	0.8	3.2%
Other	1	0.2	0.9%
Total	31	25.6	100.0%

* Data from M3 used to report Service Delays is under review for accuracy



September 2017 Green Line major delay contributors were as follows:

Operations Incidents:

Vehicle Maintenance Incidents:

9/2/2017 1:01:00 PM - Incident# 2906289 (1 lost trip, 60 lost minutes)
Train 332 car 203 has a propulsion speed restriction.

9/2/2017 3:40:00 PM - Incident# 2906314 (0 lost trips, 5 lost minutes)
Train 333 Car 224B developed a propulsion/speed restriction, fault is persistent unable to clear.

9/5/2017 3:31:00 PM - Incident# 2907324 (3 lost trips, 205 lost minutes)
Friction Brakes self applied, no movement on car (206).
Train # 344
T-344
Norwalk, track # 1, westbound
(206) 244

9/6/2017 6:36:00 PM - Incident# 2907905 (0 lost trips, 8 lost minutes)
Propulsion faults. No movement.
Train 335
T-450
Norwalk Station
Track 1, W/B
ATO mode
(216A)-208

9/7/2017 4:03:00 PM - Incident# 2908304 (1 lost trip, 66 lost minutes)
Train 346 Car 206B developed a no movement fault at Lakewood Station.

9/12/2017 7:58:00 AM - Incident# 2910086 (1 lost trip, 66 lost minutes)
Air leak on car (210).
Train # 337
T-210
Norwalk, track #1, westbound
218 (210)

9/13/2017 2:36:00 PM - Incident# 2910797 (0 lost trips, 11 lost minutes)
Recurring loss of cab signaling.
Train #343
T-085
Cars #207-(201-B).
E/Bound Yard Interface Track-2.

9/15/2017 5:51:00 AM - Incident# 2911359 (1 lost trip, 75 lost minutes)
Friction Brake Fault
Train 336
T-40
(208A)-225
Yard Interface.
Cancelled trip

9/15/2017 9:23:00 AM - Incident# 2911451 (0 lost trips, 14 lost minutes)
Propulsion and speed restriction in Car 203 Train 331.

9/15/2017 4:03:00 PM - Incident# 2911631 (0 lost trips, 4 lost minutes)
Train 336 206 doors 7&8 not closing completely, caused brakes not to release. Operator cut out the doors and friction brake cleared.

9/17/2017 9:22:00 AM - Incident# 2912006 (0 lost trips, 5 lost minutes)
Train 331 Car 225A developed a propulsion fault with a speed restriction.

9/18/2017 4:52:00 AM - Incident# 2912152 (2 lost trips, 138 lost minutes)
Train Operator T-269 reports unsafe spin slide, not allowing the train to come to a stop without using track brakes.
Train 334
T-269
Cars (205)-226
West of Crenshaw Station, Track 2, eastbound

9/18/2017 4:25:00 PM - Incident# 2912504 (1 lost trip, 66 lost minutes)
Train 342 Car 221 developed an ATP fault.

9/19/2017 7:10:00 PM - Incident# 2912962 (4 lost trips, 263 lost minutes)

Train 344, LRV's 208 and (215B)
Long Beach Station, Track 2 eastbound.
Friction brakes locked in car 215.

9/22/2017 4:26:00 AM - Incident# 2915330 (1 lost trip, 79 lost minutes)

Car 221A loss of proper speed code, 9 MPH only
Train 333
T-40
Eastbound track 2 approaching Douglas Station
Consist 221-206

9/23/2017 2:05:00 PM - Incident# 2914487 (0 lost trips, 10 lost minutes)

Train 335 Car 215 operator reports smoke coming out from car 215.

9/24/2017 4:54:00 AM - Incident# 2914592 (0 lost trips, 8 lost minutes)

Operator T-274 reports no movement.

Train 331
T-274
Cars (207B)-217
Marine Station , Track 2, Eastbound

9/24/2017 1:55:00 PM - Incident# 2914672 (0 lost trips, 10 lost minutes)

Train 332 Car 206 has propulsion and speed restriction.

9/26/2017 8:12:00 AM - Incident# 2915348 (0 lost trips, 10 lost minutes)

Train 337 reports propulsion faults on 243A

T-183, Train 337
Track 1, Avalon, West
(243A)-209

9/27/2017 6:27:00 AM - Incident# 2915731 (2 lost trips, 142 lost minutes)

Train 340 car 208 unable to gain cab signals

Douglas Track 2
T-193
Car # 217-(208)

9/27/2017 3:18:00 PM - Incident# 2916000 (2 lost trips, 145 lost minutes)

Report of friction brake won't release, no movement.

T-140
Train-346
Car (205)-219
Yard interface track 1 west bound.

9/29/2017 8:00:00 AM - Incident# 2916744 (1 lost trip, 64 lost minutes)

Train 337 Car 211/205 developed a friction brake, T-020 is unable to clear.

9/30/2017 11:20:00 AM - Incident# 2917107 (0 lost trips, 10 lost minutes)

Train 112 entered Mainline to test propulsion and brakes, with cars 205 and 209.

Wayside Incidents:

9/4/2017 5:40:00 AM - Incident# 2906693 (0 lost trips, 5 lost minutes)

Track Circuit 257 at Marine Station developed a false occupancy, trains had routing but no cab signals.

9/9/2017 4:30:00 PM - Incident# 2909111 (0 lost trips, 4 lost minutes)

False occupancy at the Yard Interface Track Circuit 13 and 19.

Police & Health Incidents:

9/22/2017 8:23:00 PM - Incident# 2914315 (0 lost trips, 7 lost minutes)

Train Operator reported that a Passenger requested Medical Attention at Norwalk Station Westbound Track #1.

Train 342
T-117
(217A)-212
Norwalk Station Track #1.

9/23/2017 3:41:00 AM - Incident# 2914361 (0 lost trips, 10 lost minutes)

Train 341 with a Sick individual (seizure) onboard LRV 211 at Lakewood Station.

9/25/2017 11:06:00 AM - Incident# 2914983 (0 lost trips, 10 lost minutes)

LASD Carbajal requested that Train 336 hold at Long Beach Station.

9/29/2017 8:19:00 AM - Incident# 2916742 (0 lost trips, 11 lost minutes)

Train 333 Car 216 LASD requested a hold on Train due to a passenger was observed making threats with a knife.

9/30/2017 4:17:00 PM - Incident# 2917171 (0 lost trips, 10 lost minutes)

LASD Espinoza informed Control of a passenger onboard Train 335 with a hand gun.

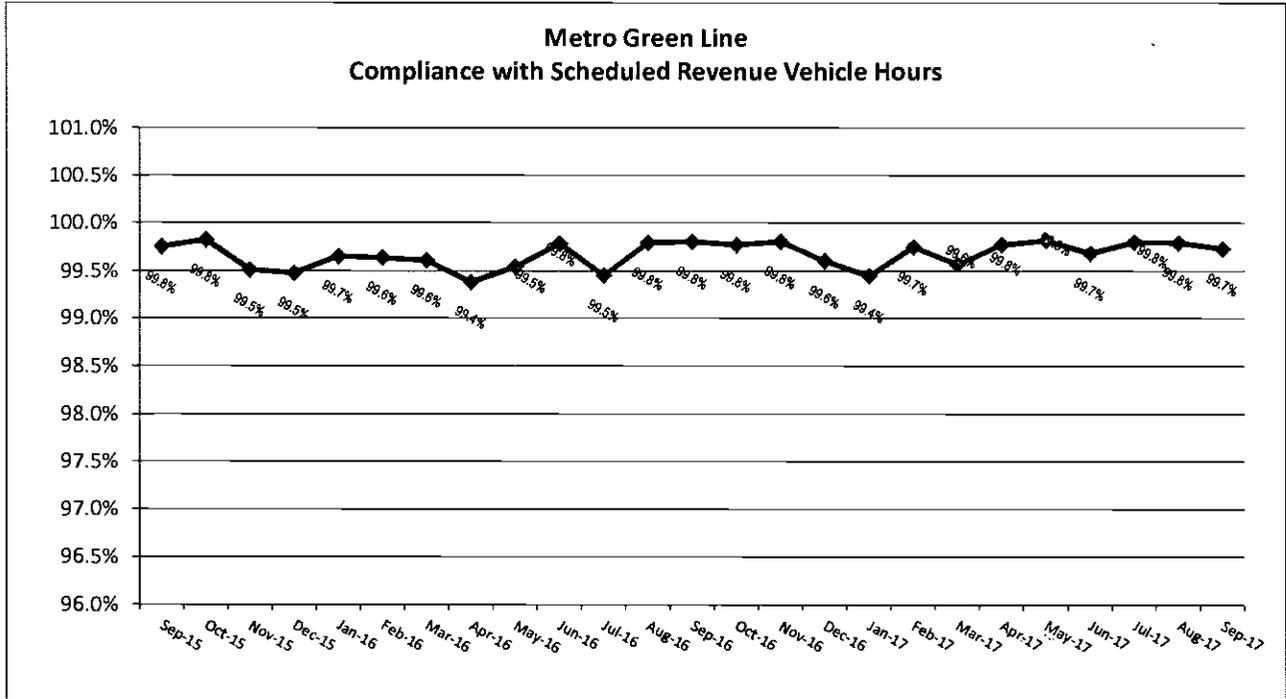
Other Incidents:

9/16/2017 5:07:00 PM - Incident# 2911905 (0 lost trips, 14 lost minutes)

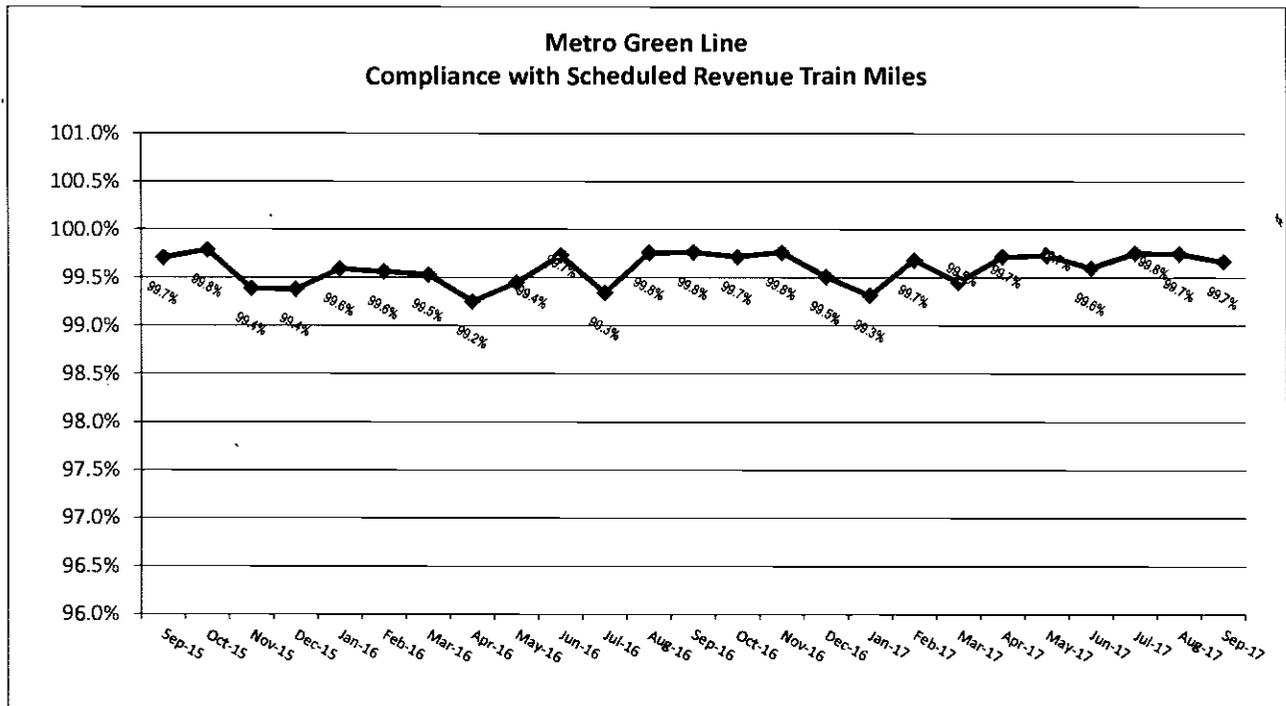
Train 335 Car 225A has Vomit.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

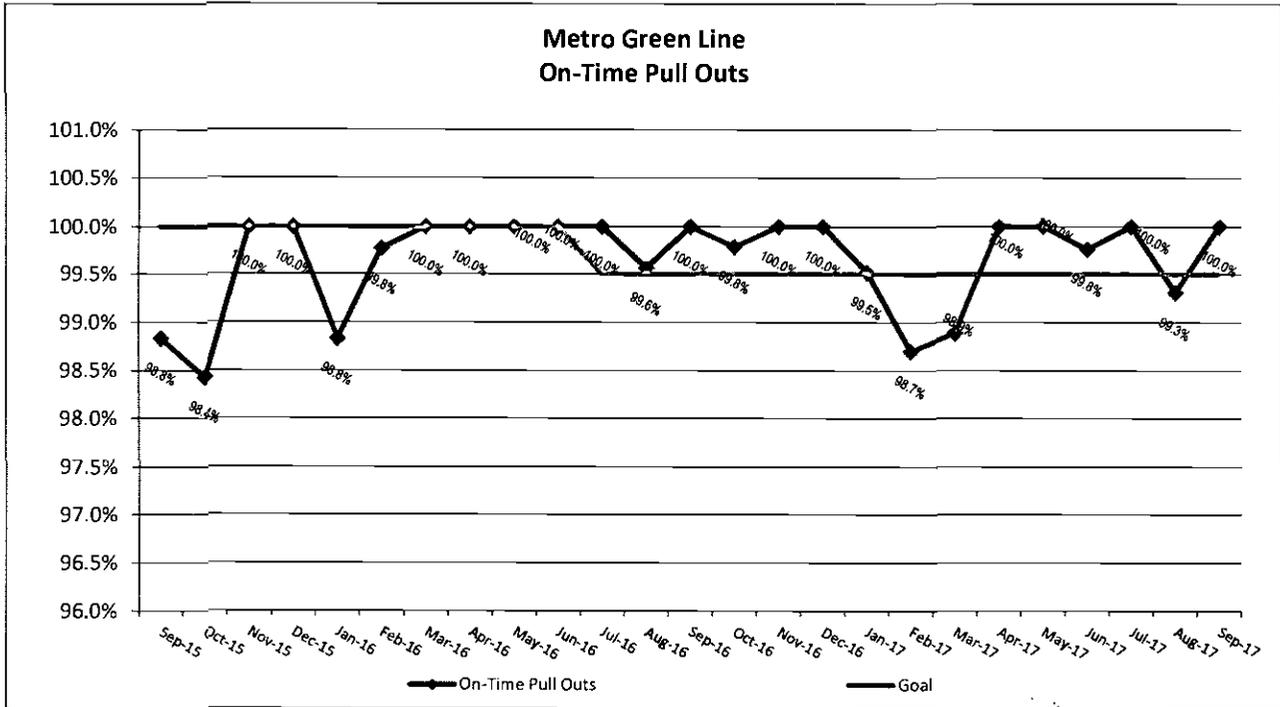
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



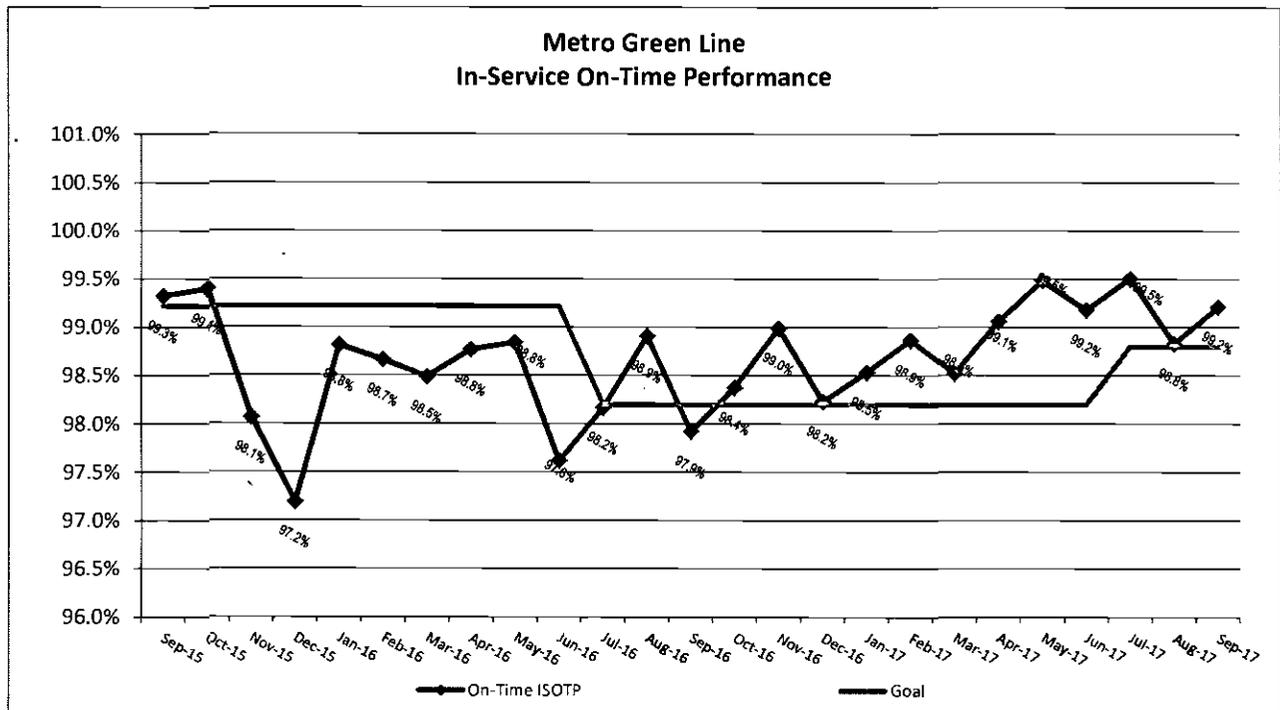
COMPLIANCE WITH SCHEDULED TRAIN MILES



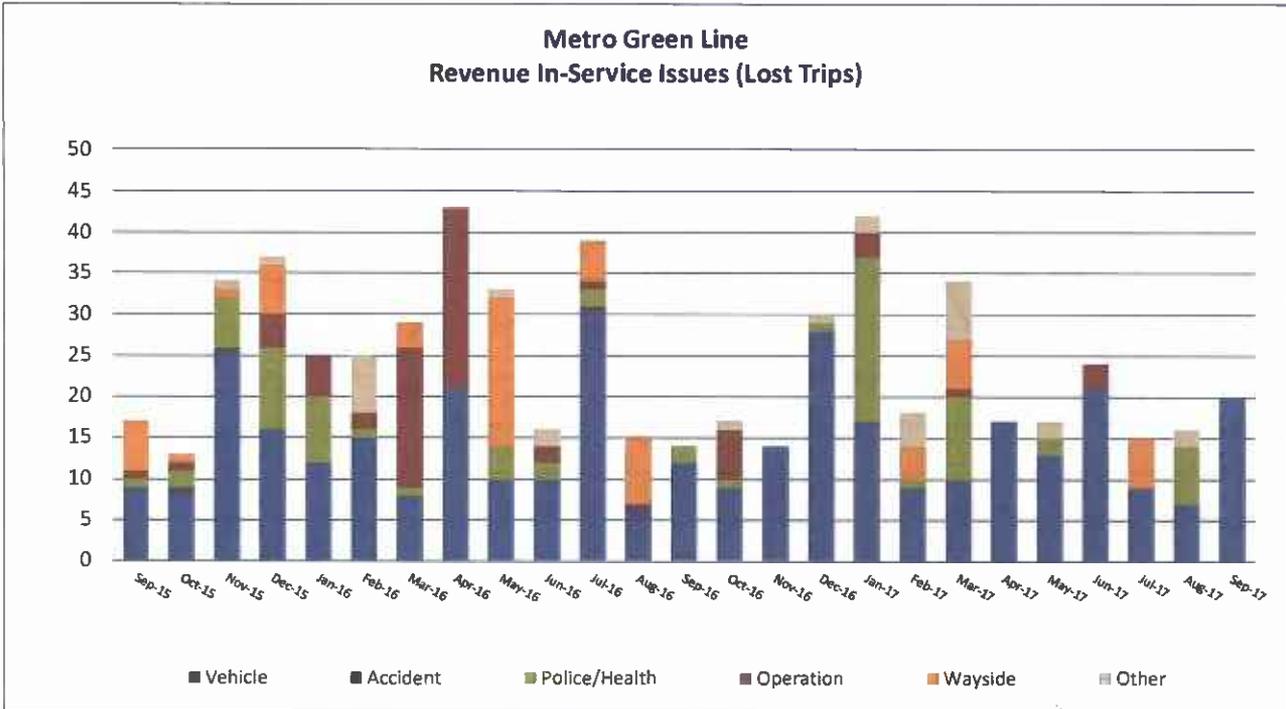
ON-TIME PULL OUTS



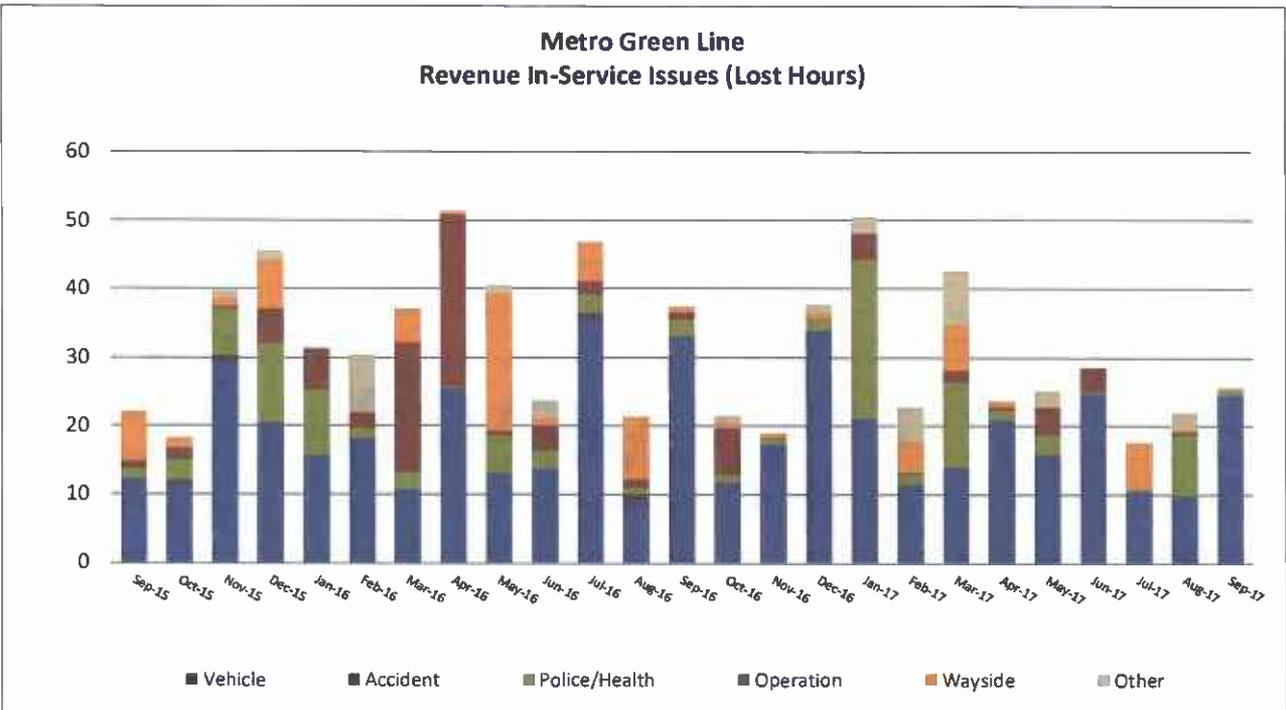
IN-SERVICE ON-TIME PERFORMANCE



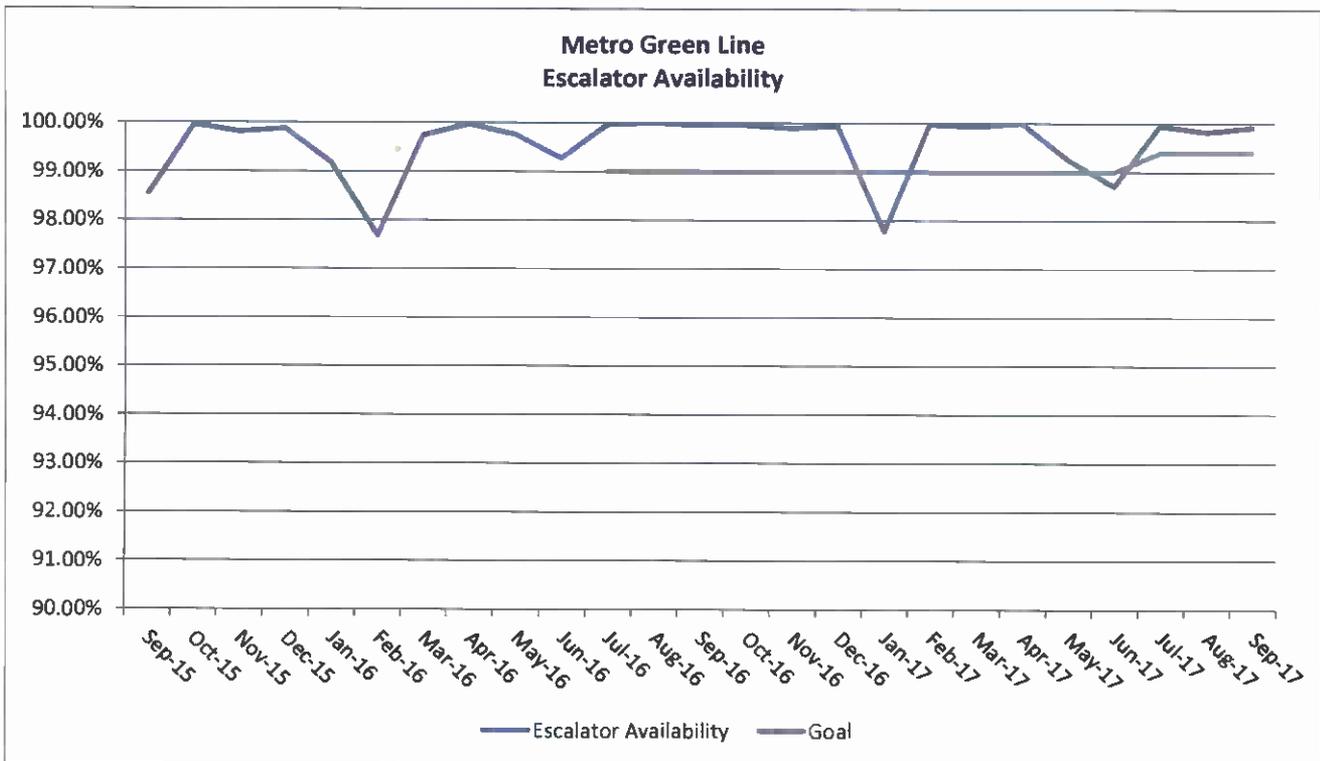
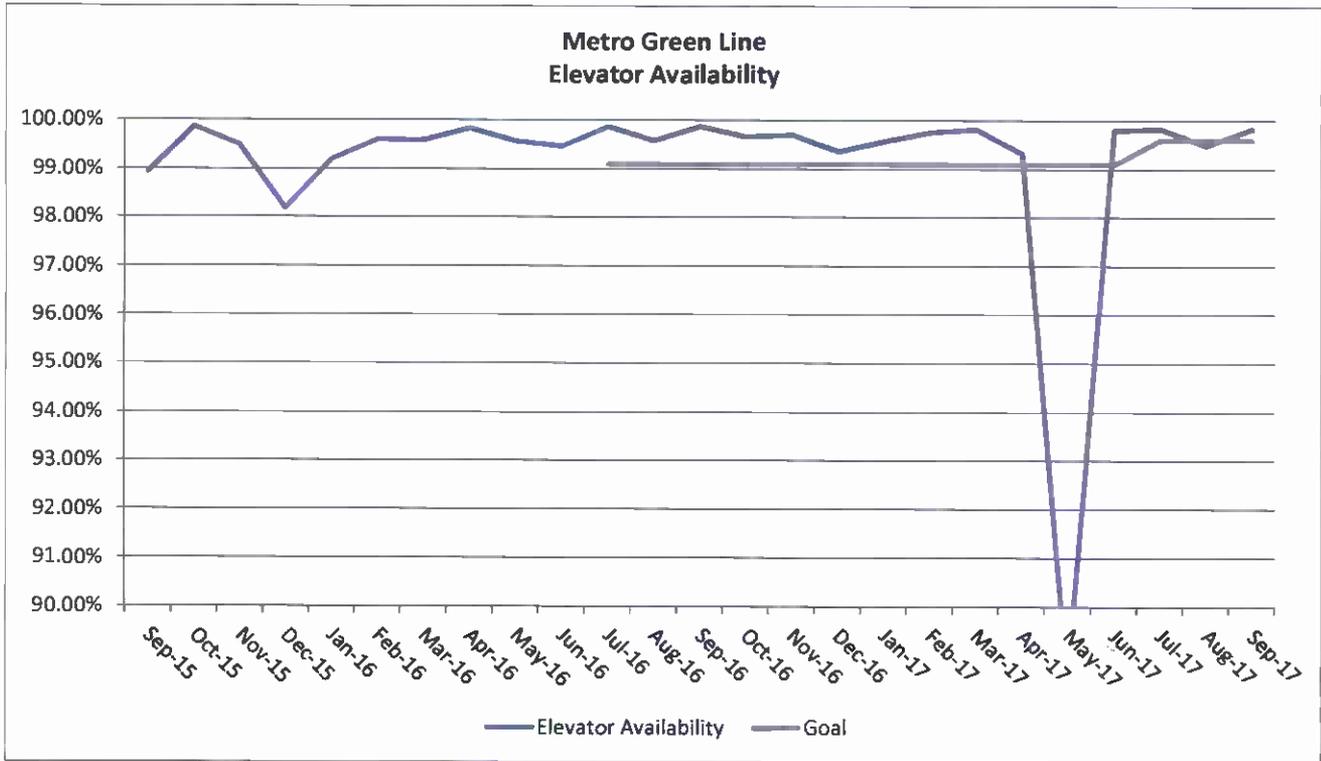
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



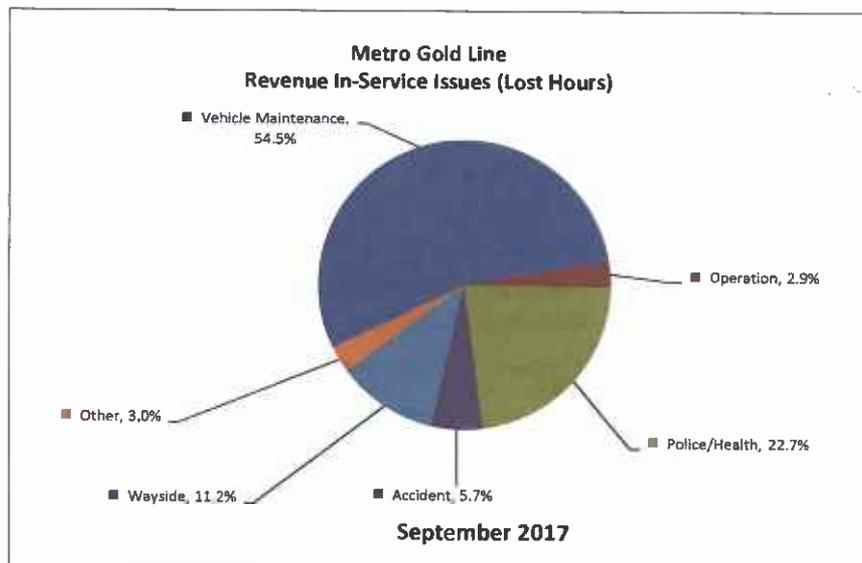
GOLD LINE

Out of a total of 20,296 hours operated, there were approximately 148 total hours of service delays.

September 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	20,148	99.3%
Cancelled + Delayed Hours	148	0.7%
Total Revenue Hours	20,296	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	2	4.3	2.9%
Accidents	3	8.4	5.7%
Vehicle Maintenance	25	80.6	54.5%
Wayside	2	16.5	11.2%
Police & Health	8	33.6	22.7%
Other	3	4.4	3.0%
Total	43	147.8	100.0%

* Data from M3 used to report Service Delays is under review for accuracy



September 2017 Gold Line major delay contributors were as follows:

Operations Incidents:

9/15/2017 6:47:00 AM - Incident# 2911382 (1 lost trip, 248 lost minutes)

Train 414
T-154
Cars (748A)-735-715
Northbound Track #1
Del Mar Station

4270 Bypassing Stations Authorization
Train Operators shall not bypass stations unless authorized by
Control.

9/23/2017 5:45:00 AM - Incident# 2914378 (0 lost trips, 7 lost minutes)

Train Delay, (718B)-723
Train #401
T-216
Azusa/Citrus Station

Accidents:

9/5/2017 11:25:00 PM - Incident# 2907463 (1 lost trip, 247 lost minutes)

Door closure on passenger, car 723 doors A7/A8.
Train 426
T-480
Consist 726a-723-725
Duarte Station, Track 2 5B

9/8/2017 7:47:00 PM - Incident# 2908899 (0 lost trips, 10 lost minutes)

Patron Fell Onto Track 1 at Del Mar Station

9/22/2017 7:47:00 AM - Incident# 2914030 (1 lost trip, 249 lost minutes)

Auto vs. Train, Cars #(746B)-731
Train #413
T-018
3rd and La Verne, Track #002, Southbound.

Vehicle Maintenance Incidents:

9/5/2017 4:24:00 AM - Incident# 2906936 (0 lost trips, 7 lost minutes)

Reports of ATP failure
Train#401
T-216
(726B)-740
Maravilla Station, Track #1, NB

9/5/2017 5:39:00 AM - Incident# 2906943 (1 lost trip, 247 lost minutes)

Reports of HVAC
Train #413
T-158
(750B)-717
Monrovia Station, Track #2, 5B

9/6/2017 2:42:00 PM - Incident# 2907810 (0 lost trips, 5 lost minutes)

Doors, 735-(718B 7/8)
Train #433
T-063
Atlantic Station, Track #001, Northbound.

9/7/2017 6:55:00 AM - Incident# 2908047 (0 lost trips, 7 lost minutes)

Reports of cab signal failure
Train # 411
T-301
738-742-(721)
Arcadia Station, Track #1, NB

9/7/2017 3:09:00 PM - Incident# 2908277 (0 lost trips, 10 lost minutes)

Door problem consist 1/2, 3/4 (713)5/6, 7/8(749).
South Pasadena Station
Train #403, T-92, track #2, southbound.

9/8/2017 10:40:00 AM - Incident# 2908657 (0 lost trips, 3 lost minutes)

Heating / Air Conditioning
Train 407
T-178
LRV (736),744
APU Station
Track 2, Southbound

9/8/2017 8:05:00 PM - Incident# 2908916 (1 lost trip, 244 lost minutes)
(730)-748-737

Propulsion Fault/Speed Restriction
SB Allen
T-151
Train 424

9/10/2017 2:43:00 AM - Incident# 2909210 (1 lost trip, 224 lost minutes)

Door Jam/ Train move with door open 3 and 4
Train 409
T-251
Cars 1006 (1013a)
NB, Irwindale Station, Track 1

9/11/2017 10:40:00 AM - Incident# 2909683 (0 lost trips, 12 lost minutes)

HSCB Trip LRV 710
T-11
Train 454
LRV 710/703
Indiana Station, track 1, northbound.

9/11/2017 12:34:00 PM - Incident# 2909759 (1 lost trip, 248 lost minutes)

Doors not closing LRV 1006
T-301
Train 401
LRV 1006-1013
Soto Station, Track 1, northbound.

9/11/2017 8:43:00 PM - Incident# 2909934 (1 lost trip, 245 lost minutes)

T-63 reports multiple faults on Train 429, cars 736, 735, 715, Track 1, Sierra Madre Station, Northbound. Speed code of 10 mph.

9/14/2017 12:51:00 PM - Incident# 2911142 (0 lost trips, 17 lost minutes)

Auto Train Protection (Speed Limit) 1059A
T-304
Train 406
LRV 1005-(1059)
South Pasadena Station, Track 1, northbound.

9/16/2017 11:13:00 AM - Incident# 2911823 (1 lost trip, 312 lost minutes)

1009 loses cab signal at every station

Train 413
T-301 and T-8
Lake Station and APU
1009-1007

9/16/2017 3:59:00 PM - Incident# 2911894 (0 lost trips, 12 lost minutes)

Cars 721-724 propulsion fault/speed restriction.
T-466
Train 408
Cars 732-(721-724)
Monrovia Station, Track 2, southbound.

9/18/2017 5:46:00 AM - Incident# 2912206 (4 lost trips, 984 lost minutes)

Reports door problem.
Train # 455
T-36
(7038)-709
Civic Center Station, Track #1, NB

9/18/2017 7:54:00 PM - Incident# 2912554 (1 lost trip, 252 lost minutes)

Train 424 (cars 727-740) reports ATP fault on lead car 727. Duarte Station, Track 2, Southbound. Speed code of 35 mph.

9/18/2017 9:56:00 PM - Incident# 2912575 (0 lost trips, 8 lost minutes)
T-347 reports speed restriction of 10 mph on Train 422 (cars 748, 735) on lead car 735B, APU/Citrus, Track 2, Southbound.

9/21/2017 6:04:00 AM - Incident# 2913570 (0 lost trips, 7 lost minutes)

Reports of LVPS fault
Train #421
T-159
(720)-715-745
Azusa Station, Track #2, SB

9/25/2017 5:15:00 PM - Incident# 2915165 (1 lost trip, 244 lost minutes)

Train 405 (739-727), T-452, Soto Station, track 1 reports speed restriction operating out of car 727.

9/26/2017 4:03:00 PM - Incident# 2915534 (1 lost trip, 256 lost minutes)

Operator reports of ATP failure at Citrus station
Train 441
T-251
(748A)729-744
Citrus Station, Trk. 2, southbound

9/27/2017 5:16:00 AM - Incident# 2915664 (0 lost trips, 7 lost minutes)

ATP failure
Train 411
T-216
Track 1 north Allen
734 (748)

9/27/2017 8:22:00 AM - Incident# 2915783 (3 lost trips, 736 lost minutes)

No movement
Train 419
T-196
Track 2 south Irwindale.
1006 (1011)

9/29/2017 6:40:00 PM - Incident# 2916978 (0 lost trips, 7 lost minutes)

Train with no speed code
Train 426
T-92
Cars (1058b), 1013
NB, Track 1, Atlantic Station

9/29/2017 10:47:00 PM - Incident# 2917029 (3 lost trips, 731 lost minutes)

Friction Brakes fault car (724b)
T-283
Train 403
SB, Track 2, Duarte Station
Cars 715, (724b)

9/30/2017 7:58:00 PM - Incident# 2917214 (0 lost trips, 10 lost minutes)

(731)-720-744
Propulsion Fault/Speed Restriction
SB Allen Station
T-250
Train 403

Wayside Incidents:

9/1/2017 10:24:00 AM - Incident# 2905882 (4 lost trips, 984 lost minutes)

AC Breaker: Open at the Irwindale TPSS.

9/14/2017 7:04:00 AM - Incident# 2910990 (0 lost trips, 7 lost minutes)

ARINC SUMMARY ALARM indicates "cut section (mission) Data Link Failure" creating false occupancy at on track circuit 478-2/456-2

Police & Health Incidents:

9/4/2017 7:24:00 PM - Incident# 2906854 (0 lost trips, 6 lost minutes)

Vomit on cars (730)(741).
Citrus Station
Train #402, T-430, track #1, northbound.

9/4/2017 8:21:00 PM - Incident# 2906865 (0 lost trips, 6 lost minutes)

Patron reports individual on board consist possibly with a weapon.
Allen Station
Train #407, T-480, track #1, northbound.
Consist 1006(1008).

9/16/2017 1:38:00 AM - Incident# 2911747 (0 lost trips, 10 lost minutes)

Train 404 reported a vehicle struck on Track #1 at Highland Ave Grade Crossing.
Train 404
T-482
717-722
Duarte Station Track #1 Northbound

9/17/2017 6:11:00 AM - Incident# 2911980 (0 lost trips, 14 lost minutes)

Train 405 reports a blockage track #1 Downey Road and 3rd. MTA not involved.

9/18/2017 5:15:00 PM - Incident# 2912525 (0 lost trips, 5 lost minutes)

Trespasser reported by CCTV R-440 at Downtown Azusa on track 2 side.

9/29/2017 8:08:00 PM - Incident# 2916998 (0 lost trips, 7 lost minutes)

Sick Individual on board train 429
Train 429
Cars (1059a),1011,1006
NB, Track 1, Mariachi Station

9/29/2017 8:08:00 PM - Incident# 2917004 (0 lost trips, 10 lost minutes)

Patron on board the train request medical attention
Train 453
T-223
Cars (703a),709
SB, Track 2, Little Tokyo Station

9/30/2017 4:24:00 AM - Incident# 2917048 (6 lost trips, 1,958 lost minutes)

Assault, cars #(730B)-722-714
Train #401
T-077
East Los Angeles Civic Center, Track #001, Northbound.

Other Incidents:

9/6/2017 6:56:00 AM - Incident# 2907611 (0 lost trips, 8 lost minutes)

Passenger preventing doors from closing, cars #(723A)-725-726
Train #416
T-134
Indiana Station, Track #002, Southbound

9/6/2017 7:30:00 PM - Incident# 2907915 (1 lost trip, 251 lost minutes)

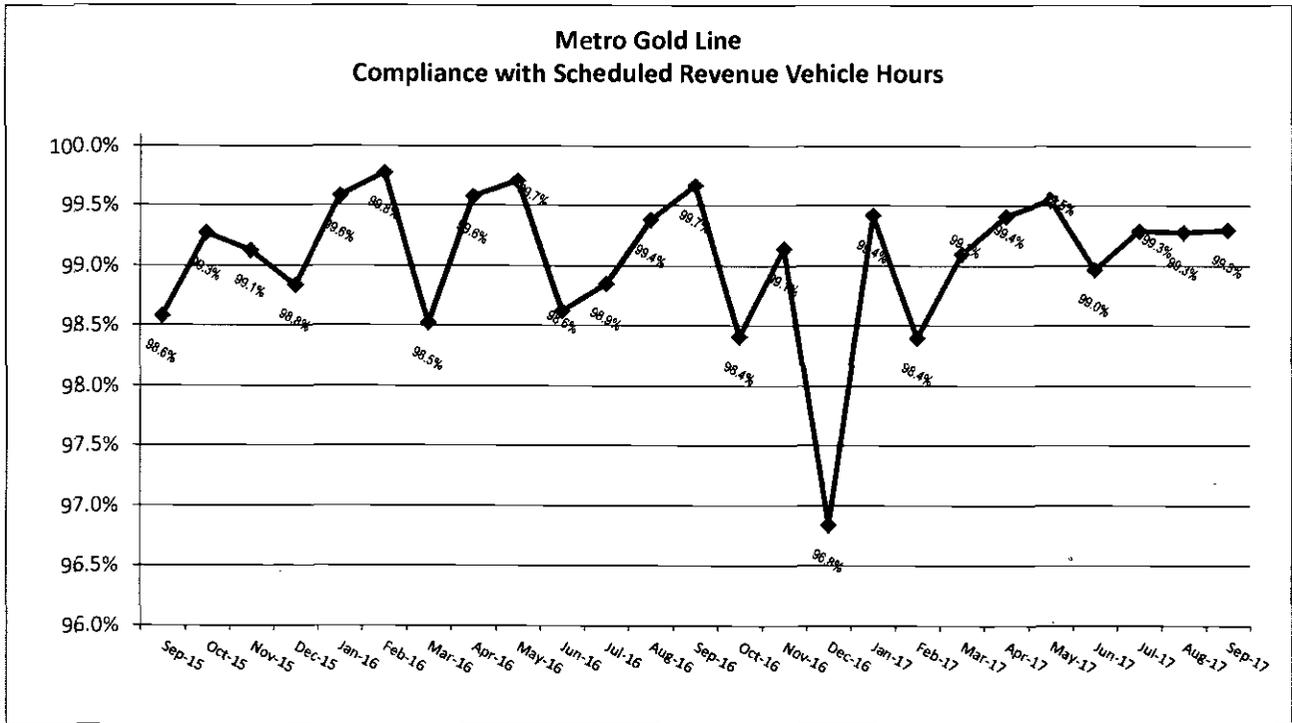
Feces in car 1058.
Train 434
T-215
Consist 1058-1007-1056
Figueroa Box Track 1 NB

9/14/2017 3:09:00 PM - Incident# 2911238 (0 lost trips, 5 lost minutes)

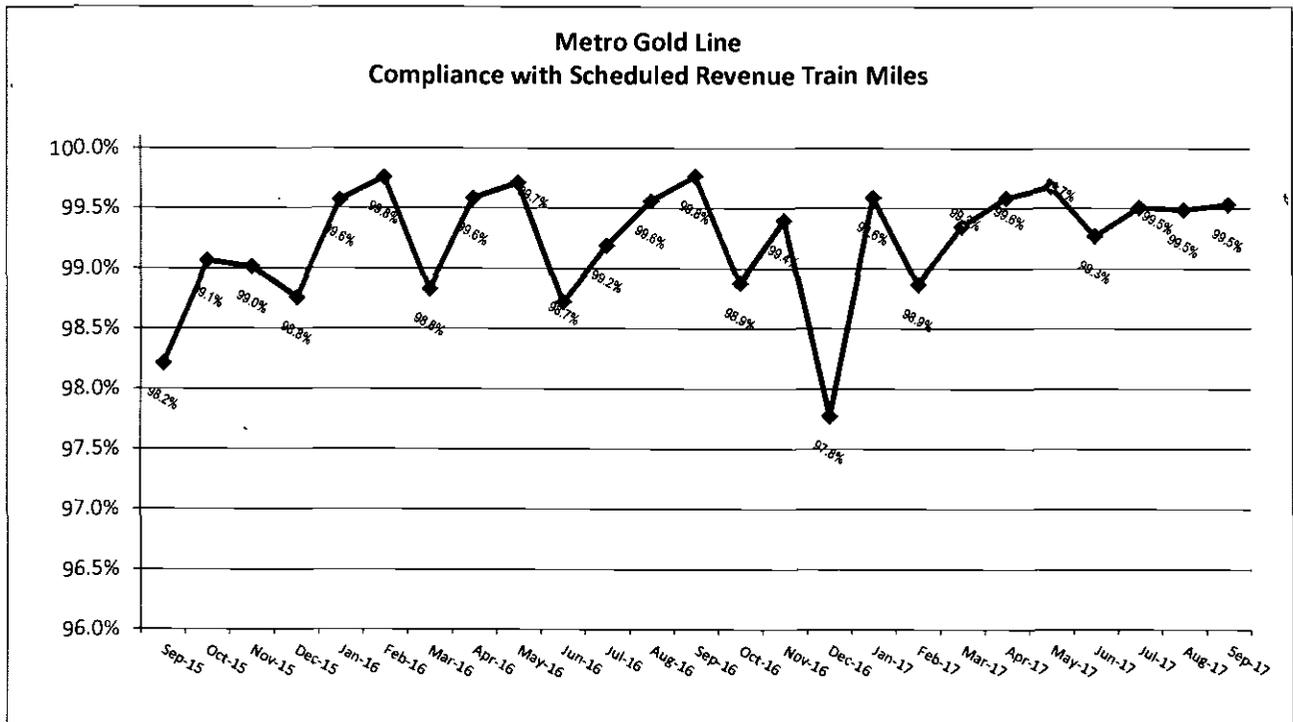
T-250 signed on late with a Miss-out assigned. Train Operator Alphas were bumped at APU/Citrus heading southbound. Trains obtained detail of 5 mins southbound.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

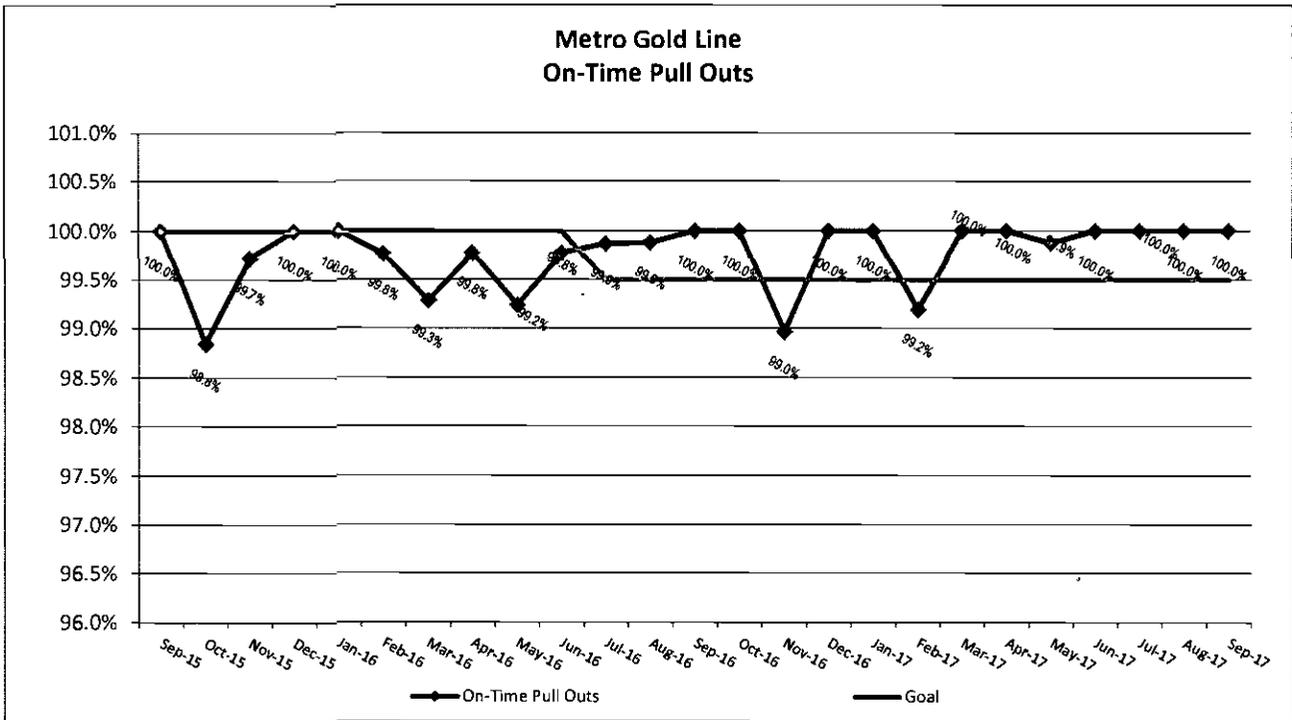
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



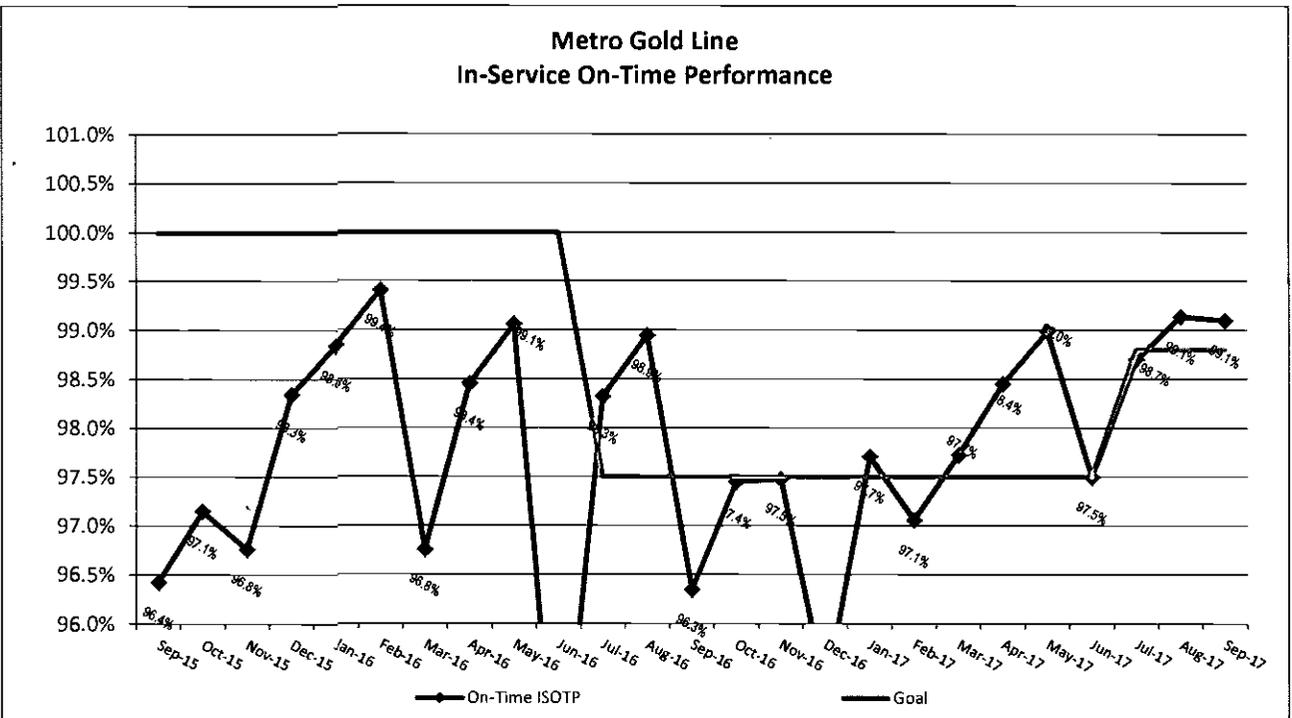
COMPLIANCE WITH SCHEDULED TRAIN MILES



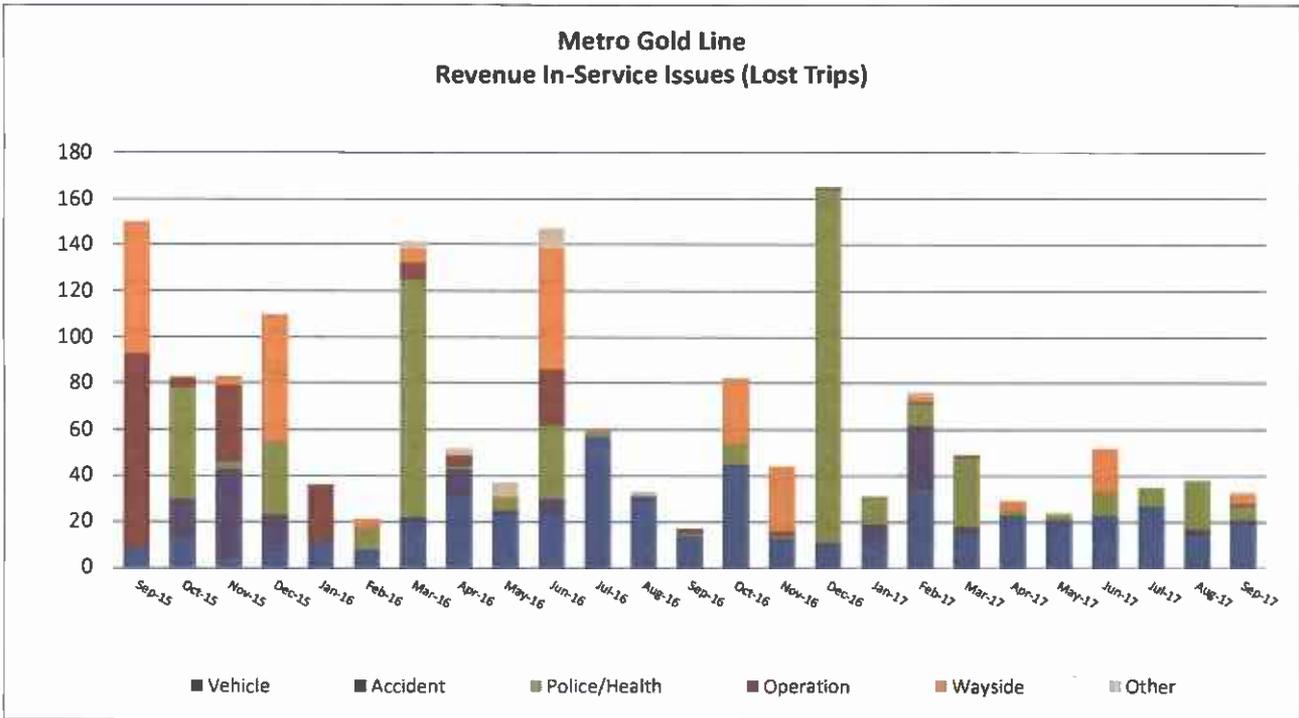
ON-TIME PULL OUTS



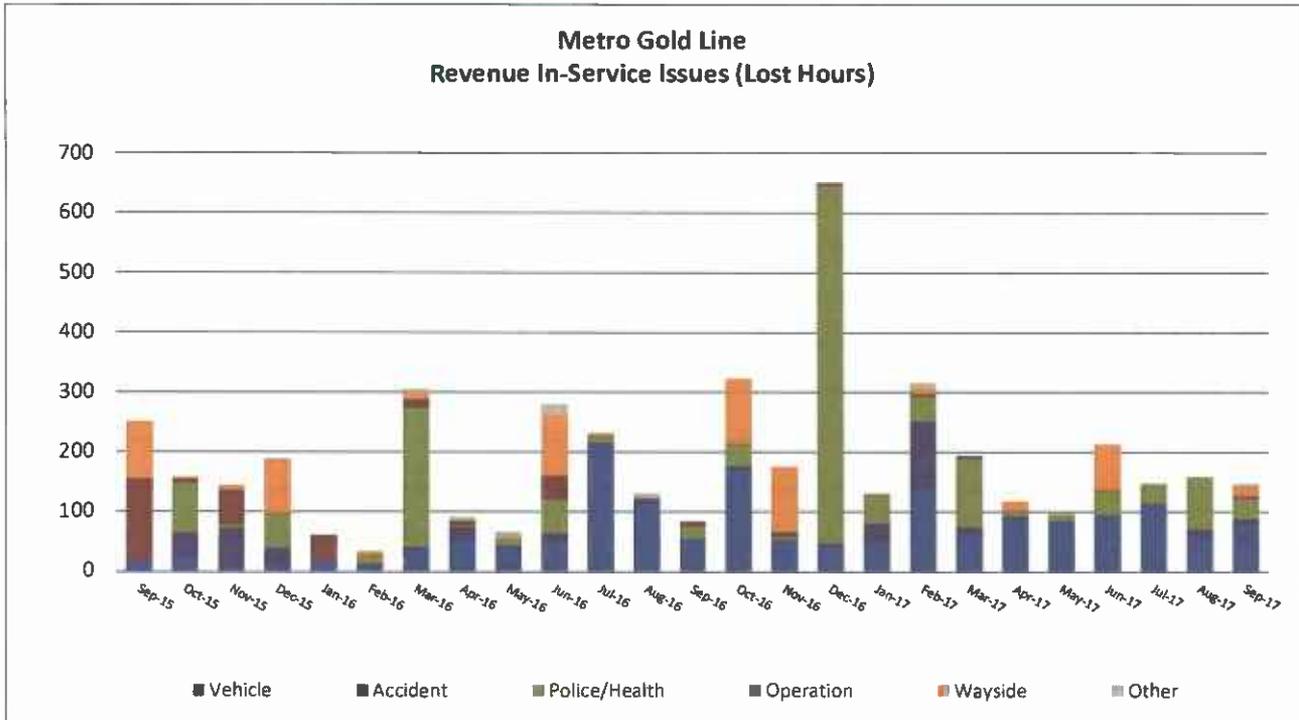
IN-SERVICE ON-TIME PERFORMANCE



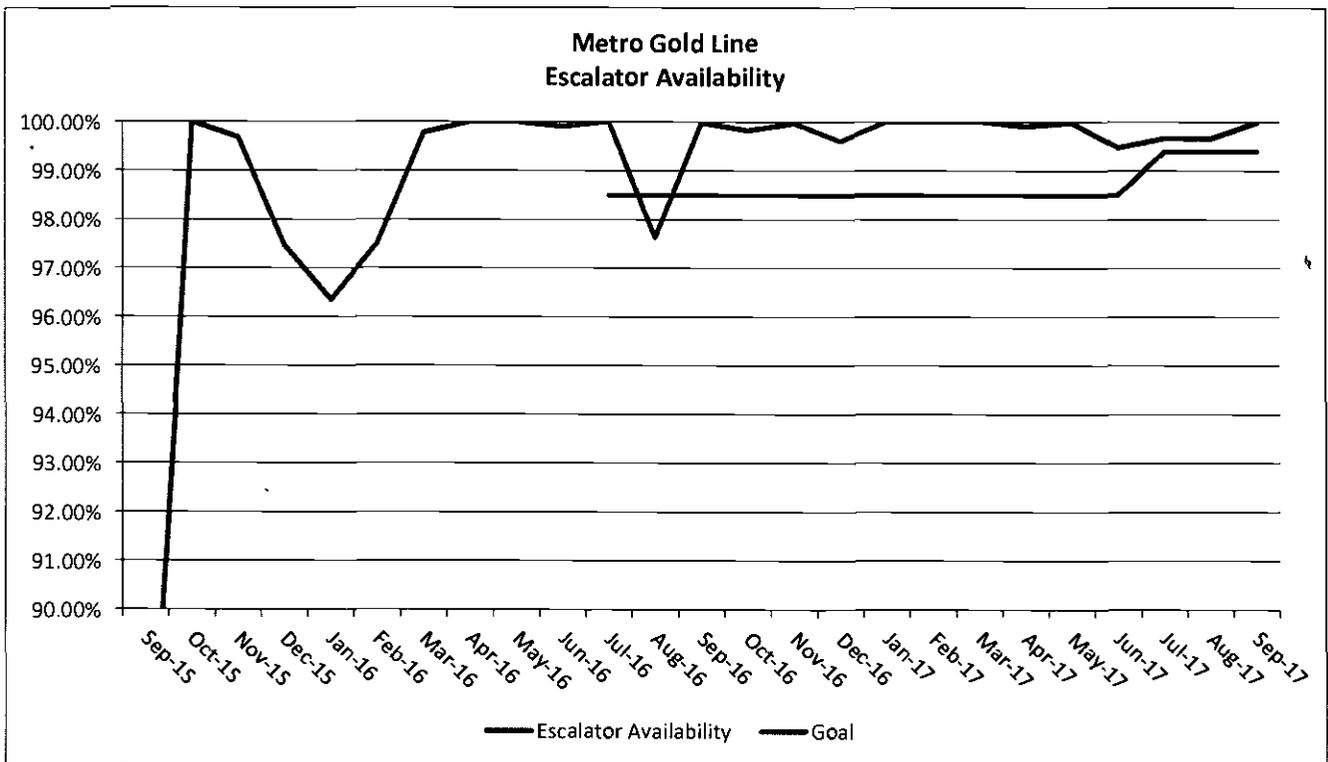
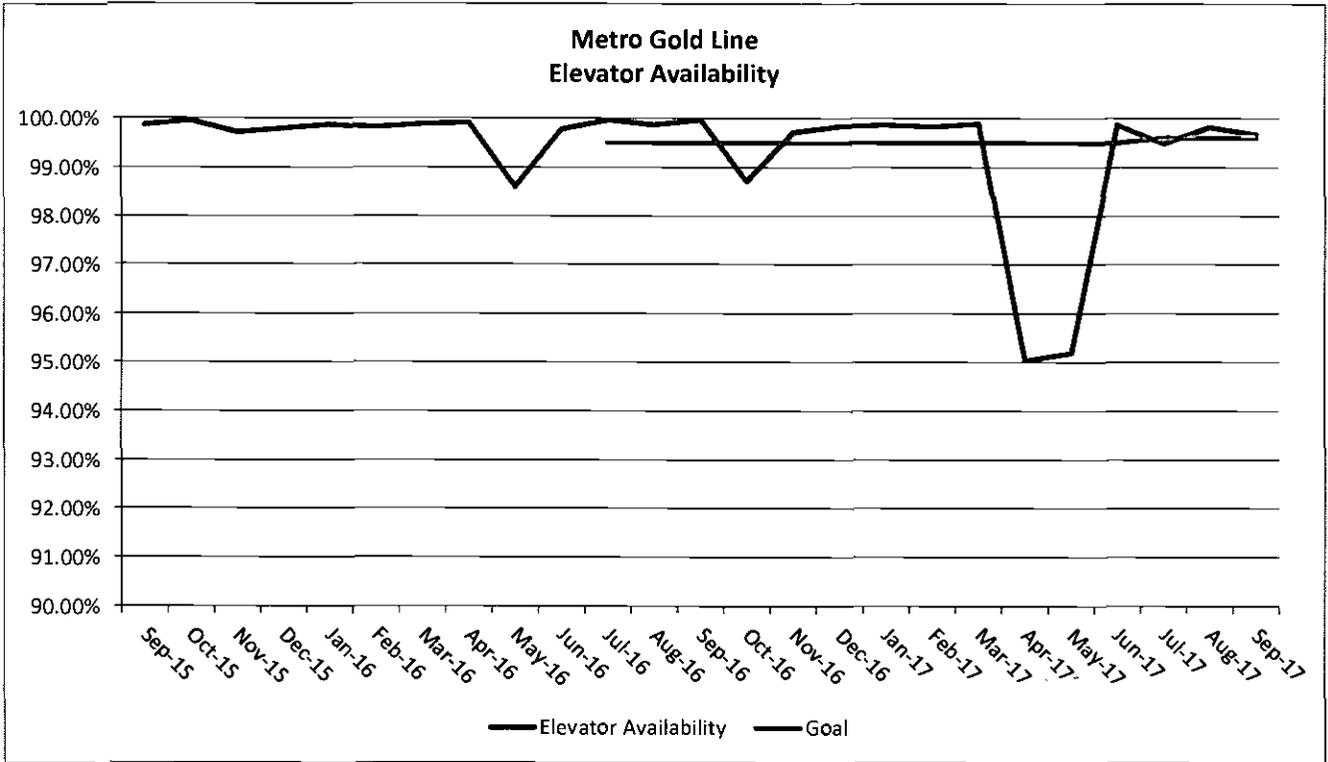
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



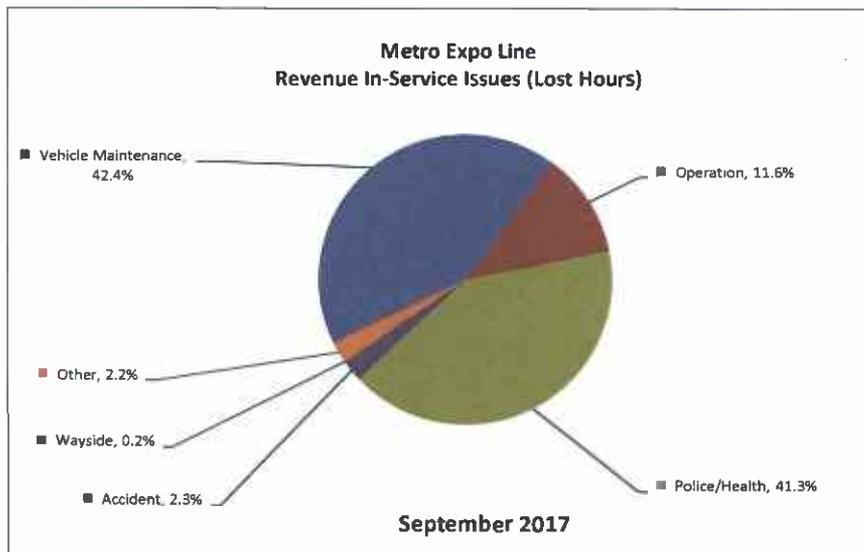
EXPO LINE

Out of a total of 21,874 hours operated, there were approximately 105 total hours of service delays.

September 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	21,769	99.5%
Cancelled + Delayed Hours	105	0.5%
Total Revenue Hours	21,874	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	3	12.1	11.6%
Accidents	1	2.5	2.3%
Vehicle Maintenance	20	44.5	42.4%
Wayside	1	0.2	0.2%
Police & Health	6	43.3	41.3%
Other	1	2.4	2.2%
Total	32	104.8	100.0%

* Data from M3 used to report Service Delays is under review for accuracy



September 2017 Expo Line major delay contributors were as follows:

Operations Incidents:

9/8/2017 6:08:00 PM - Incident# 2908861 (0 lost trips, 11 lost minutes)

Train 651

T-180

Cars (1039)-1046-1030

Northbound, Track #3

Santa Monica Station

Eleven minute delay in service due to 10-100.

9/16/2017 5:50:00 AM - Incident# 2911771 (0 lost trips, 12 lost minutes)

Train Delay due to Train 658 with no movement Re: M3# 2911772

9/19/2017 1:56:00 PM - Incident# 2912885 (5 lost trips, 705 lost minutes)

In reference to M3# 2912845 Expo had delays due to disabled expo train at Pico SB.

Accidents:

9/15/2017 1:27:00 PM - Incident# 2911574 (1 lost trip, 147 lost minutes)

Train vs. automobile at 14th/Colorado.

Train # 603

T-180

14th/Colorado, track #3/northbound

(1071A) 1067 1072

Vehicle Maintenance Incidents:

9/1/2017 4:22:00 AM - Incident# 2905807 (0 lost trips, 17 lost minutes)

Train 658 reports no movements.

Train 658

T-543

Cars(1022)-1016-1023

South of LaCienega Station, Track 3, Northbound

9/1/2017 4:33:00 PM - Incident# 2906063 (1 lost trip, 141 lost minutes)

Train-605

T-380

Cars (117B)-152-159

Northbound, Track #3

Culver City Station

Friction Brakes reported burning smell.

9/2/2017 10:48:00 AM - Incident# 2906263 (0 lost trips, 7 lost minutes)

Propulsion / Dynamic Brakes

Train 656

T-510

(1054)-1030-1046

Northbound, Track 3 Santa Monica.

9/3/2017 4:38:00 AM - Incident# 2906432 (0 lost trips, 22 lost minutes)

Yard Control R-190 reports Train 659 pulled out 16 minutes late due to multiple consists exchanges due to breakdowns in the Expo Yard.

9/3/2017 7:15:00 PM - Incident# 2906638 (1 lost trip, 141 lost minutes)

(1049)-1026-1032

Friction Brake/Air Loss/No Movement

SB Jefferson

T-455

Train 655

9/7/2017 11:25:00 AM - Incident# 2908190 (0 lost trips, 5 lost minutes)

Train with no movement Over speed unable to switch from cab to street run.

Train #601 T-135 Car#137A-118-123

southbound at 23rd street station.

9/8/2017 9:13:00 AM - Incident# 2908615 (0 lost trips, 5 lost minutes)

Train 660 reporting doors will not closed on LRV 126

T-545

LRV'S 102-(126)-109

Jefferson Station, track 4, southbound.

9/11/2017 11:24:00 AM - Incident# 2909695 (1 lost trip, 146 lost minutes)
Train with air leak no movement at Sepulveda
Train #653 T-313 1050-1003-1035
NB @Sepulveda Station

9/11/2017 7:15:00 PM - Incident# 2909922 (1 lost trip, 141 lost minutes)
{1022b}-1037-1033
Propulsion Fault w/ Speed Restriction
SB Sepulveda
T-536
Train 672

9/13/2017 8:08:00 AM - Incident# 2912229 (1 lost trip, 141 lost minutes)
Low Air Pressure No Movement
Train 664
Train Operator T-534
Cars (159A), 146, 114
Venice Interlocking, Track 2, Southbound

9/15/2017 3:29:00 PM - Incident# 2911619 (2 lost trips, 294 lost minutes)
Self applying brakes on car (301B).
Train #655
T-449
La Cienega Station, track #4, southbound
(301B) 302 231

9/16/2017 5:50:00 AM - Incident# 2911772 (6 lost trips, 858 lost minutes)
Train 658 reports no movement with HSCB
Train 658
T-417
LRV'S (1003) 1050-1034
Pico Station, Track 1, Northbound

9/18/2017 5:05:00 AM - Incident# 2912155 (1 lost trip, 161 lost minutes)
Operator reports of no movement.

T-472
Train#658
Cars(1023B)-1022-1035
Washington/Flower Junction
Southbound Trk#4

9/18/2017 3:30:00 PM - Incident# 2912479 (1 lost trip, 141 lost minutes)
Train 653 reports doors will not open.
T-541
Tk 3 NB La Cienega
1025-1026-1016

9/19/2017 7:26:00 AM - Incident# 2912705 (0 lost trips, 8 lost minutes)
Operator reports of no movement.
T-459
Train #653
Cars(1029A)-1052-1054
Santa Monica St.
Northbound Trk#4

9/21/2017 2:53:00 PM - Incident# 2913766 (0 lost trips, 10 lost minutes)
Train 652 departed minus 10 minutes, northbound from Santa Monica Station. The operator conducted a local-off to clear propulsion faults at 7th and Metro-southbound.
Train#652
T#546
1043,1048
1032
Track#3,Northbound,Santa Monica Station

9/22/2017 10:18:00 PM - Incident# 2914342 (0 lost trips, 9 lost minutes)
Self Applying Brakes
Train #672, T-514
1038-1044-1053
7th and Metro Center Station

9/25/2017 3:10:00 PM - Incident# 2915094 (1 lost trip, 141 lost minutes)
RFS Called to advise about performing a ground inspection on train 666

9/29/2017 4:36:00 AM - Incident# 2916666 (1 lost trip, 141 lost minutes)

Operator reports of train shaking and braking.

T-315

Train#660

Cars(155)-121-102

La Cienega, Trk 3

Northbound

9/30/2017 11:35:00 PM - Incident# 2917230 (1 lost trip, 141 lost minutes)

Train Operator reported Friction Brake Fault on car 1038A. It was determined that an air leak on car 1022 caused the problem.

Train 658

1038-1071-1022

Westwood Station Northbound Track #3

Wayside Incidents:

9/25/2017 3:16:00 PM - Incident# 2915129 (0 lost trips, 10 lost minutes)

Train 669 was delayed due to switch 5 at Signal 8N being out of correspondence

Train 669

T-133

Expo Yard, Trk. 3, northbound

Police & Health Incidents:

9/2/2017 10:55:00 PM - Incident# 2906410 (0 lost trips, 10 lost minutes)

Physical altercation

Train 693

T-243

Cars (151)-125-104

Santa Monica station tk3

9/4/2017 8:17:00 PM - Incident# 2906862 (1 lost trip, 141 lost minutes)

Individual was assaulted. T-541 reports blood on the train

Train652

T-541

Track 3

Northbound

Crenshaw station

9/8/2017 7:03:00 AM - Incident# 2908555 (1 lost trip, 168 lost minutes)

Field Supervisor 5-61 R-110 reports a slip and fall on board Train 605 car 234.

Train 605

T-123

Cars 250-234-244

Sepulveda Station, Track 3, Northbound

9/13/2017 5:35:00 AM - Incident# 2910533 (0 lost trips, 20 lost minutes)

Train delay due to police activity at Washington and Santee. Ref: M3# 2,910,494.

9/13/2017 8:32:00 AM - Incident# 2910832 (8 lost trips, 1,128 lost minutes)

Due to Downtown incident M3# 2910494 4 trains were turned back 5B from 23rd street station.

9/13/2017 9:37:00 AM - Incident# 2910840 (8 lost trips, 1,128 lost minutes)

Due to earlier incident M3# 2910494 some trains trips had to be canceled.

Other Incidents:

9/21/2017 4:04:00 PM - Incident# 2913829 (1 lost trip, 141 lost minutes)

Emergency 10-100.

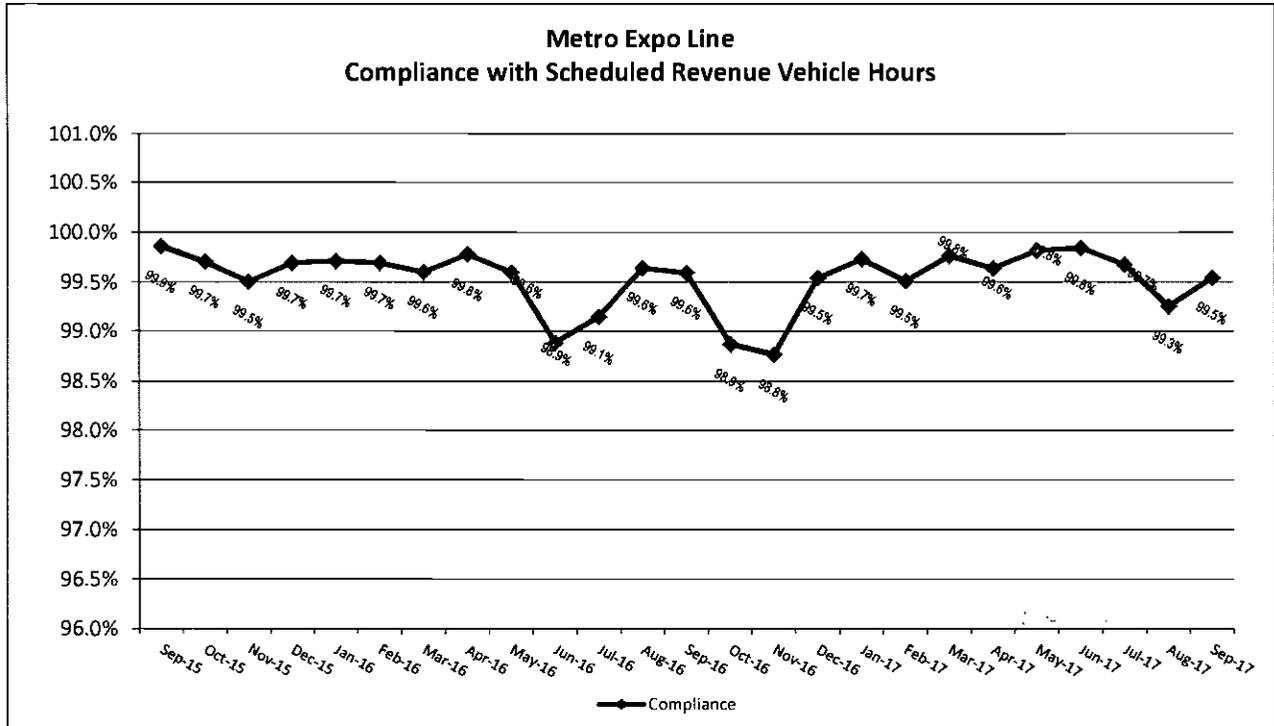
Train#673

1028,1036,1033

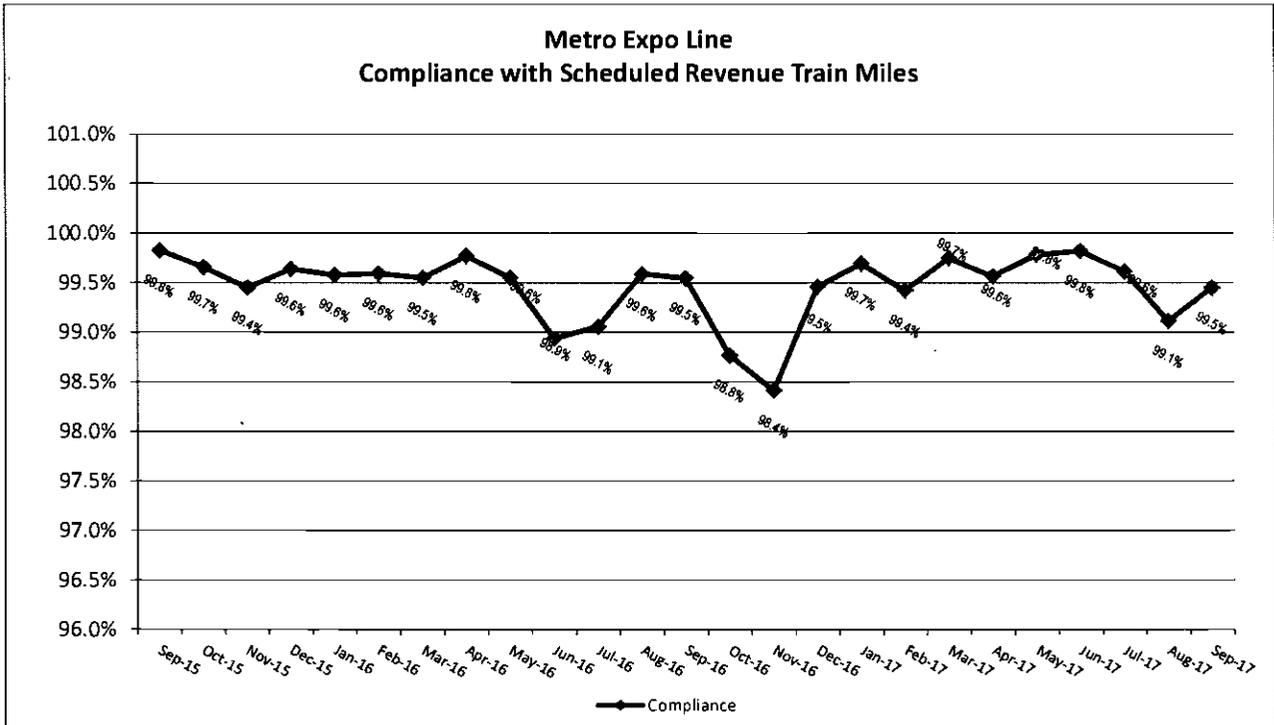
8N Bundy,Northbound

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

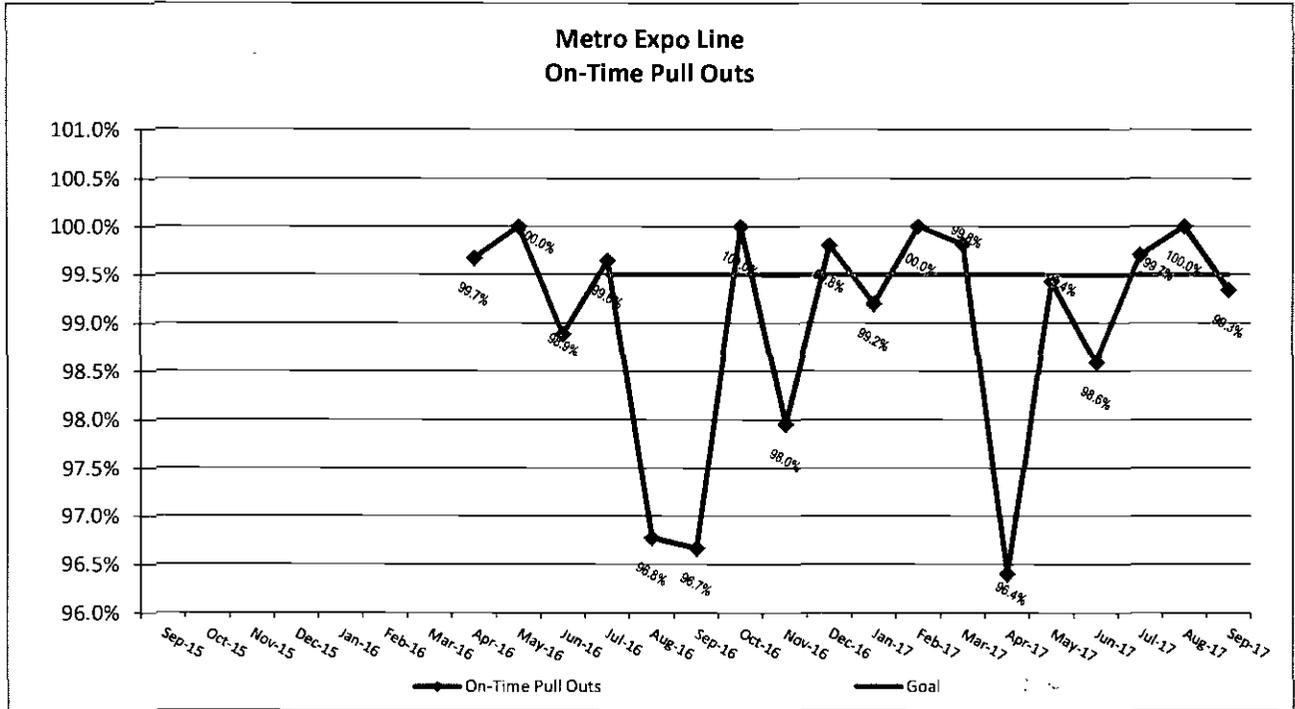
COMPLIANCE WITH SCHEDULED VEHICLE HOURS



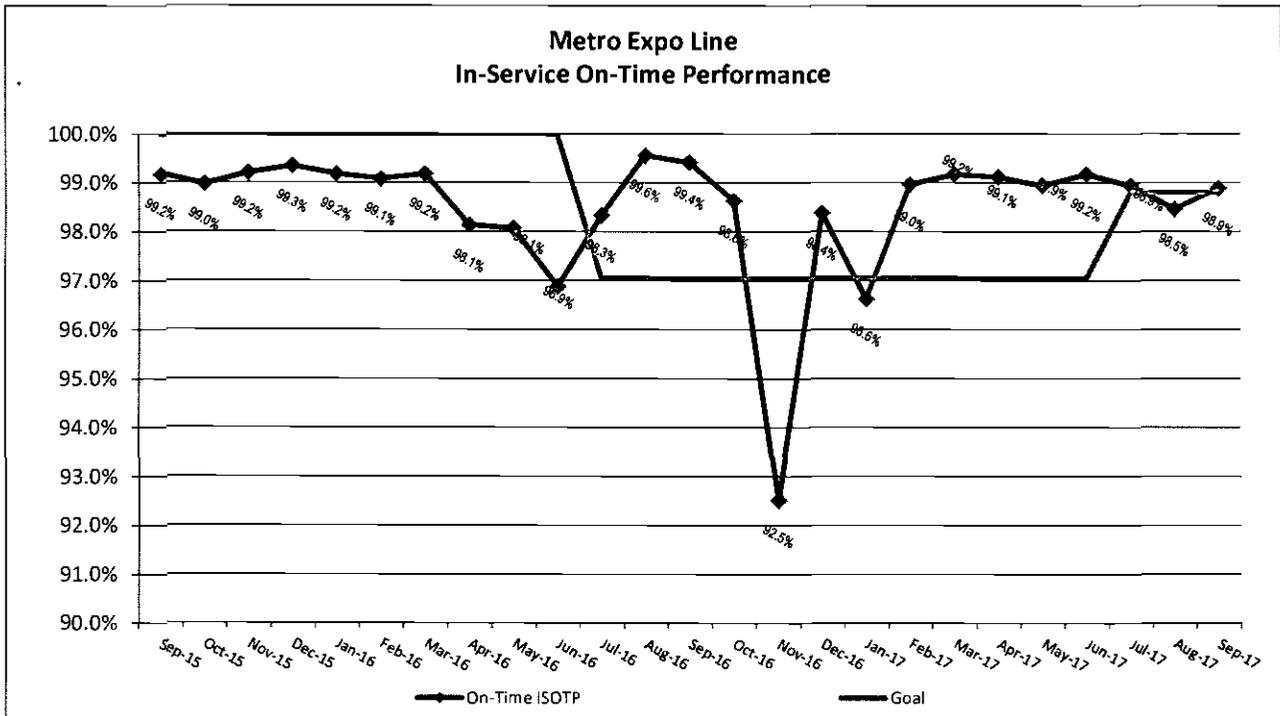
COMPLIANCE WITH SCHEDULED TRAIN MILES



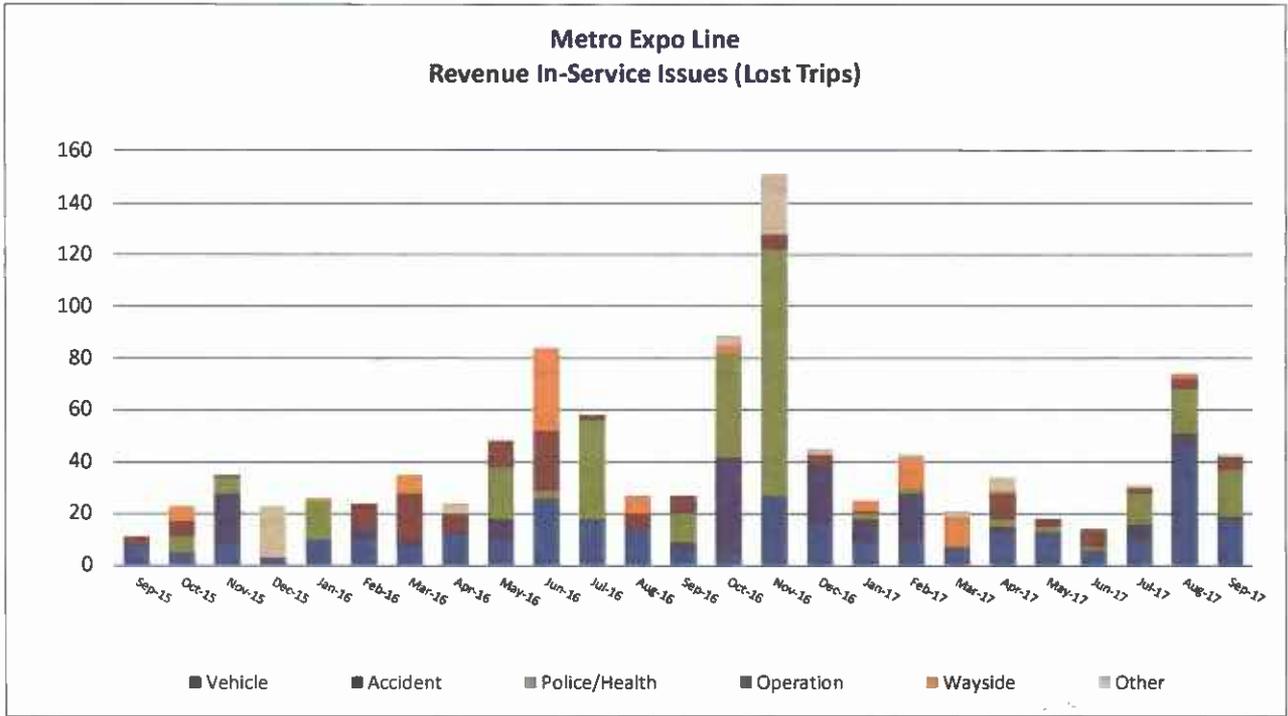
ON-TIME PULL OUTS



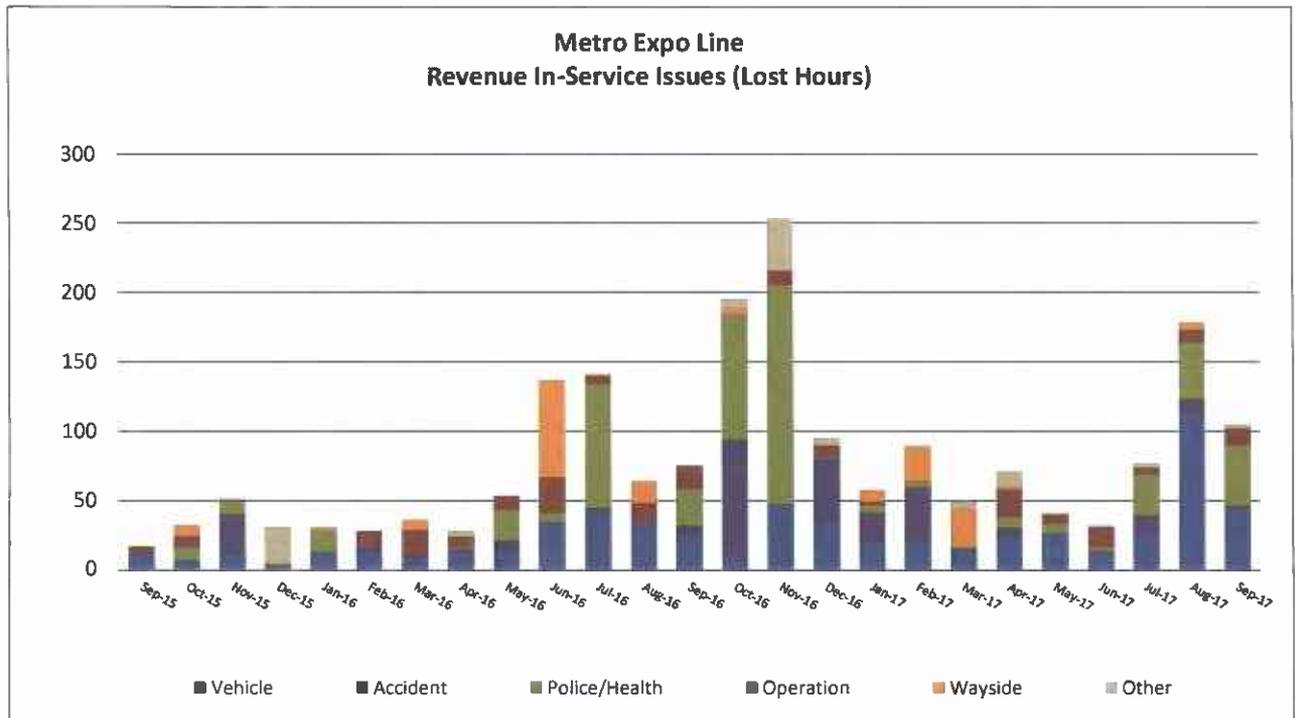
IN-SERVICE ON-TIME PERFORMANCE



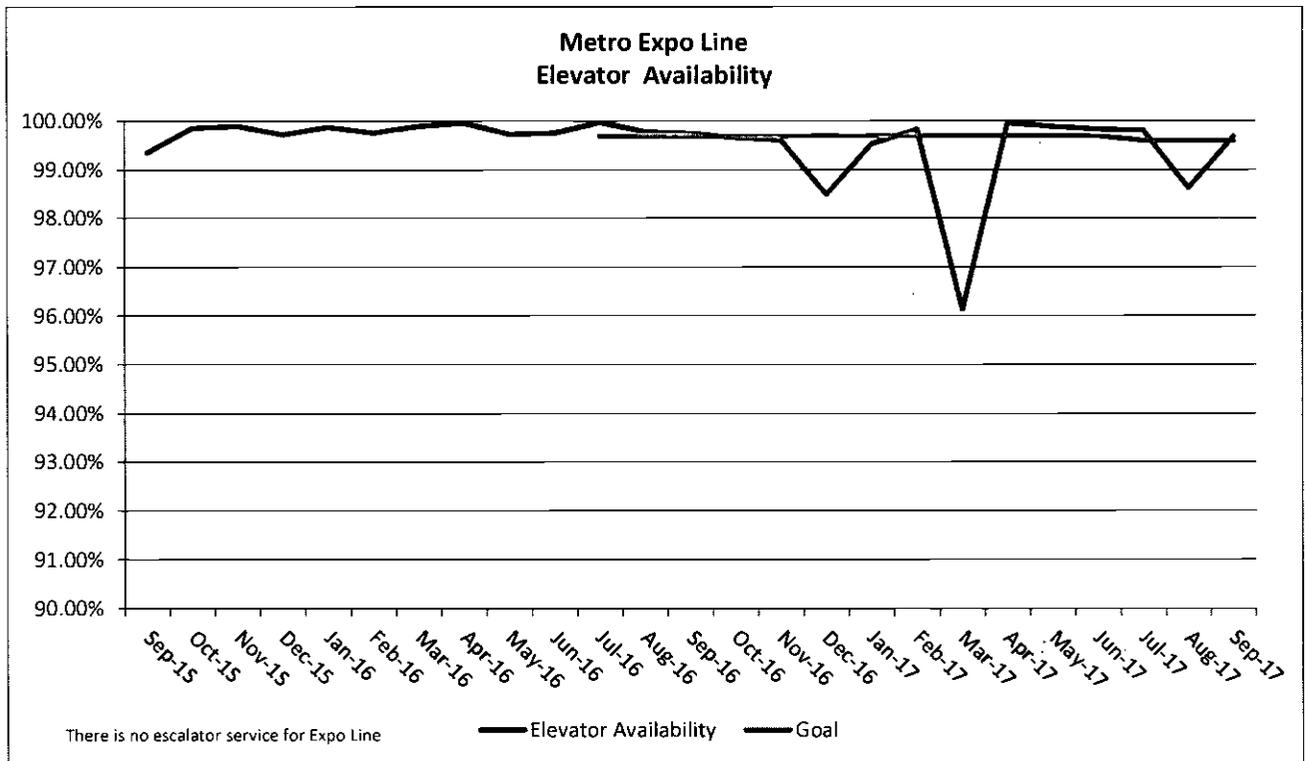
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



Financial Status

September 2017

FTA Quarterly Review

December 6, 2017



Metro

Excellence in Service and Support

FY18 – Indicators

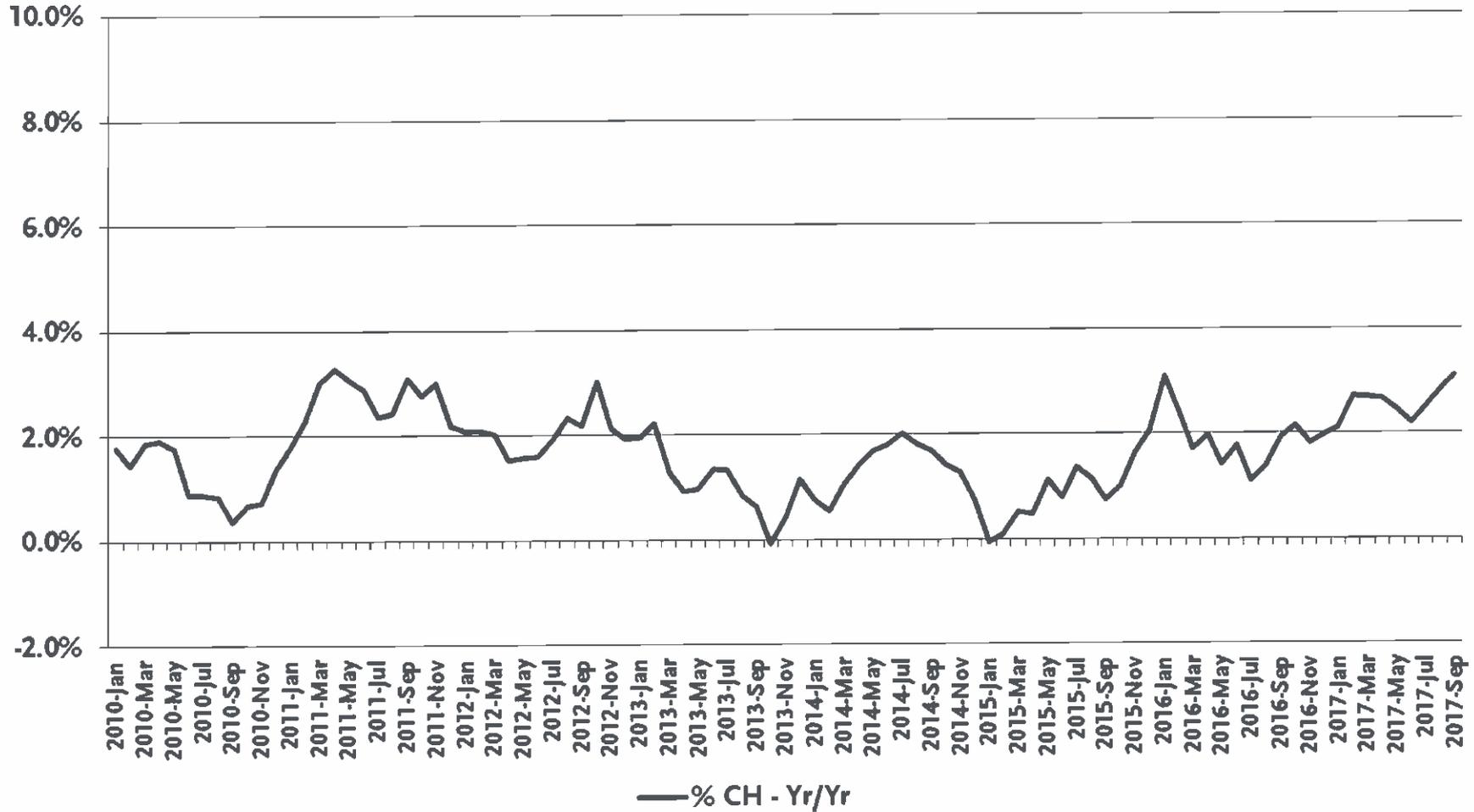
- FY18 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR, MM) increased 14.0% over FY17 Q1, including first Measure M payment. Excluding M, increase was 5.8%
 - The Sept 30, 2017 Los Angeles County unemployment rate increased 0.5% from June but remains below the State level:
LA 4.9%, CA 5.1% and US 4.2%
 - Inflation in the Los Angeles Metropolitan Area for the period ended Sept '17 = 3.1% over Sept '16
 - Excluding Food and Energy, core inflation equaled 2.9%
 - Transit indicators – FY 18
Ridership versus prior year
 - Bus: -5.0%
 - Rail: -1.8%
 - Total: -4.1%
-  **Metro** Fare revenues – FY18 -8.3% vs FY 17





Which way Inflation?

Total increase in CPI from January 2010 to September 2017 = 14.8%
Proposition A sales tax receipts Q1 2010 to Q3 2017 = 46.8%



Metro

Percentage change in LA County CPI measured Month/Year over same period year ago.

Excellence in Service and Support

FY18 Q1 – Highlights

- Board approved 59 non-construction positions for initial pre-revenue activities on the Crenshaw/LAX line.
- Initiated discussion of the Measure M project Acceleration/Deceleration policy.
- Board approved the issuance of up to \$550 million in New Proposition A Sales Tax Bonds and up to \$150 million in Proposition A Refunding Bonds
- Receipt of Measure M Sales Tax Revenues

FY18 Q2– Look Ahead

- **Development of a 10-year budget plan to act as the tactical supplement to the agency's Long Range Transportation and Strategic Plans.**
- **Expansion of the All-Door-Boarding (ADB) program to Metro Rapid services on the Vermont and Wilshire Corridors.**
- **Initiate the environmental review process for the Division 20 Portal Widening and Turnback Facility project.**

METRO CONSTRUCTION SAFETY FTA Quarterly Review Meeting December 6, 2017



CONSTRUCTION SAFETY QUARTERLY REPORT



Crenshaw/LAX Transit Project

CRENSHAW/LAX TRANSIT PROJECT

- ❑ Metro participated in WSCC Tool-Box Safety Huddle Meetings in July, August and September 2017.
- ❑ WSCC participated in Metro's All Hands Safety and Security Meetings in July, August and September 2017.
- ❑ WSCC participated in Metro's Safety Briefings in July, August and September 2017.
- ❑ Project-to-Date Total Work Hours: 4,951,199
Recordable Injuries as of September 2017: 70
Project Rate per 200,000 Labor Hours: 2.8
BLS National Heavy Construction Incident Rate: 2.8
Total Days Away Cases: 2
Total Restrictive Duty Cases: 5

CONSTRUCTION SAFETY QUARTERLY REPORT



Westside Purple Line Extension
Section 1 Project

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

Project to Date Total Work Hours:	2,063,467
Recordable Injuries as of August 2017:	7
Project Rate per 200,000 Labor Hours:	0.7
BLS National Heavy Construction Incident Rate:	2.8
Total Days Away Cases	3



Regional Connector Transit Project

REGIONAL CONNECTOR TRANSIT PROJECT

Project-to-Date Total Work Hours:	1,903,779
Recordable Injuries as of August 2017:	10
Project Rate per 200,000 Labor Hours:	1.0
BLS National Heavy Construction Incident Rate:	2.8
Total Days Away Cases	0

CONSTRUCTION SAFETY QUARTERLY REPORT



- ❑ Conducted monthly All Hands Safety/Security Meetings with the Westside Purple Line Extension Section 1 Project and Regional Connector Transit Project contractors.
- ❑ Monitored construction activities on a daily basis including nights and weekends to ensure compliance with contract specifications including Cal/OSHA and CPUC.
- ❑ Participated in weekly progress meetings to discuss safety / security and quality related issues and work schedules.



Metro

FTA Quarterly Planning Update

December 6, 2017

Metro Planning Report

- Long Range Transportation Plan
- Measure M
- Small Starts Projects
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector – 96th Street Transit Station
 - Eastside Transit Corridor Phase 2
 - West Santa Ana Branch Transit Corridor
- TIGER VII Grant Project
 - Rail to Rail Active Transportation Corridor Connector Project
- Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project



L RTP Update

Purpose and Need

- Measure M established a new baseline from which to plan and program
- Adapt to ongoing population, demographic, employment, economic and fiscal changes
- Address evolving priorities
- Now is the time for Metro to be comprehensive and innovative

L RTP Update

Summary Work Plan, Key Deliverables and Schedule

PERIOD	BOARD DELIVERABLES & MILESTONES
Fall 2017 (Completed)	<ul style="list-style-type: none"> • Introduction to L RTP Update and project work plan • Financial Forecast as Baseline for L RTP Update • Public Participation Plan Framework
Winter 2018	<ul style="list-style-type: none"> • Draft Orientation and Context module • Vision Development
Spring 2018	<ul style="list-style-type: none"> • Topical policy papers • Draft Vision module • Short Range Transportation Plan
Summer 2018	<ul style="list-style-type: none"> • Draft Baseline Understanding module
Fall 2018	<ul style="list-style-type: none"> • Draft Values Framework module
Winter 2019	<ul style="list-style-type: none"> • Thematic scenario concepts (<i>fiscally constrained variations of the investment and financial plans</i>)
Spring 2019	<ul style="list-style-type: none"> • Preferred scenario • Draft Transportation Network and Management Plan module
Summer 2019	<ul style="list-style-type: none"> • Preferred scenario modeling results • Draft Implementing the Plan module
Fall 2019	<ul style="list-style-type: none"> • Financial plan • Draft Enduring Relevance module
Winter 2020	<ul style="list-style-type: none"> • Final L RTP

Measure M

Benefits Project Implementation

- Measure M provides capacity to accelerate and add projects
 - 6 existing 2009 LRTP projects accelerated (35 years in total)
 - 9 projects get \$12 billion in scope enhancements
 - Longer projects distances and better modes (example: rail instead of bus)
 - 24 new major projects added into LRTP
- Increases in funding for Local Return not in 2009 LRP
 - 17% of ½ cent tax in 2017; 20% of 1 cent tax starting in 2039
- Increases Metrolink funding
 - 1% increase starting in 2017; 2% increase in 2039
 - 2% requires meeting service improvements
- Sustainable funding for all programs: No tax sunset



Metro

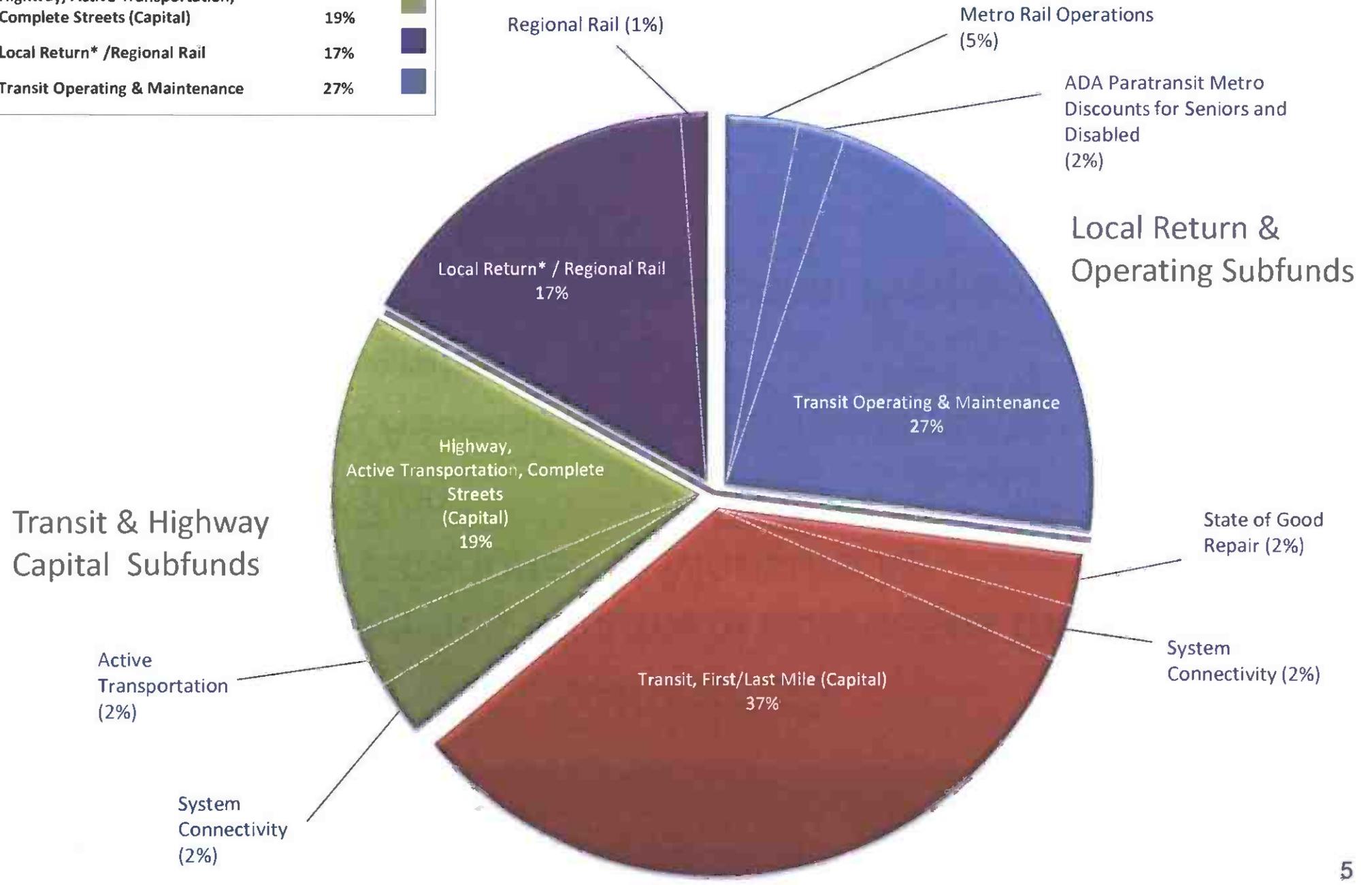
Formal Ordinance Subfunds

Administration/Local Return 1.5% off the top*

Transit, First/Last Mile (Capital)	37%	■
Highway, Active Transportation, Complete Streets (Capital)	19%	■
Local Return* /Regional Rail	17%	■
Transit Operating & Maintenance	27%	■

Measure M Funding Categories

(by subfund through 2039)



Measure M

Guidelines

- Master Guidelines document addresses the broad investment categories in Measure M:
 - Administration
 - Oversight, Assessments and Amendments
 - Transit Operations
 - Highway and Transit Subregional Programs
 - State of Good Repair
 - Local Return
 - Designated Regional and Other Programs



Measure M

Master Guidelines Development Timeline

- June 2017:
 - Taxpayer Oversight Committee formed
 - Board adopted Master Guidelines
- July 2017:
 - Measure M tax collection begins
 - Began development of Administrative Procedures
- September 2017:
 - Taxpayer Oversight Committee kick-off
- December 2017:
 - Complete Cashflow Procedures and other planning processes
 - Continue development of other Administrative Procedures for competitive funding and other areas



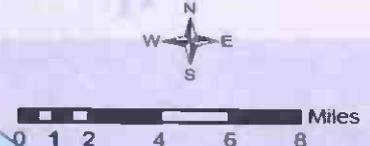
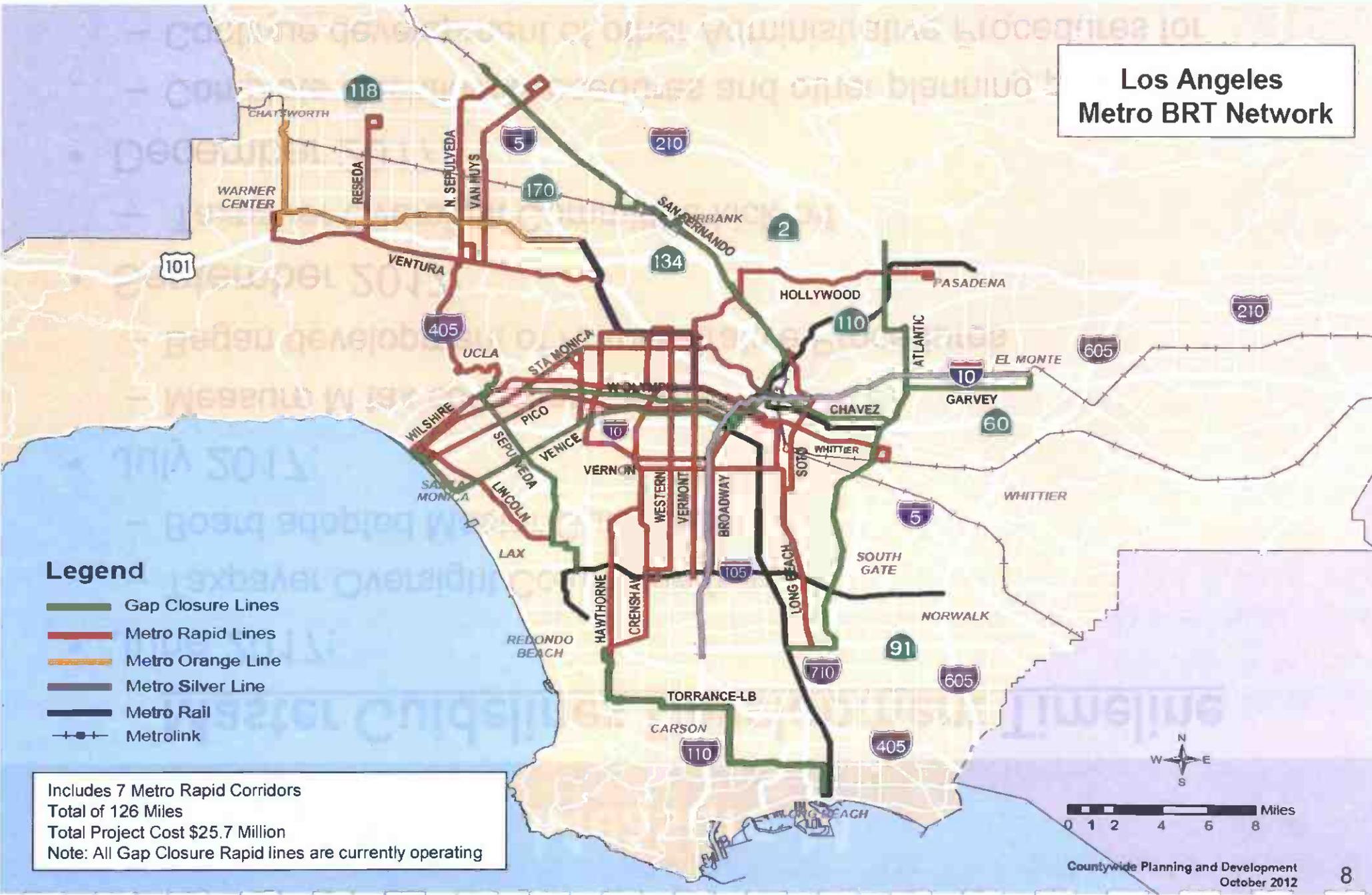
Metro Rapid System Gap Closure Lines

Los Angeles Metro BRT Network

Legend

- Gap Closure Lines
- Metro Rapid Lines
- Metro Orange Line
- Metro Silver Line
- Metro Rail
- Metrolink

Includes 7 Metro Rapid Corridors
 Total of 126 Miles
 Total Project Cost \$25.7 Million
 Note: All Gap Closure Rapid lines are currently operating



Metro Rapid System Gap Closure Lines

Transit Signal Priority

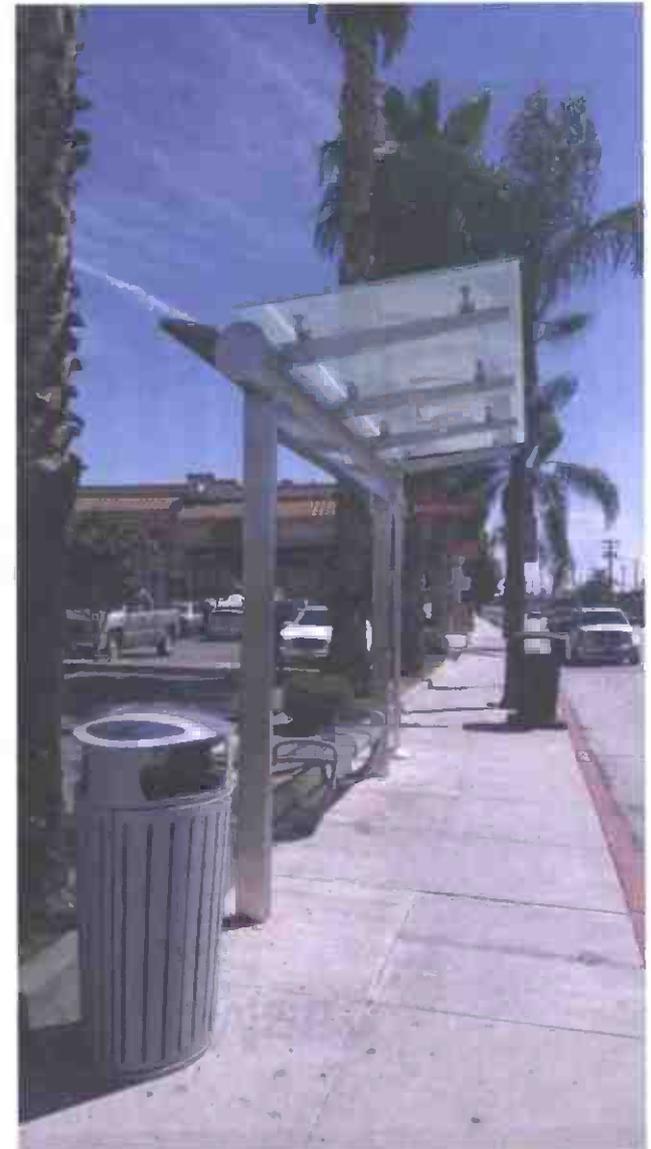
- Included total of 126.3 miles of TSP along 7 Metro Rapid corridors:
 - Torrance-Long Beach
 - Venice
 - Atlantic
 - Garvey-Chavez
 - West Olympic
 - South Sepulveda
 - San Fernando
- Completed 123 miles or 97%
- Last 3.3 miles in Culver City*
 - December 2018 – Complete Project



Metro Rapid System Gap Closure Lines Shelter Implementation

Status

- Metro Operated Rapid stations
 - Installed Metro Rapid stations at 95 locations throughout 13 jurisdictions
 - Currently working with another 3 cities to install stations at an additional 11 locations
 - Completes Metro's Countywide Metro Rapid Shelter Installation effort (Fall 2018)
- Municipal Operator Rapid stations
 - November 2017 – City of Torrance awarded contract for up to 29 shelters
 - November 2017 – Culver City began installation of shelters at 8 locations. Completion in early 2018.



Metro

Metro Rapid System Gap Closure Lines

Current Project Budget and Expenditures

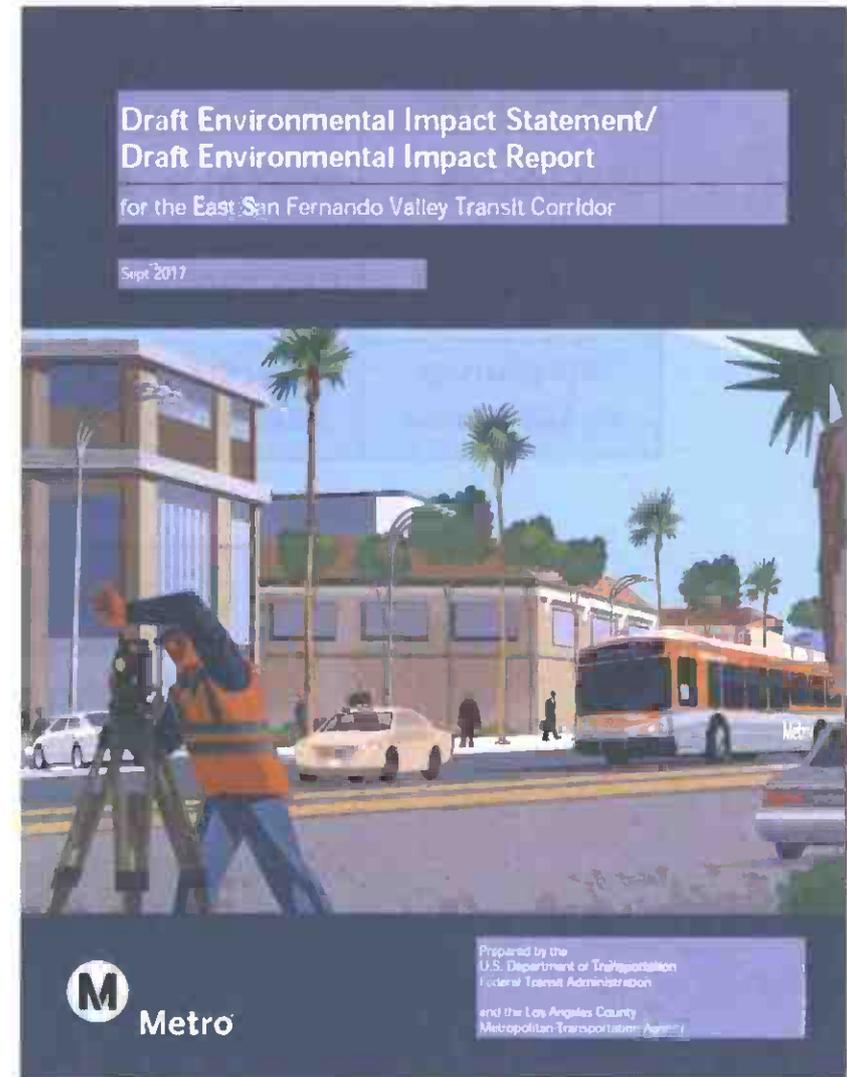
Funding Source	Current Budget
Federal Section 5309 Very Small Starts	\$16,700,000
Local Match	\$12,504,301
TOTAL BUDGET	\$29,204,301

Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Transit Signal Priority	\$24,044,301	\$23,121,925	\$18,842,013	\$23,121,925
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 4,103,635	\$5,140,000
TOTAL	\$29,204,301	\$28,281,925	\$22,945,648	\$28,261,925



East San Fernando Valley Transit Corridor

- Release of Draft EIS/EIR
 - Sept 1, 2017 – Release of Draft EIS/EIR
 - Public Comment Period extended until October 30, 2017 (60 days)
- Five Public Hearings held:
 - Two morning meetings
 - Two evening meetings
 - One weekend meeting
 - A total of more than 300 attendees
- One information Session for potentially impacted property owners and tenants:
 - Tuesday, October 10, 2017
 - More than 100 attendees



East San Fernando Valley Transit Corridor

Draft EIS/EIR Board Action (Anticipated)

January/February 2018 – Metro Board Action

- Review All Public Comments
- Approve Locally Preferred Alternative (BRT or LRT)
- Authorize Preparation of Final EIS/EIR and Advanced Conceptual Engineering



Airport Metro Connector - 96th Street Transit Station

Status

- April 2017 – Completed Categorical Exclusion (NEPA)
- Working on Design Development (30%)
- Crenshaw/LAX Accommodations underway



Airport Metro Connector - 96th Street Transit Station

Metro

█ Crenshaw/LAX Transit Project (under construction)

█ Metro Green Line Service Extension (proposed)

○ Station (under construction)

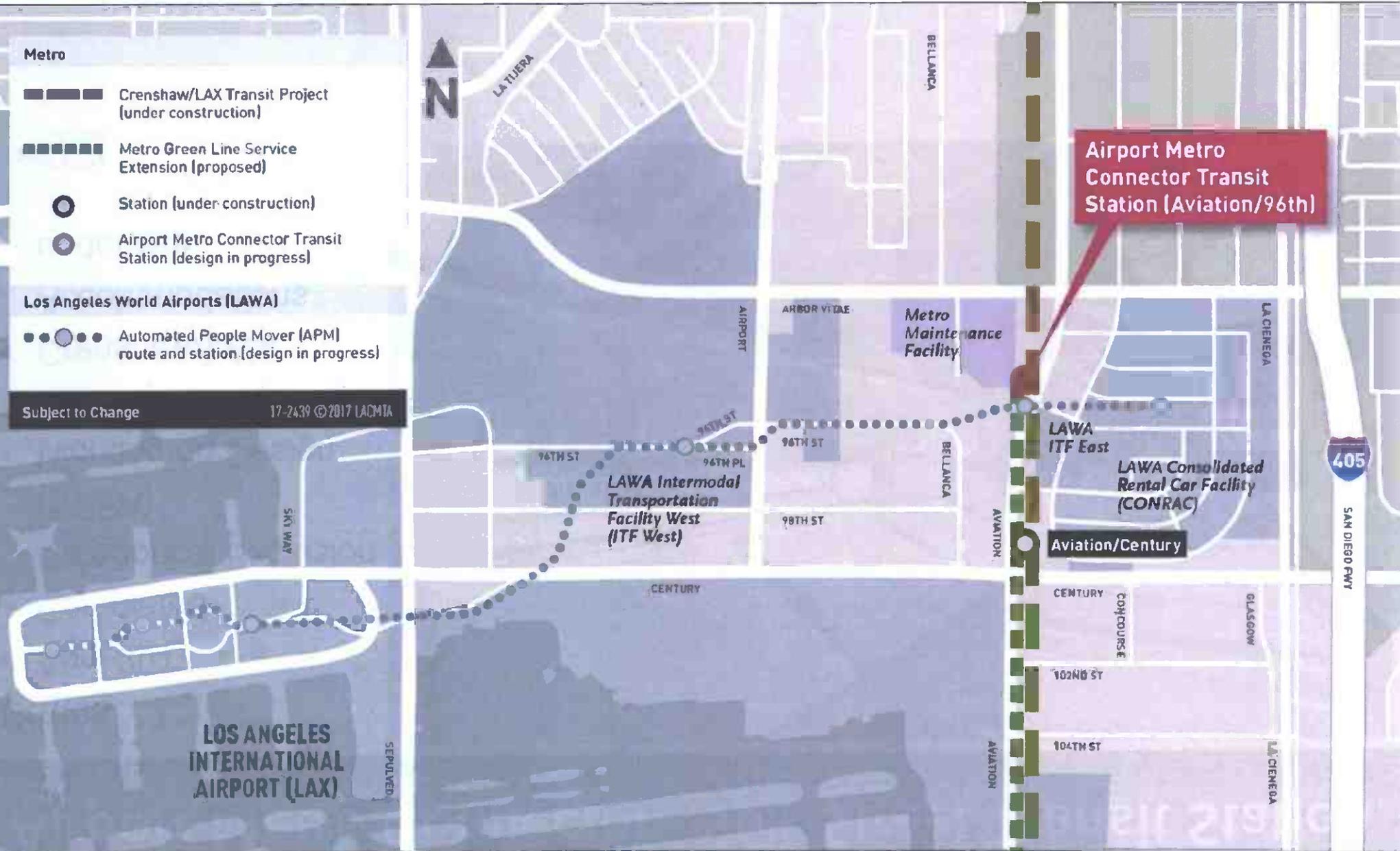
● Airport Metro Connector Transit Station (design in progress)

Los Angeles World Airports (LAWA)

● Automated People Mover (APM) route and station (design in progress)

Subject to Change

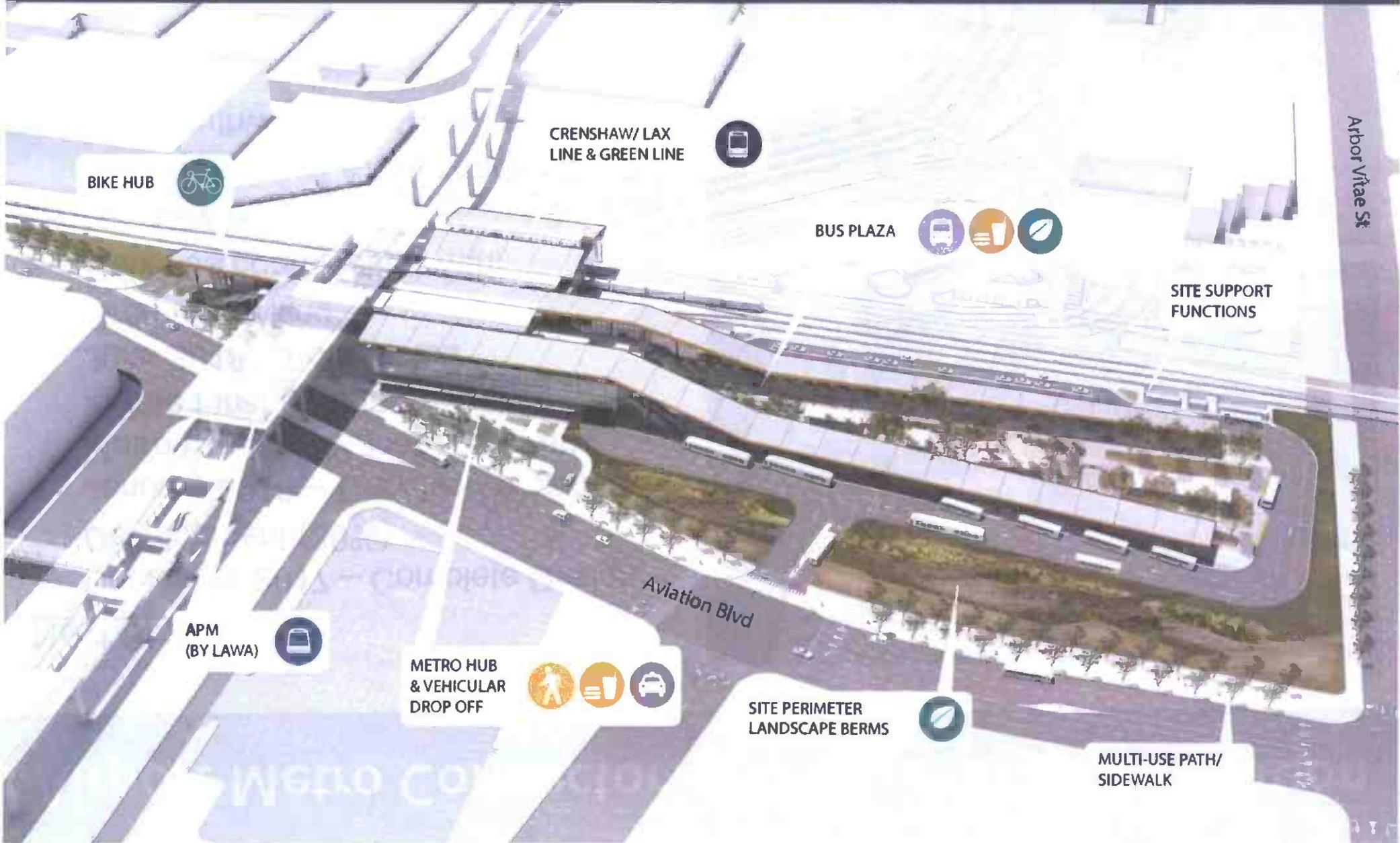
17-2439 ©2017 LACMTA



LOS ANGELES
INTERNATIONAL
AIRPORT (LAX)

Schematic Design

Aerial with Programmatic Components



Airport Metro Connector - 96th Street Transit Station

Next Steps

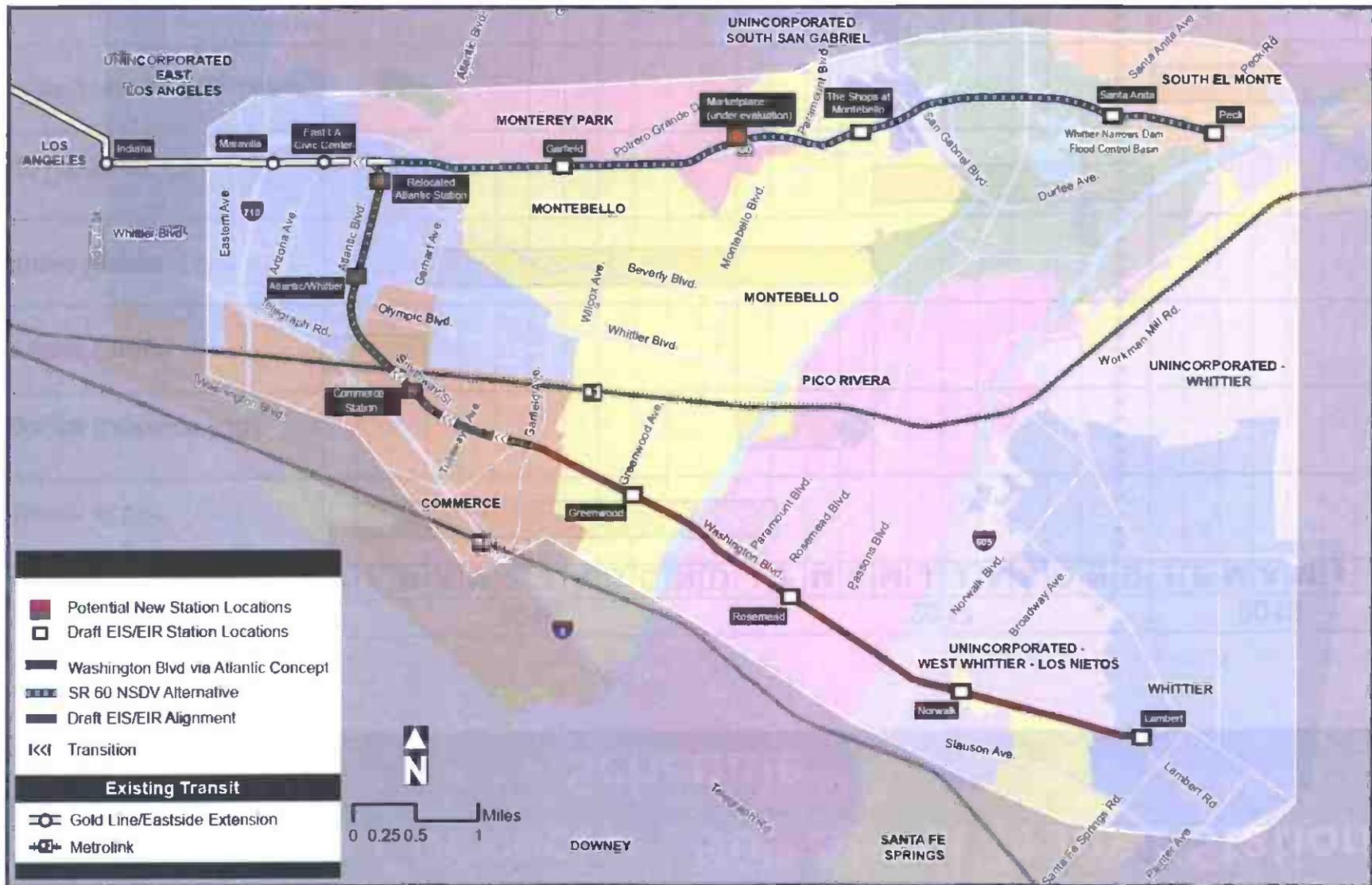
- December 2017 – Complete Design Development (30%)
- January 2018 – Transition project to Metro Program Management and initiate Final Design
- June 2018 – Forecasted Groundbreaking
- Continue coordination with:
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard



Eastside Transit Corridor Phase 2

Three (3) Build Alternatives:

- SR-60 North Side Design Variation LRT Alternative
- Washington Boulevard Alternative with Atlantic Below Grade
- Combined Alternative with both SR-60 and Washington Boulevard via Atlantic Segments



Eastside Transit Corridor Phase 2

Status

- May 2017 – Board Approval of Technical Study recommendations and updated Project Definition, including three alternatives:
 - SR-60 North Side Design Variation LRT Alternative
 - Washington Boulevard Alternative with Atlantic Below Grade
 - Combined Alternative with both SR-60 and Washington Boulevard via Atlantic Segments
- November 2017 – Completed statement of work of professional services, including:
 - Environmental studies (a contract modification with existing consultant)
 - Advanced Conceptual Engineering (ACE) design services RFP
 - Outreach support
- Continued Stakeholder Outreach

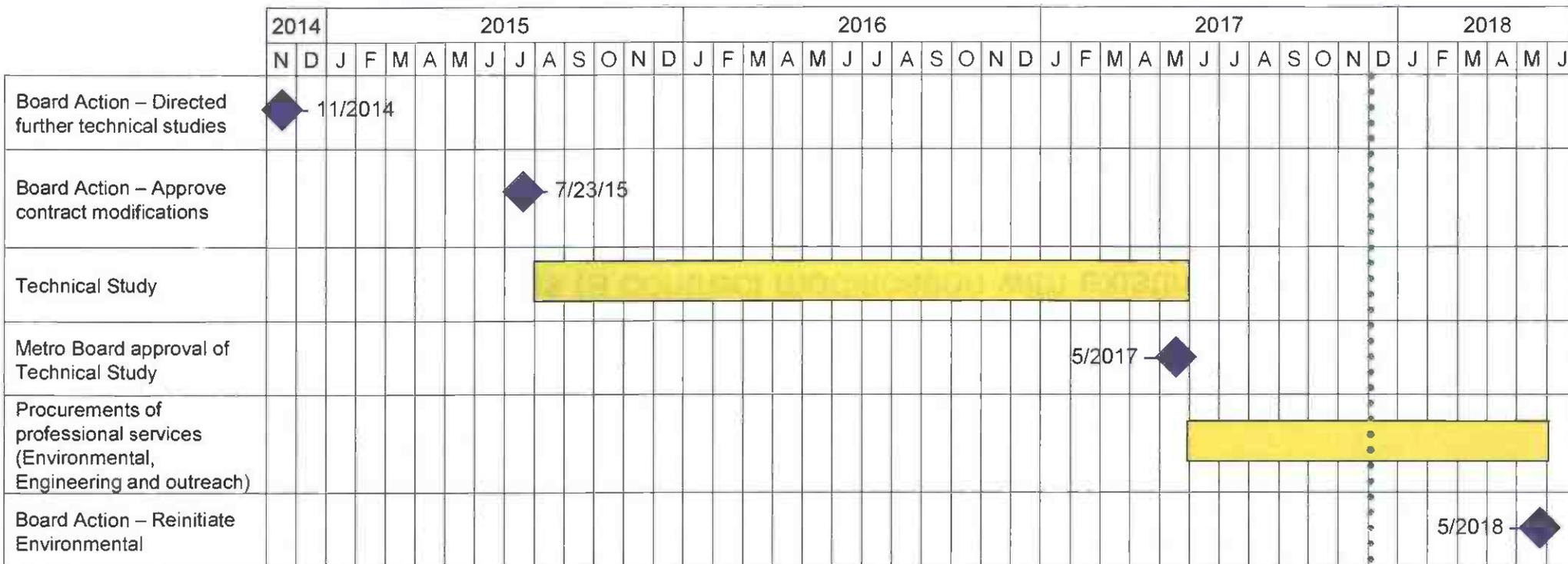
Next Steps

- Spring 2018 – Board authorization to re-initiate Environmental Clearances and Advanced Conceptual Engineering



Metro

Eastside Transit Corridor Phase 2 Technical Study Schedule



Last Revised: 10/2017

◆ = Milestone Date

West Santa Ana Branch Transit Corridor



20-mile light rail transit corridor connecting downtown Los Angeles to southeast LA County

Draft EIS/EIR will evaluate:

- > Four Northern Alignment Options
- > One Southern Alignment
- > Stations
- > Grade Crossings
- > Maintenance Yard Options
- > Site Specific Design Options

West Santa Ana Branch Transit Corridor

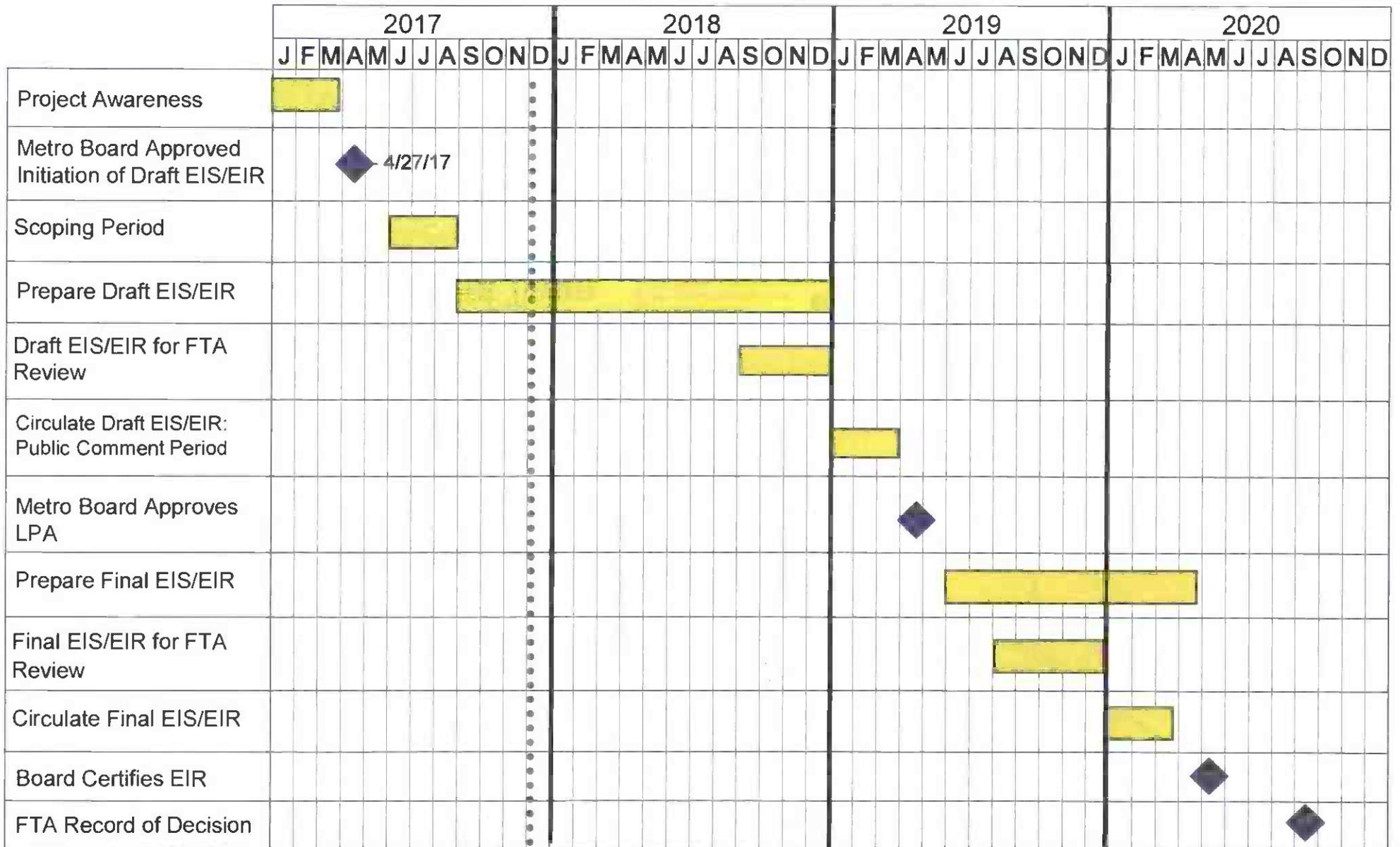
Status

- April 2017 – Board approval of Project Definition for Environmental Scoping including four Northern Alignment Options
- June – August 2017 – Completed four public scoping meetings and one agency scoping meeting. Comment period ended on August 4, 2017 with 1,122 total comments received. Comments focused on:
 - Connectivity to Union Station and other transit lines
 - Environmental Impacts (noise, traffic, visual impediments, gentrification)
 - Grade Separation
 - Northern Alignment Options
 - Safety and Security
- August 24, 2017 – Technical Advisory Committee (TAC) meeting held with agency representatives

Next Steps

- Reviewing, compiling and preparing of comments from the scoping period
- Preparing the EIS Annotated Outline
- Ongoing outreach activities including stakeholder briefings and presentations

West Santa Ana Branch Transit Corridor Schedule



◆ = Milestone Date

Last Revised: 11/2017

Rail to Rail Active Transportation Corridor (ATC) Connector Project

Status

- September 5, 2017 – Fully executed Funding Agreement
- November 2017 – Invitation for Bid solicitation package released

Next Steps

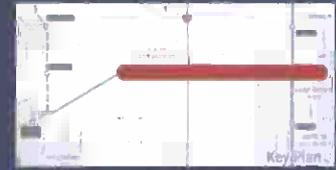
- Continued coordination with:
 - City of Los Angeles (Bureaus and Departments)
 - Crenshaw/LAX Project Team



Rail to Rail ATC Connector Project Corridor Development Renderings



Slauson Corridor Design Concept



- Asphalt paved walkway and 2-way bike path
- Lighting (spaced every 60')
- Fencing at ROW edge where needed (Metro standard panelized)
- Furnishings & signage
- Bioswales for stormwater run-off treatment with low fencing at edge
- Shade trees
- Diversity of trees/plant species
- Boulders and low, drought tolerant landscape in street buffer



Existing (Slauson west of San Pedro)



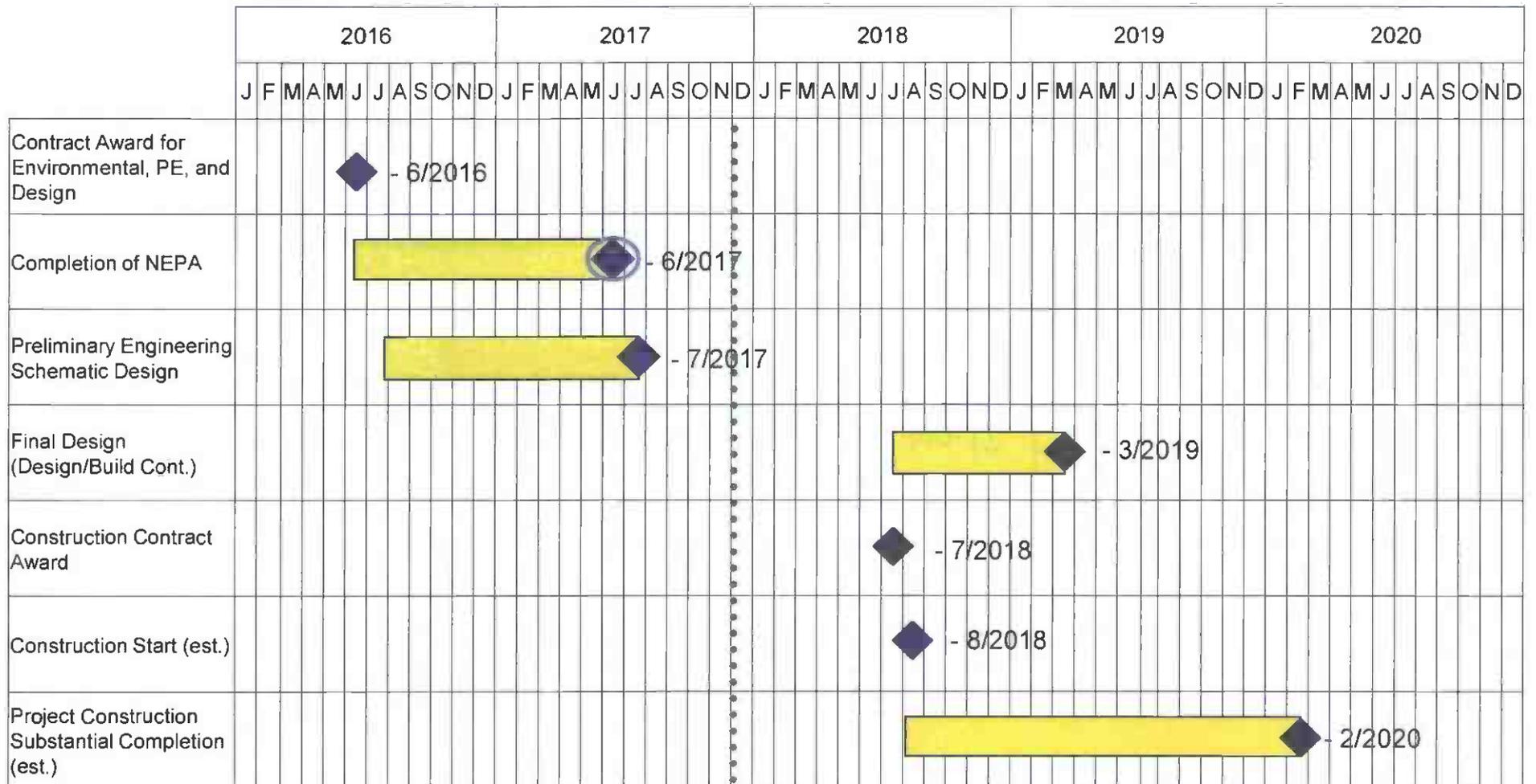
Mid-block Concept (Typical 30' ROW)

COMPOSITION
30' typical ROW

- 11' street buffer
- 7' walking path
- 12' bike path
- 2' property line buffer



Rail to Rail ATC Connector Project Schedule (est.)



Last Revised: 10/2017

◆ = Milestone Date

○ = FTA Action

Milestones

PROJECT		NOI/NOP	Admin Draft to FTA	NOA	LPA
CEQA/ NEPA	East San Fernando Valley Transit Corridor	Mar-13	Jul-16	Aug-17	Jan-18
	Eastside Transit Corridor Phase 2 ¹	Jan-10	Dec-13	Aug-14	TBD
	West Santa Ana Branch Transit Corridor	Jun-17	Aug-18	Jan-19	Apr-19

¹ November 2014 Board approved completion of further technical studies

TIGER PROJECTS (CEQA/NEPA)		Environmental Completion	Project Completion
VII	Rail to Rail Active Transportation Corridor Connector Project ²	Jun-17	Feb-20

² Expected environmental document per NEPA is a Categorical Exclusion

Cesar Chavez Bus Stop Improvements Project

Status

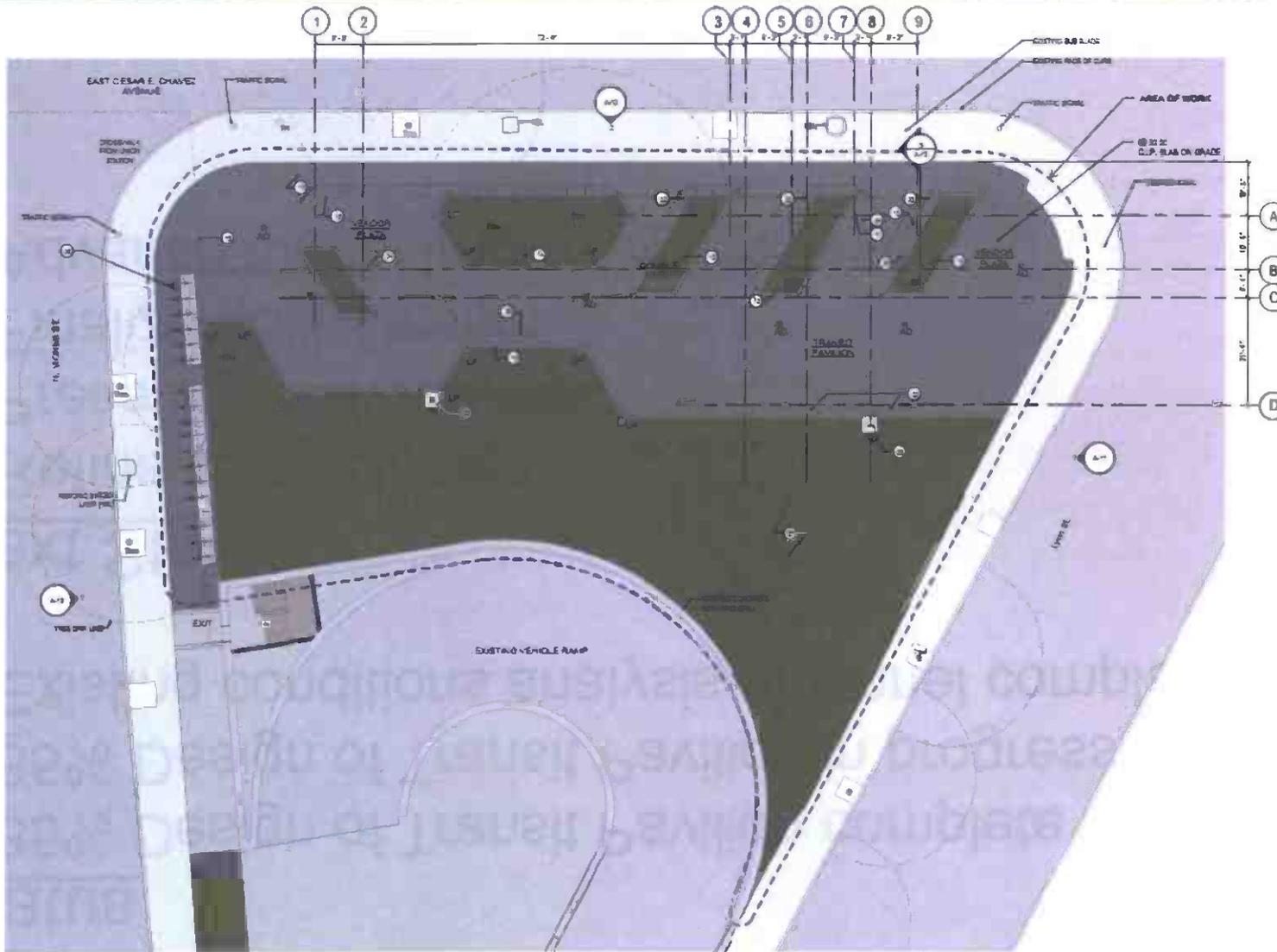
- 35% Design of Transit Pavilion complete
- 85% Design of Transit Pavilion in progress
- Existing conditions analysis of tunnel complete

Next Steps

- Refine cost estimate
- Present to community
- Finalize 85% Design
- Advance tunnel improvement design

Cesar Chavez Bus Stop Improvements Project

Conceptual Site Plan – Site



SHEET NOTES

- 02 EXISTING WITH LANDSCAPE BOUNDARY FOR CURB PREVENTION
- 03 FINISH ELEVATIONS AND CASE VITA STANDARD CORRAL ASBESTOS. C. 0251 BASE BOTTOM FOR LAY OVER EXISTING VISIBILITY
- 04 VARIABLE VOLTAGE BONDING SYSTEMS, PROVIDE POWER AND DATA BACK TO JURY STATION. SYSTEMS CASE FOR THE NEXT FASCIA. PROVIDE INFORMATION. SUPPLEMENT UNDER EXISTING VITA STANDARD CORRAL AS-BE BONDING.
- 05 BONDING SYSTEMS AND STANDARD BONDING. SELF COMPACTED. FURNISHED AND INSTALLED BY VITA.
- 06 BRIDGE TOLERANCE. CON. WHITEWASHES. JACOBS WITH ONE BRIDGE. REFER TO LANDSCAPE DRAWINGS.
- 07 HOSE RIB OR RIBS SET ALONG FLOOR DRAIN AND HOLEY. HOSE RIBS. REFER TO LANDSCAPE DRAWINGS.
- 08 CURB STANDING. EMERGENCY TELEPHONE. VITA STANDARD. REFER TO LANDSCAPE DRAWINGS.
- 09 FLOORING. REFER TO LANDSCAPE DRAWINGS. REFER TO CONTROLLER AND SPEC. FOR LIGHTING.
- 10 STEEL COLUMN FOR KILL TO SUPPORT. REFER TO SECTION FOR ADDITIONAL INFORMATION.
- 11 SLAB ON ROCK AND VENTILATION TO CAPTURE ROOF DRAINAGE.
- 12 TRUCK WASHING. VITA. REFER TO LANDSCAPE DRAWINGS. REFER TO CONTROLLER AND SPEC. FOR LIGHTING.
- 13 NEW CONCRETE CURB. REFER TO LANDSCAPE DRAWINGS. REFER TO CONTROLLER AND SPEC. FOR LIGHTING.
- 14 LINE OF EXISTING PAVING. STRIPING BELOW FOR BATTERY. REFER TO LANDSCAPE DRAWINGS. REFER TO CONTROLLER AND SPEC. FOR LIGHTING.
- 15 DETAIL OF SLAB SECTION FOR PAVED PAVING.

NOTE TO CONTRACTOR: ALL PAINTED SURFACES SHALL HAVE AN ANTI-CORROSION COATING. REFER TO SPECIFICATION 02 85 13

KEY NOTES

05 30 00 C.I.P. SLAB ON GRADE

LEGEND

- AD - AREA DRAIN
- FD - FLOOR DRAIN
- LP - LIGHT POLE
- HSL - HISTORIC STREET LAMP

1 SITE PLAN

SCALE: 1/32" = 1'-0"

NO.	DATE	BY	CHKD.	DESCRIPTION
1	DEC 16, 2011	CLM	JPS	DESIGN

Gensler
 500 South Figueroa
 Los Angeles, CA 90071
 Telephone: 213 247-3600

APPROVED BY	DATE
IN CHARGE	DATE
DATE	DATE

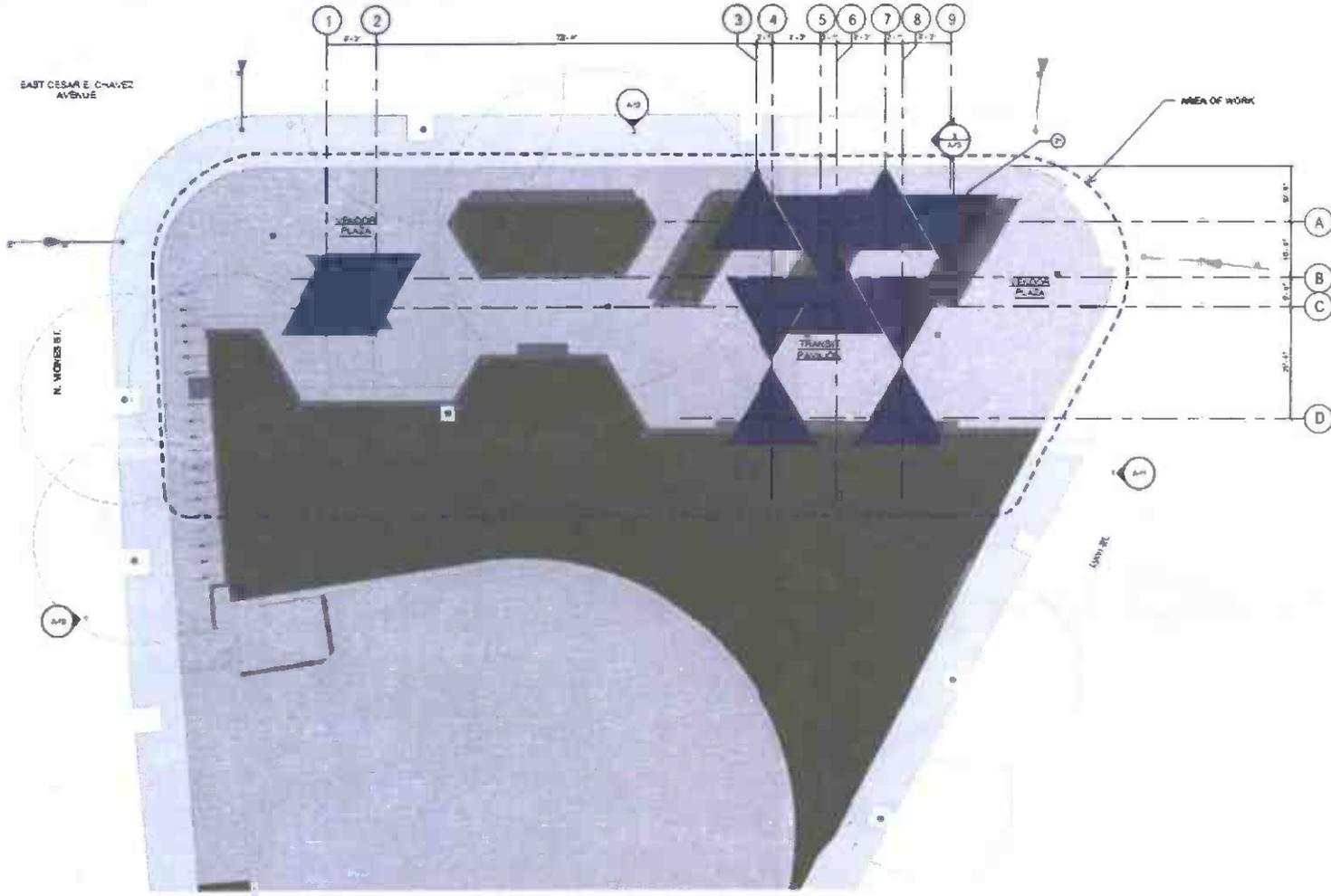
Metro
 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 ONE GATEWAY PLAZA
 LOS ANGELES, CA, 90012

Cesar Chavez Transit Pavilion
 637 Lynn Street Los Angeles, CA 90012

DATE: 12/16/11
 SHEET: A-7
 OF: 10

Cesar Chavez Bus Stop Improvements Project

Conceptual Site Plan – Site



SHEET NOTES

1. REFER TO THE GENERAL NOTES FOR THE PROJECT FOR ADDITIONAL INFORMATION.

KEY NOTES

LEGEND

1 ROOF PLAN
SCALE: 1/8" = 1'-0"

REV.	DATE	BY	CHKD.	DESCRIPTION
1	OCT 18, 2011	CLM		REV. DESIGN

Gensler
500 South Figueroa
Los Angeles, CA 90071
Telephone: 213 327-3600

PROJECT: **TT**
SHEET NO: **11**
DATE: **08/11**
SCALE: **AS SHOWN**

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA, 90012

Cesar Chavez Transit Pavilion
837 Lynn Street Los Angeles, CA 90012

ROOF PLAN

DATE: 10/18/11
SCALE: 1/8" = 1'-0"
SHEET: **A-8**
OF 10

Cesar Chavez Bus Stop Improvements Project Renderings



FOR REFERENCE ONLY

REV	DATE	BY	CHK	DESCRIPTION

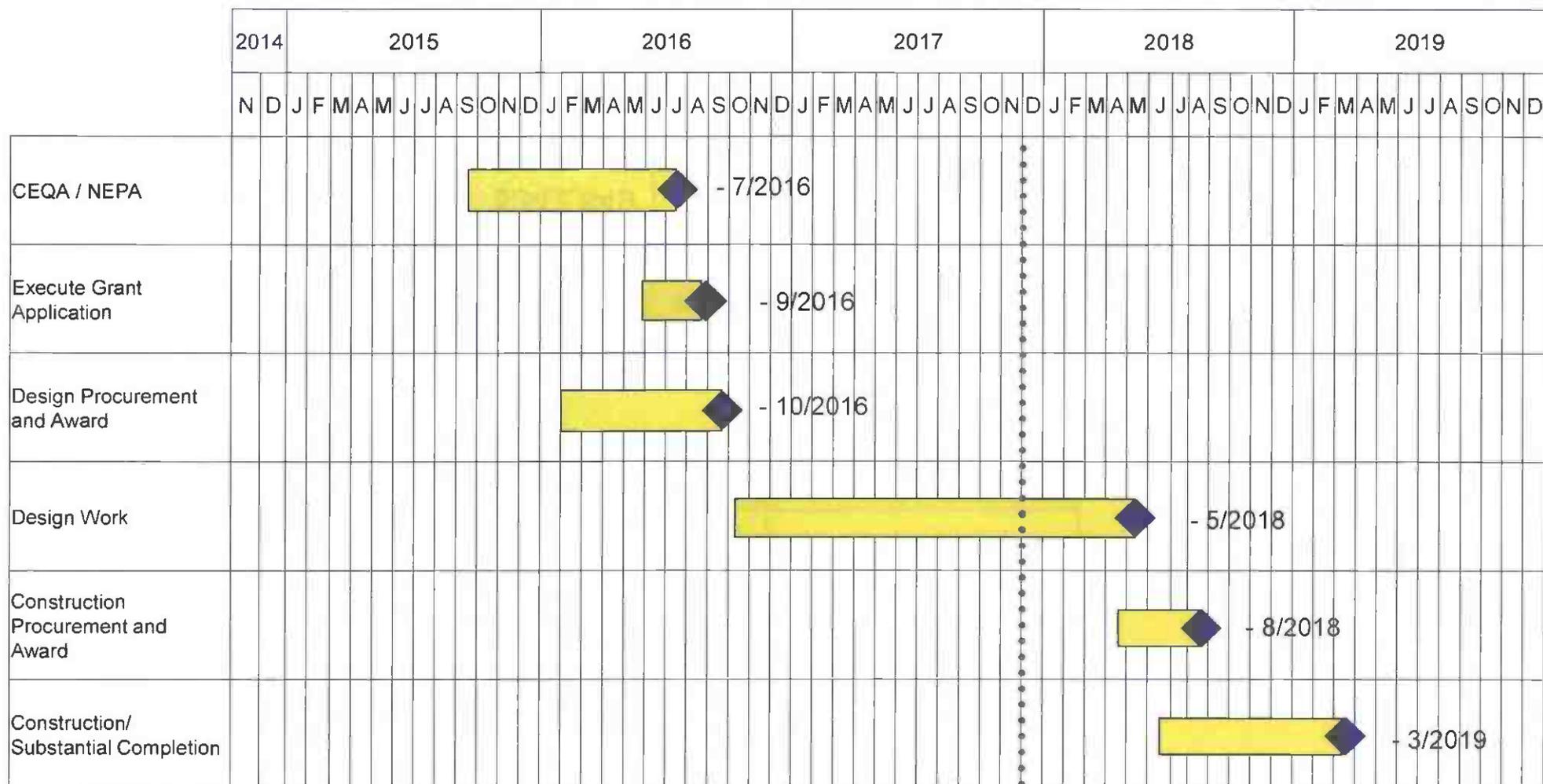
Gensler
 300 South Figueroa
 Los Angeles, CA 90071
 Telephone: 213 327-3400

Metro
 LOS ANGELES COUNTY
 METROPOLITAN TRANSPORTATION AUTHORITY
 ONE GATEWAY PLAZA
 LOS ANGELES, CA, 90012

Cesar Chavez Transit Pavilion
 837 Lynn Street, Los Angeles, CA 90012

NOTE: SEE ARCHITECT'S
 A-12
 12 OF 15

Cesar Chavez Bus Stop Improvements Project Schedule (est.)



◆ = Milestone Date

○ = FTA Action

Last Revised: 10/2017

Cesar Chavez Bus Stop Improvements Project

Current Project Budget and Expenditures

Funding Source	Current Budget
FTA Grant	\$1,668,557
Local Funds	\$417,140
TOTAL BUDGET	\$2,085,697

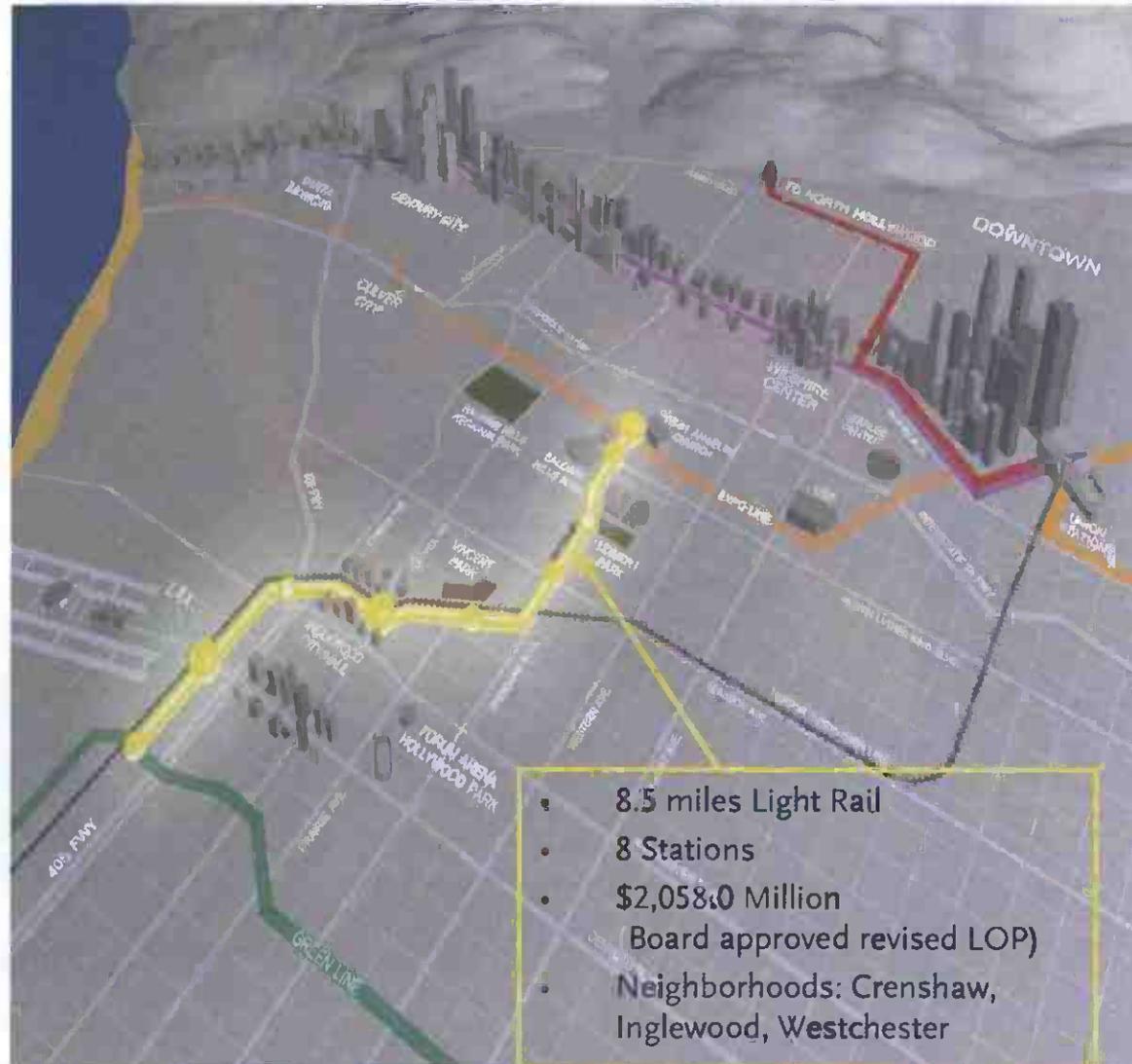
Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Design	\$342,849	\$342,849	\$120,625.24	\$222,223.76
Construction	\$1,742,848	\$1,742,848	\$0	\$1,742,848
TOTAL	\$2,085,697	\$2,085,697	\$114,365.24	\$1,965,071.76

Crenshaw/LAX Transit Project FTA Quarterly Review – December 6, 2017



Project Description

- 8.5 miles, 8 stations, 22 LRT vehicles
- Current Budget = \$2,058 million
- Current Forecast = \$2,058 million
- Current Revenue Service = October 30, 2019
- Forecast Revenue Service = October 30, 2019
- Design progress = 99%
- Construction progress = 71%
- Forecast Remaining Contingency = 1.8% of total Budget
- Federal Funds = \$651.8 million
- Local Funds = \$1,117.3 million
- State Funds = \$288.9 million



Key Project Update

- The main line contractor (WSCC) is 19-days behind schedule caused by its actions and needs to mitigate delay to get back on schedule.
- Cost contingency is less than 1.8% of total budget.
- The September 2017 safety recordable rate is at 2.8 which matches the national average (based on 200,000 work hours).
- The estimated jobs created to-date is 14,722 with 618 estimated jobs created last quarter.*
- Coordinating with Metro Operations and WSCC for Green Line Tie-in construction activities which are planned to commence January 26, 2018.
- Systems Integration Test planning between WSCC and Metro project and operations teams advanced by one year.
- The Southwestern Yard contractor (HPH) is two-months ahead of schedule.

* Estimate methodology reference *Construction Impacts of Metro's Measure R Transportation Projects, 2015 Update*, https://laedc.org/wp-content/uploads/2016/04/Measure-R-Projects-SUMMARY_20160304.pdf

Construction Update Segment A

- Completed one of two at-grade crossings in Segment A – Arbor Vitae
- Continued Green Line underpass finish work.
- Continued Aviation/Century bridge direct fixation plinth construction.
- Setting pole bolts for an OCS foundation within 96th Street Station area.
- Continued exterior concrete finish work for Westchester/Veterans Station.



**UG#1– Concrete barrier formwork installation on the west U-wall
STA 50+00 to 50+38**



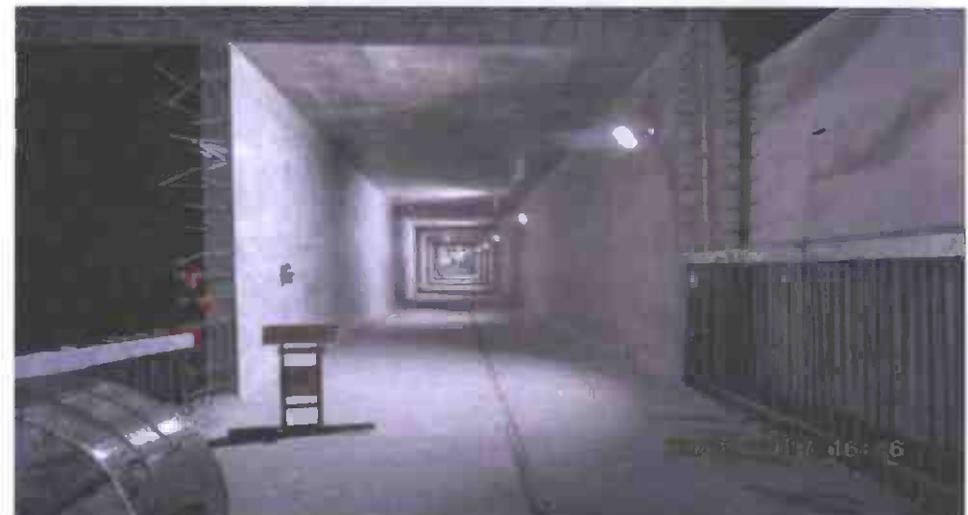
**WESTCHESTER/VETERANS STATION – Crew worked on installation of
anchor bolt and blockouts**

Construction Update Segment B

- Completed 5 of 15 at-grade crossings in Segment B.
- Continued at-grade utility and roadwork construction at Park Mesa area.
- Continued form work and concrete placements at UG No. 3.
- Continued Hyde Park Station platform work.
- Continued working on canopy and electrical/plumbing efforts at Downtown Inglewood station.
- Completed canopy installation at Fairview Heights Station.
- Continued ballasted track work in available areas.



LA BREA AT GRADE STATION – Completed canopy outrigger welding and electrical and plumbing installations



UG#3 – SB tunnel section south of 60th street

Construction Update

Segment C

- Continued form work and concrete placements at UG No. 4.
- Continued the three underground stations civil work including platform level walls, concourse floor and concourse walls. Also, commenced forming for first roof slab at Expo/Crenshaw station.
- Continued placing concrete walkway for the twin tunnels.
- Continued placing concrete within all five cross passages between the twin tunnels.



TUNNELING – Erecting arch section formwork at CP-5

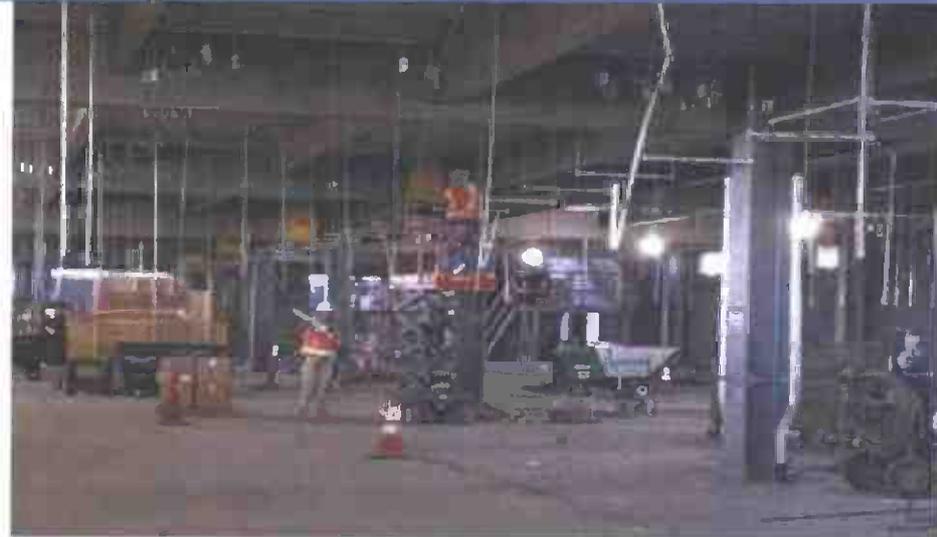


EXPOSITION/CRENSHAW STATION – Installing rebar for roof slab phase 1

Construction Update Southwestern Yard



Aerial view of Southwestern Yard construction site as of October 2017



Main shop interior electrical, plumbing and mechanical



Main shop building with control tower



Underground ductbank, vaults and material storage building steel in background

Project Cost Status

UNITS IN DOLLARS

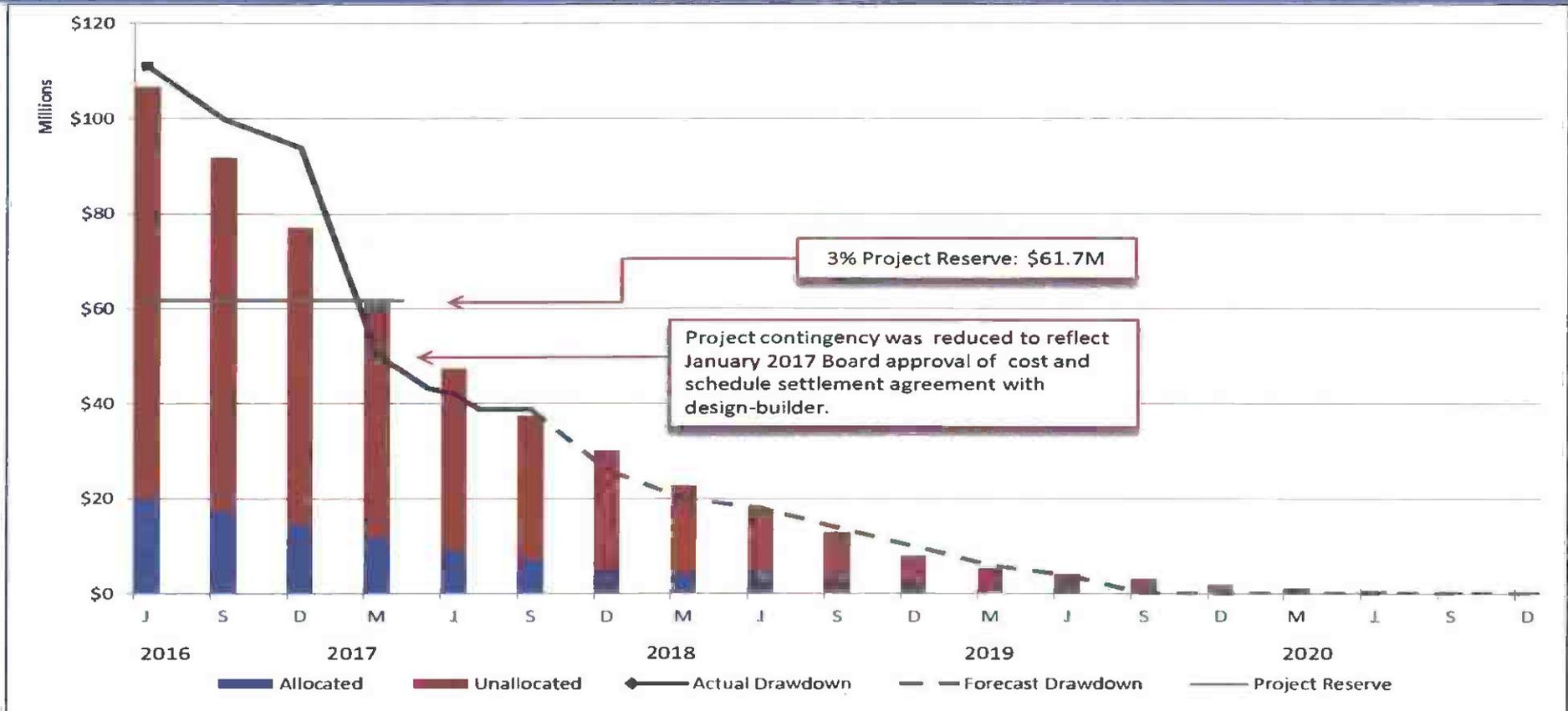
SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	450,354,375	-	450,770,490	9,141,828	370,721,427	-	450,773,510	419,136
20	STATIONS	153,906,000	-	315,050,000	(300,000)	315,662,242	4,925,013	173,466,424	(300,000)	315,662,242	612,242
30	SUPPORT FACILITIES SOUTHWEST YARD	66,673,000	-	71,164,000	-	71,053,330	4,448,562	34,698,509	-	71,164,000	-
40	SITWORK(SPECIAL CONDITIONS)	235,576,000	-	395,798,361	605,768	395,290,885	2,733,340	314,483,200	522,371	403,767,162	7,968,801
50	SYSTEMS	125,132,000	-	169,436,000	-	155,700,985	3,490,686	44,955,993	(3,741,664)	165,156,129	(4,279,871)
CONSTRUCTION SUBTOTAL (10-50)		1,052,622,000	-	1,401,802,736	305,768	1,388,477,932	24,739,428	938,325,553	(3,519,294)	1,406,523,044	4,720,308
60	RIGHT-OF-WAY	132,294,000	-	127,490,000	910,796	128,378,561	(40,360)	128,188,086	889,562	128,379,562	889,562.30
70	LRT VEHICLES	87,780,000	-	83,571,544	-	82,050,901	3,064,825	51,300,169	-	83,571,544	-
80	PROFESSIONAL SERVICES	273,147,000	-	368,734,466	27,414,676	353,035,178	3,685,209	293,617,529	2,629,731	374,806,814	6,072,349
SUBTOTAL (10-80)		1,545,843,000	-	1,981,598,746	28,631,239	1,951,942,572	31,449,102	1,411,431,336	(0)	1,993,280,965	11,682,219
90	UNALLOCATED CONTINGENCY	177,157,000	-	50,401,254	-	-	-	-	-	38,719,035	(11,682,219)
TOTAL PROJECT 865512 (10-100)		1,723,000,000	-	2,032,000,000	28,631,239	1,951,942,572	31,449,102	1,411,431,336	-	2,032,000,000	-
ENVIRONMENTAL/PLANNING - 405512		5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
ENVIRONMENTAL/PLANNING - 465512		20,473,850	-	20,473,850	-	20,023,237	-	20,023,237	-	20,473,850	-
TOTAL PROJECTS 405512 & 465512 (ENV / PLAN'G)		26,000,000	-	26,000,000	-	25,549,388	-	25,549,388	-	26,000,000	-
TOTAL PROJECTS 405512, 465512 & 865512		1,749,000,000	-	2,058,000,000	28,631,239	1,977,491,960	31,449,102	1,436,980,724	-	2,058,000,000	-

Non-Crenshaw/LAX Transit Project Funded Scope of Work

- The costs shown in the table below are not part of Crenshaw/LAX Transit Project costs but are funded by other Metro projects using the services of the alignment design-builder (Contract C0988)

C0988 NON-CRENSHAW/LAX TRANSIT PROJECT FUNDED SCOPE OF WORK										
DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	VARIANCE
405556 SYSTEMWIDE TRANSIT PLANNING		-	175,495		175,495	-	175,495	-	175,495	-
210090/93 FARE GATE PROJECT		-	2,482,746	-	2,482,746	-	172,746	-	2,482,746	-
210152 CRENSHAW/LAX BUS TRANSFER FACILITY		-	2,200,000	-	2,200,000	-	403,334	-	2,200,000	-
460303 AIRPORT METRO CONNECTOR		-	37,914,465	-	35,794,171	335,973	33,317,855	-	37,914,465	-
500013 C/LAX LAWA SCOPE OF WORK		-	1,575,362	-	531,125	-	408,712	-	1,575,362	-
TOTAL		-	44,348,068	-	41,183,537	335,973	34,478,142	-	44,348,068	-

Budget Contingency Drawdown



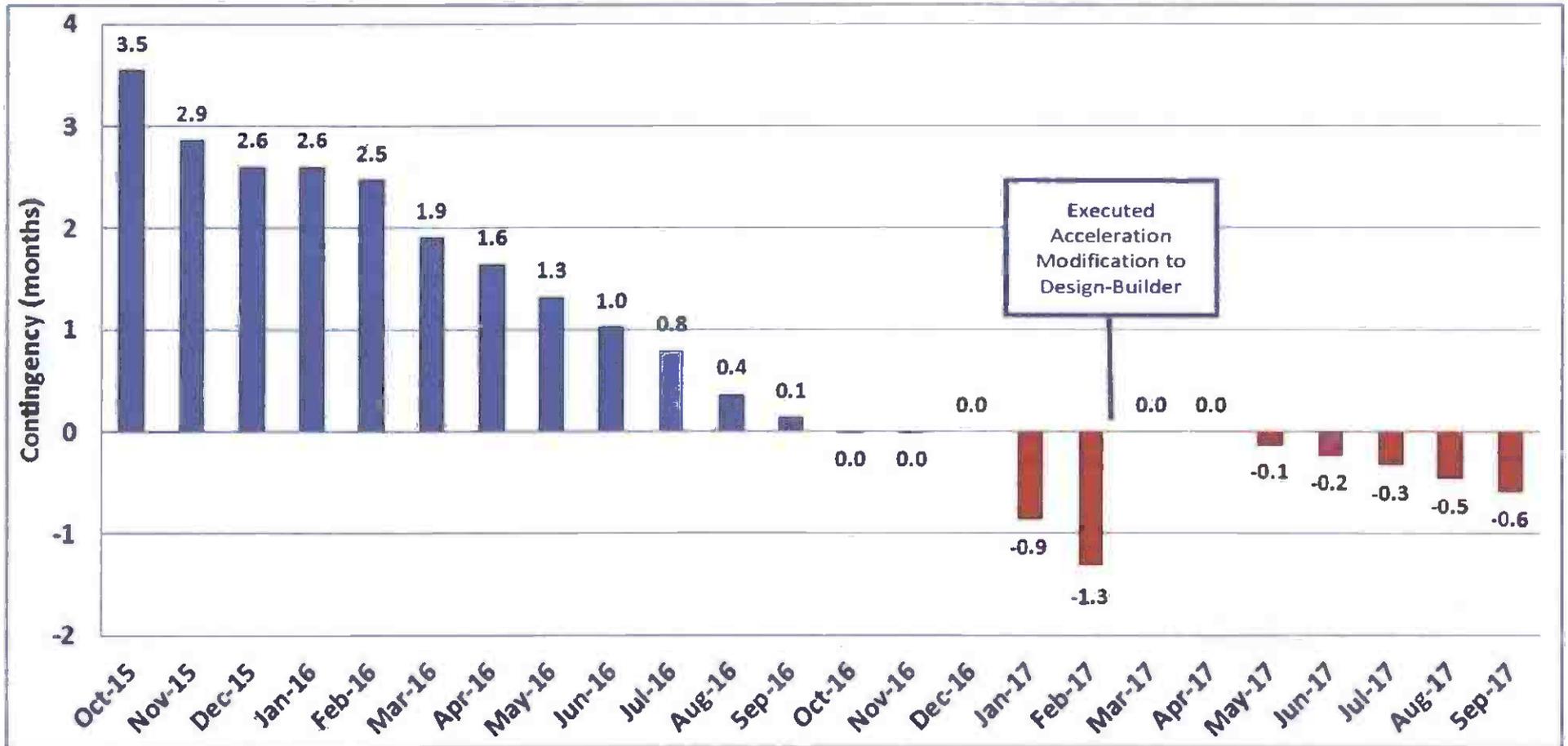
PROJECT COST CONTINGENCY (through 29-Sep-2017)					
UNITS IN DOLLARS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(134,780,965)	-	(134,780,965)	38,719,035
Allocated Contingency	40,366,792	(40,366,792)	-	(40,366,792)	-
Total Contingency	213,866,792	(175,147,757)	-	(175,147,757)	38,719,035

Summary Schedule

Crenshaw/LAX Transit Corridor - Master Schedule August 2017			Crenshaw-WBS Summary (MPSR)												Data Date: 09-30-17	
Activity ID	Activity Name	Start	Finish	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Crenshaw/LAX Transit Corridor - Master Schedule May 2017			06-23-09 A	10-30-19	[Gantt bar spanning 2009-2019]											
Milestones & Key Dates			11-19-09 A	10-30-19	[Gantt bar spanning 2009-2019]											
Program Elements			04-01-11 A	12-17-18	[Gantt bar spanning 2011-2018]											
Project #865512 Crenshaw/LAX			06-23-09 A	10-30-19	[Gantt bar spanning 2009-2019]											
Contract C0990 Advanced Utility Relocation			10-20-10 A	01-21-16 A	[Gantt bar spanning 2010-2016]											
Contract C0992 Concrete Ties and Assembly Items			06-03-13 A	08-15-14 A	[Gantt bar spanning 2013-2014]											
Contract C0992A Running Rail & Bumping Post			10-15-13 A	05-08-15 A	[Gantt bar spanning 2013-2015]											
Contract C0988 Crenshaw/LAX			06-23-09 A	10-03-19	[Gantt bar spanning 2009-2019]											
Project Planning & Development			09-24-10 A	09-04-12 A	[Gantt bar spanning 2010-2012]											
Right of Way			01-01-12 A	11-08-16 A	[Gantt bar spanning 2012-2016]											
Design Build Procurement			12-22-11 A	09-10-13 A	[Gantt bar spanning 2011-2013]											
Design & Engineering			06-23-09 A	09-29-17	[Gantt bar spanning 2009-2017]											
General Requirement			07-10-13 A	10-03-19	[Gantt bar spanning 2013-2019]											
Procurement			09-10-13 A	07-09-18	[Gantt bar spanning 2013-2018]											
Construction & Installation - 865512			09-03-13 A	05-01-19	[Gantt bar spanning 2013-2019]											
Sitework			09-03-13 A	02-28-19	[Gantt bar spanning 2013-2019]											
Stations			02-10-14 A	03-14-19	[Gantt bar spanning 2014-2019]											
Systems			07-01-14 A	11-28-18	[Gantt bar spanning 2014-2018]											
Guideway & Track			07-01-14 A	11-16-18	[Gantt bar spanning 2014-2018]											
Tunneling			08-18-14 A	04-06-17 A	[Gantt bar spanning 2014-2017]											
Testing			06-05-17	05-01-19	[Gantt bar spanning 2017-2019]											
Contract C0991 Southwestern Yard and Paint Body Shop			10-20-10 A	01-28-19	[Gantt bar spanning 2010-2019]											
Milestone			06-29-15 A	01-28-19	[Gantt bar spanning 2015-2019]											
Preliminary Engineering			10-20-10 A	12-18-12 A	[Gantt bar spanning 2010-2012]											
Right of Way			01-31-12 A	10-31-17	[Gantt bar spanning 2012-2017]											
Design Build Procurement			08-29-14 A	06-29-15 A	[Gantt bar spanning 2014-2015]											
Final Design			06-29-15 A	01-11-17 A	[Gantt bar spanning 2015-2017]											
Construction & Installation - 8600003			06-10-14 A	01-28-19	[Gantt bar spanning 2014-2019]											
Start Up			02-20-19	10-30-19	[Gantt bar spanning 2019]											

Actual Work
 Remaining Work
 Milestone
 Summary

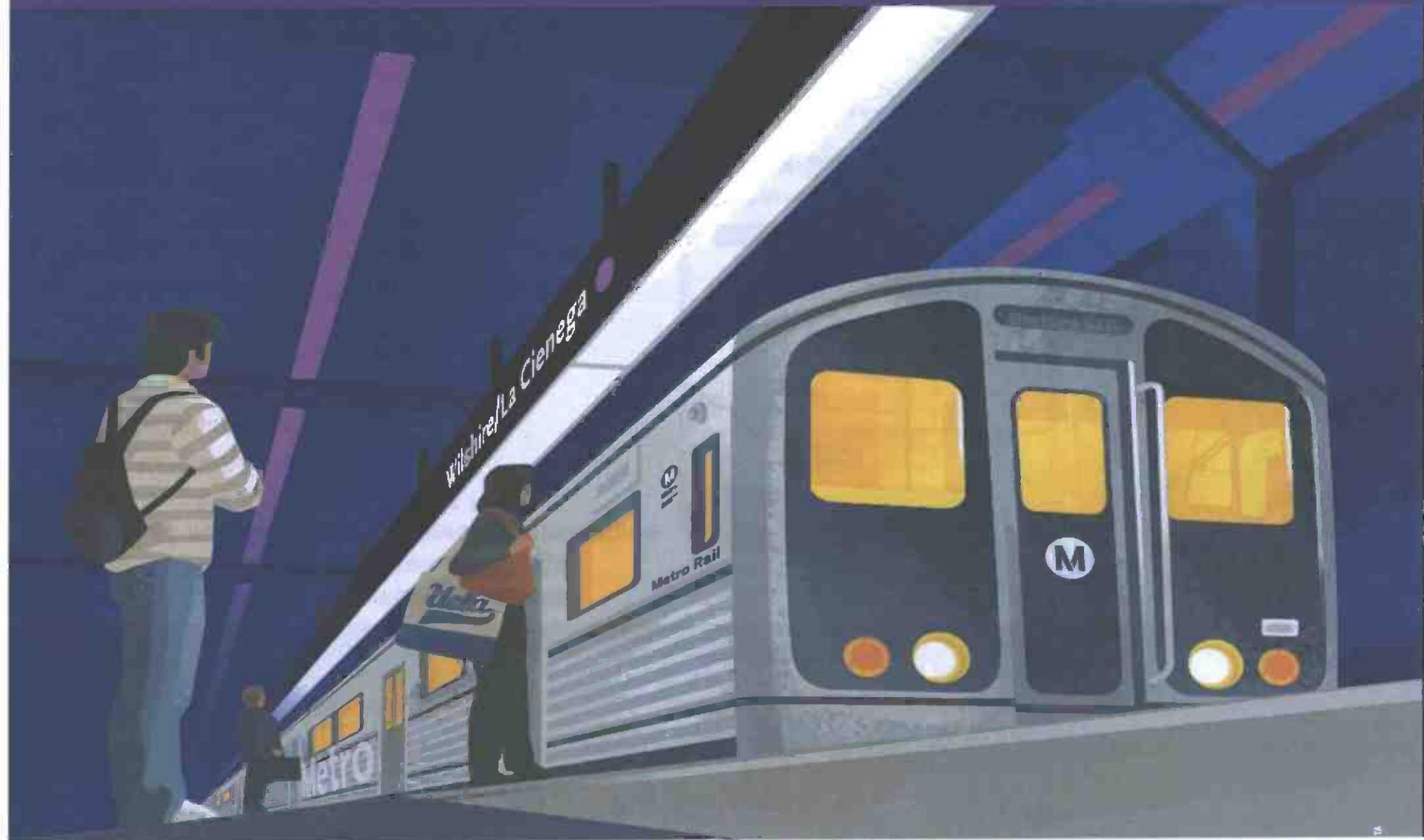
Schedule Contingency Drawdown



Top Risks & Mitigations

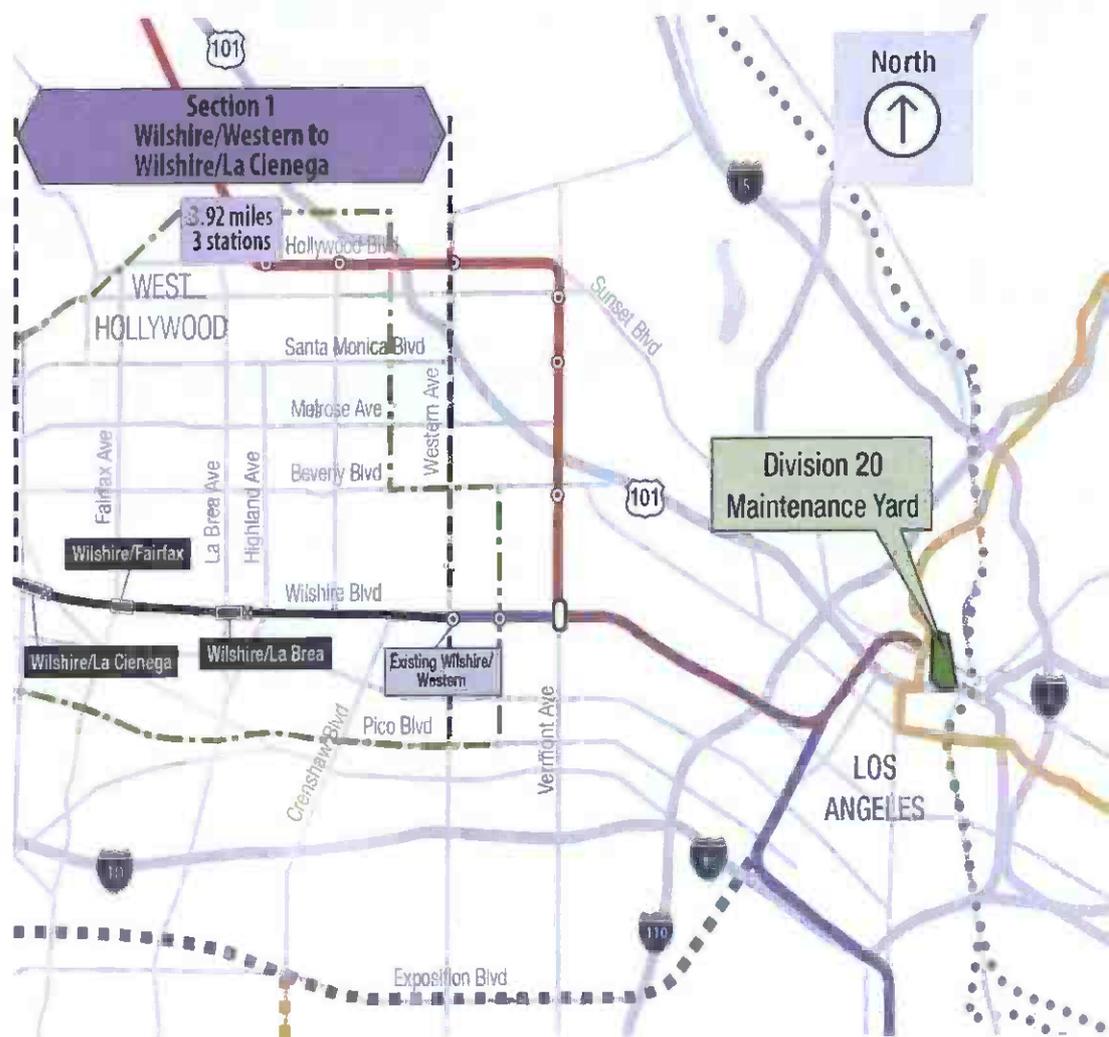
RISK ID	RISK DESCRIPTION	RISK SCORE	MITIGATION STRATEGIES
124	Main Line and SWY testing prior to pre-revenue operations may take longer than expected, resulting in increased Metro and consultant costs and potential delay to RSD.	18	<ol style="list-style-type: none"> 1. Prepare appropriate testing schedule and review with operations people. 2. Monitor completion of FATs. 3. Push to gain schedule float (contingency) 4. Expedite contractor/vendor turnaround of test results. 5. Keep test firms informed of critical schedule needs.
201	DB unable to obtain critical skilled specialty workers needed for complex systems, elevator testing, etc.	12	<ol style="list-style-type: none"> 1. Suggest the following to DB: <ul style="list-style-type: none"> - Direct job seekers to apprentice programs - Communicate with union apprenticeship coordinators - Develop labor targets and maintain those levels through project 2. Monitor PLA target goals.
141	Potential for added scope to the project due to community demands. Related to Design	9	<ol style="list-style-type: none"> 1. Work closely with the Mayor's and Council District's offices to monitor community requests to add scope. 2. Educate the public through community meetings about the defined project scope. 3. Identify opportunities to Third Parties where additional funding can be requested (e.g., Call for Projects, grants). 4. Enforce additional scope by communities to be funded by the respective cities per MCAs. 5. Metro upper Management discussions with City of Los Angeles.
356	Issues with long lead delivery or improper planning for testing and startup of TPSS, TP Emergency shutdown, Emergency phones in tunnels, SCADA, etc.	9	<ol style="list-style-type: none"> 1. Verify contractor has qualified installers and inspectors. 2. Verify system vendors are kept informed of schedule. 3. Verify that all required interfaces with other systems has been addressed in the testing and startup procedures.
357	Issues with long lead delivery or improper planning for integration, testing and startup of Life Safety systems – Fire Alarm, Intrusion Access Control (Security doors)	9	<ol style="list-style-type: none"> 1. Verify contractor has qualified installers and inspectors. 2. Verify system vendors are kept informed of schedule. 3. Verify that all required interfaces with other systems has been addressed in the testing and startup procedures.

Westside Purple Line Extension Section 1 Project FTA Quarterly Review Meeting December 6, 2017



Westside Purple Line Extension Section 1 Project (Wilshire/Western to Wilshire/La Cienega) Project Description

- The WPLE Section 1 Project is 3.92 miles (Wilshire/Western to Wilshire/La Cienega); Scope of work includes twin-bored tunnels, three (3) new subway stations, and 34 HRVs:
 - Wilshire/La Brea
 - Wilshire/Fairfax
 - Wilshire/La Cienega
- Division 20 Yard Modifications
- FFGA Budget: \$2.82 Billion
- FFGA Forecast: \$3.09 Billion
- FFGA RSD: October 31, 2024
- Forecast RSD: November 8, 2023
- Design Progress: 100% (Final Design Complete)
- Construction Progress: 24%
- Daily Project Transit Trips: 33,694
- Daily New Transit Trips: 9,841
- Forecast Contingency: 8%
- Federal Funds: \$1.26 Billion
- Local Funds: \$1.56 Billion
- Status: All three (3) stations under construction



Westside Purple Line Extension Section 1 Project

Key Project Updates

- The Memorandum of Agreement (MOA) has been signed. Work at the Wilshire/La Cienega Station location is currently being performed under the terms of this MOA with the City of Beverly Hills. A change notice has been issued to STS for the changed scope of work for the MOA. Awaiting Cost and Schedule Proposal (CSP) from STS.
- Escrow on the Gale Property (Parcel W-2307) is anticipated to close in November 2017.
- Total work-hours to date as of August 31, 2017 is 2,063,467 with a Recordable Injury Rate of 0.7 (seven recordable injuries) (each rate is per 200,000 work hours) (National Rate: 2.8).
- The current job creation for FY18 first quarter is 613 and to date is 10,488 estimated jobs, as extrapolated from the Los Angeles Economic Development Corporation (LAEDC) analysis of job impacts.

Westside Purple Line Extension Section 1 Project Project Update

Division 20 MOW/NRV Building - Design/Build Contract C1078

Current Activities:

- Building construction

Overview:

- Footings and Foundation work

Status:

- Final escrow documents are being prepared for the property exchange with Chalmers. Targeting the end of 2017 to close escrow.
- Concrete pours for the building footing pads have started. Elevator shaft and inspection pit shoring installation and excavation is also underway.
- The erection of structural steel is scheduled to begin in November 2017.



Concrete Pours for the Location 64 Building Footings

Westside Purple Line Extension Section 1 Project Project Update Wilshire/Western Station

Current Activities:

- SOE Design
- Utility Relocation

Overview:

- Utility relocation work in preparation for Wilshire/Western shaft excavation activities.

Status:

- Sanitary sewer relocation started on the weekend of September 23, 2017 and is on going.
- The Stage 1 Work Traffic Control Plan (WTCP) was implemented on November 4, 2017.
- SOE Design comment resolution has been completed. Contractor to resubmit AFC drawings to LABOE and Metro for approval. SOE pile installation is scheduled to begin November 2017.



Sanitary Sewer Relocation at the Wilshire/Western Site



Westside Purple Line Extension Section 1 Project Project Update Wilshire/La Brea Station

Current Activities:

- Excavation
- Waler/Strut Installation

Overview:

- Work primarily occurs underground beneath concrete decking.
- Material delivery and hauling occurs day/night.

Status:

- Excavation for the Wilshire/La Brea Station commenced on October 12, 2016 and continues beneath the deck panels without obstruction from hanging utilities.
- Level D excavation continues. Installation of walers, struts and vacuum well points is complete.
- Station excavation is scheduled to complete by November 2017.
- Station concrete activities are scheduled to begin in December 2017.



View of Level D facing east at Wilshire/La Brea Station



Level D Excavation at Wilshire/La Brea North Shaft

Westside Purple Line Extension Section 1 Project Project Update Wilshire/Fairfax Station

Current Activities:

- Excavation
- Water/Strut Installation

Overview:

- Work primarily occurs underground beneath concrete decking.
- Material delivery and hauling occurs day/night.
- Excavation in Paleo zone limited to 6" lifts.

Status:

- The hanging of utilities and ventilation under the concrete deck panels is complete.
- Station excavation and the installation of walers and struts is on-going.



Wilshire/Fairfax Station Level A Excavation



Westside Purple Line Extension Section 1 Project Project Update Wilshire/La Cienega Station

Current Activities:

- Decking

Overview:

- Construction of a concrete deck, curb-to-curb
- Decking will serve as the temporary street surface
- Traffic will travel on the installed deck panels while the station is constructed underground

Status:

- The Wilshire/La Cienega Station piling operation was completed on October 12, 2017.
- Street decking commenced on the weekend of October 6, 2017. There are 17 planned weekend closures for the La Cienega decking operation.
- The installation of instrumentation, which includes building surface settlement monitors and observations wells, continues.



Decking Operation at Wilshire/La Cienega Station



Westside Purple Line Extension Section 1 Project Project Update Tunneling – Tunnel Boring Machines

Current Activities:

- Twin Tunnel Boring Machines (TBM) Procurement

Overview:

- Manufactured in Germany.

Status:

- Tunnel Boring Machines (TBMs) are being prepared for delivery at the end of 2017.
- Pre-Cast Tunnel Liner began production on October 24, 2016.
- TBMs #1 & #2 have been accepted by the contractor.
- Tunneling is planned to start in 2018.
- Tunnel instrumentation installation along the alignment continues.



WPLE Section 1 TBMs



Installation of Instrumentation along Reach 1

Westside Purple Line Extension Section 1 Project Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST*	CURRENT FFGA BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	565,080	380,680	380,970	58,774	387,938	7,258
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	447,611	82,495	473,316	41,335
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	36,483	3,131	39,327	1,655
40	SITWORK & SPECIAL CONDITIONS	139,820	745,771	772,922	462,760	793,225	47,454
50	SYSTEMS	123,579	111,625	99,511	11,534	114,574	2,949
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,707,730	1,737,497	618,693	1,808,380	100,650
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	190,036	172,058	190,036	54,932
70	VEHICLES	160,196	160,196	98,118	5,475	108,302	(51,893)
80	PROFESSIONAL SERVICES	410,342	410,926	336,538	258,940	482,759	71,832
SUBTOTAL (10-80)		2,220,629	2,413,955	2,362,188	1,055,167	2,589,476	175,522
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	167,060	134,527
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
TOTAL PROJECT (10-100)		2,821,957	2,821,957	2,362,188	1,055,167	3,087,601	265,644

NOTE: TOTAL FFGA INCURRED COST TO DATE \$1,071,417,831

* CURRENT PROJECT BUDGET LESS CONCURRENT NON-FFGA ACTIVITIES

Westside Purple Line Extension Section 1 Project FFGA / Non-FFGA Costs

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	PROPOSED FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	PROPOSED FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	565,080	387,938	380,970	58,774	387,938	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	473,316	447,611	82,495	473,316	-
30	SUPPORT FACILITIES, YARDS, SHOPS, ADMIN, BLDGS	39,086	39,327	36,483	3,131	39,327	-
40	SITWORK & SPECIAL CONDITIONS	139,820	793,225	772,922	462,760	793,225	-
50	SYSTEMS	123,579	114,574	99,511	11,534	114,574	-
	CONSTRUCTION SUBTOTAL (10-50)	1,437,616	1,808,380	1,737,497	618,693	1,808,380	-
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	190,036	190,036	172,058	190,036	-
70	VEHICLES	160,196	108,302	98,118	5,475	108,302	-
80	PROFESSIONAL SERVICES	410,342	482,759	336,538	258,940	482,759	-
	SUBTOTAL (10-80)	2,220,629	2,589,476	2,362,188	1,055,167	2,589,476	-
90	UNALLOCATED CONTINGENCY	225,859	167,060	-	-	167,060	-
100	FINANCE CHARGES	375,470	331,065	-	-	331,065	-
	TOTAL PROJECT (10-100)	2,821,957	3,087,601	2,362,188	1,055,167	3,087,601	-

NOTE: TOTAL FFGA INCURRED COST TO DATE \$1,071,417,831

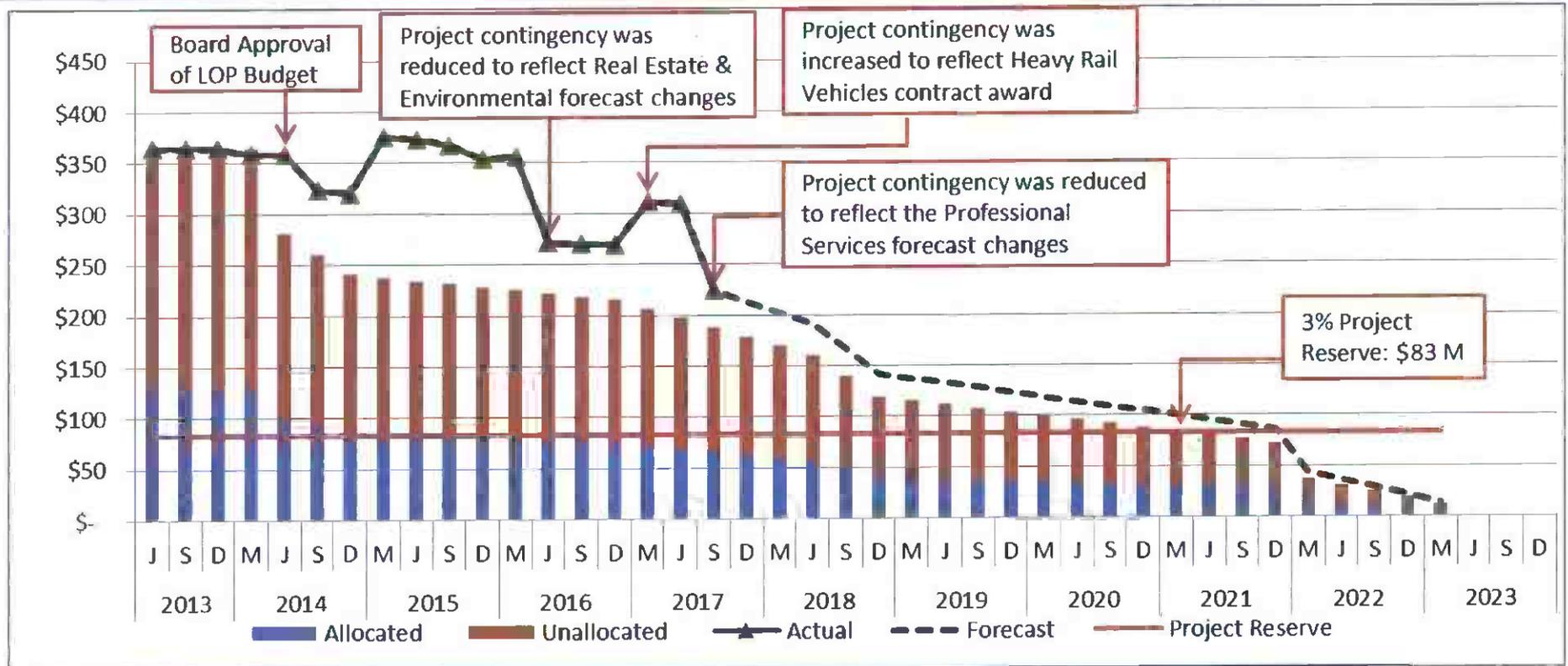
SCC CODE	DESCRIPTION	ORIGINAL NON FFGA BUDGET	CURRENT NON FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT NON FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	-	-	-	-	-	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	-	-	-	-	-
30	SUPPORT FACILITIES, YARDS, SHOPS, ADMIN, BLDGS	-	2,925	5,073	60	5,509	2,584
40	SITWORK & SPECIAL CONDITIONS	-	-	484	462	3,844	3,844
50	SYSTEMS	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	-	2,925	5,557	522	9,353	6,428
60	ROW, LAND, EXISTING IMPROVEMENTS	12,805	12,805	12,945	7,019	12,945	140
70	VEHICLES	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	1,500	3,575	2,817	2,988	4,066	491
	SUBTOTAL (10-80)	14,305	19,305	21,319	10,529	26,364	7,059
90	UNALLOCATED CONTINGENCY	2,000	8,074	-	-	1,015	(7,059)
100	FINANCE CHARGES	-	-	-	-	-	-
	TOTAL NON-FFGA (10-100)	16,305	27,379	21,319	10,529	27,379	-
	ENVIRONMENTAL/PLANNING	39,370	39,370	39,370	39,357	39,370	-
	TOTAL NON-FFGA (INCL. ENV./PLANNING)	55,674	66,748	60,688	49,886	66,748	-

NOTE: TOTAL NON-FFGA INCURRED COST TO DATE \$50,085,702

	TOTAL PROJECT	2,838,262	3,154,350	2,422,876	1,105,053	3,154,350	-
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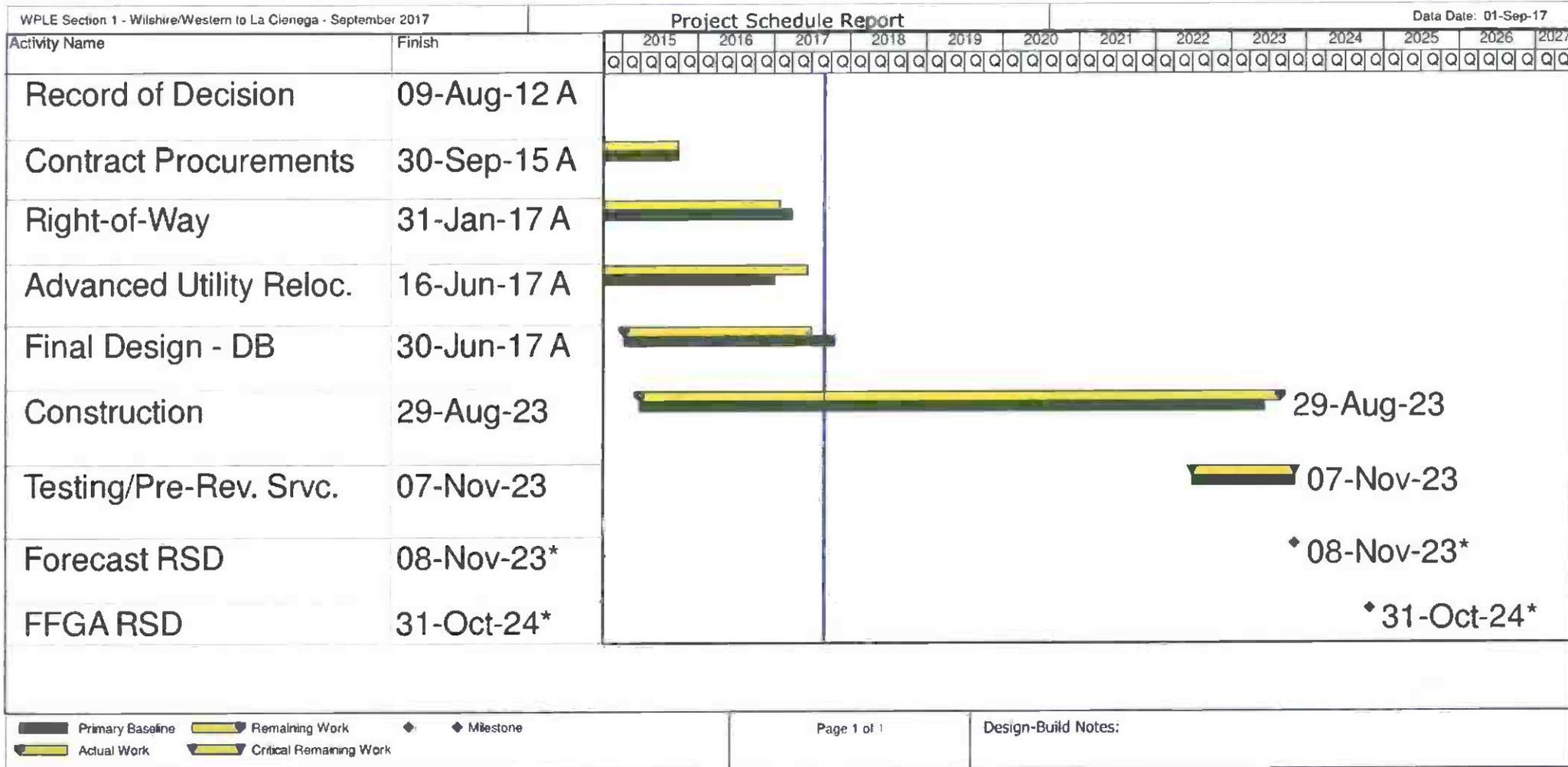
NOTE: TOTAL INCURRED COST TO DATE \$1,121,503,533

Westside Purple Line Extension Section 1 Project Project Cost Contingency Drawdown

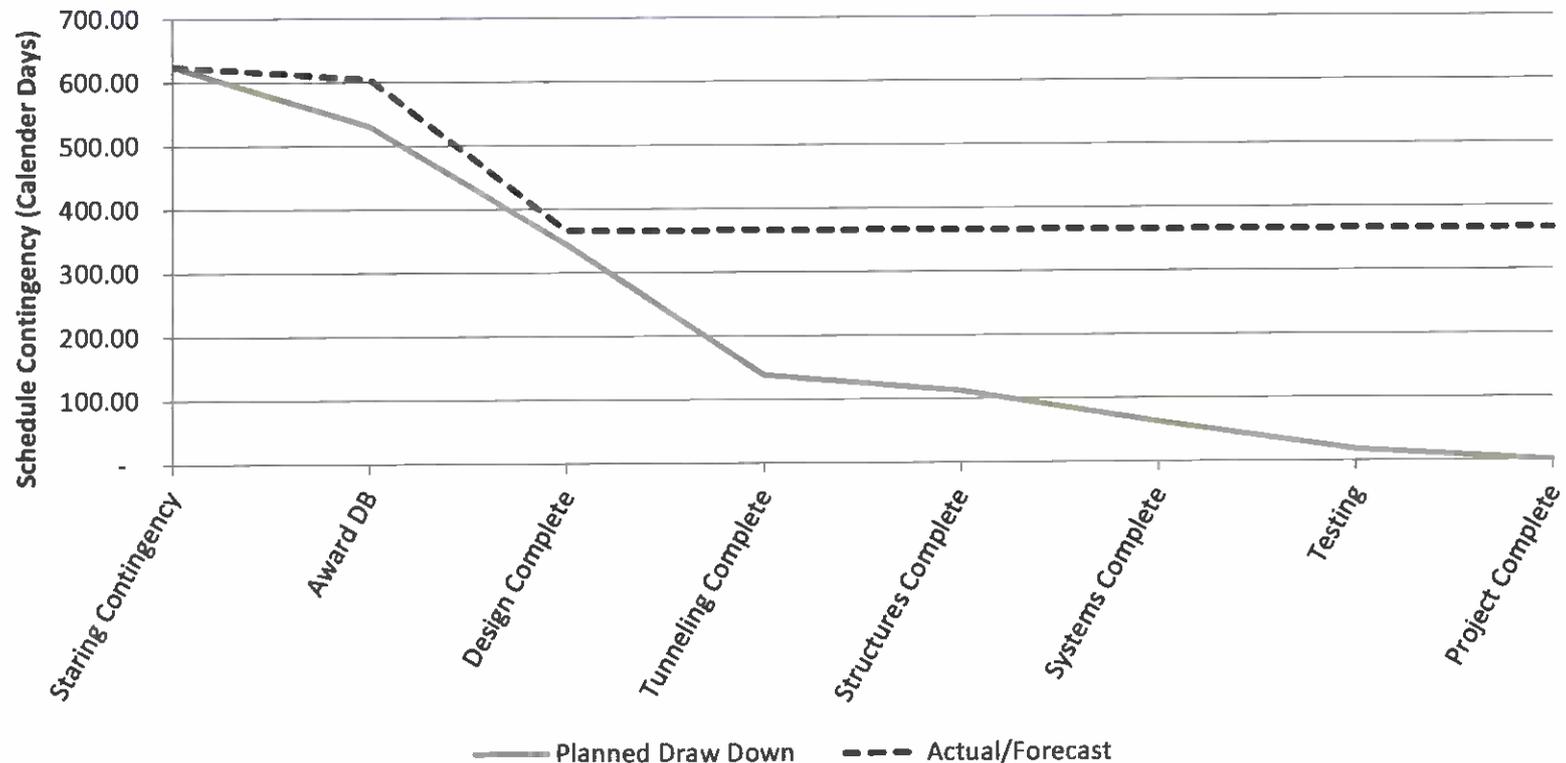


PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	248,592	(80,517)	-	(80,517)	168,075
Allocated Contingency	71,963	(11,295)	(5,164)	(16,459)	55,504
Total Contingency	320,555	(91,812)	(5,164)	(96,976)	223,579

Westside Purple Line Extension Section 1 Project Master Program Schedule/C1045 Baseline Update



Westside Purple Line Extension Section 1 Project Project Schedule Contingency Drawdown



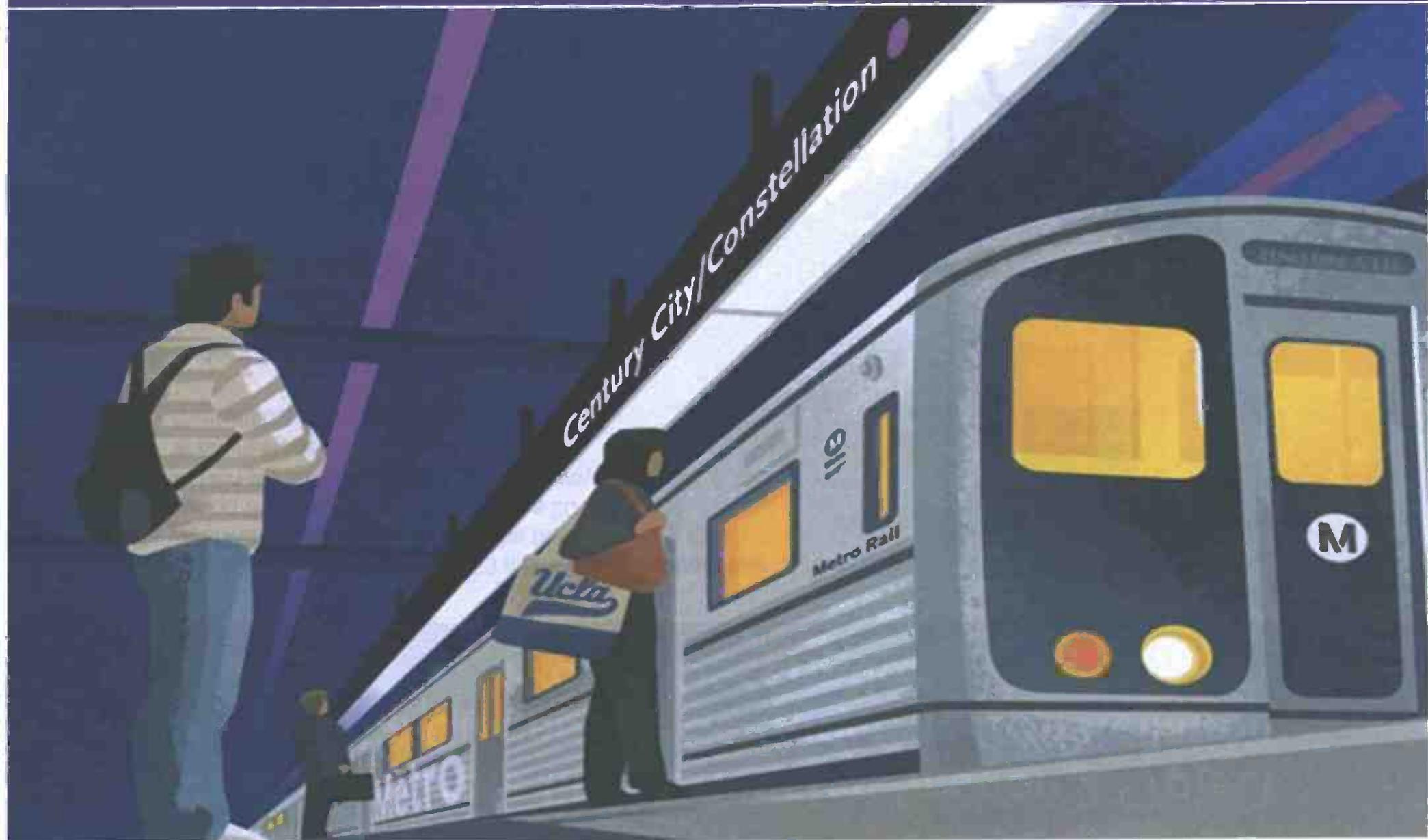
PROJECT SCHEDULE CONTINGENCY DRAWDOWN ANALYSIS

The project schedule contingency drawdown curve is based on a November 8, 2023 Revenue Service Date (RSD).

Westside Purple Line Extension Section 1 Project Top Risks & Mitigations

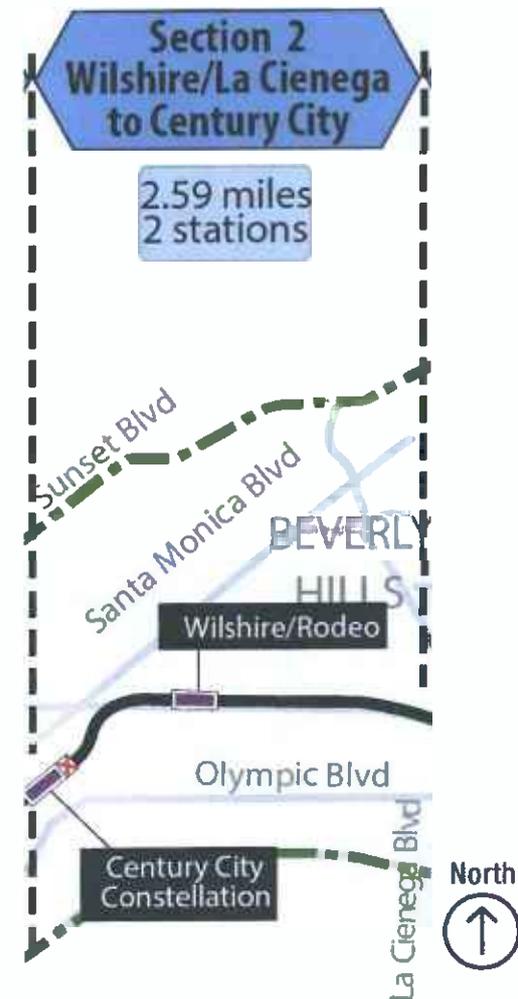
Risk ID	Risk Description	Risk Score	Action Items
633	Cost of ROW acquisitions exceeds the FFGA SCC Line Item.	15	<ol style="list-style-type: none"> Metro's Life of Project Budget includes contingency that covers the increase. The Risk Score will remain as "high" until the \$3.15 billion Life of Project Budget is reconciled with the \$2.82 billion FFGA Budget. FTA has approved the property sale for the Gale Property (Parcel W-2307). Escrow on the property is open.
631	Impacts of executed MOA with City of Beverly Hills results in schedule delays and cost impacts for work hour extensions.	10.5	<ol style="list-style-type: none"> Continued meeting and coordination with City of Beverly Hills. MOA approved in February 2017.
668.1	Gas may travel into adjacent properties or utilities and result in incident.	9	<ol style="list-style-type: none"> Metro has strict safety requirements in place, which are part of the safety requirements for contractors. Metro will further supplement existing safety requirements based on Geotechnical/Environmental investigations. Additional geotechnical investigations are being performed by the DB contractor (Golder & Associates). Supplemental reports/findings to follow. [Complete 7/21/2017] Re-assemble taskforce.
288.1	Construction impacts including air quality, noise, and vibration have the potential for impacts on neighboring communities which may require mitigation efforts. Section 1 construction will take place in Wilshire Blvd. which is mixed residential and commercial properties.	9	<ol style="list-style-type: none"> DB contractor to comply with all requirements in the FEIS regarding air quality, noise and vibration issues and any other local ordinances requirements. DB Contractor has mitigation measures in place. The Wilshire/La Brea and Wilshire/Fairfax decking operations are complete.
202	Areas with concentrated methane and H2S presence will complicate construction progress and safety, increase price and may cause delays.	7.5	<ol style="list-style-type: none"> Metro has strict safety requirements in place, which are part of the safety requirements for contractors. Metro will further supplement existing safety requirements based on Geotechnical/Environmental investigations. Additional geotechnical investigations are being performed by the DB contractor (Golder & Associates). Supplemental reports/findings to follow. [Complete 7/21/2017] Re-assemble taskforce.
256	Potential cost and schedule impact for building settlement and damage from underground construction and potential dewatering difficulties.	7.5	<ol style="list-style-type: none"> Additional geotechnical investigations to be conducted during Final Design. Conducted analysis for 2 stations Modified contingency plan
614	Amount of groundwater is beyond baseline quantities and estimates as well as higher levels of H2S.	7.5	<ol style="list-style-type: none"> Will utilize provisional sums. Do more investigation and get comments from City of LA.

Westside Purple Line Extension Section 2 Project
FTA Quarterly Review Meeting
December 6, 2017



Westside Purple Line Extension Section 2 Project Wilshire/La Cienega to Century City Constellation Project Description

- The WPLE Section 2 Project is a 2.59 miles alignment from the future Wilshire/La Cienega Station to the future Century City Constellation Station. The Project includes 20 heavy rail vehicles, twin-bored tunnels and 2 new subway stations:
 - Wilshire/Rodeo
 - Century City Constellation
- FFGA Budget: \$2.50 Billion
- FFGA Forecast: \$2.50 Billion
- FFGA RSD: December 31, 2026
- Forecast RSD: August 29, 2025
- Design/Builder: Tutor Perini/O&G, a Joint Venture (TPOG)
- Design Progress: 33%
- Construction Progress: 0%
- Daily Project Transit Trips: 36,121
- Daily New Transit Trips: 5,350
- Forecast Contingency: 16%
- Federal Funds: \$1.36 Billion
- Local Funds: \$1.14 Billion



Westside Purple Line Extension Section 2 Project

Key Project Updates

- Draft Supplemental Environmental Impact Statement (SEIS) Status:
 - Public comments were received and are under review. Anticipate publication of Notice of Availability (NOA) in November 2017.
- Real Estate Acquisition Status
 - W-3003 ACE Gallery turnover to TPOG completed on October 10, 2017.
 - W-3602 AAA property turnover to TPOG expected in January 2018.
 - W-3603 Gillis Family Partnership property turnover to TPOG expected in January 2018.
- Total work-hours to date as of September 30, 2017 is 71,407 with zero recordable incidents (each rate is per 200,000 work hours) (National Rate: 2.8).
- The current job creation for FY18 first quarter is 829 and to date is 2817 estimated jobs, as extrapolated from the Los Angeles Development Corporation (LAEDC) analysis of job impacts.

Westside Purple Line Extension Section 2 Project

Project Update

Contract C1120

- TPOG is continuing with the required contractual submittals and has submitted the following design related submittals: Design Unit Review Packages and Work Plans; Support of Excavation Design for Wilshire/Rodeo Station; Interface Management Plan.
- Design Package 1 – Utility/Civil Design at Launch Box in Century City 85% submittal was received on November 2, 2017 and is under review.
- Design Package 2 - Remaining Utility Conflicts (Outside of Launch Box) 60% submittal was received on September 14, 2017 and returned on October 10, 2017, Approved as Noted.
- TPOG's 120-Day schedule is currently being utilized for progress and payment purposes. Baseline CPM Schedule was resubmitted on October 4, 2017 reviewed and responded to TPOG on October 13, 2017 with a disposition of Rejected, Revise and Resubmit. Baseline was resubmitted on October 31, 2017 and is under review.
- Received and approved multiple safety submittals. CAL/OSHA meetings are ongoing.
- Resubmittal of Quality Plan for both design and construction were submitted and are in review.
- Bi-monthly meetings are occurring with the FLS Committee.

Westside Purple Line Extension Section 2 Project Project Update Wilshire/Rodeo Station

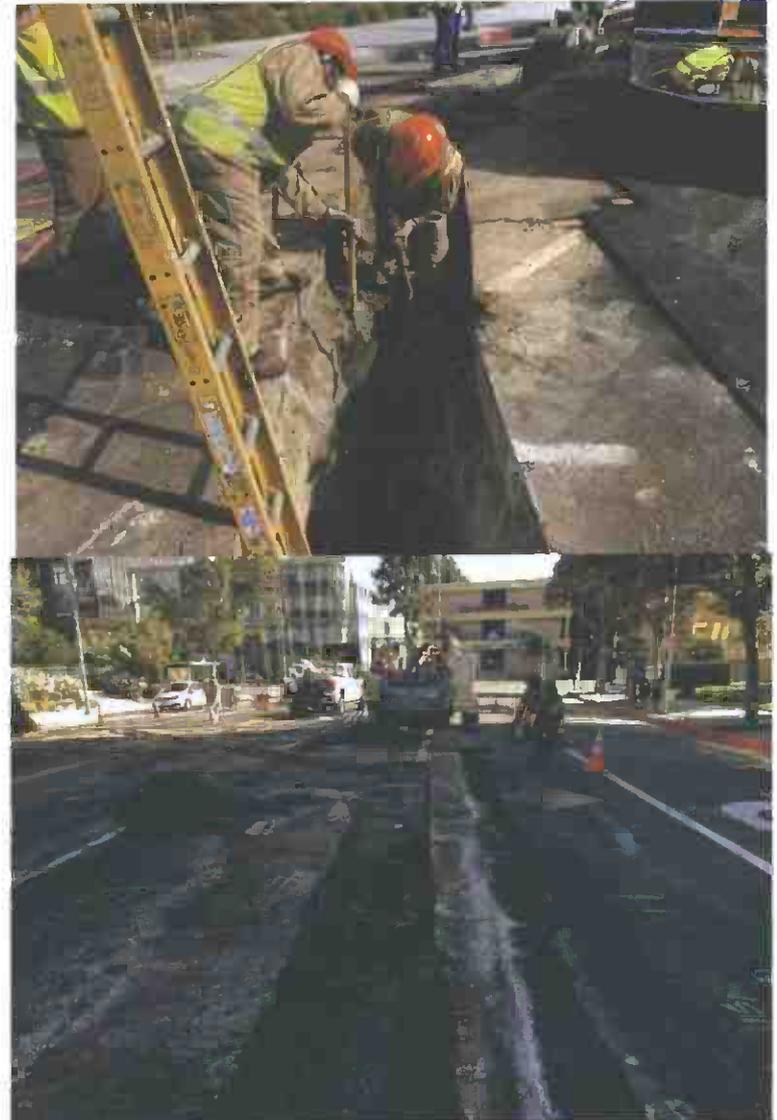
- SCE – City of Beverly Hills (COBH) issued a construction permit for SCE scope of work on July 10, 2017. Construction started on September 5, 2017 and is planned to complete in January 2018.
- SCG/AT&T (combined) – Incorporated COBH draft comments and submitted final Worksite Traffic Control Plan (WTCP) to COBH for approval on October 10, 2017. Beverly Hills City Council approval is required to start construction work. Utility relocation is scheduled to begin in February 2018.
- Negotiations with COBH for a Memorandum of Agreement (MOA) governing utility work began in March 2017 and is anticipated to complete in November 2017. Negotiations for an MOA for the TPOG work began in August 2017 and is anticipated to complete by December 2017.



Utility Work in Beverly Hills

Westside Purple Line Extension Section 2 Project Project Update Century City Constellation Station

- Telecom joint trench civil work completed in June 2017. Cable pulling and splicing work anticipated to complete in November 2017.
- SCG – Construction began on August 14, 2017 and is completed.
- AT&T – Construction began in November 2017 at the station box.
- LADWP Power – Construction began in May 2017, is approximately 30-35% completed (civil work) and is ongoing at both the launch and station boxes.
- TPOG's planned access to the TBM launch box area is January 2018.



LADWP Power relocation work in Century City

Westside Purple Line Extension Section 2 Project Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET ¹	COMMITMENTS	EXPENDITURES	CURRENT FFGA FORECAST	CURRENT BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	385,323	346,440	329,943	17,825	346,440	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	517,378	434,990	410,368	41	434,990	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	406,955	537,107	521,625	134,151	537,107	-
50	SYSTEMS	96,734	81,457	68,537	-	81,457	-
	CONSTRUCTION SUBTOTAL (10-50)	1,406,389	1,399,994	1,330,473	152,017	1,399,994	
60	ROW, LAND, EXISTING IMPROVEMENTS	312,422	419,396	225,081	128,798	419,396	-
70	VEHICLES	85,351	42,000	-	-	42,000	-
80	PROFESSIONAL SERVICES	383,941	373,478	173,044	83,725	373,478	-
	SUBTOTAL (10-80)	2,188,104	2,234,869	1,728,598	364,540	2,234,869	
90	UNALLOCATED CONTINGENCY	222,441	175,676	-	-	175,676	-
100	FINANCE CHARGES	88,695	88,695	-	-	88,695	-
	TOTAL (10-100)	2,499,240	2,499,240	1,728,598	364,540	2,499,240	-

NOTE: TOTAL FFGA INCURRED COST TO DATE \$386,250,876

EXCLUDES CONCURRENT NON-FFGA PROJECT ACTIVITIES

¹ APPROVED LIFE OF PROJECT (LOP) PLUS FINANCE CHARGES

Westside Purple Line Extension Section 2 Project FFGA / Non-FFGA Costs

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	PROPOSED FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	385,323	346,440	329,943	17,825	346,440	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	517,378	434,990	410,368	41	434,990	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	406,955	537,107	521,625	134,151	537,107	-
50	SYSTEMS	96,734	81,457	68,537	-	81,457	-
	CONSTRUCTION SUBTOTAL (10-50)	1,406,389	1,399,994	1,330,473	152,017	1,399,994	-
60	ROW, LAND, EXISTING IMPROVEMENTS	312,422	419,396	225,081	128,798	419,396	-
70	VEHICLES	85,351	42,000	-	-	42,000	-
80	PROFESSIONAL SERVICES	383,941	373,478	173,044	83,725	373,478	-
	SUBTOTAL (10-80)	2,188,104	2,234,869	1,728,598	364,540	2,234,869	-
90	UNALLOCATED CONTINGENCY	222,441	175,676	-	-	175,676	-
100	FINANCE CHARGES	88,695	88,695	-	-	88,695	-
	TOTAL PROJECT (10-100)	2,499,240	2,499,240	1,728,598	364,540	2,499,240	-

NOTE: TOTAL FFGA INCURRED COST TO DATE \$386,250,876

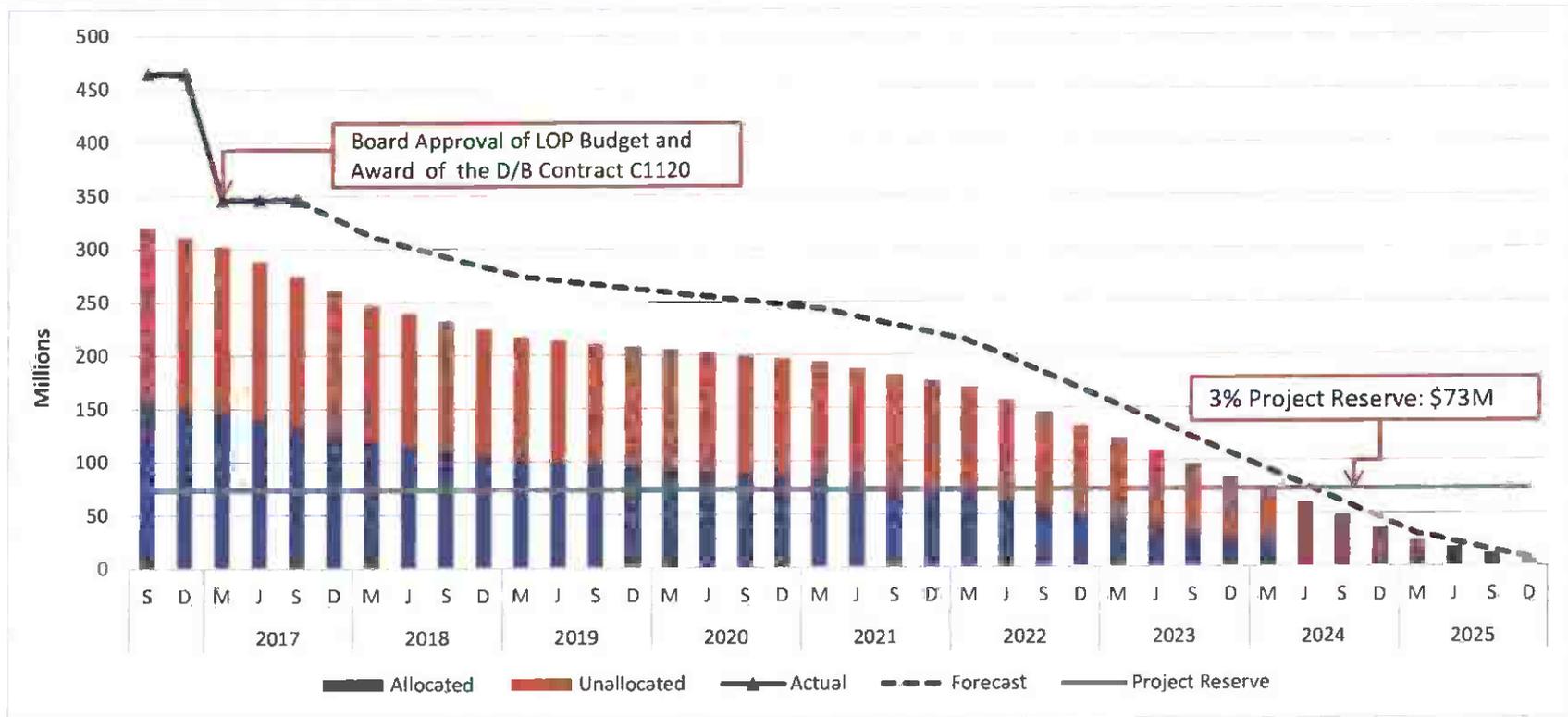
SCC CODE	DESCRIPTION	ORIGINAL NON FFGA BUDGET	CURRENT NON FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT NON FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	-	-	-	-	-	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	-	-	-	-	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	16,175	16,175	3,350	-	16,175	-
50	SYSTEMS	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	16,175	16,175	3,350	-	16,175	-
60	ROW, LAND, EXISTING IMPROVEMENTS	7,000	7,000	5,000	-	7,000	-
70	VEHICLES	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	1,400	1,400	602	27	1,400	-
	SUBTOTAL (10-80)	24,575	24,575	8,952	27	24,575	-
90	UNALLOCATED CONTINGENCY	1,500	1,500	-	-	1,500	-
100	FINANCE CHARGES	-	-	-	-	-	-
	TOTAL NON-FFGA (10-100)	26,075	26,075	8,952	27	26,075	-
	ENVIRONMENTAL/PLANNING	4,349	4,349	3,329	2,271	4,349	-
	TOTAL NON-FFGA (INCL. ENV./PLANNING)	30,424	30,424	12,282	2,298	30,424	-

NOTE: TOTAL NON-FFGA INCURRED COST TO DATE \$2,298,232

	TOTAL PROJECT	2,529,664	2,529,664	1,740,880	366,838	2,529,664	-
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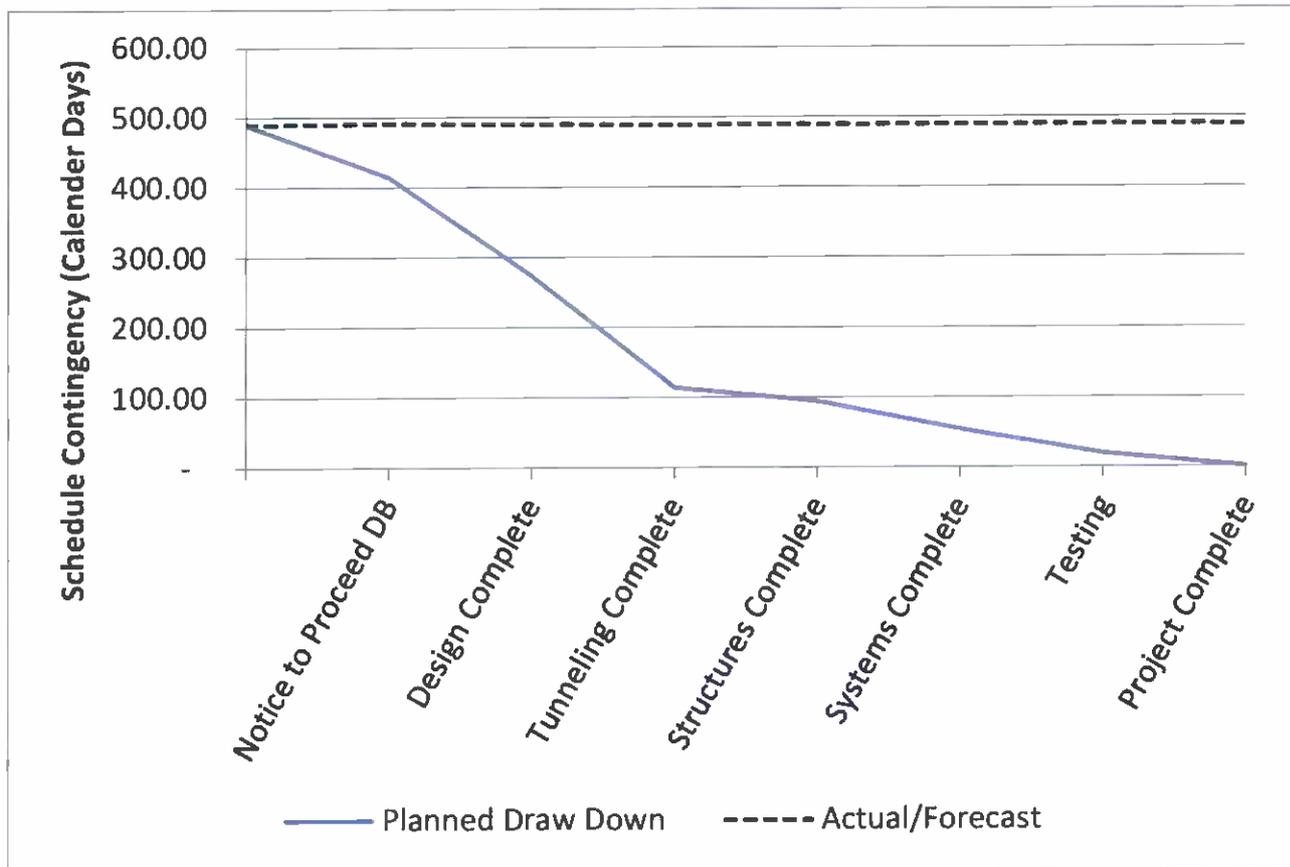
NOTE: TOTAL INCURRED COST TO DATE \$388,549,108

Westside Purple Line Extension Section 2 Project Project Cost Contingency Drawdown



PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	177,176	0	0	0	177,176
Allocated Contingency	168,534	0	0	0	168,534
Total Contingency	345,710	0	0	0	345,710

Westside Purple Line Extension Section 2 Project Project Schedule Contingency Drawdown



The project schedule contingency drawdown curve is based on an August 29, 2025 Forecast Revenue Service Date (RSD).

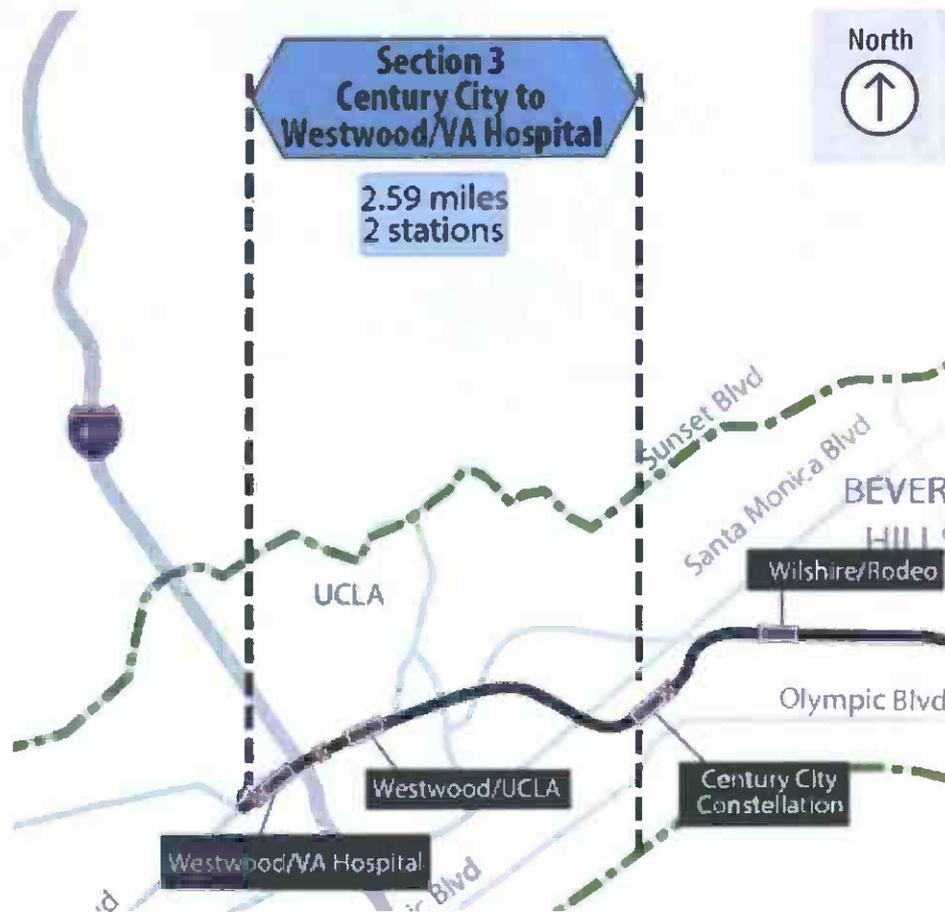
Westside Purple Line Extension Section 2 Project Top Risks & Mitigations

Risk ID	Risk Description	Risk Score	Action Items
396.0	Delayed negotiations on MOA with City of Beverly Hills for utility work and DB contract could delay the Project and/or result in additional project costs.	18	1. Metro will continue developing agreements based on current MOA.
125.2	Utility relocations could delay construction.	18	1. Work with City and Utility Owners to expedite obtaining permits, and complete design and construction on schedule. 2. Execute Memorandum of Agreement (MOA) for AUR
395	Public protest to the Project in Beverly Hills could cause delays.	12	1. Continue to work with the City and communities to obtain permits.
33.2	Acquisition of property goes to condemnation and/or legal battle and project is delayed.	10.5	1. Current project schedule accounts for additional time required for condemnation.
126.2	Private utility companies may have resource constraints for meeting project schedule.	9	1. Maintain close coordination with utility companies and resequence utility work as necessary.

Westside Purple Line Extension Section 3 Project FTA Quarterly Review Meeting December 6, 2017



Westside Purple Line Extension Section 3 Project (Century City Constellation to Westwood/VA Hospital) Project Description



- The WPLE Section 3 Project is a 2.59 miles alignment from the future Century City Constellation Station to the future Westwood/VA Hospital Station. The Project includes 16 heavy rail vehicles, twin-bored tunnels and 2 new subway stations:
 - Westwood/UCLA
 - Westwood/VA Hospital
- Capital Cost Estimate (YOE Dollars): \$3.48 Billion
- Revenue Service Date:
 - Forecast – March 4, 2026
- Daily Project Transit Trips: 42,903
- Daily New Transit Trips: 9,386

Westside Purple Line Extension Section 3 Project Project Update

- Metro requested entry into the FTA New Starts Engineering Phase on April 28, 2017. FTA approval is anticipated by mid-December 2017.
- Request for Letter of No Prejudice (LONP) was submitted on September 11, 2017 to FTA for approval.
- Construction Management Support Services (CMSS) - Request for Proposals (RFP) was issued on April 10, 2017. Recommendation for award occurred in October 2017, and subsequent Notice to Proceed (NTP) is anticipated in November 2017.
- C1151 Tunnel Contract - Request for Qualifications (RFQ)/Request for Proposals (RFP) was issued on April 19, 2017. The pre-qualified contractors were notified on July 25, 2017 that they met the requirements of the pre-qualification. Technical proposals are due on November 13, 2017 and price proposals on January 29, 2018. Recommendation for award is anticipated in March 2018.
- C1152 Stations, Trackwork and Systems Contract - Request for Qualifications (RFQ)/Request for Proposals (RFP) was issued on September 15, 2017.
- C1153 Advanced Utility Relocations (AUR) Contract – Notice of Intent (NOI) to award was issued on October 2, 2017, and subsequent NTP is anticipated in November 2017.
- The current job creation for FY18 first quarter is 18 and to date is 36 estimated jobs, as extrapolated from the Los Angeles Economic Development Corporation (LAEDC) analysis of job impacts.

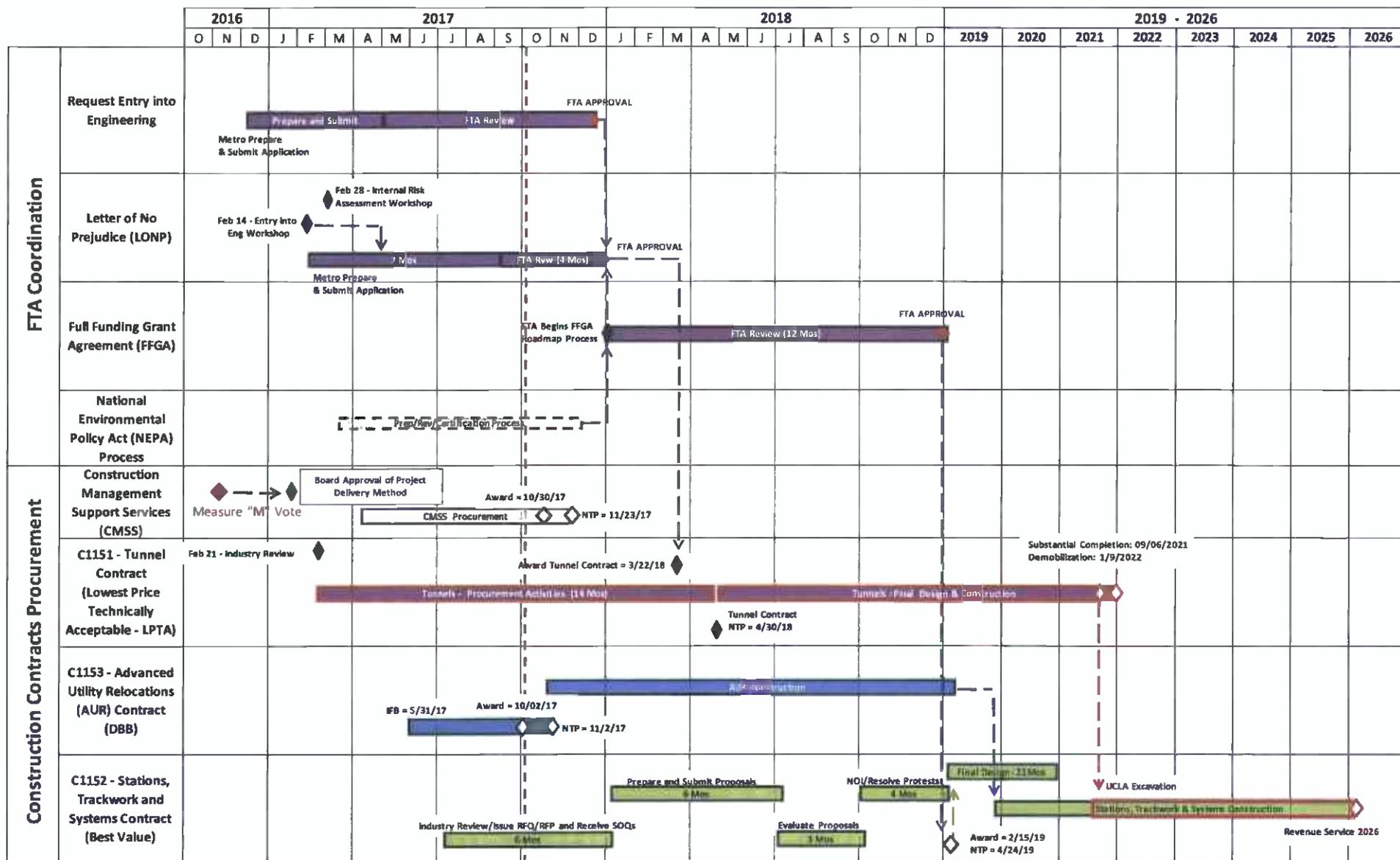
Westside Purple Line Extension Section 3 Project Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	CURRENT COST ESTIMATE	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT COST ESTIMATE / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	539,403	-	-	539,403	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	574,996	-	-	574,996	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-
40	SITework & SPECIAL CONDITIONS	497,346	4,112	150	497,346	-
50	SYSTEMS	130,112	-	-	130,112	-
CONSTRUCTION SUBTOTAL (10-50)		1,741,857	4,112	150	1,741,857	-
60	ROW, LAND, EXISTING IMPROVEMENTS	368,375	101,437	22	368,375	-
70	VEHICLES	35,280	-	-	35,280	-
80	PROFESSIONAL SERVICES	494,399	65,090	37,260	494,399	-
SUBTOTAL (10-80)		2,639,911	170,638	37,431	2,639,911	-
90	UNALLOCATED CONTINGENCY	273,112	-	-	273,112	-
100	FINANCE CHARGES	564,746	-	-	564,746	-
TOTAL (10-100)		3,477,769	170,638	37,431	3,477,769	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 2017 PLUS PENDING INVOICES

Westside Purple Line Extension Section 3 Project Preliminary Summary Schedule



Westside Purple Line Extension Section 3 Project Top Risks & Mitigations

Risk ID	Risk Description	Risk Score	Action Items
659.3	Metro does not have adequate ROW staff and appraisers may result in schedule delay.	25	<ol style="list-style-type: none"> 1. Metro to hire additional staff. 2. Metro to use consultants through existing contracts where possible.
652.3	Additional environmental documentation process delays tunnel contract.	25	<ol style="list-style-type: none"> 1. Determine what additional environmental documentation may be required.
640.0	FTA approval of Letter of No Prejudice (LONP) could be delayed due to environmental process.	25	<ol style="list-style-type: none"> 1. Expedite environmental reviews.
567.0	Properties required at VA Hospital and Army Reserve sites may not be available. Project opposition from VA Hospital.	20	<ol style="list-style-type: none"> 1. Establish MOUs with VA Hospital and Army Reserve.
645.0	Availability of Metro resources to manage the project (capacity and capability).	20	<ol style="list-style-type: none"> 1. Metro to provide necessary resources to manage the project.

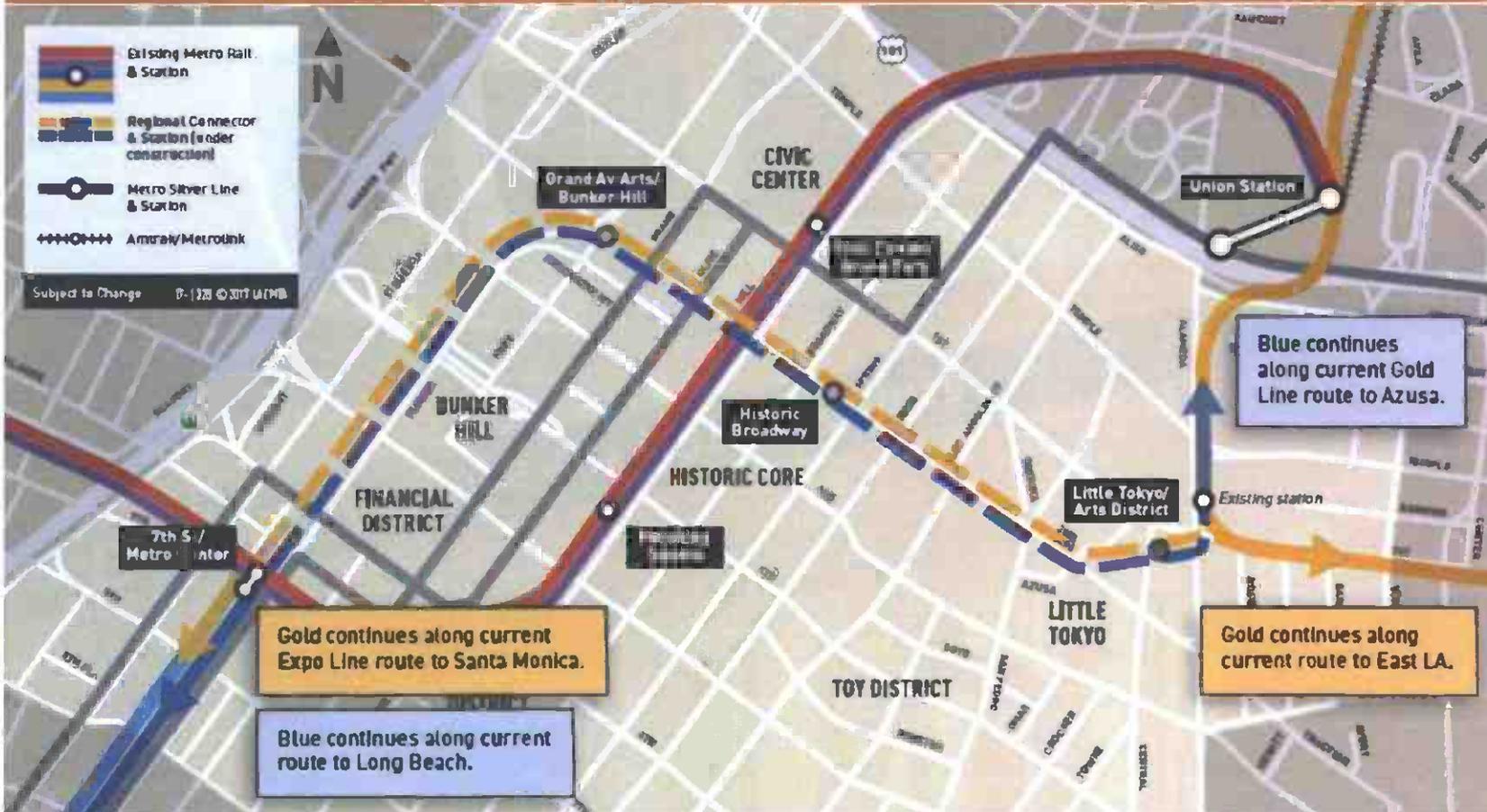
Regional Connector Transit Project

FTA Quarterly Review Meeting

December 6, 2017



Project Description



- 1.9 mile Link Connecting Blue & Expo Lines with Gold Line
- 3 New Stations
- 4 Light Rail Vehicles
- 90,000 Daily Project Transit Trips
- 17,700 Daily New Transit Trips
- Design progress 99%
- Construction progress 37%
- Status: In Construction

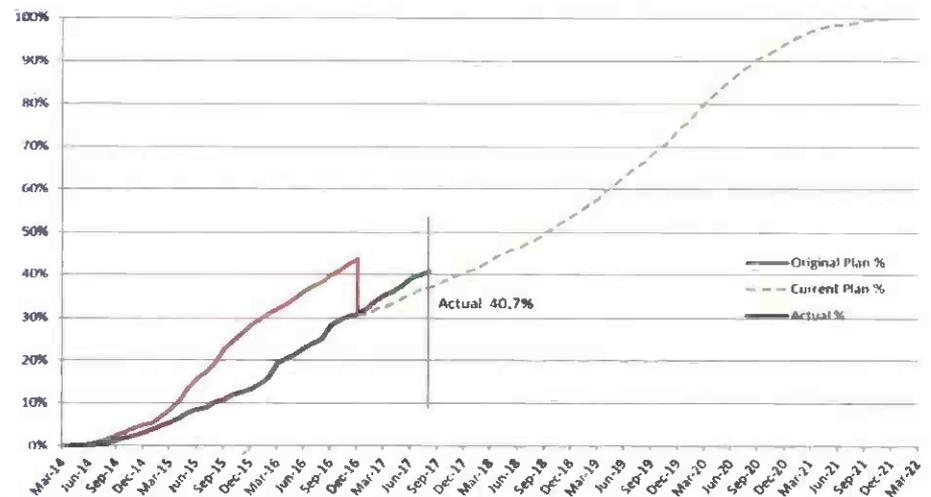
- FFGA Budget – \$1,670.83M
- FFGA Forecast – \$1,670.83M
- FFGA RSD – 02/2023
- Forecast RSD – 12/2021
- Forecast Contingency – 8.61%
- Federal Funds – \$911.30M
- Local Funds – \$858.84M

Executive Summary



Overall Project Progress	41%
Final Design	99%
Construction Progress	37%
Recordable Incident Rate	1.05
Estimated Jobs Created to Date / Estimated Total Jobs*	9,242 / 20,000

Overall Project Progress as of September 2017



*Estimate methodology per: Cooper, Christine Ph.D. & Mitra, Sornjita Ph.D. *Construction Impacts of Metro's Measure R Transportation Projects, 2015 Update*, Institute for Applied Economics, Los Angeles County Economic Development Corporation, February 2016.

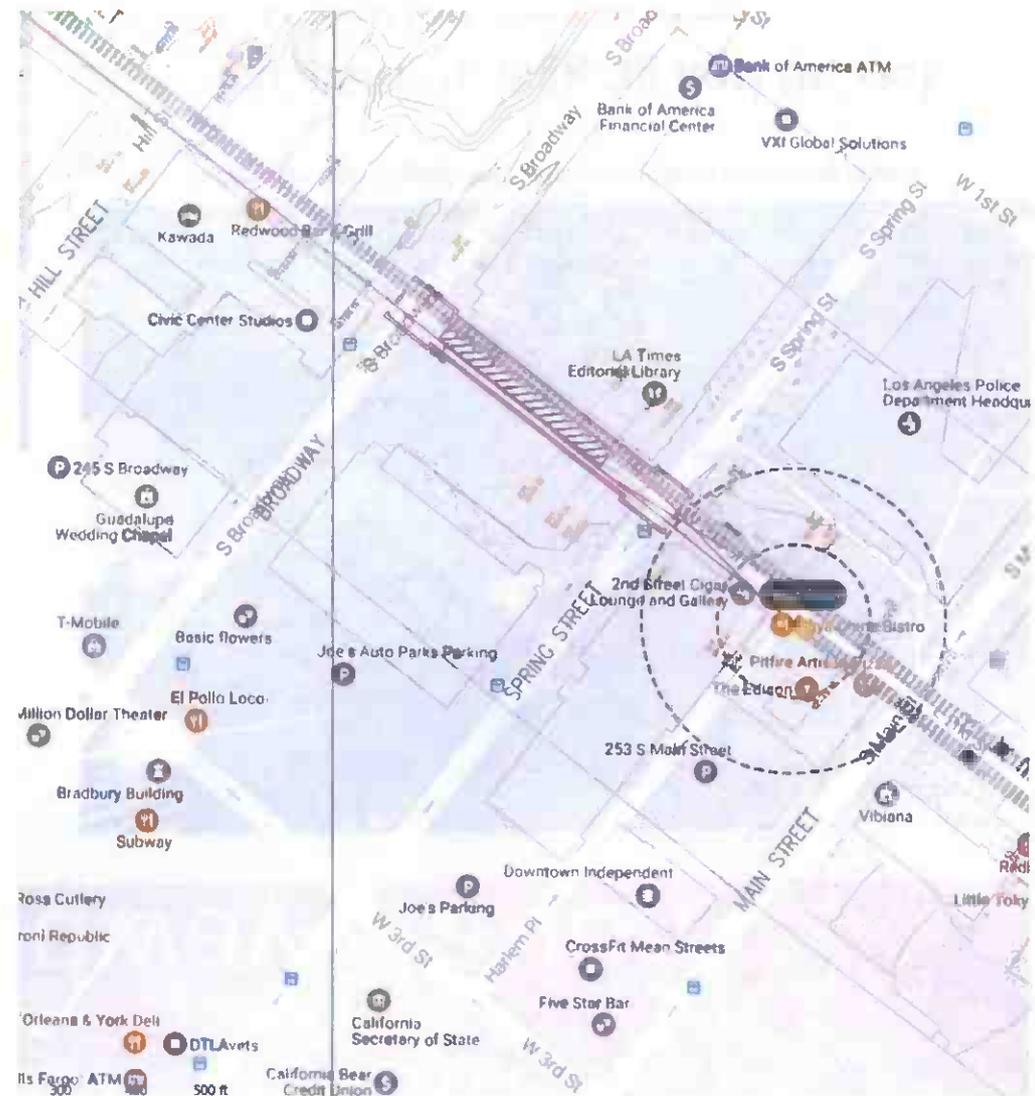
Key Project Issues

1. Resolving outstanding comments with the City on final restoration plans
2. 4th/Flower Street Sewer Relocation Status
 - RCC's Sewer Protection Plan has been formally submitted to BOE for review and comment
 - Reconciliation of issue underway with Metro developing alternatives; discussions with City continuing

Construction Update

Tunneling

- Successfully mined beneath Japanese Village Plaza with negligible ground movement
- Currently mining along 2nd Street
- Instrumentation monitoring, both geotechnical and settlement, is ongoing
- Best day performance to date 185 ft.!



TBM location as of November 7, 2017

Construction Update

Historic Broadway Station

- LA County temporary storm drain support ongoing



Bracing of storm drain pipe near Spring Street



Excavation and lagging installation at Historic Broadway Station

- Excavation, lagging and tieback installation proceeding
- Preparing for underpinning of LA Times building

Construction Update

Grand Av Arts/Bunker Hill Station

- Concourse level activities ongoing; including concrete pours of walls and invert
- Preparation for second bore/right tunnel ongoing



Rebar work for station wall



Concrete pour of station invert

Construction Update Flower Street



Excavation under Flower Street



Utility support under Flower Street

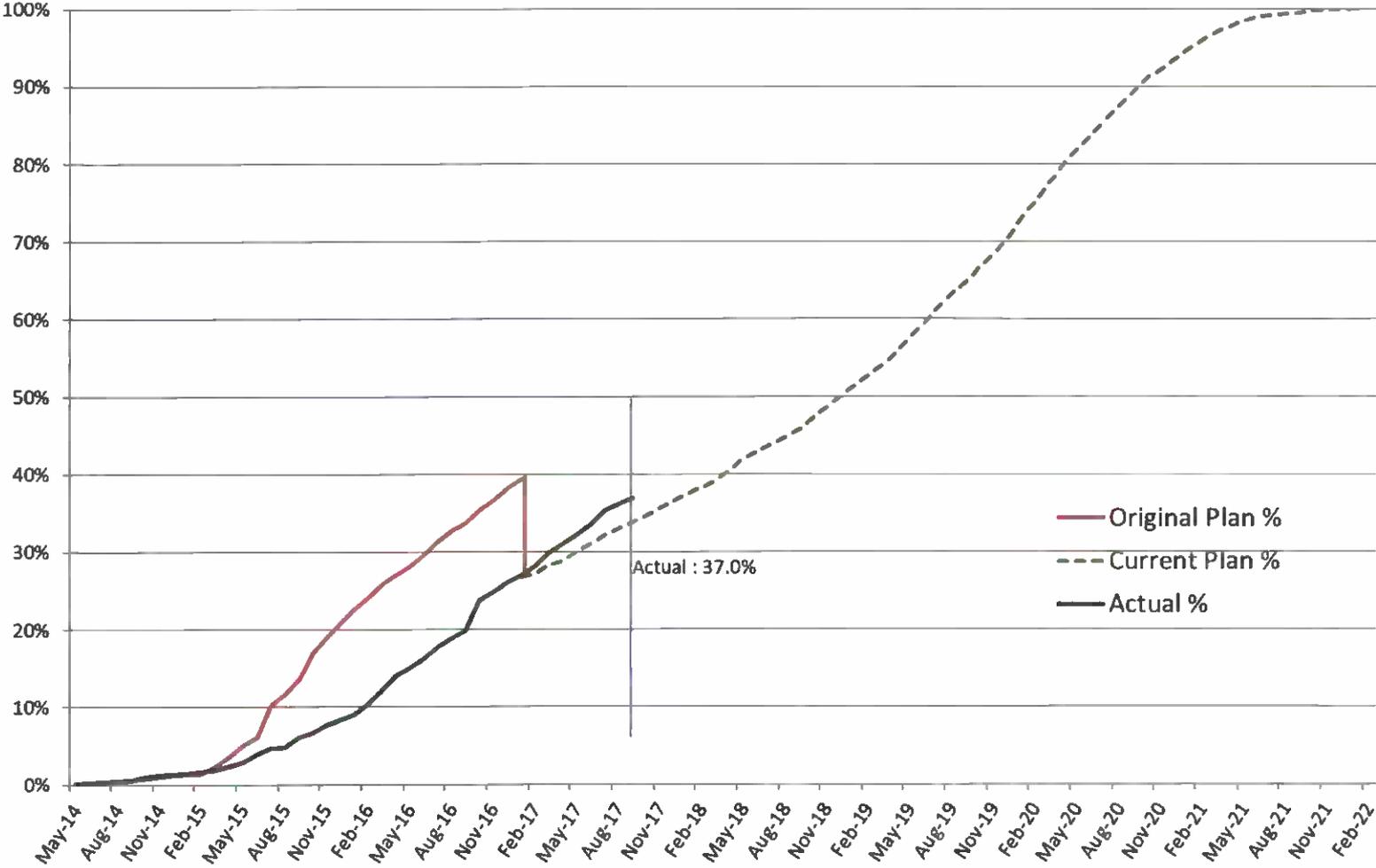


Power Relocation at 6th/Flower

- DWP electrical relocation work continues with goal to complete 2nd Quarter 2018
- Utility support work between 4th and 5th continues below Flower Street decking
- Other utility interferences at 6th Street discovered; reconciliation underway to phase utility replacements with piling/decking operations

Construction Update Planned vs. Actual

Regional Connector - Construction Progress as of September 2017



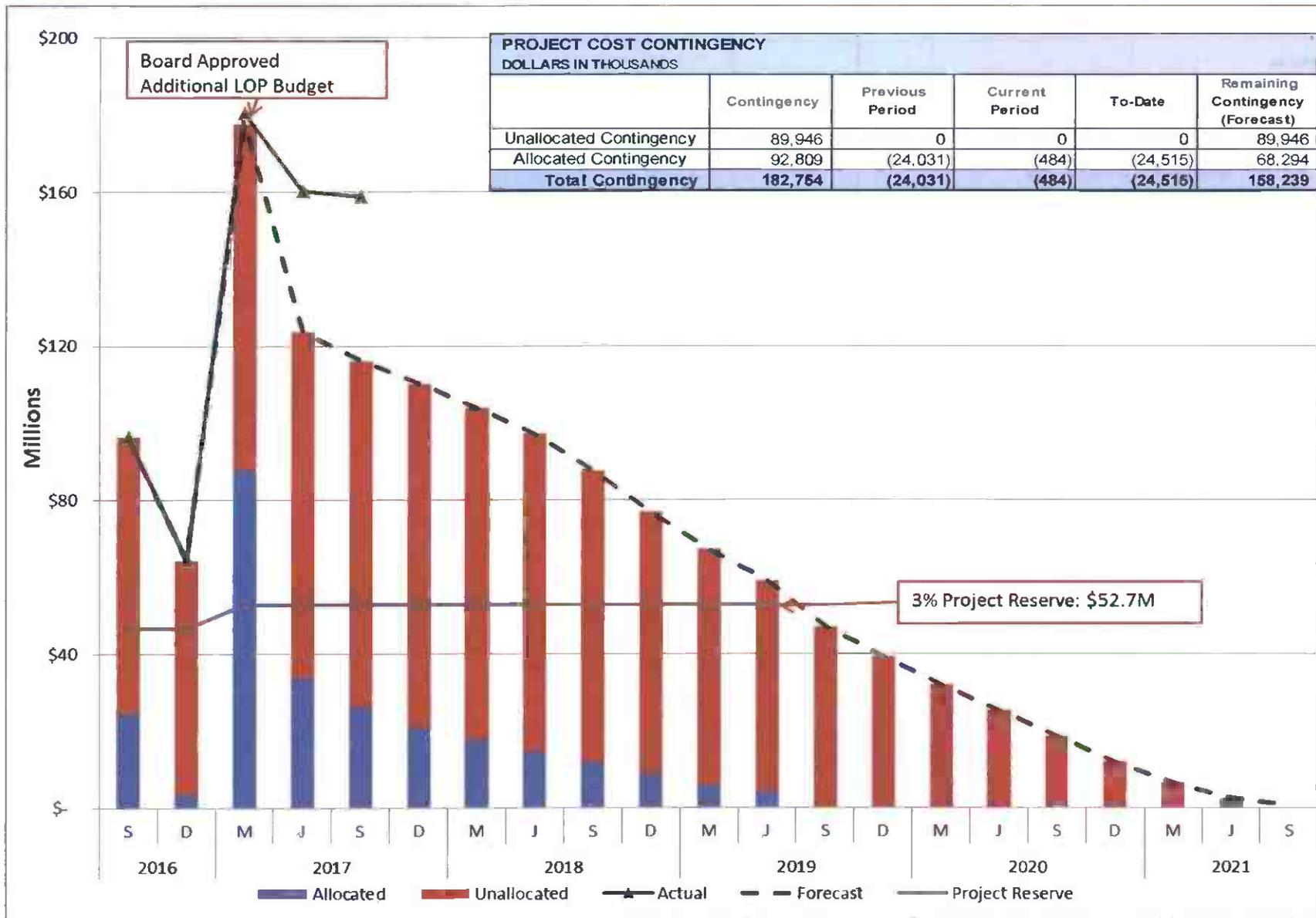
Project Cost Status

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)
 PERIOD ENDING SEP 2017
 DOLLARS IN THOUSANDS

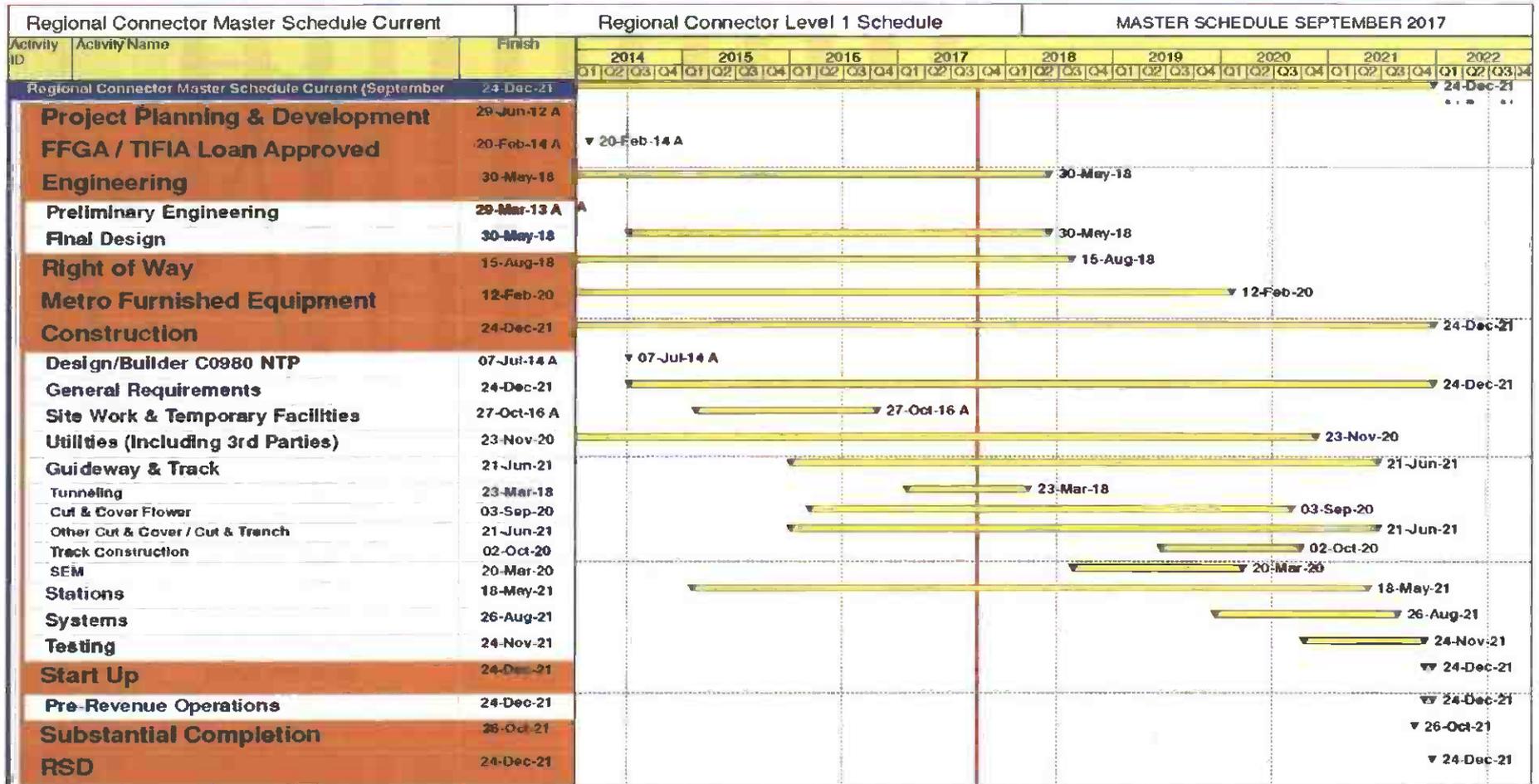
SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	FFGA FORECAST AT COMPLETION	VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	280,622	245,642	238,346	108,745	246,447	804
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	221,024	220,916	35,284	221,100	76
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	577,285	519,910	364,470	592,630	15,345
50	SYSTEMS	69,667	72,849	63,693	6,858	73,055	206
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,116,801	1,042,865	515,358	1,133,232	16,431
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	90,629	70,848	51,541	75,859	-14,769
70	VEHICLES	16,275	16,275	16,275	1,678	16,275	0
80	PROFESSIONAL SERVICES	261,455	350,222	258,532	229,102	355,984	5,762
	SUBTOTAL (10-80)	1,239,963	1,573,927	1,388,521	797,679	1,581,351	7,424
90	UNALLOCATED CONTINGENCY	135,399	82,600	0	0	75,176	-7,424
100	FINANCE CHARGES	27,571	14,301	0	0	14,301	0
	TOTAL PROJECT (10-100)	1,402,932	1,670,828	1,388,521	797,679	1,670,828	0

Note: Expenditures reflects FIS incurred cost through 09/30/2017 plus pending invoices from RCC, CPJV and Arcadis.

Budget Contingency Drawdown



Summary Schedule



Schedule Contingency Drawdown



Top Risks & Mitigations

September 2017

RISK ID	RISK DESCRIPTION	RISK SCORE	ACTION ITEMS
329	Relocation of sanitary sewer at 4 th Street may increase costs.	15	<ol style="list-style-type: none"> 1. Obtain night time work variance approval (optional) 2. BOE approval pending 3. Advance designs and correlated ROM estimates 4. Secure BOE agreement on path forward; negotiate design schedule and cost
296	6 th and Flower utility interface (DWP, AT&T, storm drain, MCI, Level 3, Zayo utilities) may cause delay and additional cost.	10.5	<ol style="list-style-type: none"> 1. Monitor progress and issues weekly 2. AT&T duck work at 6th and Flower to be resolved 3. Meet with AT&T to review options; RCC to follow-up 4. RCC to re-sequence piling operations to maximize benefits to 6th Street closure
213	Lawsuits at Flower Street may delay the Project and increase costs.	10	<ol style="list-style-type: none"> 1. Strict compliance of Mitigation Monitoring and Reporting Requirements (MMRP) 2. Review of RCC plans and activities 3. Outreach to stakeholders 4. Meeting weekly with Bonaventure to share work plans and discuss concerns/requests 5. Interface with other Flower Street stakeholders to discuss ongoing plans and issues
317	Systems cut-over and interface issues may exceed contract scope, cost and delay schedule.	9	<ol style="list-style-type: none"> 1. Identify other apparent scope issues in concert with RCC 2. Issues matrix introduced to monitor issues
311	Commonwealth Agreement may impact costs due to extended "construction phase."	8	<ol style="list-style-type: none"> 1. Ensure responsiveness to Commonwealth commitments 2. Add dedicated Community Relations staff 3. Refine response to FSP obligations with already budgeted costs 4. Interface with Olga regarding Business Assistance



Questions

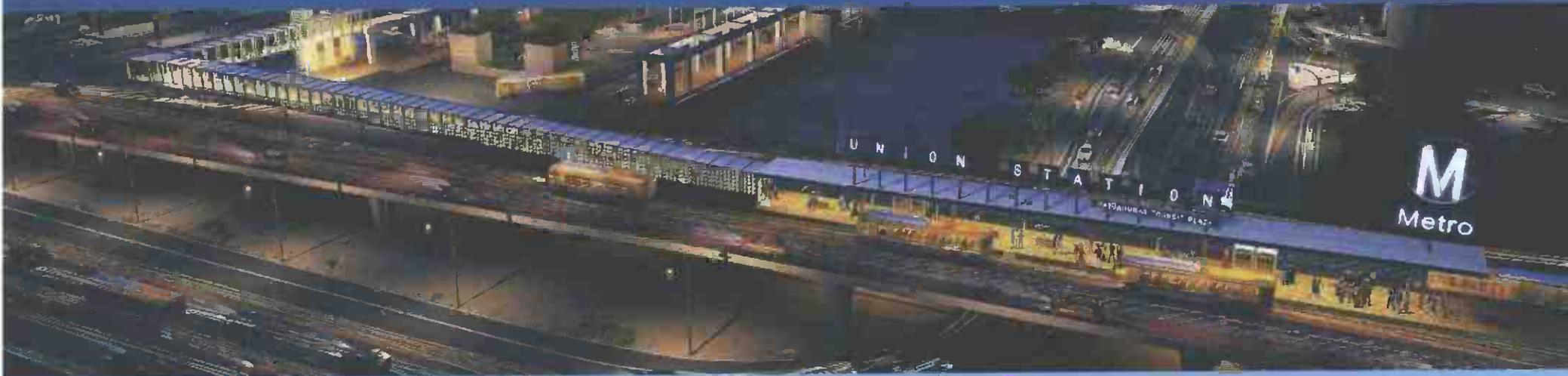
Patsaouras Plaza Busway Station

FTA Quarterly Review – December 6, 2017



Patsaouras Plaza Busway Station

Project Description



- Relocates patron boarding station currently on North Alameda
- Improves vertical and horizontal pedestrian circulation
- Provides direct connection to Union Station
- Widens existing Caltrans Los Angeles River Busway Bridge
- Will serve Metro, Foothill Transit, and other operators



Patsaouras Plaza Busway Station

Project Budget



ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET / FORECAST VARIANCE
				TO DATE	TO DATE	TO DATE	
C	CONSTRUCTION	19,992,000	25,435,000	25,596,000	8,256,000	26,487,000	1,052,000
S	SPECIAL CONDITIONS	750,000	2,517,000	1,187,000	328,000	1,164,000	(1,353,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	9,024,000	10,104,000	9,434,000	11,244,000	2,220,000
PC	PROJECT CONTINGENCY	2,817,000	2,817,000	-	-	898,000	(1,919,000)
TOTAL PROJECT		30,984,000	39,793,000	36,887,000	18,018,000	39,793,000	-



Expenditures through September 30, 2017



Patsaouras Plaza Busway Station

Issues With Potential to go Above \$100,000

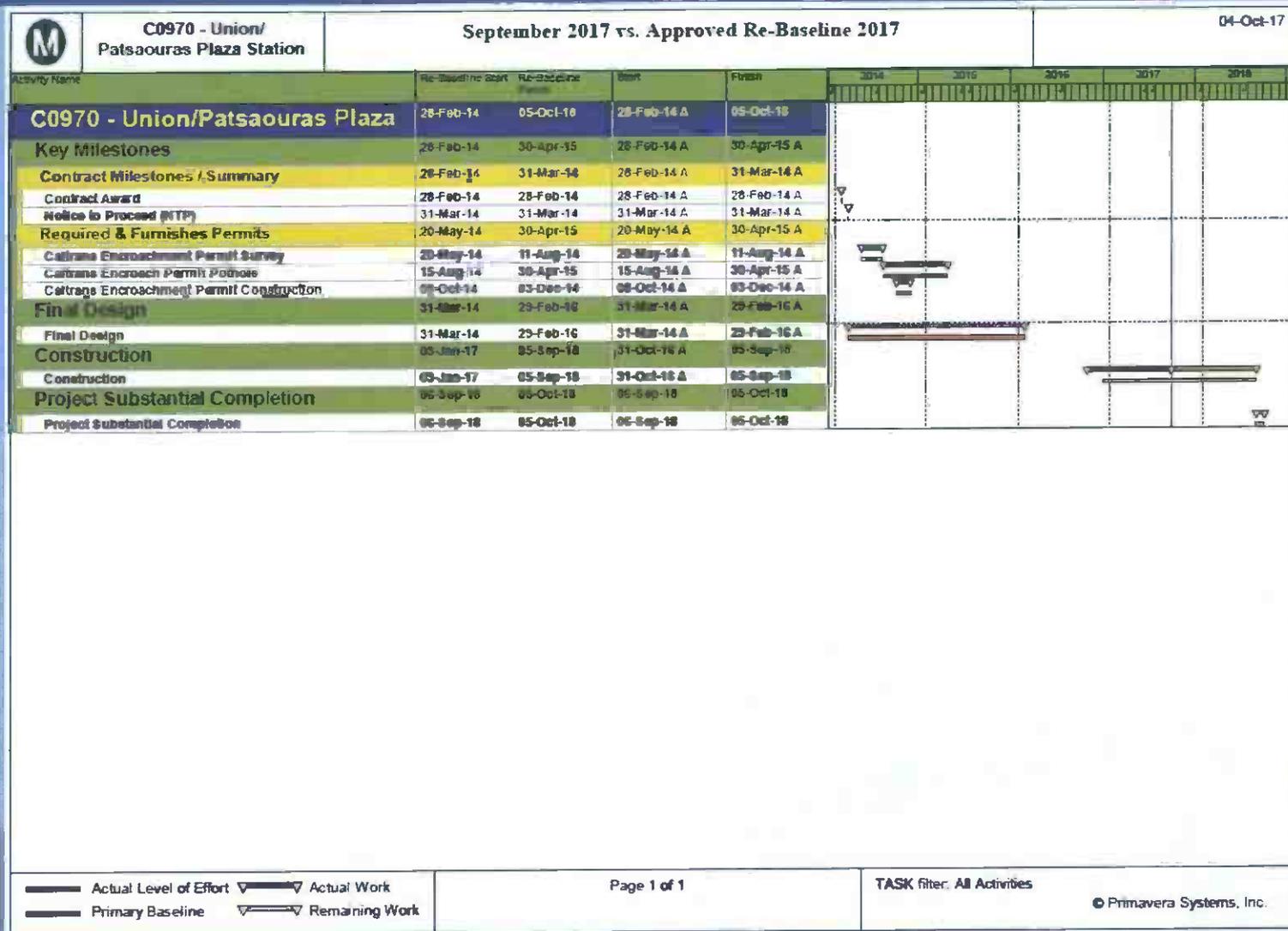


- 8" Water Line Relocation
- Global Time Impact Analysis for Delays
- Differing Site Conditions – Man-Made Buried Objects at Bents



Patsaouras Plaza Busway Station

Project Schedule



Metro

* Contractor's current schedule. Actual finish to be negotiated.



Patsaouras Plaza Busway Station

Design/Build Contract C0970 - Current Quarter Update



Design Status

- Pedestrian Ramp/Bridge/Station (structures): AFC design package awaiting Caltrans approval.
- Civil/Roadway: AFC design package awaiting Caltrans approval of supplemental PSR/PR.
- PSR/PR: Revised supplemental PSR/PR awaiting Caltrans approval.

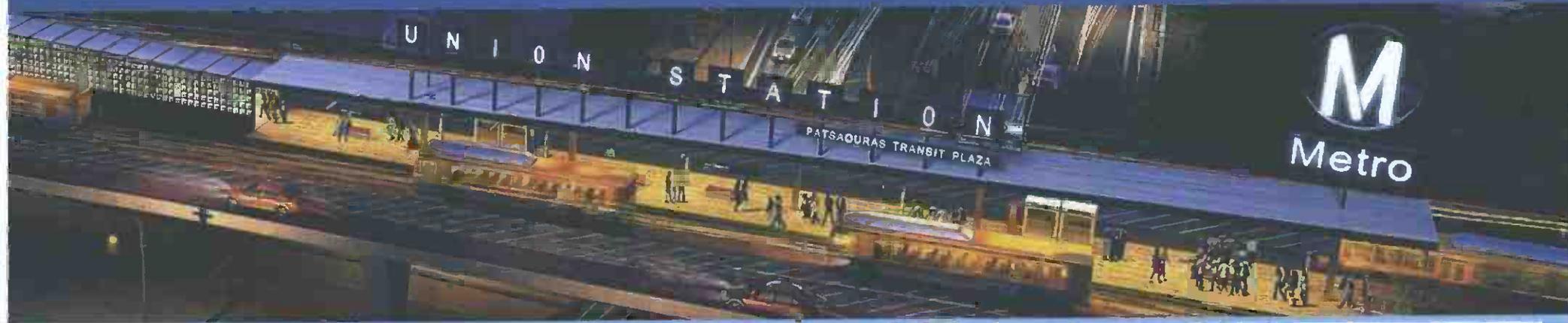
Construction

- Completed 24-inch CIDH piles
- Completed forming and pouring Bent 4 and Bent 5
- Completed relocation of 48-inch storm drain
- Began tensioning of Frame 1



Patsaouras Plaza Busway Station

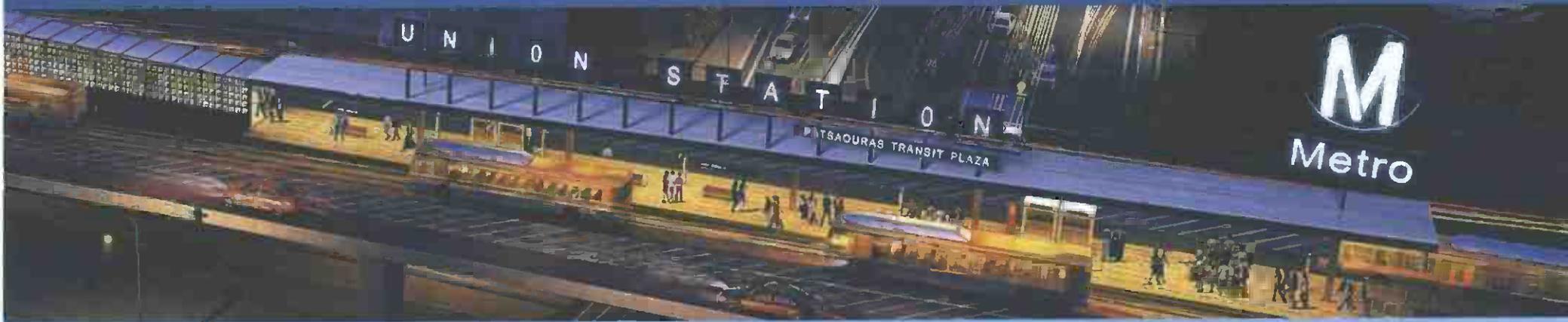
Design/Build Contract C0970 – Top Risks and Mitigations



Risk	Impact	Mitigation
TIA for schedule delays	Budget	Metro/Contractor executive management in settlement negotiations
Utilities not located where identified in as-built drawings	Construction delays	Utility Agents on Project Team
Contractor submitting RFCs without a ROM	Budget	Resident Engineer has begun conducting period meetings to obtain the information
Differing Site conditions	Budget/Schedule	Immediate direction to contractor to do changed work; Metro reallocating savings from Special Conditions to pay for work

Patsaouras Plaza Busway Station

Activities for Next Quarter



- Complete micropiling the foundations for the pedestrian overcrossing
- Complete falsework on both sides of freeway
- Begin Mechanical/Electrical/Plumbing (MEP) work
- Complete elevator foundations
- Obtain CALTRANS's approval of Supplemental PSR/PR
- Finalize the Storm Drain exception with CALTRANS
- Finalize Cost and Schedule Containment Plan



Patsaouras Plaza Busway Station

Construction Photos



Post tension at Bent 5RT



Prepare and pour column at Bent 5RT



Pour deck for Frame 1RT



Paving Vignes ramps for Sept 15 opening



Metro



Willowbrook/Rosa Parks Station

FTA Quarterly Review Meeting

December 6, 2017



Willowbrook/Rosa Parks Station

Major Activities During Reporting Period



- Obtained court Order of Immediate Possession for required property – Effective 10/24/17
- Early Start Package – Invitation for Bid (IFB) period closed
- Package A:
 - Received Los Angeles County DPW approval of construction documents
 - Started procurement process for IFB

Willowbrook/Rosa Parks Station

Project Schedule

Milestone	Baseline Date	Current Date
MILESTONE	Baseline Date	Current Date
Grant Award	1/17/2014	1/17/2014
Environmental Finding	8/1/2015	8/1/2015
Preliminary Engineering		
30% Design	9/9/2016	9/9/2016
Final Design		
60% Design	11/18/2016	12/29/2016
100% Design	11/30/2016	7/6/2017
Completion of Land Transfer	7/1/2016	9/1/2017
TIGER Funds 100% Obligated	9/30/2016	6/8/2016
Design Bid Docs/Date: Early Start		
Bid Set Submittal		8/21/2017
Contract Award		11/2/2017
Construction		
Notice to Proceed		12/1/2017
Begin Construction		12/18/2017
End of Construction		8/10/2019
Design Bid Docs/Date: Package A		
Bid Set Submittal	10/31/2016	12/7/2017
IFB Issue	5/1/2016	2/1/2018
Contract Award	9/1/2016	5/11/2018
Construction		
Notice to Proceed	10/30/2016	6/1/2018
Begin Construction	5/30/2017	7/19/2018
End Construction (substantial completion)		8/30/2019
Design Bid Docs/Date: Package B		
Bid Set Submittal		3/1/2019
IFB Issue		4/1/2019
Contract Award		8/1/2019
Construction		
Notice to Proceed		11/1/2019
Begin Construction		1/15/2020
End Construction (substantial completion)	10/31/2018	7/15/2020
Project Closeout Date	4/30/2019	6/30/2021



Willowbrook/Rosa Parks Station

Project Cost Update

Activity	ORIGINAL GRANT BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	ORIGINAL GRANT BUDGET / CURRENT FORECAST VARIANCE
Blue Line Improvements (<i>Items 1-5: Platform Extensions, Canopies, Grade Crossing Improvements, new South Entrance, ROW Fencing</i>)	\$4,747,240	\$4,747,240	\$0	\$ 8,012,339	(\$3,265,099)
Green Line Improvements (<i>Items 6-9: Vertical Circulation, Lighting & Acoustical Enhancements</i>)	\$14,417,979	\$14,417,979	\$0	\$ 5,936,478	\$8,481,501
New Construction (<i>Items 10-13: Civic Plaza, Metro Customer Service Center, Sheriffs Facility, Mobility Hub</i>)	\$16,642,913	\$16,642,913	\$0	\$ 12,409,835	\$4,233,078
Bus and Shelter Improvements (<i>Items 14-16: Improvements to West and East Bus Depots</i>)	\$3,462,904	\$3,462,904	\$0	\$ 567,798	\$2,895,106
Parking Improvements (<i>Items 17-19: Safety enhancement and reconfiguration for both East and West Park & Ride Lots</i>)	\$3,555,068	\$3,555,068	\$0	\$ 4,241,432	(\$686,364)
Circulation Improvements (<i>Items 20-23: Signage, Transit Hall, Pedestrian Promenade, Kiss & Ride Lot</i>)	\$4,844,679	\$4,844,679	\$0	\$ 1,115,317	\$3,729,362
Site-Wide Improvements (<i>Items 24-26: General Site Work, Landscaping, Artwork</i>)	\$3,236,024	\$3,236,024	\$0	\$ 9,060,970	(\$5,824,946)
Preliminary Engineering and Final Design	\$4,281,888	\$5,889,710	\$5,103,783	\$ 5,889,710	(\$1,607,822)
Contingency (10%)	\$5,518,878	\$5,518,878	\$0	\$ 4,134,417	\$1,384,461
Land Transaction	\$4,650,000	\$4,650,000	\$5,505,996	\$ 4,650,000	\$0
Tenant Relocation	\$1,300,000	\$1,300,000	\$44,012	\$ 1,300,000	\$0
Total Project Cost	\$66,657,573	\$68,265,395	\$10,653,791	\$ 57,318,296	\$9,339,277

1. Expenditures cumulative through 10/20/2017; No TIGER expenditures YTD.

2. The mezzanine is approximately 29% of the total project costs, PE Commitments and Expenditures were adjusted accordingly.



Metro

Willowbrook/Rosa Parks Station

Top Risks and Mitigations

Risk ID	Risk Description	Type RDMC	Risk Rating	Mitigation Strategies
20	Construction phasing plan coordination during Metro operations	C	10.5	1. Continue ongoing coordination with Operations during phasing plan development.
16	3rd party coordination: - County - Union Pacific - PUC	M	9	1. Separate the Project into five (5) separate design packages (Design & Construction) - Complete 2. Coordinate the review of Packages A, C and ROW - Ongoing
16a	3rd party coordination: - County - Union Pacific - PUC	M	9	1. Continue coordination during County review of Packages A and C with LOA 2. Establish monthly coordination meetings/updates with UP
3	As-built drawings not available for underground, Potential Unknown Utilities	DM	7.5	1. Field investigation during design development - Done 2. Evaluating Sewer and Date lines based on the investigation - Potholing for Sewer connection will be const. contract. - Installing new Data line
9	Shovel in the Ground by 12/31/17 per Grant (FTA funding requirement)	M	6	1. Maintain current Schedule and bid cycle to support start of construction NRC Track as planned - IFB issued in September

Willowbrook/Rosa Parks Station

Anticipated Activities for Next Reporting Period

- Early Start Package – Issue NTP and begin construction
- Package A – Release Invitation for Bid (IFB)
- Begin expenditure of Grant funds for Construction
- Package B:
 - Begin internal Metro review of 100% bid set
 - Submit Encroachment Permit application to Caltrans



Eastside Access Improvements_1st and Central Station FTA Quarterly Review – December 6, 2017



Metro

Eastside Access Improvements

Project Description

Project consists of 7 different segments within City of Los Angeles Right of Way and Include:

- Bike lanes, Cycle Track, and Walk-Bike Esplanade installation
- Sidewalk widening and repairs
- Crosswalk improvements
- Tree planting
- Replacement of street lights
- Wayfinding and signage
- Storm Water Management



Metro

Eastside Access Improvements

Preliminary Funding Plan



TIGER VI Discretionary Funds	\$11,800,000
Local (TIGER Match)	\$5,000,000
TOTAL	\$16,800,000



Metro

February 17, 2016 Planning and Programming Committee

February 25, 2016 Metro Board Meeting

Eastside Access Improvements Preliminary Construction Budget

EASTSIDE ACCESS AND 1ST & CENTRAL LOP BUDGET and FORECAST

SEGMENT	ACTIVITY	ORIGINAL BUDGET	CURRENT BUDEGT	EXPENDITURES	CURRENT FORECAST	GRANT - FORECAST VARIANCE
1	1st Street: From Los Angeles Street to Mission Road	\$2,896,108	\$3,207,059	\$0	\$3,207,059	-\$310,951
2	Alameda Street: from Arcadia to 1st Street	\$1,290,531	\$1,714,668	\$0	\$1,714,668	-\$424,137
3	Los Angeles Street Esplanade: From the Plaza to 2nd Street	\$3,698,730	\$865,092	\$0	\$865,092	\$2,833,638
4	2nd Traction Street at Alameda Street	\$1,038,816	\$0	\$0	\$0	\$0
5	Central Avenue: From 1st Street to 3rd Street	\$310,438	\$458,703	\$0	\$458,703	-\$148,265
6	Judge John Aiso/San Pedro Street: From Temple to 3rd Street	\$691,711	\$640,076	\$0	\$640,076	\$51,635
7	Vignes - Ramirez - Center - Santa Fe	\$1,163,645	\$3,053,505	\$0	\$3,053,505	-\$1,889,860
8	Funda.Ped. Improvements for the Project + Azusa + Little Tokyo	\$386,999	\$881,030	\$0	\$881,030	-\$494,031
	Subtotal:	\$11,476,978	\$10,820,133	\$0	\$10,820,133	-\$381,971
	Preliminary Engineering/Professional Services	N/A	\$1,914,314	\$1,221,240	\$2,039,343	
	Third Party	N/A	\$900,000	\$84,015	\$900,000	
	Metro Project Labor and Construction Management (*)	N/A	\$0	\$0	\$3,000,000	
	Escalation	\$1,423,022	\$651,018	\$0	\$1,423,022	
	Mobilization/Traffic Control	\$1,100,000	Included above	\$0	\$0	
	Contingency (@20%)	\$2,800,000	\$2,857,093	\$0	\$3,636,500	
	Total Project Cost:	\$16,800,000	\$17,142,558	\$1,305,255	\$21,818,998	-\$5,018,998

Notes:

Rev 4
11/6/2017 Expenditures cumulative through November 1, 2017
Revised Escalation %, Contingency %, 3rd Party budget, and Traffic Control budget
includes estimated Metro (soft) cost during the construction phase



Metro

Eastside Access Improvements Project Schedule

MILESTONE SCHEDULE		8-Nov-17
MILESTONE	BASLINE DATE	CURRENT DATE
Grant Award	22-Sep-15	22-Sep-15
Environmental Finding	22-Sep-15	22-Sep-15
Design (30% - 100%)		
	Start Date: 30-Sep-15	8-Mar-16
	End Date: 30-Sep-16	16-May-18
Procurement:		
	IFB Issue:	24-Aug-18
	Contract Award:	5-Mar-19
Construction:		
	Start Date:	29-Mar-19
	Substantial Completion (All Sements Except Segment 2):	19-May-20
	Substantial Completion (Segment 2):	22-Nov-21
Project Close-Out:	30-Sep-20	14-Sep-22



Metro

Eastside Access Improvements

Risk Register

EASTSIDE ACCESS PROJECT

Score	Low (1)	Med (2)	High (3)	Very High (4)	Significant (5)	Risk Score
Probability (P)	<10%	10-50%	50-70%	75-90%	>90%	P*(C+T)/2
Cost Impact (C)	<\$250K	\$250K - \$1M	\$1 - 3M	\$3 - 10M	>\$10M	3 - 10
Time Impact (T)	< 1 Mths	1 - 3 Mths	3 - 6 Mths	6 - 12 Mths	>12 Mths	

NO	RISK CATEGORY	RISK DESCRIPTION	RISK				RMA TARGET DATE	RISK OWNER	RISK MANAGEMENT ACTION - RMA	ACTION STATUS
			PROB (P)	COST (C)	TIME (T)	RISK SCORE P*(C+T)/2				
	Funding									
1		Initial Grant Budget shortfall due to forecasted cost increase	5	4	5	22.5	Apr-18	Metro	Metro to identify additional funding sources for Board approval	PM working with Sr. Mgt.
2		RCC Change Order amount could exceed allotted budget	5	2	2	10	Apr-18	Metro	Metro to include same scope as an optional item in IFB	PM coordinating with RC Team
	Design									
3		Delay in 100% Plan approval will impact IFB release date	4	2	4	12	May-18	Metro	Closer City coordination, Diligent QC of submittals by TTTA & Metro Eng	PM working with City and TTTA
4		Uncertainty in Bioswale ROW & Maintenance responsibility	2	3	4	7	Dec-17	Metro	Explore the possibility of eliminate Bioswale on Santa Fe	PM working with CD 14
5		BSL Review could increase in number of Lights & Poles and Impact budget	2	3	4	7	Dec-17	Metro	TTTA to modify design to meet BSL's requirements without increasing costs	TTTA working with BSL
	Schedule									
6		Design and Construction delays could extend project beyond TIGER deadline	5	3	5	20	Mar-18	Metro	Prepare a realistic schedule that is achievable and obtain FTA approval	PM has prepared P6 Schedule
7		Delay in completing 1st and Central Improvements could impact Segment 2 construction	5	2	5	17.5	Mar-18	Metro	Schedule monthly standing meetings Regional Connector team	PM has met with RC and RCC
	Construction									
8		Metro Procurement process for construction could delay contract award	3	3	4	10.5	May-18	Metro	PM to initiate IFB development process as early as possible	PM to start IFB process in early 2018
9		Construction delay due to concurrent projects in the area could affect schedule/cost	2	3	1	4	Jan-19	Metro	IFB to identify such projects so that bidders can plan work appropriately	Metro has met with City to identify such projects
10		Unanticipated utility work could delay project and increase cost	4	3	4	14	Mar-19	Metro	Metro to conduct Utility identification (e.g., potholing) during design phase	PM has initiated the idea with TTTA

Eastside Access Improvements

Current Quarter Update



- Received comments on 30% Submittals from City Bureaus
- Started preparation of 65% submittals
- Submitted 65% Design to City – BOE, BSS, BSL
- Conducted multiple coordination meetings with City
- Started development of Cost and Schedule Containment Plan
- Met with CD14 to get support on resolution on key project issues



Metro

Eastside Access Improvements

Activities for Next Quarter



- Complete 65% submittal after addressing open issues
- Initiate 85% - 100% plan submittal process
- Meet with stakeholders
- Complete and submit Cost & Schedule Containment Plan



Metro

P3010 Light Rail Vehicle Acquisition

FTA/PMOC Quarterly – December 6, 2017



Reporting Month: August 2017 to October 2017

Presentation Date: December 6, 2017

Key Project Issues

“The intermittent unreliability of the vehicle on-board communication systems has not yet been resolved. The forecast date for development of a solution is February to April, 2018. As a result, no vehicles have been awarded Final Acceptance status pending mitigation of the communications problem.”

Service Bulletins have been issued to further improve the communication system’s reliability. In parallel with this effort, KI has engaged another communication system vendor to achieve 100% reliability. The updates and progress have been satisfactory and the Project Team will continue to follow up with KI accordingly.

Project Updates

- The delivery of Option 1 Cars is underway.
- 14 Cars shipped; 111 Cars shipped total.
- 13 Cars Conditionally Accepted; 93 Cars Conditionally Accepted total.
- 15 Cars in Revenue Service at the Foothill Extension Line; 78 Cars in Expo, Blue, Green Lines.
- Car 1129 is the latest Car in the Final Assembly line.

Project Cost Status (Base Order)

DOLLARS IN THOUSANDS

DESCRIPTION	APPROVED BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	FORECAST TO COMPLETION	VARIANCE
BASE ORDER - 78 LRV'S	\$268,427,613.00	\$268,427,613.00	\$268,427,613.00	\$226,899,862.71	\$41,527,750.29	\$0.00
SPARE PARTS	\$20,069,679.00	\$20,069,679.00	\$20,069,679.00	\$12,583,698.10	\$7,485,980.90	\$0.00
SPECIAL TOOLS	\$819,258.00	\$819,258.00	\$819,258.00	\$0.00	\$819,258.00	\$0.00
DIAGNOSTIC TEST EQUIPMENT	\$2,683,041.00	\$2,683,041.00	\$2,683,041.00	\$0.00	\$2,683,041.00	\$0.00
TRAINING	\$1,366,776.00	\$1,366,776.00	\$1,366,776.00	\$129,844.10	\$1,236,931.90	\$0.00
MANUALS	\$675,512.00	\$675,512.00	\$675,512.00	\$0.00	\$675,512.00	\$0.00
PERFORMANCE BOND	\$8,714,500.00	\$8,714,500.00	\$8,714,500.00	\$8,714,500.00	\$0.00	\$0.00
ON-SITE ENGINEER	\$1,679,366.00	\$1,679,366.00	\$1,679,366.00	\$1,595,397.70	\$83,968.30	\$0.00
VEHICLE SUB-TOTAL	\$304,435,745.00	\$304,435,745.00	\$304,435,745.00	\$249,923,302.61	\$54,512,442.39	\$0.00
CONTINGENCY SUB-TOTAL	\$10,704,091.00	\$10,704,091.00	\$6,147,614.62	\$6,147,614.62	\$4,556,476.38	\$0.00
VEHICLE TOTAL	\$315,139,836.00	\$315,139,836.00	\$310,583,359.62	\$256,070,917.23	\$59,068,917.77	\$0.00
PROFESSIONAL SERVICES (ELEMENT A)	\$21,208,749.00	\$21,208,749.00	\$21,208,749.00	\$15,217,414.75	\$5,991,334.25	\$0.00
PROFESSIONAL SERVICES (ELEMENT B)	\$8,378,885.00	\$8,378,885.00	\$8,378,885.00	\$2,959,478.94	\$5,419,406.06	\$0.00
PROFESSIONAL SERVICES SUB-TOTAL	\$29,587,634.00	\$29,587,634.00	\$29,587,634.00	\$18,176,893.69	\$11,410,740.31	\$0.00

Reporting Month: August 2017 to October 2017

Presentation Date: December 6, 2017

Project Cost Status (Options #1 and #4)

DOLLARS IN THOUSANDS

DESCRIPTION	APPROVED BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	FORECAST TO COMPLETION	VARIANCE
Options 1 & 4 - 97 LRVs	\$323,798,891.00	\$323,798,891.00	\$323,798,891.00	\$117,487,497.10	\$206,311,393.90	\$0.00
SPARE PARTS	\$27,332,000.00	\$27,332,000.00	\$27,332,000.00	\$0.00	\$27,332,000.00	\$0.00
SPECIAL TOOLS	\$943,789.00	\$943,789.00	\$943,789.00	\$0.00	\$943,789.00	\$0.00
DIAGNOSTIC TEST EQUIPMENT	\$2,080,181.00	\$2,080,181.00	\$2,080,181.00	\$0.00	\$2,080,181.00	\$0.00
TRAINING	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MANUALS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PERFORMANCE BOND	\$12,166,783.00	\$12,166,783.00	\$12,166,783.00	\$12,166,783.00	\$0.00	\$0.00
ON-SITE ENGINEER	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
VEHICLE SUB-TOTAL	\$366,321,644.00	\$366,321,644.00	\$366,321,644.00	\$129,654,280.10	\$236,667,363.90	\$0.00
CONTINGENCY SUB-TOTAL	\$18,604,375.00	\$18,604,375.00	\$6,534,165.00	\$6,534,165.00	\$12,070,210.00	\$0.00
VEHICLE TOTAL	\$384,926,019.00	\$384,926,019.00	\$372,855,809.00	\$136,188,445.10	\$248,737,573.90	\$0.00

Note: P3010 Life Of Project (LOP) TOTAL (Base Buy, Options #1 & #4 and Options #2 & #3) is \$972 Million

Reporting Month: August 2017 to October 2017

Presentation Date: December 6, 2017

Project Cost Status (Options #2 and #3)

DOLLARS IN THOUSANDS

DESCRIPTION	APPROVED BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	FORECAST TO COMPLETION	VARIANCE
Options 2 & 3 - 60 LRVs	\$214,370,373.96	\$214,370,373.96	\$214,370,373.96	\$24,080,898.87	\$190,289,475.09	\$0.00
SPARE PARTS	\$15,821,024.40	\$15,821,024.40	\$15,821,024.40	\$0.00	\$15,821,024.40	\$0.00
SPECIAL TOOLS	\$389,434.57	\$389,434.57	\$389,434.57	\$0.00	\$389,434.57	\$0.00
DIAGNOSTIC TEST EQUIPMENT	\$1,416,049.63	\$1,416,049.63	\$1,416,049.63	\$0.00	\$1,416,049.63	\$0.00
TRAINING	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MANUALS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PERFORMANCE BOND	\$7,921,238.44	\$7,921,238.44	\$7,921,238.44	\$0.00	\$7,921,238.44	\$0.00
ON-SITE ENGINEER	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
VEHICLE SUB-TOTAL	\$239,918,121.00	\$239,918,121.00	\$239,918,121.00	\$24,080,898.87	\$215,837,222.13	\$0.00
CONTINGENCY SUB-TOTAL	\$15,869,912.00	\$15,869,912.00	\$11,651,376.00	\$11,651,376.00	\$4,218,536.00	\$0.00
VEHICLE TOTAL	\$255,788,033.00	\$255,788,033.00	\$251,569,497.00	\$35,732,274.87	\$220,055,758.13	\$0.00

Note: P3010 Life Of Project (LOP) TOTAL (Base Buy, Options #1 & #4 and Options #2 & #3) is \$972 Million

Reporting Month: August 2017 to October 2017

Presentation Date: December 6, 2017

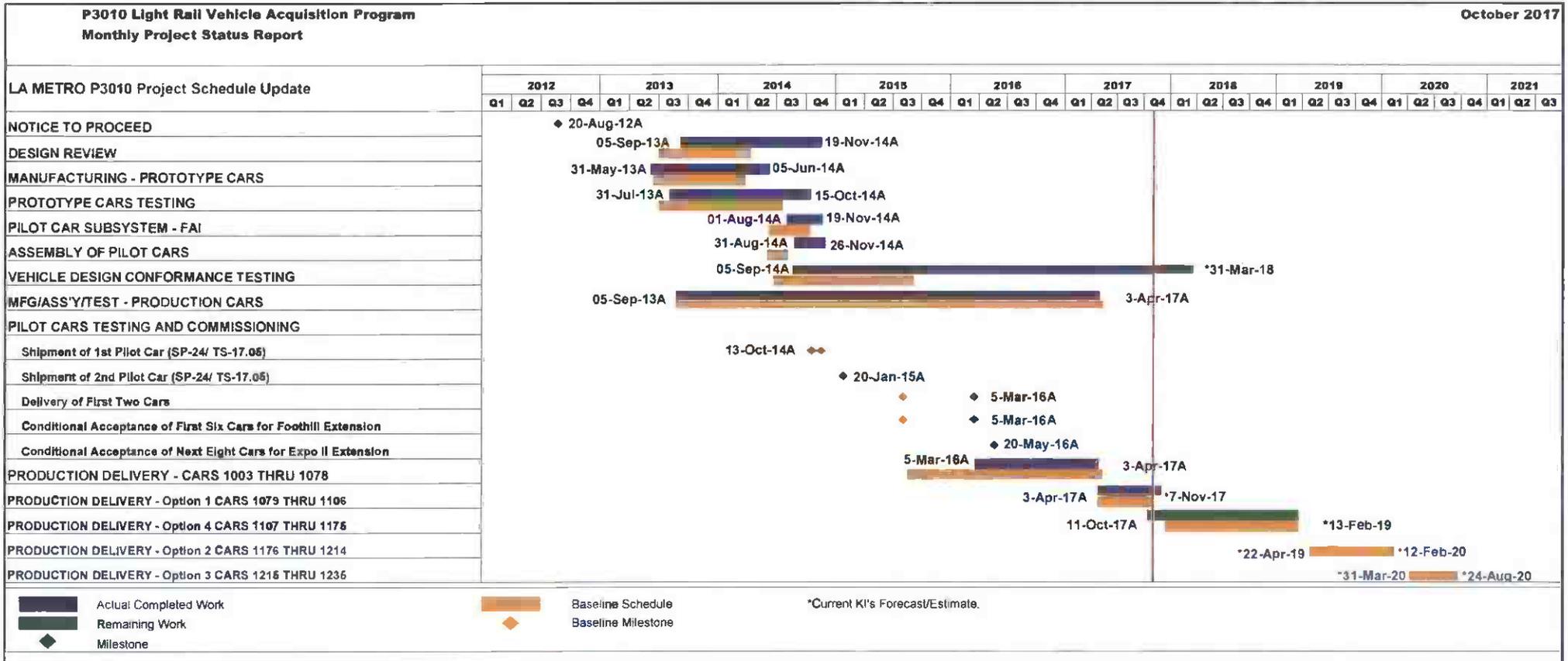
Budget Contingency Drawdown

PROJECT COST CONTINGENCY (through October 2017)					
UNITS IN DOLLARS					
Orders	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Base Order	\$10,704,091	\$0	\$773,695	\$6,147,614	\$4,556,477
Options 1 and 4	\$18,604,375	\$0	\$5,669,567	\$6,534,165	\$12,070,210
Options 2 and 3	\$15,869,912	\$0	\$11,651,376	\$11,651,376	\$4,218,536
Total Contingency	\$45,178,378	\$0	\$18,094,638	\$24,333,155	\$20,845,223

Reporting Month: August 2017 to October 2017

Presentation Date: December 6, 2017

Summary Schedule



Reporting Month: August 2017 to October 2017
 Presentation Date: December 6, 2017

Top Risks & Mitigations

Risk ID	Risk Description	Risk Score	Risk Mitigation
03	Aggressive Schedule - Overly aggressive project schedule may potentially become impossible for both Metro and KI to implement.	12	<ol style="list-style-type: none"> 1. Maintain master integrated schedule to identify interfacing capital projects. 2. Stagger project implementation schedule (i.e. avoid overlap of procurement cycles). 3. Identify activities that can be fast-tracked.
12	Systems integration is critical to a smooth testing program.	11	Metro to closely monitor KI's approach and implementation of the systems integration including the communication systems.
02	Design Conformance Testing (DCT) - DCT is performed on Metro's property prior to vehicle acceptance and could take longer than expected due to mainline test track availability.	9	<ol style="list-style-type: none"> 1. Perform early coordination with Operations and Planning on the test logistics and yard/track/Operator needs. 2. Develop contingency plans to continue performing mainline test at alternative yards. 3. Monitor and anticipate mainline test track availability.
01	Final Assembly Site – Potential workforce challenges including not being able to obtain/maintain qualified personnel to perform quality work within aggressive FA schedule.	9	<ol style="list-style-type: none"> 1. Perform early training on acquired staffs, clearly define working expectations, and allocate time for corrective actions. 2. Identify potential open items, establish/maintain quality verification process and standards, allocate staffs to mitigate potential schedule slippage due to re-works and re-tests. 3. KI to provide plans to grow and retain current staffs as well as incentives for attracting new qualifying staffs.
04	Contract Modification Process – Changes initiated by either party during design review, assembly, commissioning and warranty could potentially cause delay or claims.	8	<ol style="list-style-type: none"> 1. Anticipate, identify and define potentially essential “Needs” and “Wants” in the early stages of the project phase. 2. Engage customers and stakeholders for early discussions. 3. Obtain swift concurrence on the “Needs” based on safety, maintainability, and reliability requirements.

Reporting Month: August 2017 to October 2017

Presentation Date: December 6, 2017

Questions

Reporting Month: August 2017 to October 2017

Presentation Date: December 6, 2017

Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review
December 6, 2017



Metro

New Heavy Rail Vehicle Program

- **PROJECT STATUS (ACTIVITIES FOR REPORTING PERIOD)**
 - **Conceptual Proposal Review (CPR)**
 - Currently reviewing and providing comments on CPR submittals
 - Metro and CRRC conducted working sessions to help facilitate CPR phase in order to advance it to an acceptable stage; the goal is to reduce unnecessary letters for simple clarification requests, provide CRRC MA with open forum for submittal/correspondence feedback and comments, and to help provide direction for CRRC MA Engineering team on the Technical Specification requirements.
 - We anticipate to close-out/approve the CPR phase by the end of December 2017.
 - Pre-Production Configuration Review (PPCR) will start in January 2018.



Metro

New Heavy Rail Vehicle Program

- PROJECT BUDGET

DESCRIPTION	ORIGINAL PROJECT BUDGET	CURRENT PROJECT BUDGET	EXPENDITURES (YTD)	CURRENT PROJECT FORECAST (CONTRACT MODIFICATIONS)	PROJECT FORECAST
BASE ORDER 64 VEHICLES	\$178,395,869	\$178,395,869	\$10,030,398	\$0	\$178,395,869
PROFESSIONAL SERVICES	\$20,938,375	\$20,938,375	\$3,116,659	\$0	\$20,938,375
MTA ADMINISTRATION	\$11,960,055	\$11,960,055	\$1,595,258	\$0	\$11,960,055
VEHICLE SUBTOTAL	\$211,294,299	\$211,294,299	\$14,742,315	\$0	\$211,294,299
CONTINGENCY	\$21,926,767	\$21,926,767	\$0	\$0	\$21,926,767
CONTINGENCY SUBTOTAL	\$21,926,767	\$21,926,767	\$0	\$0	\$21,926,767
TOTAL PROJECT	\$233,221,066	\$233,221,066	\$14,742,315	\$0	\$233,221,066

New Heavy Rail Vehicle Program

- **PROJECT SCOPE**

- **Base Order of 64 new HRVs:**

- 34 HRVs to support the Purple Line Extension (PLE), Section 1
 - 30 HRVs for A650 Base Buy fleet replacement.
 - The Total Project Budget is \$233 million. LACMTA intends to exercise up to five Options.

- **Options:**

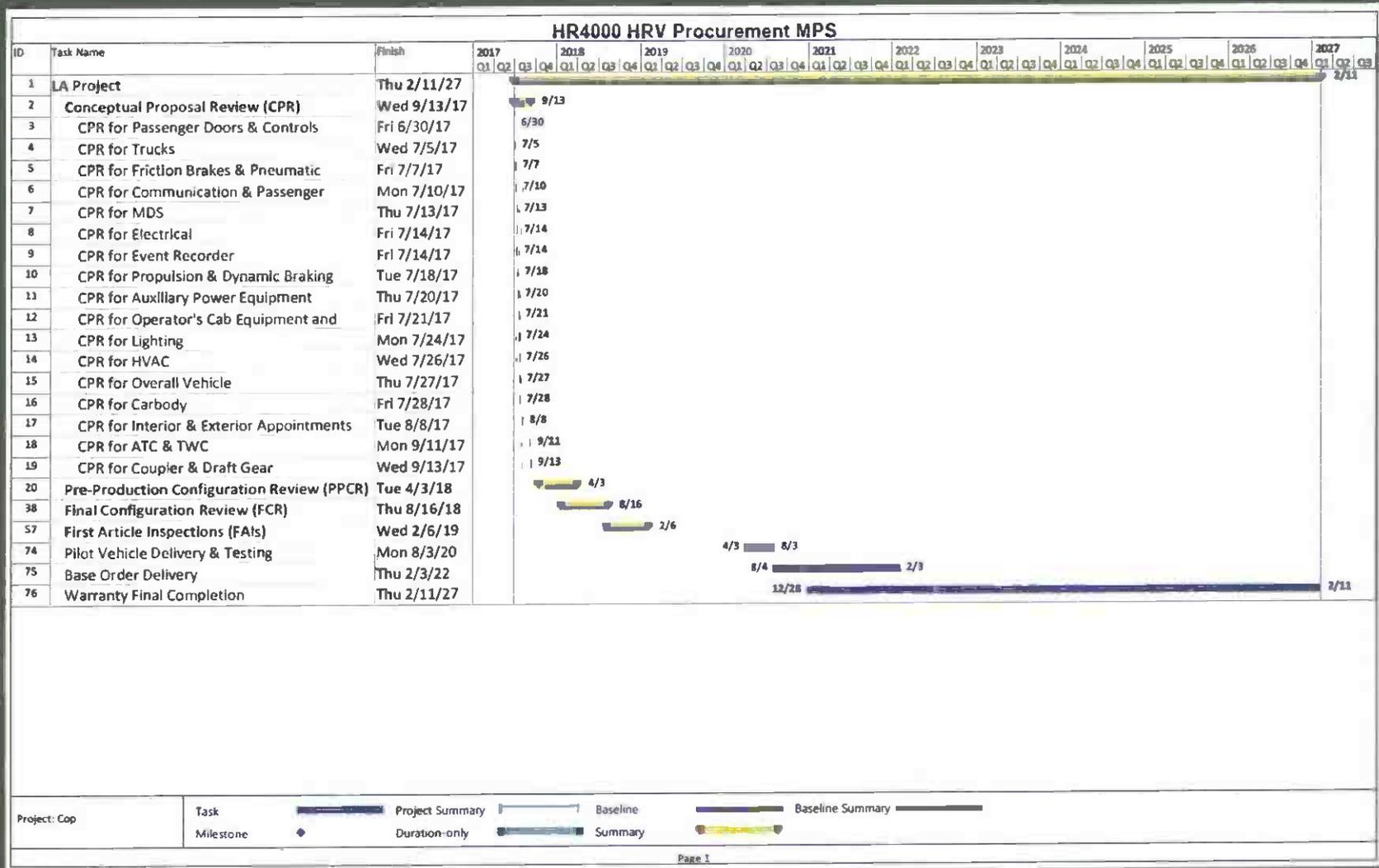
- Option 1 (24 HRVs) and Option 2 (84 HRVs) to support fleet and service expansion
 - Option 3 (20 HRVs) to support the Purple Line Extension (PLE), Section 2
 - Option 4 (16 HRVs) to support the Purple Line Extension (PLE), Section 3
 - Option 5 (74 HRVs) for the A650 Option Buy fleet replacement



Metro

New Heavy Rail Vehicle Program

- MASTER PROJECT SCHEDULE (MPS) – BASE ORDER



New Heavy Rail Vehicle Program

RISK MANAGEMENT

Risk ID	Risk Description	Action Items	Risk Score After Mitigation
1	The Contractor may not effectively manage their suppliers during design and production	<ol style="list-style-type: none"> 1. Closely monitor the Contractor and their management of its suppliers. 2. Encourage intermediate "over-the-shoulder design reviews. 3. Hold periodic Supplier Forums, to communicate current issues and look ahead info. 4. Schedule design review workshops with CRRC and Suppliers 	10
2	Contractor may not be able to provide necessary U.S. based resources, which may delay design, performance and car delivery.	<ol style="list-style-type: none"> 1. LACMTA to work and coordinate with Contractor to plan and mitigate risks. 2. LACMTA to work and coordinate with Consultants to leverage and apply best practices/lessons learned to plan and mitigate risks. 3. LACMTA to meet with CRRC Senior Execs to push for necessary resources 	9
3	Local Employment Program and Facility Commitment	<ol style="list-style-type: none"> 1. LACMTA to work and coordinate with Contractor to plan and mitigate risks. 2. LACMTA to work and coordinate with Contractor to leverage and apply best practices/lessons learned to plan and mitigate risks. 3. LACMTA to audit suppliers for compliance to LEP commitment 4. LACMTA to meet with CRRC Senior Execs to push for progress in implementing the LEP 	9
4	Lack of system integration expertise may result in system design conflicts or omissions that result in delays.	<ol style="list-style-type: none"> 1. Provide close oversight of system integration effort. 2. Conduct working sessions with Contractor and Consultant SMEs to facilitate the design process. 	9
5	Times Electric, ZRAC and HZY have a very aggressive schedule for leasing, designing and permitting their new manufacturing facility in the LA Area. The facility may not be ready in time for vehicle production.	<ol style="list-style-type: none"> 1. LACMTA to assign resources to closely work with and monitor the Supplier's Local Employment Plan. 2. Should it be necessary, FAIs could be first held at their Chinese facility and then repeated again in LA. 3. LACMTA to audit suppliers for compliance to LEP commitment 	7.5



Metro

New Heavy Rail Vehicle Program

- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Start of Pre-Production Configuration Review (PPCR)
 - Perform Quality Assurance audit of Contractor and Suppliers



Metro

FTA Quarterly Review Action Item Report – August 31, 2017

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-8/31	Open	Metro to provide the FTA/PMOC a white paper outlining a Project Cost and Schedule Containment Plan for the Patsaouras Plaza Busway Station.	LACMTA	Timothy Lindholm	9/30/17
2-8/31	Open	Metro to provide the FTA/PMOC a white paper outlining a Project Cost and Schedule Containment Plan for the Eastside Access Improvements Project.	LACMTA	Milind Joshi	9/30/17
1-5/31	Open	Metro to develop a job creation methodology and provide job creation figures on the Crenshaw/LAX Transit Project, Westside Purple Line Extension Section 1 and 2 Projects and Regional Connector Transit Project to the FTA/PMOC on a quarterly basis.	LACMTA	Brian Boudreau/ William Brown/ Rick Wilson/ Daniel Estrada	8/31/17
2-5/31	Open	Metro to provide the FTA/PMOC a list identifying the number of P3010 vehicles allocated to each project.	LACMTA	Jesus Montes/ Annie Yang	8/31/17
1-2/22	Open	Metro to consider including Finance Costs as part of the LOP Budget for Federal Projects.	LACMTA	Brian Boudreau/ William Brown/ Rick Wilson/ Daniel Estrada	8/31/17