

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review

Briefing Book

DECEMBER 7, 2016



Metro

FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, December 7, 2016 – 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. 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. Regional Connector Transit Corridor Project
- F. Patsaouras Plaza Bus Station Project
- G. P3010 Light Rail Vehicle Acquisition Program
- H. Heavy Rail Vehicle Acquisition Program

Richard Clarke
Charles Beauvoir
Dennis Mori
Michael McKenna
Gary Baker
Tim Lindholm
Jesus Montes
Cop Tran

III. METRO PLANNING REPORTS

- A. Measure M Update
- B. Small Starts Projects
 - Metro Rapid System Gap Closure Lines
- C. Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector – 96th Street Transit Station
 - Eastside Transit Corridor Phase 2
- D. TIGER VI Planning Grant Projects
 - Willowbrook/Rosa Parks Station
Master Plan Implementation Project
 - Eastside Access Improvements
- E. TIGER VII Planning Grant Project
 - Rail to Rail Active Transportation
Corridor Connector Project
- F. Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project

Therese McMillan

IV. FTA ACTION ITEMS

FTA/PMOC

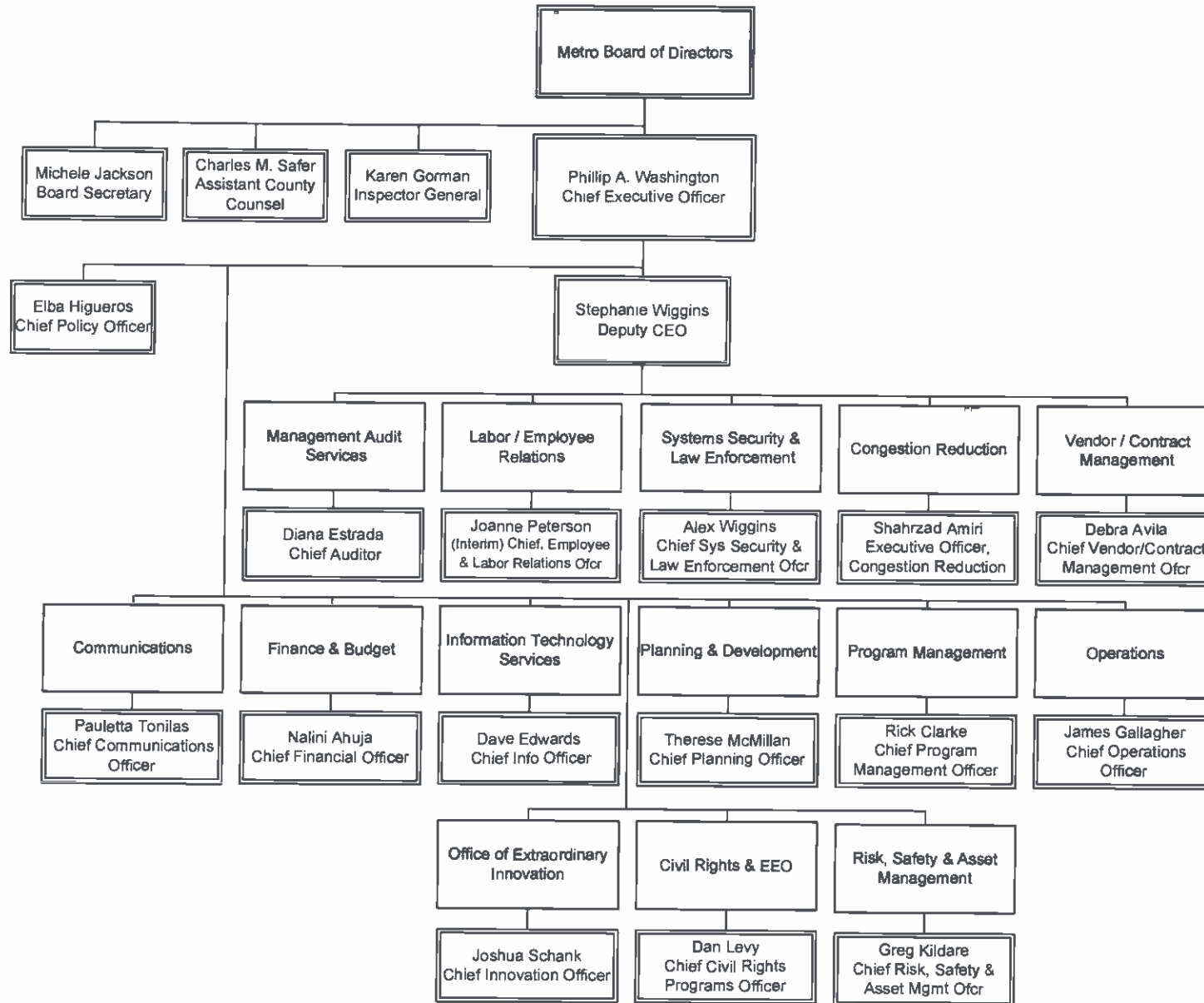
V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, February 22, 2017

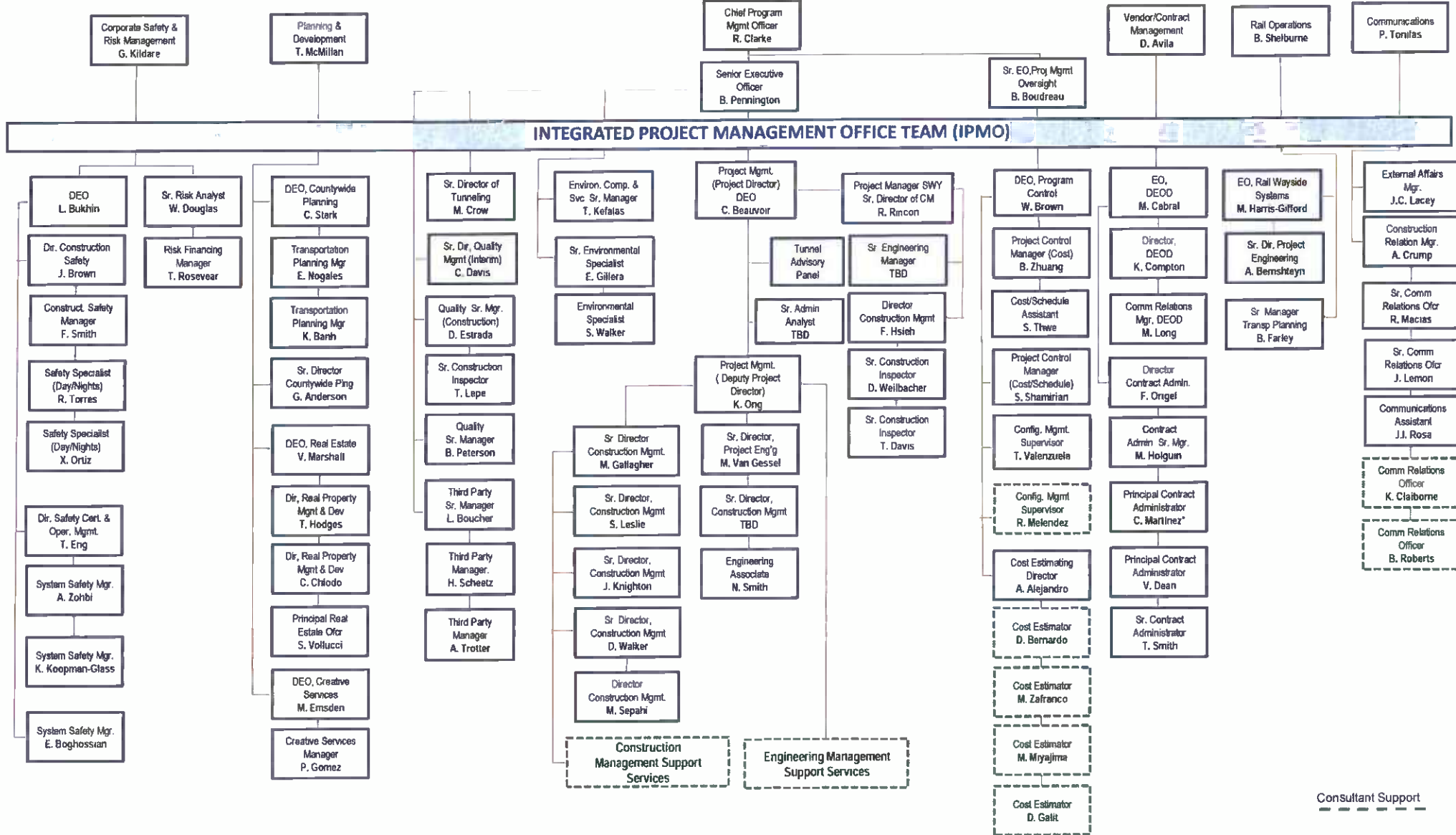
William Mulholland Conference Room - 15th Floor

Metro Organization Chart

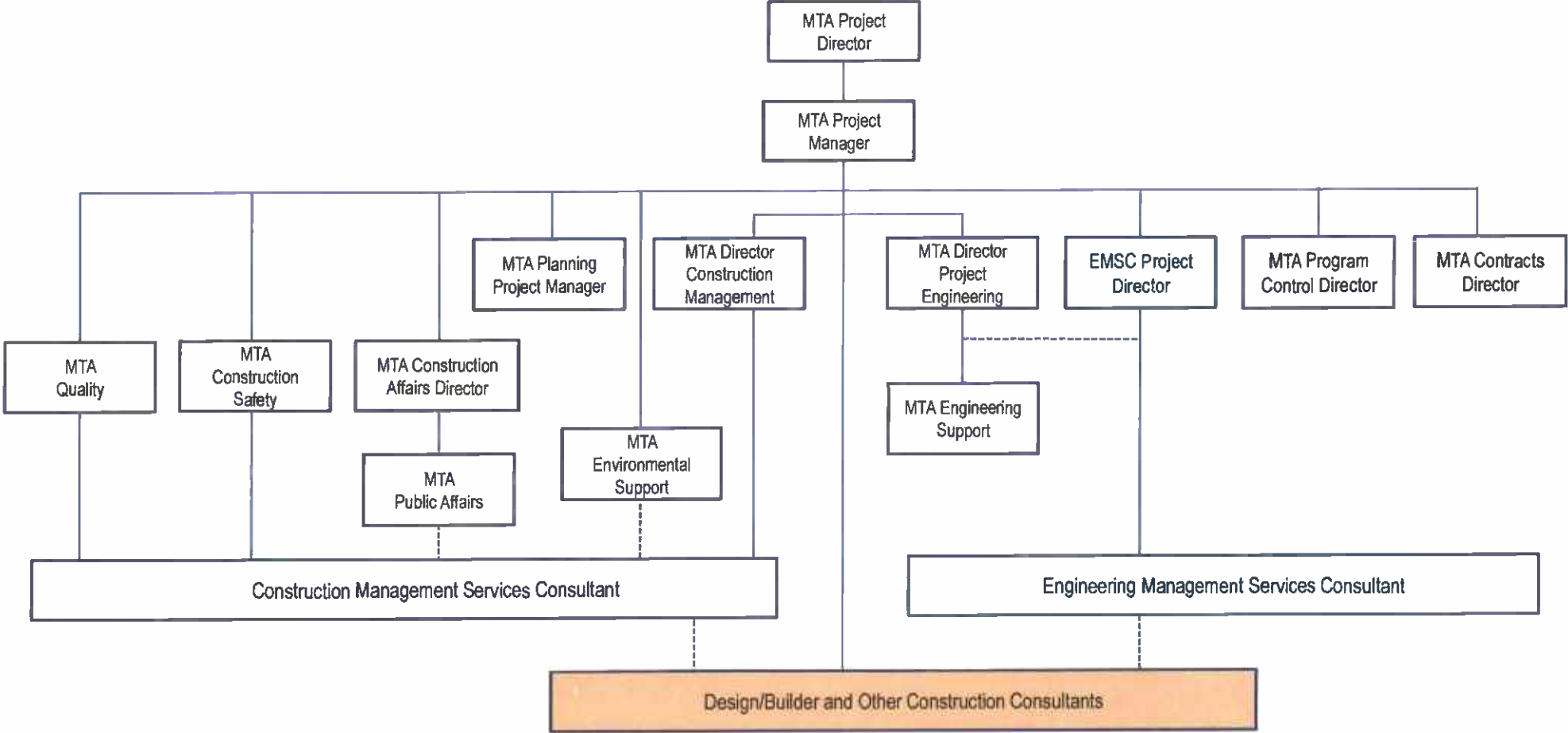


CRENSHAW/LAX TRANSIT PROJECT MATRIX ORGANIZATION

Metro Executive Management Organization and Staff

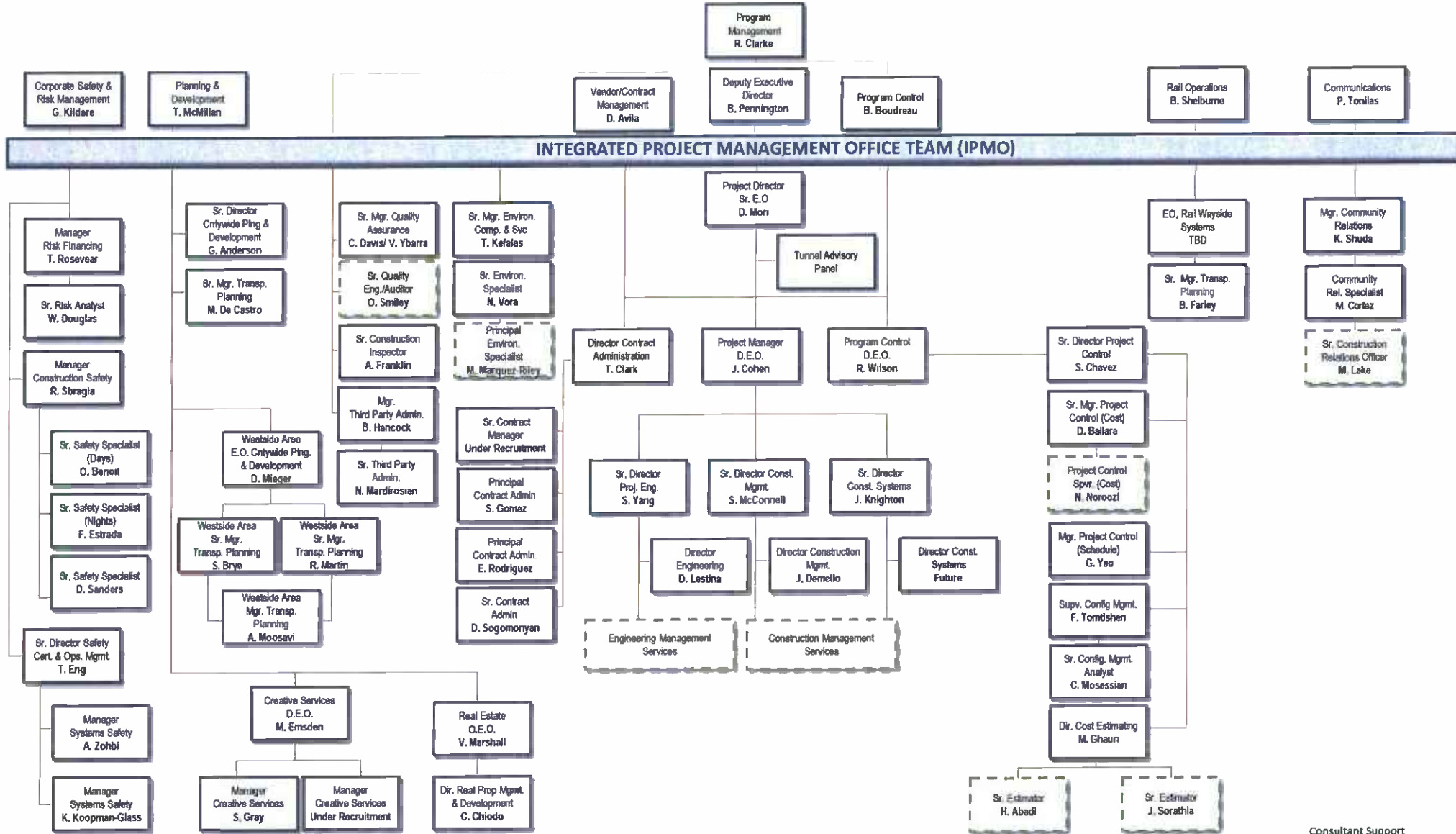


**CRENSHAW/LAX TRANSIT PROJECT
Responsibility and Reporting Matrix**



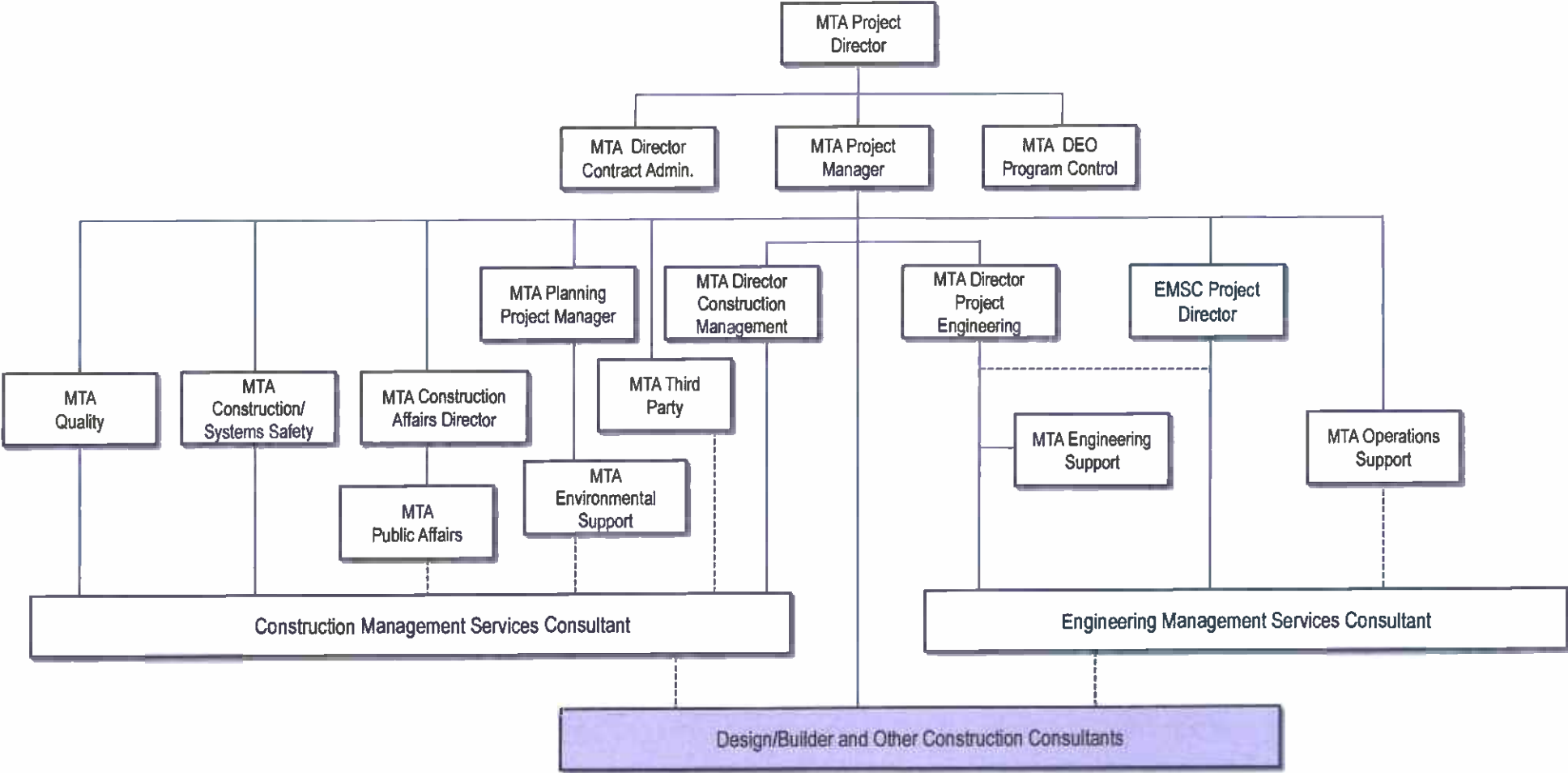
WESTSIDE PURPLE LINE EXTENSION SECTION 1 Matrix Organization

Metro Executive Management Organization and Staff



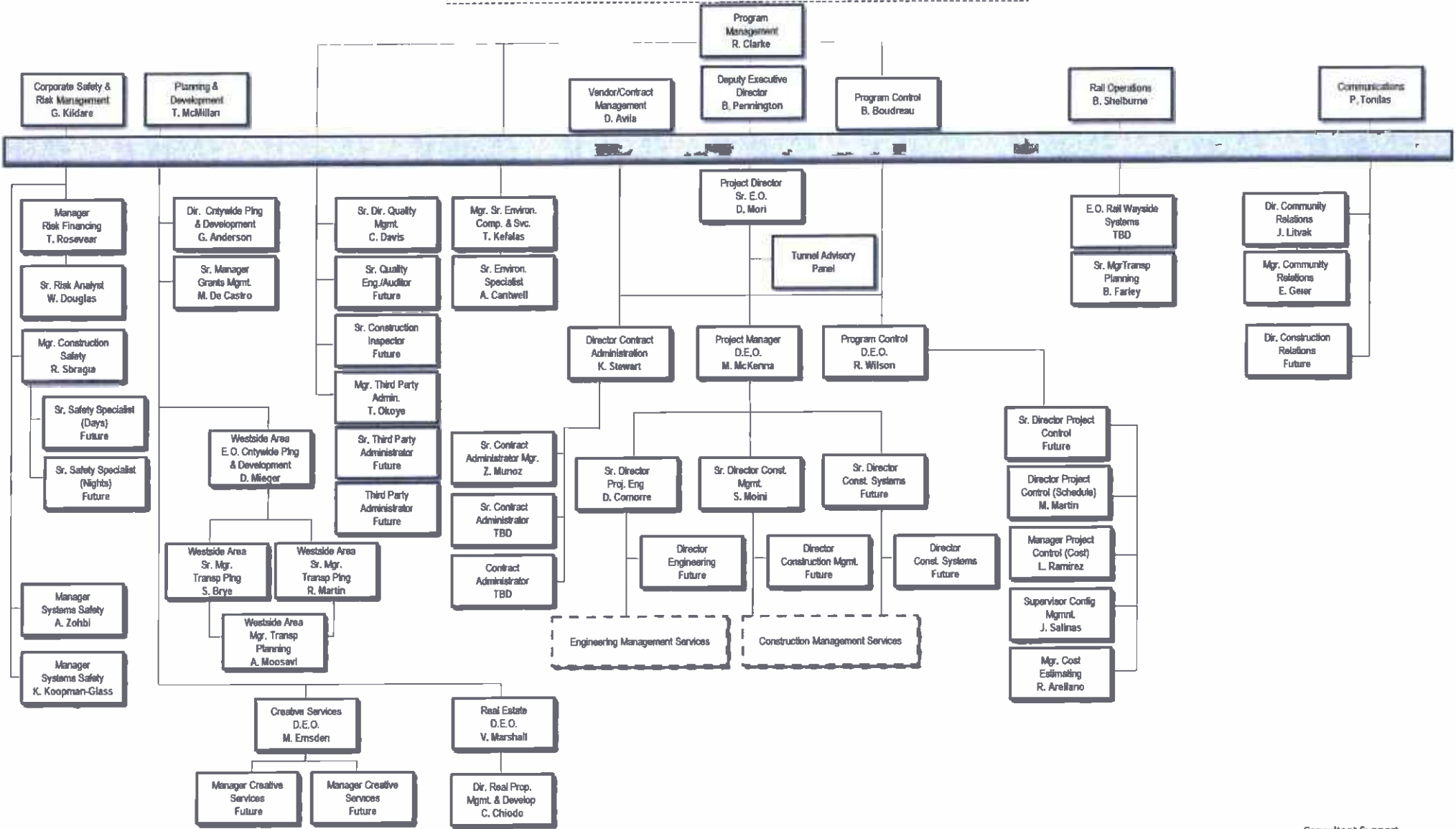
Consultant Support

Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix



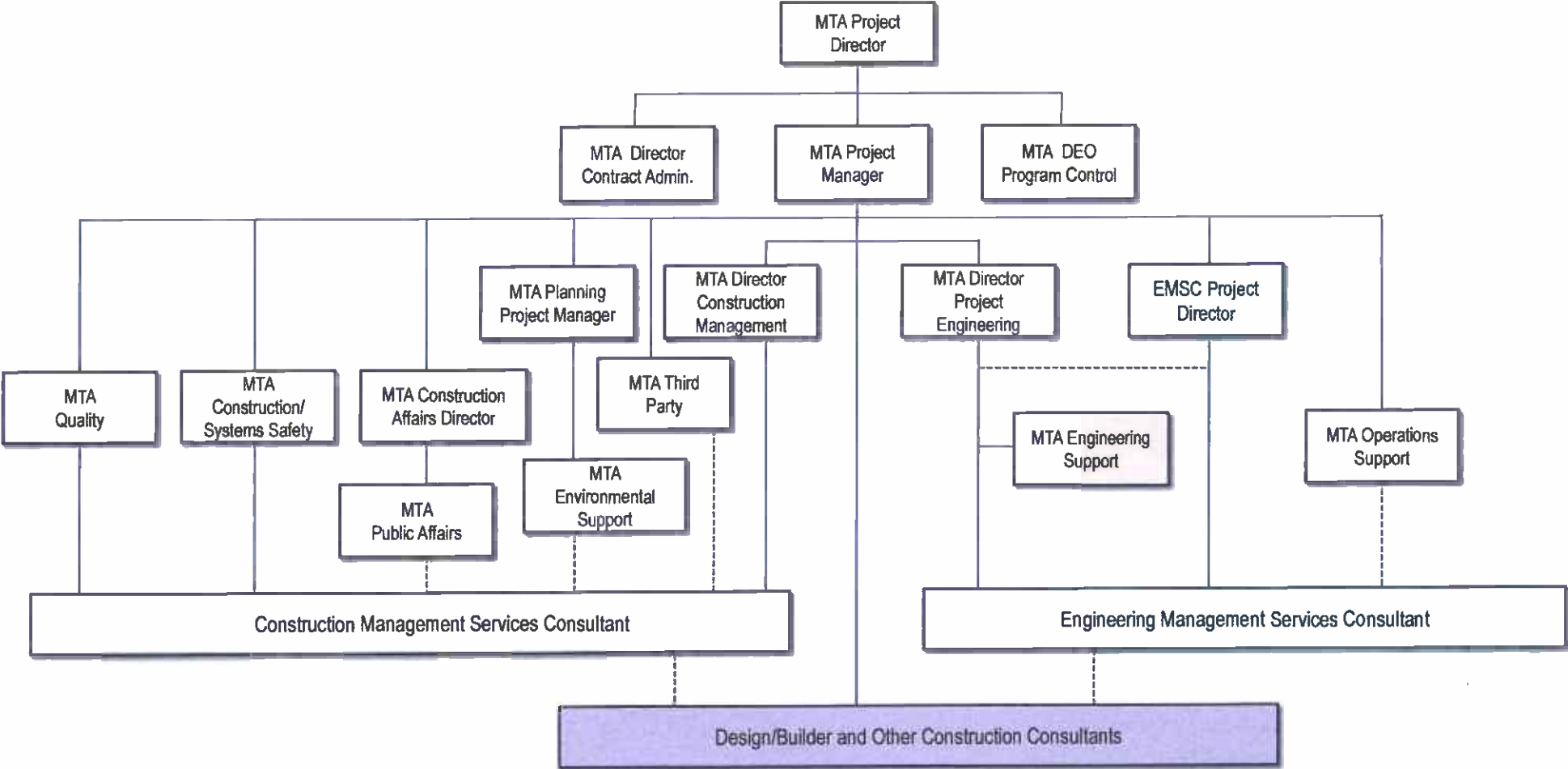
WESTSIDE PURPLE LINE EXTENSION SECTION 2 Matrix Organization

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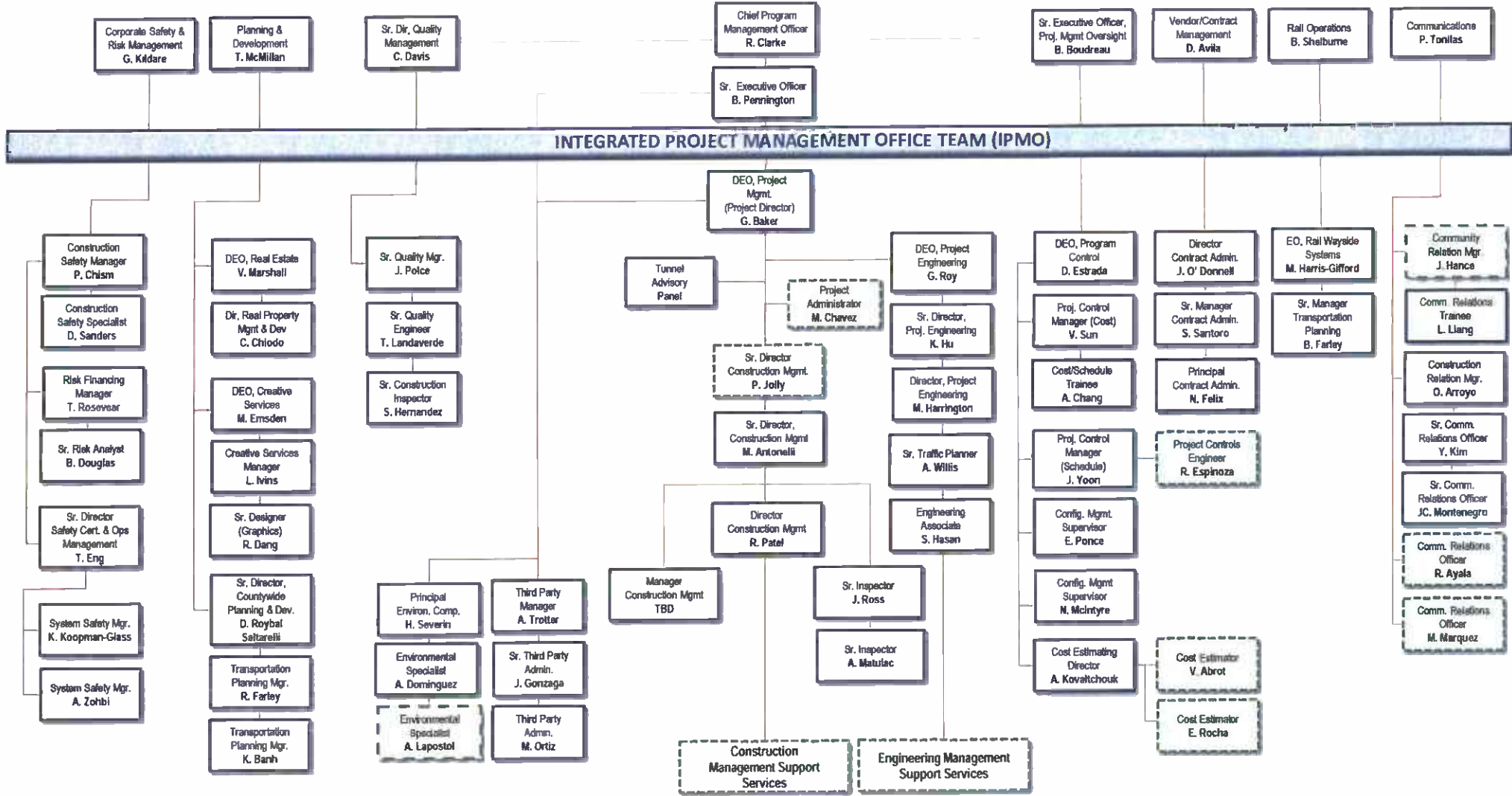
Consultant Support

Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix



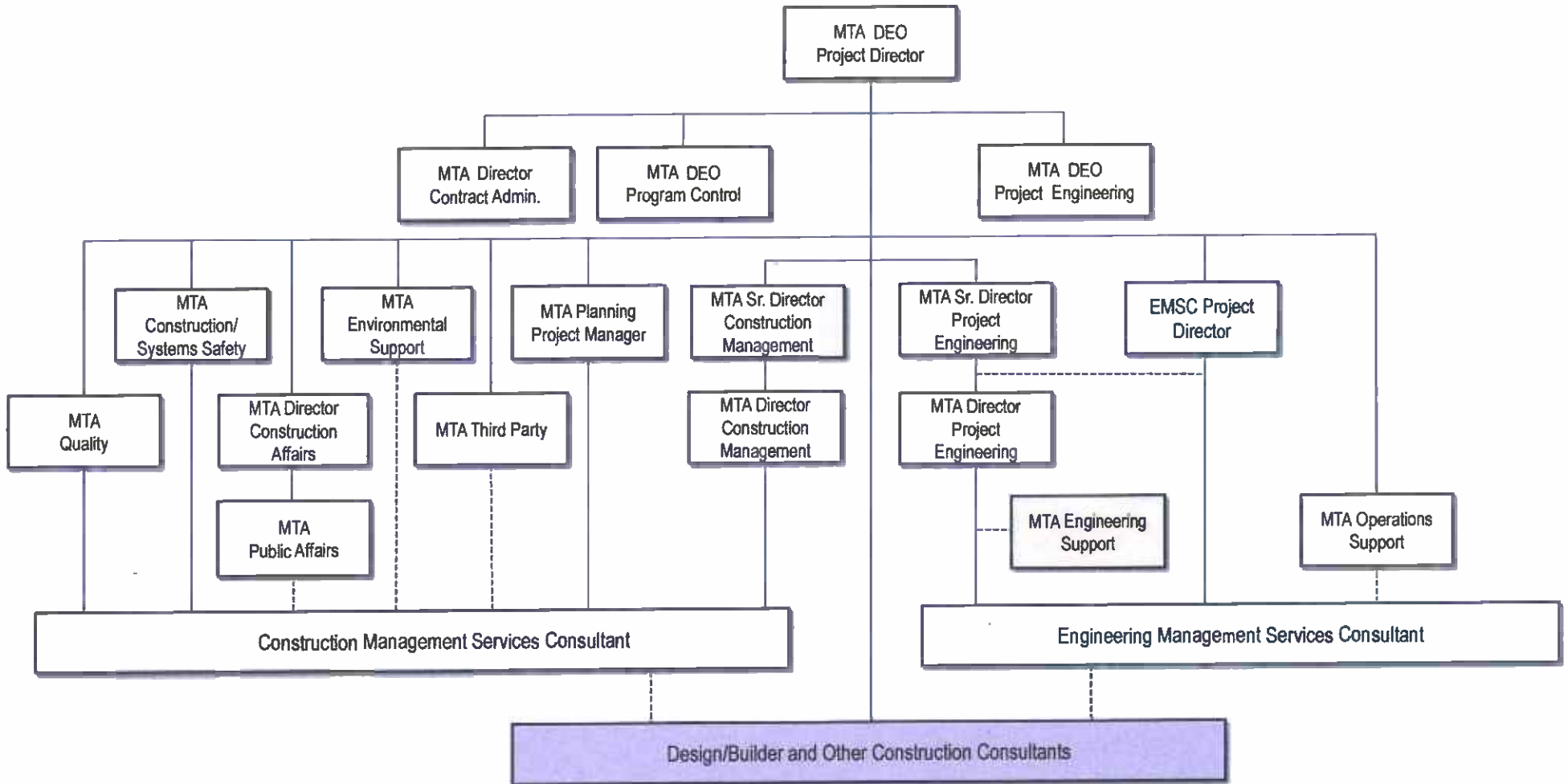
REGIONAL CONNECTOR TRANSIT PROJECT MATRIX ORGANIZATION

Metro Executive Management Organization and Staff

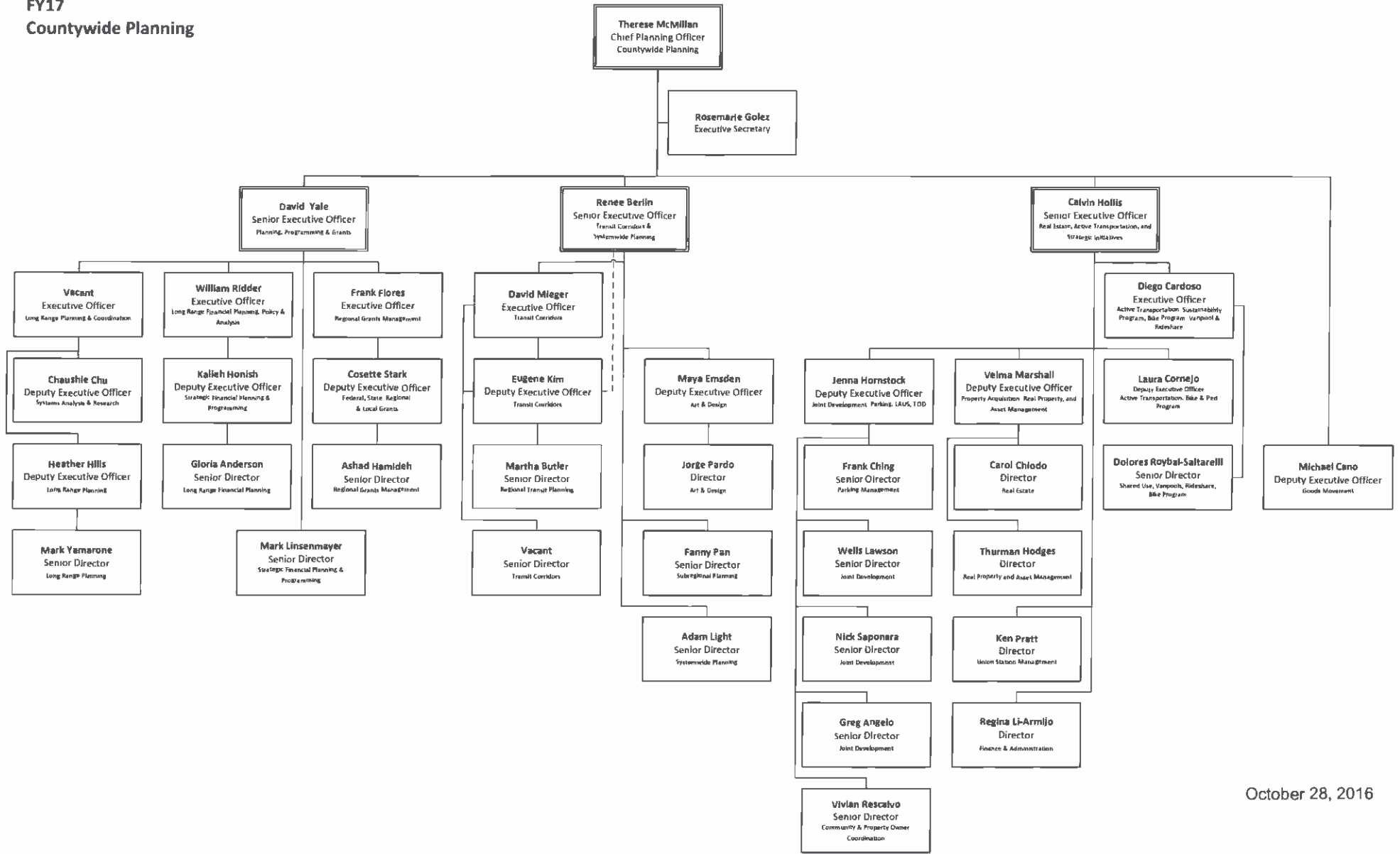


Consultant Support

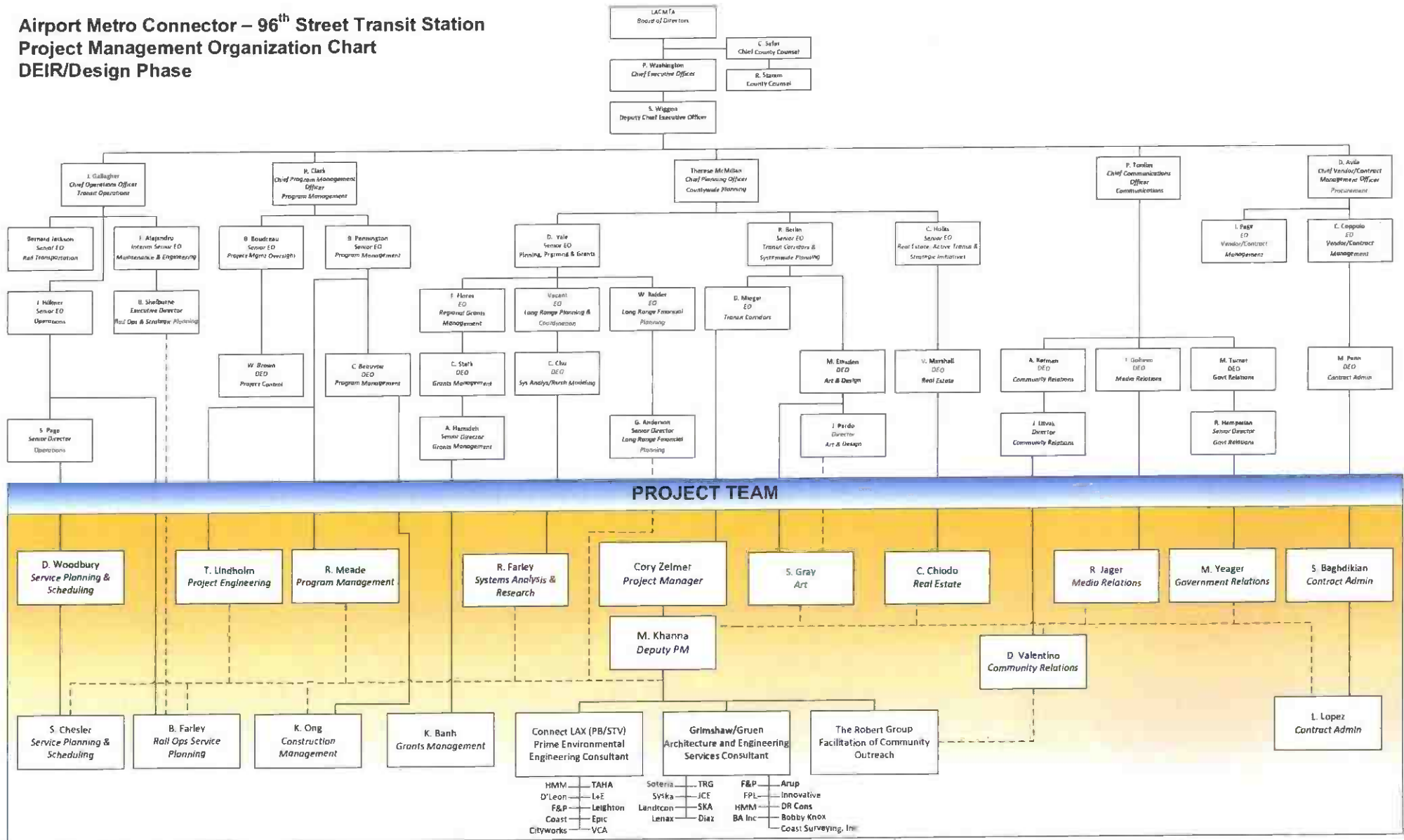
Regional Connector Transit Project Responsibility and Reporting Matrix



**FY17
Countywide Planning**



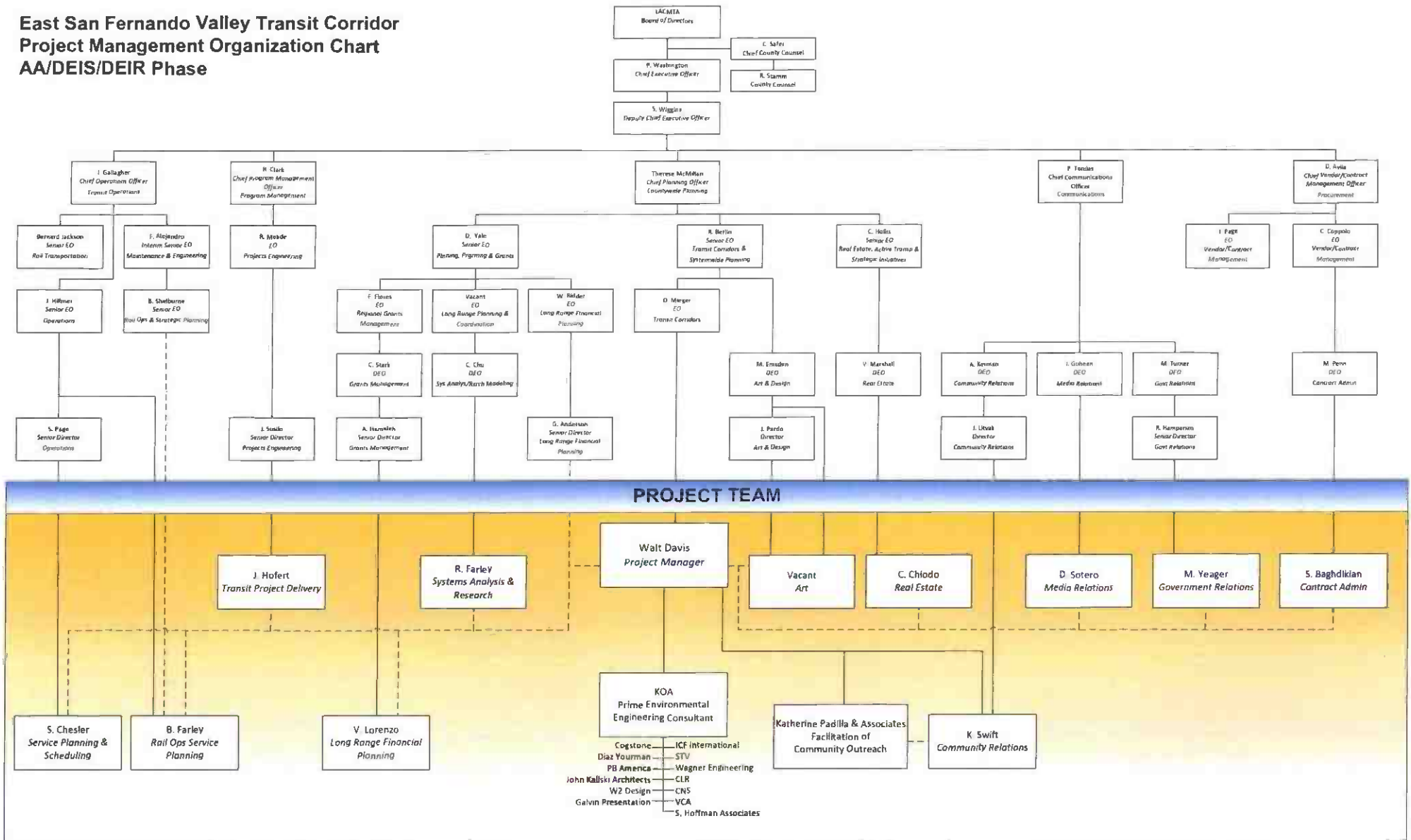
Airport Metro Connector – 96th Street Transit Station Project Management Organization Chart DEIR/Design Phase



October 28, 2016

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

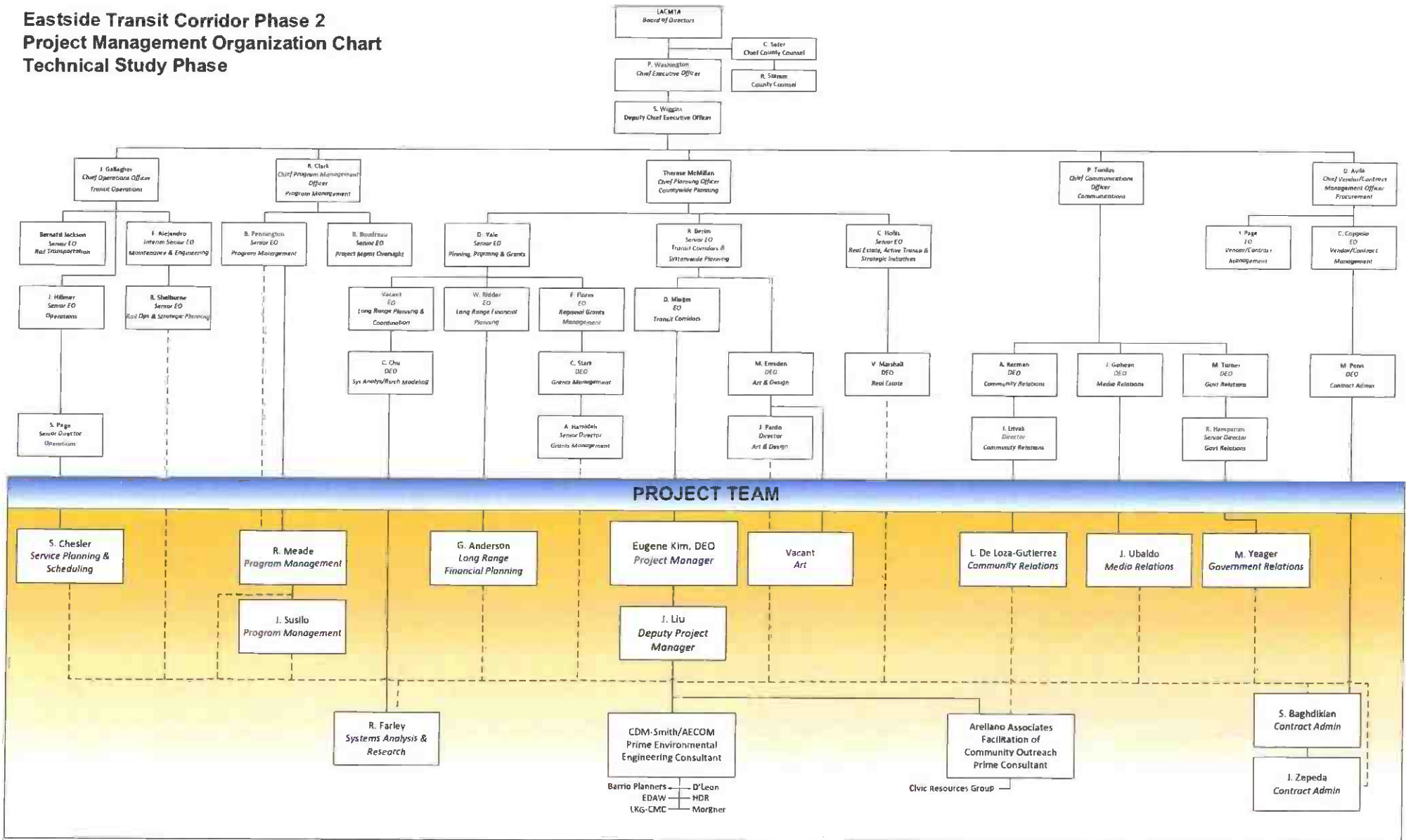
East San Fernando Valley Transit Corridor Project Management Organization Chart AA/DEIS/DEIR Phase



October 28, 2016

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

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



October 28, 2016

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

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
OCTOBER 2016
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
<p><u>AB 33</u> Quirk D Electrical corporations: energy storage systems: long duration bulk energy storage resources.</p>	<p>9/26/2016-A. CHAPTERED 9/26/2016-Chaptered by Secretary of State - Chapter 680, Statutes of 2016.</p>	<p>Current law requires the Public Utilities Commission to open a proceeding to determine appropriate targets, if any, for each load-serving entity, as defined, to procure viable and cost-effective energy storage systems to be achieved by December 31, 2020. This bill would require the commission to evaluate and analyze the potential for all types of long duration bulk energy storage resources to help integrate renewable generation into the electrical grid, as specified.</p> <p>SUPPORT: Brookfield Renewable, Clean Power Campaign, EDF Renewable Energy, Eagle Crest Energy, Inc., San Diego County Water Authority OPPOSITION: None received</p>	<p>Monitor</p>
<p><u>AB 133</u> Committee on Budget Budget Act of 2015.</p>	<p>3/1/2016-A. CHAPTERED 3/1/2016-Chaptered by Secretary of State - Chapter No. 2, Statutes of 2016</p>	<p>The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.</p> <p>SUPPORT: None received OPPOSITION: None received</p>	<p>Monitor</p>

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OCTOBER 2016
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Bill ID/Topic	Location	Summary	Position
<p><u>AB 156</u> McCarty D Ammunition.</p>	<p>8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 6/30/2016)</p>	<p>Current law requires the Attorney General to maintain records, including fingerprints, licenses to carry concealed firearms, and information from firearms dealers pertaining to firearms, for purposes of assisting in the investigation of crimes and specified civil actions. In regard to certain of those records, current law authorizes specified peace officers to disseminate the name of the subject of the record, the number of firearms listed in the record, the description of any firearm, and other information reported to the Department of Justice, as specified, if the subject of the record has been arraigned, is being prosecuted, or is serving a sentence for domestic violence or is the subject of specified protective orders. This bill would require the Attorney General to also maintain information about ammunition transactions and ammunition vendor licenses for those purposes.</p> <p>SUPPORT: California Chapters of the Brady Campaign to Prevent Gun Violence, Coalition Against Gun Violence, a Santa Barbara County Coalition, Law Center to Prevent Gun Violence</p> <p>OPPOSITION: California Sportsman's Lobby, California State Sheriffs' Association, Crossroads of the Wes, Firearms Policy Coalition, National Rifle Association, National Shooting Sports Foundation, Outdoor Sportsmen's Coalition of California, Safari Club International, Several individuals</p>	<p>Monitor</p>

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OCTOBER 2016
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<p><u>AB 326</u> <u>Frazier D</u></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>9/14/2016-A. CHAPTERED 9/14/2016-Chaptered by Secretary of State - Chapter 34S, Statutes of 2016.</p>	<p>Current law provides that there is no liability for liquidated damages if a contractor, subcontractor, or surety deposits the full amount of the assessment or notice, including penalties, with the Department of Industrial Relations to hold in escrow pending administrative or judicial review. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following either the conclusion of all administrative and judicial review or upon the department receiving written notice from the Labor Commissioner or his or her designee of a settlement or other final disposition of an assessment issued, as specified, or from the authorized representative of the awarding body of a settlement or other final disposition of a notice issued, as specified.</p> <p>SUPPORT: Associated General Contractors (source), Associated Builders & Contractors of California, Construction Employers' Association, California Professional Association of Specialty Contractors, Southern California Contractors Association</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>
<p><u>AB 338</u> <u>Hernández, Roger D</u></p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>7/1/2016-S. DEAD 7/1/2016-Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was 2 YEAR on 7/17/2015)</p>	<p>Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

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State and Federal Legislative Matrix
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Bill ID/Topic	Location	Summary	Position
<u>AB 620</u> <u>Hernández, Roger D</u> High-occupancy toll lanes: exemptions from tolls.	9/28/2016-A. CHAPTERED 9/28/2016-Chaptered by Secretary of State - Chapter 738, Statutes of 2016.	Would require Los Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws. SUPPORT: None received OPPOSITION: None received	Neutral

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<p><u>AB 626</u> <u>Chiu D</u></p> <p>Public contracts: claim resolution.</p>	<p>9/29/2016-A. CHAPTERED 9/29/2016-Chaptered by Secretary of State - Chapter 810, Statutes of 2016.</p>	<p>Current law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Current law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project.</p> <p>SUPPORT: Air Conditioning Sheet Metal Association, Air-Conditioning & Refrigeration Contractors Association, Advanced Cable Solutions, Inc., Architectural Glass & Aluminum, Associated General Contractors, Ayoob & Perry Plumbing Co., Baker Electric, Big Sky Electric, California Chapters of the National Electrical Contractors Association, California Legislative Conference of the Plumbing, California-Nevada Conference of Operating Engineers, California State Association of Electrical Workers, California State Pipe Trades Council, Collins Electrical Company, Inc., Creative Shower Door Corp., Cupertino Electric, Inc., Electro Construction Corp., Finishing Contractors Association of Southern California, Fuller Electric, Giroux Glass, Inc., Heating and Piping Industry, International Union of Elevator Constructors, KBI Painting, Inc., Mike Cox Electric Company, Inc., Morrow-Meadows Corporation, Neal Electric Corp., Neubauer Electric, Inc., Northern California Allied Trades, Pacific Glazing Contractors, Painting and Decorating Contractors Association of Sacramento, Piping Industry Progress & Education Trust Fund, Pyramid Painting, Inc., Roundtree Glass Company, Santa Barbara Glass Company, Schetter Electric, Inc., Smith and Sons Electric, Inc., State Building and Construction Trades Council, AFL-CI, TNT Industrial Contractors, Inc., Wall and Ceiling Alliance, Western States Council of Sheet Metal Workers, 44 individuals</p> <p>OPPOSITION: San Diego County Regional Airport Authority</p>	<p>Monitor</p>

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<p><u>AB 779</u> Garcia, Cristina D</p> <p>Local government: financial disclosures.</p>	<p>8/18/2016-A. L. GOV. 8/25/2016-From committee: That the Senate amendments be concurring in. (Ayes 8. Noes 0.) .</p>	<p>Would require a city, county, city and county, or special district, on or before April 30 of each year, to post compensation information in a conspicuous location on its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous calendar year. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT: California League of Conservation Voters, Sierra Club California</p> <p>OPPOSITION: Association of California Healthcare Districts, California Special Districts Association, California State Association of Counties, Cities of Cloverdale, Hesperia, Indian Wells, Lake Elsinore, Murrieta, Rocklin, and San Carlos, League of California Cities, Rural County Representatives of California, Urban Counties of California</p>	<p>Monitor</p>
<p><u>AB 869</u> Cooper D</p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 8/30/2016)</p>	<p>Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.</p> <p>SUPPORT: Amalgamated Transit Union, Sacramento Regional Transit District OPPOSITION: None received</p>	<p>Support</p>

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State and Federal Legislative Matrix
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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1419</u> <u>Eggman D</u></p> <p>Hazardous waste: cathode ray tube glass.</p>	<p>9/22/2016-A. CHAPTERED 9/22/2016-Chaptered by Secretary of State - Chapter 445, Statutes of 2016.</p>	<p>Current law requires the Department of Toxic Substances Control to regulate the management and disposal of hazardous waste. Under current regulations, the department classifies a waste as hazardous waste if the waste exceeds certain total threshold limitation concentrations, which are established by the department for various substances, including barium. This bill, except as specified, would provide that used, broken cathode ray tube (CRT) panel glass and processed CRT panel glass that exceeds the total threshold limit concentration only for barium is not a waste and is not subject to regulation by the department if that panel glass meets certain requirements.</p> <p>SUPPORT: Californians Against Waste – sponsor, All eWaste, Inc., Association of California Recycling Industries, Cali Resources, Inc., California Association of Local Conservation Corps, California Electronic Asset Recovery, California League of Conservation Voters, Cal Micro Recycling, Ecology Action, ECS Refining, Electronic Recyclers International, E-Recycling of California, Environmental Working Group, Fireclay Tile, Institute of Scrap Recycling Industries (ISRI), West Coast Chapter, Kleen Blast Abrasives, Marin County Hazardous & Solid Waste Management Joint Powers Authority, Napa Recycling & Waste Services, Northern California Recycling Association (NCRA), Rural County Representatives of California (RCRC), Sonoma County AB 939 Local Task Force, Sonoma County Waste Management Agency Stopwaste, Technologies Displays Americas, LLC, Tycoon Materials, Inc. DBA Happy Recyclers</p> <p>OPPOSITION: None on file</p>	<p>Monitor</p>

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<p><u>AB 1550</u> <u>Gomez D</u></p> <p>Greenhouse gases: investment plan: disadvantaged communities.</p>	<p>9/14/2016-A. CHAPTERED 9/14/2016-Chaptered by Secretary of State - Chapter 365, Statutes of 2016.</p>	<p>Current law requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate (1) a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities.</p> <p>SUPPORT: Alameda County Board of Supervisors, Amigos de los Rios, Asian Pacific Environmental Network, Asian Pacific Policy and Planning Council, California Association of Local Conservation Corps, California Bicycle Coalition, California Black Health Network, California Center for Public Health Advocacy, California Environmental Justice Alliance, California Housing Partnership Corporation, California Interfaith Power & Light, California League of Conservation Voters, California ReLeaf, California Urban Forests Council, California Vanpool Authority, California Voices for Progress, Canopy, Catholic Charities Catholic Charities, Diocese of Stockton, Center for Community Action and Environmental Justice, Center on Race, Poverty and the Environment, Central California Asthma Collaborative, Central Coast Alliance United for a Sustainable Economy, Central Coast Energy Services, City Project, Coalition for Clean Air, Communities for a Better Environment, Community Action to Fight Asthma, Community Health for Asian Americans, Defenders of Wildlife, Energy Solidarity Cooperative, Environment California, Environmental Defense Fund, Environmental Health Coalition, Fallbrook Land Conservancy, Filipino/American Coalition for Environmental Solidarity, Fresno Economic Opportunities Commission,</p>	<p>Monitor</p>

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		<p>Fresno Interdenominational Refugee Ministries, Friends Committee on Legislation of California, Grayson Neighborhood Council, Green Education, Inc., Green for All, Greenlining Institute, Greenspace-The Cambria Land Trust, GRID Alternatives, Growing Together, Huntington Beach Tree Society, Inc., Liberty Hill Foundation, Little Tokyo Service Center, Los Angeles Conservation Corps, Los Angeles Neighborhood Land Trust, Move LA, National Parks Conservation Association, Natural Resources Defense Council, Pacific Asian Consortium in Employment, Pacoima Beautiful, People Organizing to Demand Environmental and Economic Rights, Physicians for Social Responsibility – Los Angeles, Placer Land Trust, Propel Fuels, Public Advocates, Regional Asthma Management and Prevention, Rising Sun Energy Center, Rural County Representatives of California, Sacramento Tree Foundation, Safe Routes to School National Partnership, Santa Clara Valley Open Space Authority, Save the Bay, SCOPE, Sierra Business Council, Sierra Climate Adaptation and Mitigation Partnership, Sierra Club California, Sierra Foothill Conservancy, Solar-Oversight, Stone Soup Fresno, Strategic Actions for a Just Economy, Strategic Concepts in Organizing and Policy Education, The Nature Conservancy, TransForm, Tree Davis, Tree San Diego, Truckee Donner Land Trust, Trust for Public Land, TRUST South LA, Union of Concerned Scientists, Urban Releaf, Valley Clean Air Now, Watershed Conservation Authority</p> <p>OPPOSITION: Bay Area Air Quality Management District Legislative Committee, California Chamber of Commerce, California Taxpayers Association, Metropolitan Transportation Commission</p>	

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<u>AB 1591</u> Frazier D Transportation funding.	ASSEMBLY DEAD 8/31/2016 - Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 2/1/2016)	<p>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 to ensure efficient use of the 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 \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT: None listed b/c no analysis</p> <p>OPPOSITION: None listed b/c no analysis</p>	Support

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<p><u>AB 1592</u> <u>Bonilla D</u></p> <p>Autonomous vehicles: pilot project.</p>	<p>9/29/2016-A. CHAPTERED 9/29/2016-Chaptered by Secretary of State - Chapter 814, Statutes of 2016.</p>	<p>Current 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, notwithstanding the above provision, 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, authorize 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.</p> <p>SUPPORT: Contra Costa Transportation Authority (source), Alliance for Transportation Innovation, Allstate Insurance Company, American Council of Engineering Companies California, Bay Area Council, Bay Area Rapid Transit District, BestMile, California Department of Insurance, Central Contra Costa Transit Authority, City of Clayton, City of Concord, City of San Ramon, City of Walnut Creek, Congressmember Nancy Pelosi, Contra Costa County Board of Supervisors, East Bay Leadership Council, EasyMile, Honda, Intelligent Transportation Systems California, League of California Cities, Metropolitan Transportation Commission, Personal Insurance Federation of California, San Ramon Police Department, Securing America's Future Energy, Silicon Valley Leadership Group, Stantec, Sunset Development Company, TechNet, Telecommunications Industry Association, Telegra, Inc.</p> <p>OPPOSITION: Amalgated Transit Union, California Manufacturers and Technology Association, California Teamsters Public Affairs Council, CTIA, DMA, Information Technology Industry</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1595</u> Campos D</p> <p>Employment: human trafficking training: mass transportation employers.</p>	<p>ASSEMBLY DEAD S/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)</p>	<p>Existing law establishes the Division of Labor Standards Enforcement in the Department of Industrial Relations for the enforcement of labor laws, and establishes certain obligations on an employer, including, requiring an employer to post specified wage and hour information in a location where it can be viewed by employees. Under existing law, any person who deprives or violates the personal liberty of another with the intent to obtain forced labor or services is guilty of the crime of human trafficking. This bill would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require the Department of justice to develop guidelines for the training, including, but not limited to, guidance on how to report human trafficking. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training. Last Amended on 3/29/2016</p>	<p>Support</p>
<p><u>AB 1610</u> Committee on Budget Transportation.</p>	<p>8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 8/24/2016)</p>	<p>The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT: None received OPPOSITION: None received</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1640 Stone, Mark D Retirement: public employees.</p>	<p>8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 8/29/2016)</p>	<p>PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.</p> <p>SUPPORT: Santa Clara Valley Transportation Authority (source), California Conference Board of the Amalgamated Transit Union, California Teamsters Public Affairs Council, California Transit Association, Monterey-Salinas Transit, Peninsula Corridor Joint Powers Board, San Mateo County Transit District, San Mateo County Transportation Authority</p> <p>OPPOSITION: None received</p>	<p>Work with Author</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1641</u> Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 2/4/2016)</p>	<p>Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.</p> <p>SUPPORT: None on file</p> <p>OPPOSITION: Amalgamated Transit Union, American Federation of State, County and Municipal Employees, California Council of the Blind, Cultural Space Coalition, Haight Ashbury Neighborhood Council, Potrero Hill Democratic Club, San Francisco Green Party, Services Employees International Union, United Transportation Union, 36 private citizens</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1657</u> O'Donnell D</p> <p>Air pollution: public ports and intermodal terminals.</p>	<p>8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was APPR. SUSPENSE FILE on 5/11/2016)</p>	<p>Would establish the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, as defined, to help transition the state's freight system to be zero- and near-zero-emission operations. The bill would authorize the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT: APM Terminal, Associated General Contractors, California Association of Port Authorities, California Railroad Industry, Center for Sustainable Energy, Los Angeles County Business Federation, Los Angeles County Economic Development Corporation, Los Angeles County Economic Development Corporation, Maersk Line, Pacific Merchant Shipping Association, Philips Lighting, San Diego County Regional Airport Authority, Wilmington Chamber of Commerce</p> <p>OPPOSITION: None on file</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1661</u> McCarty D</p> <p>Local government: sexual harassment prevention training and education.</p>	<p>9/29/2016-A. CHAPTERED 9/29/2016-Chaptered by Secretary of State - Chapter 816, Statutes of 2016.</p>	<p>Would require local agency officials, as defined, to receive sexual harassment prevention training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and would allow a local agency to require employees to receive sexual harassment prevention training or information. The bill would also require an entity that develops curricula to satisfy this requirement to consult with the city attorney or county counsel regarding the sufficiency and accuracy of that proposed content.</p> <p>SUPPORT: Equal Rights Advocates (source), AFSCME, Association of California Water Agencies, California Association of Parks and Recreation Districts, California Fire Chiefs Association, California Women’s Law Center, City of West Hollywood, CSAC Excess Insurance Authority, Fire Districts Association of California, Los Angeles County Professional Peace Officers Association, Organization of SMUD Employees, Sacramento Collective for Women’s Rights, San Diego County Court Employees Association, San Luis Obispo County Employees Association</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1669</u> <u>Hernández, Roger D</u></p> <p>Displaced employees: service contracts: collection and transportation of solid waste.</p>	<p>9/30/2016-A. CHAPTERED 9/30/2016-Chaptered by Secretary of State - Chapter 874, Statutes of 2016.</p>	<p>Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor is required to offer employment to those employees, except for reasonable and substantiated cause. This bill would expand the application of these provisions to exclusive contracts for the collection and transportation of solid waste. The bill would require the information provided to a bona fide bidder to be made available in writing at least 30 days before bids for the service contract are due.</p> <p>SUPPORT: California Teamsters Public Affairs Council (source), California Labor Federation, AFL-CIO, Recology</p> <p>OPPOSITION: California Special Districts Association, California State Association of Counties, Inland Empire Disposal Association, Integrated Waste Management Task Force, League of California Cities, Los Angeles County Solid Waste Management Committee, Los Angeles County Waste Management Association, Solid Waste Association of Northern America, Solid Waste Association of Orange County, Waste Connections Inc.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<u>AB 1685</u> Gomez D Vehicular air pollution: zero-emission vehicles: civil penalties.	9/25/2016-A. CHAPTERED 9/25/2016-Chaptered by Secretary of State - Chapter 604, Statutes of 2016.	<p>Current law provides that a manufacturer or distributor who does not comply with the emission standards or the test procedures adopted by the State Air Resources Board is subject to a civil penalty of \$50 per vehicle. This bill would increase those penalties to up to \$37,500 per violation. The bill would require the state board to adjust those maximum penalties for inflation, as specified, and would exempt those adjustments from the Administrative Procedure Act.</p> <p>SUPPORT: American Lung Association in California, Bay Area Air Quality Management District, Breathe California, California Air Pollution Control Officers Association, CALPIRG, Clean Power Campaign, Coalition for Clean Air, Environment California, Natural Resources Defense Council, Sierra Club California</p> <p>OPPOSITION: None received</p>	Monitor
<u>AB 1725</u> Wagner R Vehicles: automated traffic enforcement systems.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was APPR. on 8/11/2016)	<p>Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, nonsubstantive changes to that provision. This bill contains other current laws.</p> <p>SUPPORT: Automobile Club of Southern California, Conference of California Bar Associations, Safer Streets L.A.</p> <p>OPPOSITION: None received</p>	Monitor

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1732</u> Ting D Single-user restrooms.</p>	<p>9/29/2016-A. CHAPTERED 9/29/2016-Chaptered by Secretary of State - Chapter 818, Statutes of 2016.</p>	<p>Would, commencing March 1, 2017, require all single-user toilet facilities in any business establishment, place of public accommodation, or government agency to be identified as all-gender toilet facilities, as specified. The bill would authorize inspectors, building officials, or other local officials responsible for code enforcement to inspect for compliance with these provisions during any inspection.</p> <p>SUPPORT: California NOW (co-source), Equality California (co-source), Transgender Law Center (co-source), American Academy of Pediatrics, American Civil Liberties Union, Anti-Defamation League, City of West Hollywood, HP Inc., National Association of Social Workers, PayPal, SacLEGAL, Salesforce, San Francisco Unified School District, San Mateo County Board of Supervisors, Santa Clara County Board of Supervisors, The Secular Coalition for California</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1746</u> Stone, Mark D Transit buses.</p>	<p>SENATE DEAD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was T. & H. on 5/24/2016)</p>	<p>Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, and imposes other conditions and requirements. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the 8 entities described above, subject to the same conditions and requirements. Two years after commencing the operation of the program, the bill would require a participating entity, in conjunction with the department and the Department of the California Highway Patrol, to submit a report to the Legislature that includes specified information about the program. The bill would also require the participating entity to post the report on its Internet Web site to enable the public to access the report. This bill contains other existing laws. Last Amended on 5/24/2016</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1768 <u>Gallagher R</u> Bonds: transportation.</p>	<p>8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 4/12/2016)</p>	<p>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.</p> <p>SUPPORT: Howard Jarvis Taxpayers Association</p> <p>OPPOSITION: California Conference of Machinists, California Teamsters Public Affairs Council, State Building and Construction Trades Council, AFL-CIO</p>	<p>Monitor</p>
<p>AB 1813 <u>Frazier D</u> High-Speed Rail Authority: membership.</p>	<p>7/25/2016-A. CHAPTERED 7/25/2016-Chaptered by Secretary of State - Chapter 117, Statutes of 2016.</p>	<p>Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.</p> <p>SUPPORT: Association for California High Speed Trains</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1866</u> Wilk R</p> <p>High-speed rail bond proceeds: redirection: water projects.</p>	<p>8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 4/12/2016)</p>	<p>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.</p> <p>SUPPORT: Associated Builders and Contractors of California, Howard Jarvis Taxpayer Association, Southwest California Legislative Council, Valley Ag Water Coalition</p> <p>OPPOSITION: California Conference of Machinists, California Teamsters Public Affairs Council, Sierra Club California, State Building and Construction Trades Council</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1889</u> <u>Mullin D</u></p> <p>High-Speed Rail Authority: high-speed train operation.</p>	<p>ASSEMBLY CHAPTERED 9/28/2016 - Chaptered by Secretary of State - Chapter 744, Statutes of 2016.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to 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, statewide general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations. This bill would provide for the purposes of a certain required funding plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" if specified conditions are met. The bill would also require the authority to include in its business plan and project update report information describing the use of these bond proceeds demonstrating that the investments made are consistent with the authority's current business plan and advance the development of the Phase I blended system as described in the business plan. Last Amended on 8/19/2016</p> <p>SUPPORT: Bay Area Council, Metropolitan Transportation Commission, Peninsula Corridor Joint Powers Board, Silicon Valley Leadership Group, Santa Clara County Board of Supervisors, Santa Clara Valley Transportation Authority, San Mateo County Transit District , San Mateo County Transportation Authority, Southern California Association of Governments</p> <p>OPPOSITION: The California Rail Foundation, The Community Coalition on High Speed Rail, Transportation Solution Defense and Education Fund</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1908</u> Harper R</p> <p>High-occupancy vehicle lanes.</p>	<p>ASSEMBLY DEAD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. TRANS. on 3/28/2016)</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, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2018, to reinstate 24-hour high-occupancy vehicle lanes in southern California 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. Last Amended on 3/17/2016</p> <p>Support: Automobile Club of Southern California National Motorists Association</p> <p>Opposition: None on file</p>	<p>Oppose</p>

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<p><u>AB 1919</u> <u>Quirk D</u></p> <p>Local transportation authorities: bonds.</p>	<p>9/28/2016-A. CHAPTERED 9/28/2016-Chaptered by Secretary of State - Chapter 74S, Statutes of 2016.</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 of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.</p> <p>SUPPORT: Alameda County Transportation Commission</p> <p>OPPOSITION: Howard Jarvis Taxpayers Association</p>	<p>Monitor</p>
<p><u>AB 1943</u> <u>Linder R</u></p> <p>Parking: county transportation commissions.</p>	<p>9/23/2016-A. CHAPTERED 9/23/2016-Chaptered by Secretary of State - Chapter S12, Statutes of 2016.</p>	<p>Would authorize the Riverside County Transportation Commission to enter into contracts with private vendors for the enforcement of parking regulations and the removal of vehicles parked in violation of parking regulations adopted by the commission. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT: Riverside County Transportation Commission</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>

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<p><u>AB 1964</u> <u>Bloom D</u></p> <p>High-occupancy vehicle lanes: vehicle exceptions.</p>	<p>8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was THIRD READING on 8/17/2016)</p>	<p>Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing 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.</p> <p>SUPPORT: Alliance of Automobile Manufacturers (source), California Electric Transportation Coalition, California Natural Gas Vehicle Coalition, ChargePoint, Clean Energy, Silicon Valley Leadership Group</p> <p>OPPOSITON: Plug In America</p>	<p>Work with Author</p>
<p><u>AB 2049</u> <u>Melendez R</u></p> <p>Bonds: transportation.</p>	<p>8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 4/12/2016)</p>	<p>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 I blended system.</p> <p>SUPPORT: Howard Jarvis Taxpayer Association, Southwest California Legislative Council</p> <p>OPPOSITION: California Conference Board of the Amalgamated Transit Union, California Conference of Machinists, California Teamsters Public Affairs Council, Engineer and Scientists of California, Local 20, IFPTE Local 20, AFL-CIO, International Longshore and Warehouse Union, Professional and Technical Engineers, IFPTE Local 21, AFL-CIO, State Building and Construction Trades Council of California, UNITE-HERE, AFL-CIO, Utilities Workers Union of America, Local 132, AFL-CIO</p>	<p>Monitor</p>

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<p><u>AB 2126</u> <u>Mullin D</u></p> <p>Public contracts: Construction Manager/General Contractor contracts.</p>	<p>9/28/2016-A. CHAPTERED 9/28/2016-Chaptered by Secretary of State - Chapter 750, Statutes of 2016.</p>	<p>Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services.</p> <p>SUPPORT: Associated General Contractors, Bay Area Council, California Transportation Commission, City/County Association of Governments of San Mateo County, San Mateo County Economic Development Association, San Mateo County Transportation Authority</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>
<p><u>AB 2152</u> <u>Gray D</u></p> <p>Elections: ballots: ballot order.</p>	<p>8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was E. & R. on 3/8/2016)</p>	<p>Would, for the November 8, 2016, statewide general election only, authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions.</p> <p>SUPPORT: Merced County Association of Governments, Merced County Board of Supervisors, Stanislaus County Board of Supervisors</p> <p>OPPOSITION: None on file</p>	

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<p><u>AB 2170</u> Frazier D</p> <p>Trade Corridors Improvement Fund: federal funds.</p>	<p>9/28/2016-A. VETOED 9/28/2016-Vetoed by the Governor</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions. This bill contains other related provisions and other existing laws. Last Amended on 8/17/2016</p> <p>SUPPORT: Southern California Association of Governments (source), Alameda Corridor-East Construction Authority, Alameda County Transportation Commission, Automobile Club of Southern California, California Asphalt Pavement Association, California Association of Port Authorities, California Trade Coalition, Imperial County Transportation Commission, Los Angeles Area Chamber of Commerce, Los Angeles County Metropolitan Transportation Authority, Metropolitan Transportation Commission, Mobility 21, Orange County Transportation Authority, Pacific Merchant Shipping Association, Port of Long Beach, Port of Los Angeles, Port of San Diego, Riverside County Transportation Commission, San Bernardino Associated Governments, San Diego Association of Governments, San Gabriel Valley Council of Governments, Ventura County Transportation Commission</p> <p>OPPOSITION: Department of Finance</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2222</u> <u>Holden D</u></p> <p>Transit Pass Program: free or reduced-fare transit passes.</p>	<p>8/12/2016-S. DEAD 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was APPR. on 8/11/2016)</p>	<p>Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, the California State University, under the administration of the Trustees of the California State University, and the University of California, under the administration of the Regents of the University of California, as the 3 segments of public postsecondary education in this state. Each of these segments is authorized to provide instruction and other services to the students who attend the institutions under their respective jurisdictions. Existing law also authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever in the judgment of the board the transportation is advisable and good reasons exist to do so. This bill would establish the Transit Pass Program to be administered by the Department of Transportation with moneys made available, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants. The bill would exempt those guidelines from the Administrative Procedure Act. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students. This bill contains other related provisions. Last Amended on 8/2/2016</p> <p>SUPPORT AND OPPOSITION LISTED AT END OF REPORT</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2257</u> Maienschein R</p> <p>Local agency meetings: agenda: online posting.</p>	<p>9/9/2016-A. CHAPTERED 9/9/2016-Chaptered by Secretary of State - Chapter 265, Statutes of 2016.</p>	<p>The Ralph M. Brown Act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. This bill would require an online posting of an agenda for a meeting occurring on and after January 1, 2019, of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an Internet Web site to be posted on the local agency's primary Internet Web site homepage accessible through a prominent, direct link, as specified.</p> <p>SUPPORT: Grassroots Lab (source), AFSCME, California Asian Pacific Chamber of Commerce, California Association of Licensed Investigators, California Business Roundtable, California Independent Oil Marketers Association, California League of Food Processors, California Manufacturers and Technology Association, California Newspaper Publishers Association, California Professional Firefighters, California Retailers Association, Californians Aware, Data Coalition, El Dorado Local Agency Formation Commission, Industrial Environmental Association, Innovate Your State, National Federation of Independent Business, SEIU California, Sunlight Foundation</p> <p>OPPOSITION: California Special Districts Association</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2289</u> <u>Frazier D</u></p> <p>Department of Transportation: capital improvement projects.</p>	<p>7/22/2016-A. CHAPTERED 7/22/2016-Chaptered by Secretary of State - Chapter 76, Statutes of 2016.</p>	<p>Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.</p> <p>SUPPORT: Automobile Club of Southern California, California Transportation Commission, San Diego Association of Governments, San Francisco County Transportation Commission</p> <p>OPPOSITION: None received</p>	<p>Support</p>
<p><u>AB 2348</u> <u>Levine D</u></p> <p>Department of Finance: infrastructure investment.</p>	<p>9/27/2016-A. VETOED 9/27/2016-Vetoed by the Governor</p>	<p>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.</p> <p>SUPPORT: California Association of Port Authorities, California Trade Coalition, Coalition of Adequate School Housing, Pacific Merchant Shipping Association, State Building and Construction Trades Council of California</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2374</u> Chiu D</p> <p>Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges.</p>	<p>9/28/2016-A. CHAPTERED 9/28/2016-Chaptered by Secretary of State - Chapter 753, Statutes of 2016.</p>	<p>Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system. For the purposes only of this authorization, the bill would include the County of Placer within the definition of a regional transportation agency.</p> <p>SUPPORT: Automobile Club of Southern California, California Transportation Commission, San Francisco County Transportation Authority, Santa Clara Valley Transportation Authority</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2411</u> <u>Frazier D</u> Transportation revenues.</p>	<p>SENATE DEAD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was T. & H. on 6/9/2016)</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, 2017, 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, 2017, 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. Last Amended on 5/27/2016</p> <p>SUPPORT: AAA of Southern California (previous version of bill) OPPOSITION: None</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<u>AB 2472</u> Linder R Personal income taxes: credits: disabled veterans: service animals.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was APPR. SUSPENSE FILE on 5/25/2016)	The Personal Income Tax Law allows various credits against the taxes imposed by that law. This bill, for taxable years beginning on or after January 1, 2017, and before January 1, 2019, would allow a credit under the Personal Income Tax Law in an amount equal to 50% of the amounts paid or incurred during the taxable year by a qualified disabled veteran for the ownership and maintenance of a qualified animal, not to exceed \$1,500 for a taxable year. The bill would require the amount of the credit to be multiplied by the tax credit adjustment factor, as specified. This bill would take effect immediately as a tax levy. SUPPORT: None on file OPPOSITION: None on file	Support
<u>AB 2542</u> Gatto D Streets and highways: reversible lanes.	9/23/2016-A. CHAPTERED 9/23/2016-Chaptered by Secretary of State - Chapter 525, Statutes of 2016.	Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project. SUPPORT: None received OPPOSITION: None received	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2682</u> Chang R</p> <p>Registered sex offenders: interactive video games: meeting with minors.</p>	<p>8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was RLS. on 8/16/2016)</p>	<p>Would make it a crime, punishable by a fine not exceeding \$\$,000, by imprisonment in a state prison not exceeding one year, or by both the fine and imprisonment, for a registered sex offender to use an interactive video game to encourage another user of the interactive video game who is a minor to physically travel to a specified location for the purpose of meeting the minor. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT: California Foundation for Independent Living Centers, Personal Insurance Federation of California</p> <p>OPPOSITION: None received</p>	
<p><u>AB 2690</u> Ridley-Thomas D</p> <p>Los Angeles County Metropolitan Transportation Authority: contracting.</p>	<p>8/26/2016-A. CHAPTERED 8/26/2016-Chaptered by Secretary of State - Chapter No. 204, Statutes of 2016</p>	<p>Current law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would also authorize LACMTA to establish disabled veteran business enterprise participation goals, and would define "disabled veteran business enterprise" for these purposes. This bill contains other related provisions and other current laws.</p> <p>SUPPORT: Los Angeles County Metropolitan Transportation Authority (source), Hispanic Engineers Business Corporation, Redwood Resources, T&T Public Relations</p> <p>OPPOSITION: None received</p>	Sponsor

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2693</u> Dababneh D Financing requirements: property improvements.</p>	<p>9/25/2016-A. CHAPTERED 9/25/2016-Chaptered by Secretary of State - Chapter 618, Statutes of 2016.</p>	<p>Current law authorizes the legislative body of a public agency, as defined, to determine that it would be convenient, advantageous, and in the public interest to designate an area within which authorized public agency officials and property owners may enter into voluntary contractual assessments to finance certain improvements. This bill would also prohibit a public agency from permitting a property owner to participate in a program pursuant to these provisions unless the property owner satisfies certain conditions and the property owner is given the right to cancel the contractual assessment at any time prior to midnight on the 3rd business day after certain events occur without penalty or obligation, consistent with certain requirements.</p> <p>SUPPORT: California Association of County Treasurers and Tax Collectors, California Coast Credit Union, California Community Banking Network, Central Valley Community Bank, Comerica Bank, Commonwealth Central Credit Union, Community West Bank, El Dorado Savings Bank, Farmers and Merchants Bank of Central California, First Choice Bank, First Northern California Credit Union, Heritage Community Credit Union, Neighborhood National Bank, Patelco Credit Union, Provident Credit Union, Renew Financial, Renovate America, Sacramento Credit Union, Safe Credit Union, San Diego County Credit Union, San Francisco Federal Credit Union, Schools Financial Credit Union, Sierra Central Credit Union, Southwest California Legislative Council, Star One Credit Union, Valley First Credit Union, Valley Republic Bank, Two Individuals</p> <p>OPPOSITION: California Solar Energy Industries Association</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2722</u> <u>Burke D</u> Transformative Climate Communities Program.</p>	<p>9/14/2016-A. CHAPTERED 9/14/2016-Chaptered by Secretary of State - Chapter 371, Statutes of 2016.</p>	<p>Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require 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. The bill would require the council to develop guidelines and selection criteria for the implementation of the program.</p> <p>SUPPORT: California Environmental Justice Alliance (co-source), Greenling Institute (co-source), Audubon California, California Association of Local Conservation Corps, California Equity Leaders Network, California League of Conservation Voters, California Pan Ethnic Health Network, Coalition for Clean Air, Fresno Economic Opportunities Commission, Health Officers Association of California, Los Angeles Neighborhood Land Trust, Lutheran Office of Public Policy – California, National Audubon Society, PAN North America, Sierra Club California, TransForm, Union of Concerned Scientists, Valley Clean Air Now</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2835</u> <u>Cooper D</u></p> <p>Public employees: orientation and informational programs: exclusive representatives.</p>	<p>8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 8/31/2016)</p>	<p>Current 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. Current law establishes the Public Employment Relations Board and prescribes its powers and duties, in relation to these acts. This bill would require the public employers regulated by the acts described above to provide newly hired employees, as defined, a specified public employee orientation within 4 months of hiring, to be conducted in-person, during work hours.</p> <p>SUPPORT: California Labor Federation (co-source), California School Employees Association (co-source), Services Employees International Union (co-source), American Federation of State, County and Municipal Employees, AFL-CIO, CAL FIRE Local, 2881, California Faculty Association, California-Nevada Conference of Operating Engineers, California Nurses Association, California Professional Firefighters, California Teachers Association, Laborers' International Union of North America, Local 777, Laborers' International Union of North America, Local 792, Los Angeles County Professional Peace Officers Association, Orange County Employees Association, Orange County Professional Firefighters Association, Organization of SMUD Employees, San Diego County Court Employees Association, San Luis Obispo County Employees Association</p> <p>OPPOSITION: Association of California Community College Administrators, Association of California School Administrators, California Association of School Business Officials,, California Association of Suburban Schools, California County Superintendents Association, California School Boards Association, California Special Districts Association, California State Association of Counties, City of Diamond Bar, City of La Quinta, City of Long Beach, City of Palmdale, City of Thousand Oaks, Kern County Superintendent of Schools, League of California Cities, Riverside County Superintendent of Schools, Rural County Representatives of California, San Joaquin County Board of Supervisors, Urban Counties of California</p>	

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<p>AB 2847 Patterson R High-Speed Rail Authority: reports.</p>	<p>9/28/2016-A. VETOED 9/28/2016-Vetoed by the Governor</p>	<p>Current law requires the High-Speed Rail 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, in the business plan and in another report, would require the authority to identify 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.</p> <p>SUPPORT: Californians Advocating Responsible Rail Design, Citizens for California High-Speed Rail Accountability, Mel's Farms, Train Riders Association of California</p> <p>OPPOSITION: Department of Finance</p>	

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<p><u>AB 2868</u> <u>Gatto D</u> Energy storage.</p>	<p>9/26/2016-A. CHAPTERED 9/26/2016-Chaptered by Secretary of State - Chapter 681, Statutes of 2016.</p>	<p>Would require the PUC, in consultation with the State Air Resources Board and the State Energy Resources Conservation and Development Commission, to direct electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems, as defined. The bill would authorize the PUC to approve, or modify and approve, programs and investments in distributed energy storage systems, as provided, and would require the PUC to first approve those programs and investments that provide distributed energy storage systems to industrial, commercial, school, military, and low-income customers.</p> <p>SUPPORT: Association of California Water Agencies, California State Association of Electrical Workers, Coalition of California Utility Employees, San Diego County Water Authority, SolarCity, Stem, with amendments</p> <p>OPPOSITION: California Energy Storage Alliance, California Solar Industries Association, Marin Clean Energy, San Francisco Public Utilities Commission, Silicon Valley Leadership Group, Solar Energy Industries Association, Sonoma Clean Power, TechNet, The Alliance for Solar Choice, The Utility Reform Network, oppose unless amended</p>	<p>Monitor</p>

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<p>AB 2906 Committee on Transportation Transportation: omnibus bill.</p>	<p>8/26/2016-A. CHAPTERED 8/26/2016-Chaptered by Secretary of State - Chapter No. 208, Statutes of 2016</p>	<p>Current law authorizes the Treasurer and the California Transportation Commission to pledge amounts deposited in the State Highway Account from federal transportation funds for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Current law requires the commission to prepare an annual analysis of the bonding capacity of those federal transportation funds. This bill would instead require the commission to prepare this analysis when the Department of Transportation anticipates the issuance of new notes and makes a written request in that regard, but not more than once annually.</p> <p>SUPPORT: None received</p> <p>OPPOSITION: None received</p>	
<p>ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.</p>	<p>1/11/2016-A. PRINT 1/12/2016-From printer.</p>	<p>Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.</p> <p>SUPPORT: None listed b/c no analysis</p> <p>OPPOSITION: None listed b/c no analysis</p>	

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<u>SB 32</u> Pavley D California Global Warming Solutions Act of 2006: emissions limit.	9/8/2016-S. CHAPTERED 9/8/2016-Chaptered by Secretary of State - Chapter 249, Statutes of 2016.	Would require the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. This bill contains other related provisions. SUPPORT/OPPOSITION: <i>See last pages of document.</i>	Monitor
<u>SB 86</u> Committee on Budget and Fiscal Review Budget Act of 2015.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 3/7/2016)	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions. SUPPORT: None received OPPOSITION: None received	

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<p><u>SB 122</u> <u>Jackson D</u></p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>9/22/2016-S. CHAPTERED 9/22/2016-Chaptered by Secretary of State - Chapter 476, Statutes of 2016.</p>	<p>CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.</p> <p>SUPPORT: American Planning Association, California Chapter, Association of Environmental Professionals, California Labor Federation, California League of Conservation Voters, City of Camarillo, County of Santa Barbara, Environmental Defense Center, Planning and Conservation League, State Building and Construction Trades Council</p> <p>OPPOSITION: Associated General Contractors of California, Association of California Cities, Orange County, Bay Area Council, Bay Planning Coalition, California Business Properties Association, California Business Roundtable, California Construction and Industrial Materials Association, California Retailers Association, Central City Association of Los Angeles, Engineering Contractors' Association, Harbor Association of Industry and Commerce, Humboldt Association of Realtors, Los Angeles Area Chamber of Commerce, Los Angeles County Economic Development Corporation, National Federation of Independent Business, Orange County Business Council, Pleasanton Chamber of Commerce, San Diego Regional Chamber of Commerce, San Francisco Chamber of Commerce, San Gabriel Valley Economic Partnership, San Mateo County Association of Realtors, Santa Clara Chamber of Commerce, Santa Clarita Valley Economic Development Corporation, Sonoma County Alliance, Southern</p>	<p>Monitor</p>

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<p><u>SB 254</u> Allen D Campaign finance: voter instruction.</p>	<p>6/8/2016-S. CHAPTERED 6/8/2016-Chaptered by Secretary of State - Chapter No. 20, Statutes of 2016</p>	<p>Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election a voter instruction asking whether California's elected officials should use all of their constitutional authority, including proposing and ratifying one or more amendments to the United States Constitution, to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.</p> <p>SUPPORT: California Common Cause (co-source), MOVI, Money Out Voters In (co-source), American Family Voices, American Sustainable Business Council, California Alliance for Retired Americans, California Clean Money Campaign, California Labor Federation, California Teachers Association, CALPIRG, Consumer Watchdog, Courage Campaign, Democracy for America, Franciscan Action Network, Free Speech for People, Friends of the Earth U.S., Move to Amend Coalition, Public Citizen, Topanga Peace Alliance</p> <p>OPPOSITION: California Taxpayers Association, Howard Jarvis Taxpayers Association</p>	<p>Monitor</p>

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<p><u>SB 321</u> <u>Beall D</u></p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>SENATE DEAD 8/31/2016 - Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 6/27/2016)</p>	<p>Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.</p> <p>SUPPORT: American Public Works Association, Associated General Contractors, Bay Area Rapid Transit District, Board of Equalization, California Alliance for Jobs, California Association of Councils of Government, California State Association of Counties, California State Council of Laborers, California Transit Association, California Transportation Commission, City of Camarillo, City of Crescent City, City of Eureka, City of Fountain Valley, City of Glendale, City Goleta, City of Indian Wells, City of Lakewood, City of Livermore, City of Lomita, City of Moreno, City of Rolling Hills Estates, City of Roseville, City of San Jose, City of Saratoga, City of West Hollywood, City/County Association of Governments of San Mateo County, County of Alpine, County of Contra Costa, County of Los Angeles, County of Mono, County of Monterey, County of Santa Cruz, Glendale City Employees Association, Kern Council of Governments, League of California Cities, Metropolitan Transportation Commission, Orange County Transportation Authority, Organization of SMUD Employees, Planning and Conservation League, Rural County Representatives of California, Sacramento Metropolitan Chamber of Commerce, San Bernardino Public Employees Association, San Diego Association of Governments (SANDAG) San Diego County Court Employees Association, San Joaquin Valley Regional Transportation Planning Agencies San Luis Obispo Council of Governments, San Luis Obispo County Employees Association Santa Clara Valley Transportation Authority, Self-Help Counties Coalition, Town of Los Altos Hills, Transportation Agency for Monterey County, Transportation Authority of Marin, Transportation California, United Contractors, Urban Counties Caucus, Ventura County Transportation Commission</p> <p>OPPOSITION: None received</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>SB 824</u> Beall D</p> <p>Low Carbon Transit Operations Program.</p>	<p>SENATE CHAPTERED 9/22/2016 - Chaptered by Secretary of State - Chapter 479, Statutes of 2016.</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. This bill would require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds. The bill would authorize a recipient transit agency that does not submit an expenditure for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year for a maximum of 4 years. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for any eligible expenditures under the program for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. This bill contains other existing laws. Last Amended on 8/18/2016</p> <p>SUPPORT: Santa Clara Valley Transportation Authority (source), Alameda-Contra Costa Transit District, Asian Pacific Environmental Network, Associated General Contractors, Bay Area Rapid Transit District, California Bicycle Coalition, California ReLeaf, California Transit Association, California Walks, Central Contra Costa Transit Authority, Coalition for Clean Air, Foothill Transit, Gamaliel of California, Housing California, Investing in Place, Long Beach Transit, Los Angeles County Metropolitan Transportation Authority, Metropolitan Transportation Commission, Monterey-Salinas Transit, Move L.A., Napa Valley Transportation Authority, North Bay Organizing Project, Orange County Transportation Authority, Peninsula Corridor Joint Powers Board (Caltrain), Public Advocates, Safe Routes to School National Partnership, San Bernardino Associated Governments, Santa Cruz Metropolitan Transit District, San Mateo County Transit District, San Mateo County Transportation Authority, Santa Monica Big Blue Bus, Solano County Transit, TransForm</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 838 Committee on Budget and Fiscal Review Transportation.</p>	<p>9/13/2016-S. CHAPTERED 9/13/2016-Chaptered by Secretary of State - Chapter 339, Statutes of 2016.</p>	<p>The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund.</p> <p>SUPPORT: None received</p> <p>OPPOSITION: None received</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 882 Hertzberg D</p> <p>Crimes: public transportation: minors.</p>	<p>8/22/2016-S. CHAPTERED 8/22/2016-Chaptered by Secretary of State - Chapter No. 167, Statutes of 2016</p>	<p>Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit a minor from being charged with an infraction or a misdemeanor for those acts.</p> <p>SUPPORT: Children's Defense Fund of California (Co-Sponsor), Western Center on Law and Poverty (Co-Sponsor), Youth Justice Coalition (Co-Sponsor), Alliance for Boys and Men of Color, A New Way of Life Reentry Project, Aspiranet, California Association of Local Conservation Corps, California Coalition for Youth, California Equity Leaders Network, California Pan-Ethnic Health Network, California Public Defenders Association, California School-Based Health Alliance, Californians United for a Responsible Budget, Center for Juvenile Law and Policy, Loyola Law School, Children Now, Children's Advocacy Institute, University of San Diego Law School, Coalition of California Welfare Rights Organizations, Inc., Comite Civico del Valle, Community Asset Development Redefining Education, Courage Campaign, Ella Baker Center for Human Rights, El Rancho Unified School District, First Place for Youth, Larkin Street Youth Services, Laborers' International Union of North America Locals 777 & 792, Lawyers Committee for Civil Rights of San Francisco Bay Area, Legal Services for Prisoners with Children, National Association of Social Workers, California Chapter, National Center for Youth Law, Pacific Juvenile Defender Center, Policy Link, Public Counsel, Root and Rebound, Rubicon Programs, One Private Individual</p> <p>OPPOSITION: California Police Chiefs Association, California State Sheriffs Association, California Transit Association, Riverside Transit Agency, Sacramento Regional Transit District</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<u>SB 903</u> <u>Nguyen R</u> Transportation funds: loan repayment.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was T. & H. on 2/4/2016)	Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws. SUPPORT: None b/c no bill analysis OPPOSITION: None b/c no bill analysis	Monitor
<u>SB 951</u> <u>McGuire D</u> Transportation: Golden State Patriot Passes Program.	SENATE DEAD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/9/2016)	Existing law creates various state transportation agencies, including the Department of Transportation, with specified powers and duties, including, but not limited to, coordinating and assisting, upon request of, the various public and private transportation entities to strengthen their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would create the Golden State Patriot Passes Program to be administered by the Department of Transportation to provide veterans with free access to transit services. The bill would require the department to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would increase veteran mobility and fulfill specified requirements. The bill would require the department to select 3 transit operators to participate, and would require a transit operator selected to participate in the program to match any state moneys that it receives through the program with local moneys. The bill would require the participating transit operators and the department to report on the program. The bill would repeal the program on January 1, 2022. Last Amended on 4/26/2016	Support

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Bill ID/Topic	Location	Summary	Position
<p><u>SB 998</u> Wieckowski D</p> <p>Vehicles: public transit bus lanes.</p>	<p>9/27/2016-S. CHAPTERED 9/27/2016-Chaptered by Secretary of State - Chapter 716, Statutes of 2016.</p>	<p>Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. The bill would also require a public transit agency to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT: Alameda-Contra Costa Transit District (co-source), Santa Clara Valley Transportation Authority (co-source), California Transit Association</p> <p>OPPOSITION: None received</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>SB 1018</u> <u>Liu D</u></p> <p>Interstate 710 North Gap Closure project: cost-benefit analysis.</p>	<p>SENATE DEAD 8/31/2016 - Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was T. & H. on 4/11/2016)</p>	<p>Current law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would require the Board of Directors of the Los Angeles County Metropolitan Transportation Authority, before making a final decision on the Interstate 710 North Gap Closure project, to take specified actions on a specified cost-benefit analysis for the project. This bill contains other related provisions and other current laws.</p> <p>SUPPORT: City of Glendale, City of La Canada Flintridge, City of South Pasadena</p> <p>OPPOSITION: City of Alhambra (prior version), City of Monterey Park (prior version), City of Rosemead (prior version), City of San Marino (prior version), Ironworkers Local 416 (prior version), Ironworkers Local 433 (prior version), Los Angeles Metropolitan Transportation Authority (LA Metro), Los Angeles/Orange Counties Building and Construction Trades Council (prior version), Sprinkler Fitters U.A. Local 709 (prior version), State Building and Construction Trades of California (prior version), U.A. Local 78 (prior version)</p>	<p>Oppose</p>
<p><u>SB 1216</u> <u>Hueso D</u></p> <p>Trade Corridors Improvement Fund: federal funds.</p>	<p>ASSEMBLY DEAD 8/31/2016 - Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was RLS. on 8/19/2016)</p>	<p>Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT: None listed b/c no bill analysis (We know LA Metro, PMSA support.)</p> <p>OPPOSITION: None listed b/c no bill analysis</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1379 Mendoza D Los Angeles County Metropolitan Transportation Authority.</p>	<p>8/19/2016-A. APPR. 8/25/2016-August 25 set for first hearing canceled at the request of author.</p>	<p>The Los Angeles County Metropolitan Transportation Authority is governed by a 14-member board of directors, including the Mayor of the City of Los Angeles. This bill would restructure the board of directors to include the Mayor of the City of Los Angeles, 2 Los Angeles City Council Members, 2 public members who are residents of the City of Los Angeles, the Mayor of the City of Long Beach, 5 mayors or city council members from the other cities in the county, 2 members of the board of supervisors appointed by that board, and one nonvoting member appointed by the Governor.</p> <p>SUPPORT: Graciela Ortiz, Mayor, City of Huntington Park</p> <p>OPPOSITION: Ara Najarian, Director, MTA, Councilmember, City of Glendale, California State Association of Counties, Central City Association, Century City Chamber of Commerce, County of Los Angeles, Eric Garcetti, Mayor, City of Los Angeles, Fixing Angelenos Stuck in Traffic (FAST), John Fasana, Chair, MTA, Councilmember, City of Duarte, Los Angeles and Orange Counties Building and Construction Trades Council, Los Angeles County Metropolitan Transportation Authority Board of Directors, State Building and Construction Trades Council, Urban Counties of California</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p><u>SB 1379</u> <u>Mendoza D</u> AS AMENDED 8/29/2016</p> <p>Community colleges: part-time, temporary employees.</p>	<p>SENATE CHAPTERED 9/30/2016 - Chaptered by Secretary of State. Chapter 891, Statutes of 2016.</p>	<p>Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state. Existing law requires that a person employed to teach adult or community college classes for not more than 67% of the hours per week of a full-time employee having comparable duties, excluding substitute service, be classified as a temporary employee and not a contract employee. This bill would instead, among other things, require that minimum standards be established for the terms of reemployment preference for part-time, temporary faculty assignments, extend the time frame for compliance to July 1, 2017, and make compliance with the provisions a condition of receiving funds allocated for the Student Success and Support Program in the annual Budget Act. This bill contains other related provisions and other existing laws. Last Amended on 8/29/2016</p>	
<p><u>SB 1383</u> <u>Lara D</u></p> <p>Short-lived climate pollutants: methane emissions: organic waste: landfills.</p>	<p>8/19/2016-A. NAT. RES. 8/19/2016-Read third time and amended. Ordered to third reading. Re-referred to Com. on NAT. RES. pursuant to Assembly Rule 77.2.</p>	<p>Would require the State Air Resources Board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified. The bill also would establish specified targets for reducing organic waste in landfills. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT/OPPOSITION: <i>See last pages of document.</i></p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>SB 1398</u> Leyva D</p> <p>Public water systems: lead user service lines.</p>	<p>8/18/2016-A. THIRD READING 8/18/2016-Read third time and amended. Ordered to third reading.</p>	<p>Would require a public water system to compile an inventory of known lead user service lines in use in its distribution system and identify areas that may have lead user service lines in use in its distribution system by July 1, 2018. This bill would require a public water system, after completing the inventory, to provide a timeline for replacement of known lead user service lines in the distribution system to the State Water Resources Control Board.</p> <p>SUPPORT: California Association of Environmental Health Administrators, California Environmental Justice Alliance, California League of Conservation Voters, California Public Interest Group, Center for Food Safety, Community Water Center, East Bay Municipal Water District, Environment California, Environmental Justice Coalition for Water, Environmental Working Group, Food and Water Watch, Natural Resources Defense Council, Pacific Water Quality Association, Rural Community Assistance Corporation, Sierra Club California, Water Program Manager</p> <p>OPPOSITION: None on file</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 1464 <u>De León D</u></p> <p>California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.</p>	<p>9/26/2016-S. CHAPTERED 9/26/2016-Chaptered by Secretary of State - Chapter 679, Statutes of 2016.</p>	<p>Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop and update, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to, among other things, identify priority programmatic investments of moneys that will facilitate the achievement of feasible and cost-effective greenhouse gas emissions reductions toward achievement of greenhouse gas reduction goals and targets by sector. This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs.</p> <p>SUPPORT: None on file</p> <p>OPPOSITION: None on file</p>	

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<p>SB 1472 Mendoza D</p> <p>Los Angeles County Metropolitan Transportation Authority.</p>	<p>SENATE DEAD 6/3/2016 - Failed Deadline pursuant to Joint Rule 61(b)(11). (Last location was INACTIVE FILE on 6/2/2016)</p>	<p>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, including the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and one nonvoting member appointed by the Governor. This bill would expand the board of directors to 22 members by adding 2 members that reside in the County of Los Angeles, one member appointed by the Speaker of the Assembly and one member appointed by the Senate Committee on Rules, selected from a list of candidates submitted by the Los Angeles County City Selection Committee, and would prohibit these members from residing in the same city as another member of the authority, as specified. The bill would instead provide for the appointment of 8 members from the other cities in the county, 2 from each sector, as prescribed. The bill would also add as members of the board of directors the Mayor of the City of Long Beach and one additional public member. This bill contains other related provisions and other existing laws. Last Amended on 6/1/2016</p> <p>SUPPORT: (Verified 6/1/16) City of Bellflower City of Buena Park City of Downey City of Pico Rivera City of Torrance Eco-Rapid Transit Board of Directors</p>	<p>Oppose</p>

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		<p>OPPOSITION: (Verified 6/2/16) Ara Najarian, Councilmember, City of Glendale City of Los Angeles Honorable Eric Garcetti, Second Vice-Chair, METRO Board of Directors Honorable John Fasana, First Vice-Chair, METRO Board of Directors Honorable Mark Ridley-Thomas, Chair, METRO Board of Directors International Brotherhood of Electrical Workers, Local 11 Los Angeles County Board of Supervisors Los Angeles and Orange County Building and Construction Trades Council Hilda Solis, Los Angeles County Supervisor, First District Mobility 21</p>	
<p><u>SBX1 1</u> <u>Beall D</u> Transportation funding.</p>	<p>8/24/2016-S. APPR. 8/24/2016-From committee with author's amendments. Read second time and amended. Re- referred to Com. on APPR.</p>	<p>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.</p> <p>SUPPORT/OPPOSITION: None listed on new version</p>	Monitor
<p><u>SCA 5</u> <u>Hancock D</u> Local government finance.</p>	<p>4/12/2016-S. GOV. & F. 4/12/2016-From committee with author's amendments. Read second time and amended. Re- referred to Com. on GOV. & F.</p>	<p>Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.</p> <p>SUPPORT/OPPOSITION: None listed b/c no bill analysis</p>	Monitor

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<p><u>SCA 7</u> Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>5/28/2015-S. E. & C.A. 1/12/2016-Set for hearing January 19 in E. & C.A. pending receipt.</p>	<p>Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.</p> <p>SUPPORT: Alameda Corridor — East Construction Authority, California Association of Harbor Masters and Port Captains, California Yacht Brokers Association, County of Riverside, Howard Jarvis Taxpayers Association, Kern County Board of Supervisors, Madera County Board of Supervisors, Marina Recreation Association, National Marine Manufacturers Association, Orange County Taxpayers Association, San Bernardino County, San Joaquin Valley Regional Transportation Agencies, Transportation Agency for Monterey County, Worldwide Boaters Safety Group</p> <p>OPPOSITION: None received</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary
ABX1 1 <u>Alajo D</u> Transportation funding.	6/23/2015-A. PRINT 6/24/2015-From printer.	Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.
ABX1 2 <u>Perea D</u> Transportation projects: comprehensive development lease agreements.	6/25/2015-A. PRINT 6/26/2015-From printer.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.
ABX1 3 <u>Frazier D</u> Transportation funding.	9/24/2015- A. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.	Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.
ABX1 4 <u>Frazier D</u> Transportation funding.	9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

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<p>ABX1 5 <u>Hernández, Roger D</u> Income taxes: credits: low-income housing: farmworker housing assistance.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation of state insurance, personal income, and corporation income tax credit amounts among low-income housing projects based on federal law. Existing law allows the credit for buildings located in designated difficult development areas or qualified census tracts that are restricted to having 50% of its occupants be special needs households, as defined, even if the taxpayer receives specified federal credits, if the credit allowed under this section does not exceed 30% of the eligible basis of that building. Existing law limits the total annual amount of the credit that the committee may allocate to \$70 million per year and allows \$500,000 per year of that amount to be allocated for projects to provide farmworker housing, as specified. Existing law defines farmworker housing to mean housing for agricultural workers that is available to, and occupied by, only farmworkers and their households. This bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year. The bill would also redefine farmworker housing to mean housing for agricultural workers that is available to, and occupied by, not less than 50% of farmworkers and their households. This bill contains other related provisions.</p>

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ABX1 6 <u>Hernández, Roger D</u> Affordable Housing and Sustainable Communities Program.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.
ABX1 7 <u>Nazarian D</u> Public transit: funding.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.
ABX1 8 <u>Chiu D</u> Diesel sales and use tax.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.

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<p>ABX1 9 <u>Levine D</u></p> <p>Richmond-San Rafael Bridge.</p>	<p>8/17/2015-A. PRINT 8/18/2015-From printer.</p>	<p>Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the geographic jurisdiction of the commission, including the Richmond-San Rafael Bridge. This bill would require the department, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane. The bill would require the department to keep the temporary lanes in place until the department has completed a specified project relating to the Richmond-San Rafael Bridge or until construction activity for that project necessitates removal of the temporary lanes. This bill contains other related provisions.</p>
<p>ABX1 10 <u>Levine D</u></p> <p>Public works: contracts: extra compensation.</p>	<p>8/19/2015-A. PRINT 8/20/2015-From printer.</p>	<p>Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes. This bill would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.</p>

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<p><u>ABX1 11</u> <u>Gray D</u></p> <p>Transportation projects: County of Merced: campus parkway project.</p>	<p>8/20/2015-A. PRINT 8/21/2015-From printer.</p>	<p>Existing law provides various sources of funding for transportation projects. This bill would appropriate \$97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.</p>
<p><u>ABX1 12</u> <u>Nazarian D</u></p> <p>Los Angeles County Metropolitan Transportation Authority.</p>	<p>8/26/2015-A. PRINT 8/27/2015-From printer.</p>	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. For any project on the state highway system, the bill would require the authority to implement the project in cooperation with the Department of Transportation pursuant to an agreement that addresses specified matters. The bill would provide that a facility constructed by a private entity would at all times be owned by a governmental agency, except as provided. The bill would authorize the authority to issue bonds to finance any costs necessary to implement a project and to finance any expenditures, payable from the revenues generated from the project or other available resources, as specified. This bill contains other related provisions.</p>

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

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

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

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<p><u>ABX1 19</u> <u>Linder R</u></p> <p>California Transportation Commission.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>
<p><u>ABX1 20</u> <u>Gaines, Beth R</u></p> <p>State government: elimination of vacant positions: transportation: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other existing laws.</p>
<p><u>ABX1 21</u> <u>Obernalte R</u></p> <p>Environmental quality: highway projects.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.</p>

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

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

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<p><u>ABX1 26</u> Frazier D</p> <p>Transportation funding.</p>	<p>8/24/2016-A. PRINT 8/25/2016-From printer.</p>	<p>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 \$0.17 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>

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<p><u>SBX1 1</u> <u>Beall D</u></p> <p>Transportation funding.</p>	<p>8/24/2016-S. APPR. 8/24/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>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 \$0.17 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><u>SBX1 2</u> <u>Huff R</u></p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</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. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>

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Bill ID/Topic	Location	Summary
<p>SBX1 3 <u>Vidak R</u></p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</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 Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.</p>
<p>SBX1 4 <u>Beall D</u></p> <p>Transportation funding.</p>	<p>9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>

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Bill ID/Topic	Location	Summary
<u>SBX1 5</u> <u>Beall D</u> Transportation funding.	9/1/2015-A. DE5K 9/1/2015-In Assembly. Read first time. Held at Desk.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.
<u>SBX1 6</u> <u>Runner R</u> Greenhouse Gas Reduction Fund: transportation expenditures.	9/14/2015-5. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.
<u>SBX1 7</u> <u>Allen D</u> Diesel sales and use tax.	9/3/2015-5. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.

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Bill ID/Topic	Location	Summary
<p>SBX1 8 Hill D Public transit: funding.</p>	<p>9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.</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. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>
<p>SBX1 9 Moorlach R Department of Transportation.</p>	<p>9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.</p>

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

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

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

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Bill ID/Topic	Location	Summary
<p>SCAX1 1 <u>Huff R</u></p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>9/9/2015-5. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.</p>	<p>(1) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.</p>
<p>SCRX1 1 <u>De León D</u></p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>

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Bill ID/Topic	Location	Summary
<p><u>SRX1 1</u> De León D</p> <p>Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session</p>	<p>6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>

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AB 2222 (Holden) Verified 7/29/2016

SUPPORT:

Amigos de los Rios
Aspiranet
Association for Commuter Transportation, Southern California Chapter
Bike San Gabriel
California Bicycle Coalition
California Federation of Teachers
California Housing Partnership Corporation
California Pan Ethnic Health Network
California ReLEAF
California State Polytechnic University, Pomona
California State Student Association
California State University
CalPIRG
Catholic Charities of the diocese of Stockton
Center for Community Action and Environmental Justice
Circulate San Diego
Climate Resolve
Coalition for Clean Air
East LA Community Corporation
East Los Angeles College
FAST

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Housing California
Investing in Place
Kings Canyon Unified School District
LA Mas
LAANE
Leadership Council for Justice and Accountability
Long Beach Community College District
Los Angeles Business Council
Los Angeles Community College District
Los Angeles County Bicycle Coalition
Gamaliel of California
Los Angeles County Metropolitan Transportation Authority
Los Angeles Neighborhood Initiative
Los Angeles Urban League
Los Angeles Walks
Los Rios Community College District
Mt. San Antonio College
Orange County Transportation Authority
Pacoima Beautiful
Pasadena Area Community College District
Peralta Community College District
PolicyLink
Prevention Institute
Public Advocates
Safe Routes to School
San Diego Community College District
San Francisco Bay Area Rapid Transit District
San Jose Evergreen Community College District
SLATE Z

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Southeast Asian Community Alliance
The Trust for Public Land
Union of Concerned Scientists
University of California, Los Angeles
University of Southern California (USC)
Ventura County Transportation Commission
Youth Policy Institute
1 Individual

OPPOSITION:

California Taxpayers Association

SB 32 (Pavley)

SUPPORT: (Verified 8/23/16)

State Controller Betty Yee
350 Bay Area
350 Sacramento
Access to Independence
Advanced Energy Economy
Agility Fuel Systems
Agoura Hills Mayor Ilce Buckley
American Academy of Pediatrics - California District IX
American Cancer Society, California Division
American College of Physicians, California Service Chapter
American Farmland Trust
American Heart Association
American Lung Association in California

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American Stroke Association
Annie's Inc.
Applied LNG Technologies
Apricus Inc.
Asthma Coalition of Los Angeles County
Atmos Energy
Audubon Society of California
Autodesk, Inc.
Azul
Bagito
Bay Area Air Quality Management District
Baz Allergy, Asthma & Sinus Center (San Joaquin Valley)
Ben & Jerry's
Benicia Mayor Elizabeth Patterson
Big Sur Land Trust
Biodico Sustainable Biorefineries
Bioenergy Association of California
Biosynthetic Technologies
Blue Sky Biochar
Bonnie J. Adario Lung Cancer Foundation
Breathe California
Building Doctors
Business for Innovative Climate and Energy Policy
C&C Development Co.
Calabasas Mayor Lucy Martin
California Bicycle Coalition
California Biodiesel Alliance
California Biomass Energy Alliance
California Black Health Network

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California Catholic Conference, Inc.
California Climate and Agriculture Network
California Conference of Directors of Environmental Health
California Contract Cities Association
California Electric Transportation Coalition
California Energy Efficiency Industry Council
California Energy Storage Alliance
California Equity Leaders Network
California Green Business Network
California Interfaith Power & Light
California League of Conservation Voters
California Municipal Utilities Association
California Natural Gas Vehicle Coalition
California Nurses Association
California Pan-Ethnic Health Network
California Public Health Association, North
California Ski Industry Association
California Solar Energy Industries Association
California Solar Energy Industry Association
California State Council of Laborers
California Thoracic Society
California Transit Association
California Trout
California Urban Forests Council
California Wind Energy Association
Californians Against Waste
Calpine Corporation
CalPIRG
CALSTART

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Carbon Cycle Institute
Cathedral City Mayor Pro Tem Greg Pettis
Catholic Charities, Diocese of Stockton
Center for Biological Diversity
Center for Climate Change and Health
Center for Climate Protection
Center for Sustainable Suburban Development at University California, Riverside
Central California Asthma Collaborative
Ceres
ChargePoint
Chart Industries
Circulate San Diego
City and County of San Francisco
City Heights Community Development Corporation
City of Arcata
City of Berkeley
City of Los Angeles
City of Maywood
City of Moorpark
City of Oxnard
City of Santa Monica
City of Santa Rosa
City of Sebastopol
City of Simi Valley
City of Thousand Oaks
City of West Hollywood
Clean Energy
Clean Power Finance
Clean Water Action

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CleanTech San Diego
Cleveland National Forest Foundation
Clif Bar, Inc
Climate Action Campaign
Climate Action Reserve
Climate Parents
Climate Ready Solutions LLC
Climate Resolve
Communications Workers of American, AFL-CIO District 9
Communitas Financial Planning
Community Action to Fight Asthma
Consumers Union
Cosmodyne
County of Los Angeles
County of Marin
County of Santa Barbara
County of Sonoma
County of Ventura
Covanta Energy Corporation
Cummins Westport Inc.
Davis Mayor Dan Wolk
Dignity Health
Distance Learning Consulting
Doctors for Climate Health
Eagle Creek
East Bay Municipal Utility District
eBay
Ecogate, Inc.
El Proyecto del Barrio, Inc

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Endangered Habitats League
Environment California
Environmental Action Committee of West Marin
Environmental Defense Fund
Environmental Entrepreneurs (E2)
Environmental Health Coalition
Environmental Health Department, County of Los Angeles
EtaGen
FastTech
Fiat Chrysler Automobiles
Ford Motor Company
Freightliner
Fresno Mayor Ashley Swearengin
Friends Committee on Legislation of California
Friends of the River
Gap, Inc.
General Motors Company
Gladstein Neandross & Associates
Global Green USA
Grand Boulevard Initiative
Green Education
Greenbelt Alliance
Harvest Power
Health Care Without Harm
Health Officers Association of California
Honda
House Kombucha
Housing California
Humane Society International

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Humane Society of the United States
Impco Automotive
Jewish Family Services of Los Angeles
KB Home
Klean Kanteen
Lancaster Mayor R. Rex Parris
Land Trust of Santa Cruz County
Landirengo
Large-Scale Solar Association
Leadership Counsel for Justice and Accountability
League of Women Voters of California
League of Women Voters of Orange Coast
Levi Strauss & Co
Liberty Hill Foundation
Long Beach Mayor Robert Garcia
Los Angeles Alliance for a New Economy
Los Angeles Business Council
Los Angeles County Medical Association
Los Angeles County Supervisor Hilda Solis
Los Angeles County Supervisor Mark Ridley-Thomas
Los Angeles County Supervisor Sheila Kuehl
Los Angeles Mayor Eric Garcetti
Lyft
MAAC
Marin Agricultural Land Trust
Marin Clean Energy
Mars Incorporated
Medical Advocates for Healthy Air
Member of Congress, Adam B. Schiff

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Member of Congress, Alan Lowenthal
Member of Congress, Ted W. Lieu
Mercury Press International
Moms Clean Air Force
Morgner Construction
Motiv
Mountains Recreation and Conservation Authority
Move LA
National Parks Conservation Association
Natural Resources Defense Council
Nature Conservancy
NextGen Climate
Oakland Mayor Libby Schaaf
Pacific Forest Trust
Pacific Gas and Electric
Pacoima Beautiful
Patagonia Works
Patagonia, Inc.
Peninsula Open Space Trust
People Organizing to Demand Environmental and Economic Rights
Physicians for Social Responsibility, Los Angeles
Physicians for Social Responsibility--SF-Bay Area Chapter
Planning and Conservation League
Plug In America
Power2Sustain
Prevention Institute
Progressive Asset Management, Inc.
Progressive Baptist State Convention of California and the West
Proterra Inc.

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Public Health Institute
Puma Springs Vineyards
Purple Wine & Spirits
Quest
Questar Fueling
RC Cubed, Inc.
Redlands Area Democratic Club
Redlands Mayor Pro Tempore Jon Harrison
ReFuel
Regional Asthma Management and Prevention
Republic Services, Inc.
Sacramento Mayor Kevin Johnson
Sacramento Municipal Utility District
San Diego Housing Federation
San Diego-Imperial Counties Labor Council
San Francisco Asthma Task Force
San Francisco Mayor Edwin Lee
San Jose Mayor Sam Liccardo
Santa Ana Mayor Miguel Pulido
Santa Clara County Medical Society
Santa Clara Valley Open Space Authority
Santa Clarita Organization for Planning and the Environment
Santa Monica Mountains Conservancy
Save the Redwoods League
Sempra Energy
Sequoia Riverlands Trust
Service Employees International Union
Sidel Systems USA
Sierra Business Council

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Sierra Club California
Silicon Valley Leadership Group
SmartWool
Solano County Transit
Solar Energy Industries Association
Sonoma Agricultural Preservation and Open Space District
Sonoma Clean Power
Sonoma County Asthma Coalition
Sonoma County Water Agency
South Coast Air Quality Management District
Southern California Edison
Southern California Gas Company
Southern California Public Power Authority
Southwest Wetlands Interpretive Association
Spectrum LNG
Stop Waste
Sustainable North Bay
Symantec
Tamalpais Nature Works
The Added Edge
The Hampstead Companies
The North Face
TransForm
TreePeople
Trillium CNG
Trust for Public Land
U.S. Green Building Council California
Union of Concerned Scientists
United States Senator Barbara Boxer

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
OCTOBER 2016
Metro Government Relations**

United States Senator Dianne Feinstein
UPS
VNG
Voices for Progress
Wakeland Housing & Development Corporation
Waste Management, Inc.
Waterplanet Alliance
WaterSmart Software
Westport Innovations

OPPOSITION: (Verified 8/23/16)

African American Farmers of California
Agricultural Council of California
American Alliance Authority and Compliance
American Alliance Drug Testing
American Forest and Paper Association
American Wood Council
Apartment Association of Greater Los Angeles
Apartment Association of Orange County
Apartment Association, California Southern Cities
Associated Builders and Contractors of California
Brea Chamber of Commerce
Building Owners and Managers Association
California Agricultural Aircraft Association
California Apartment Association
California Association of Nurseries and Garden Centers
California Association of Realtors
California Building Industry Association

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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California Business Properties Association
 California Business Roundtable
 California Cattlemen's Association
 California Chamber of Commerce
 California Concrete Pumpers Alliance
 California Construction Trucking Association
 California Cotton Ginners Association
 California Cotton Growers Association
 California Dairies, Inc.
 California Dairy Campaign
 California Farm Bureau Association
 California Farm Bureau Federation
 California Fresh Fruit Association
 California Independent Oil Marketers Association
 California Independent Petroleum Association
 California League of Food Processors
 California Manufacturers and Technology Association
 California Political Consulting Group
 California Small Business Association
 California Taxpayers Association
 California Trucking Association
 Californians for Affordable and Reliable Energy
 Camarillo Chamber of Commerce
 Chambers of Commerce Alliance of Ventura & Santa Barbara Counties
 Coalition of American Latino Truckers
 East Bay Rental Housing Association
 Family Business Association
 Fullerton Chamber of Commerce
 Greater Bakersfield Chamber of Commerce

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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Greater Fresno Area Chamber of Commerce
Greater Riverside Chamber of Commerce
Heavy-Haul Conference
Inland Empire Economic Partnership
International Council of Shopping Centers
Irvine Chamber of Commerce
Kern County Board of Supervisors
Los Angeles County Business Federation
Milk Producers Council
NAIOP of California, the Commercial Real Estate Development Association
National Federation of Independent Business
National Hmong American Farmers
Nisei Farmers League
North Orange County Chamber
North Valley Property Owners Association
Orange County Business Council
Oxnard Chamber of Commerce
Rancho Cordova Chamber of Commerce
Redondo Beach Chamber of Commerce & Visitors Bureau
San Jose Silicon Valley Chamber of Commerce
Santa Barbara Rental Property Association
Santa Maria Valley Chamber of Commerce and Visitors Convention Bureau
Simi Valley Chamber of Commerce
South Bay Association of Chambers of Commerce
Southwest California Legislative Council
Torrance Chamber of Commerce
Valley Industry and Commerce Association
Ventura County Economic Development Association
Western Agricultural Processors Association

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Los Angeles County Metropolitan Transportation Authority (Metro)
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Western Growers Association
Western Plant Health Association
Western States Petroleum Association
Western Trucking Alliance
Western United Dairymen

SB 1383 (Lara)

Support (6/27/16)

Alliance of Nurses for Healthy Environment
American Academy of Pediatrics – California
American Cancer Society Cancer Action Network, California
American Lung Association
American Heart Association, California
Asthma Coalition of Los Angeles County
Bay Area Regional Health Inequities Initiative
Baz Allergy, Asthma and Sinus Center
Ben & Jerry's
Bloom Energy
Bonnie J. Addario Lung Cancer Foundation
Breathe California
Burton
California Black Health Network, Inc.
Californians Against Waste

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California Conference of Directors of Environmental Health
California Environmental Justice Alliance
California Medical Association
California Nurses Association
California Pan-Ethic Health Network
California Public Health Association – North
California State PTA
California Thoracic Society
California Walks
Center for Climate Change and Health , Public Health Institute
Center for Food Safety
Center on Race, Poverty & the Environment
Central California Asthma Collaborative
Central California Environmental Justice Network
Clean Power Campaign
Clif Bar & Company
Climate 911
Common Sense Kids Action
Community Alliance for Agroecology
Dignity Health
Eileen Fisher
Environmental Defense Fund
Environmental Health Coalition

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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Fetzer Vineyards
Food & Water Watch
Health African American Families II
Health Care Without Harm
Health Officers Association of California
Institute for Agriculture and Trade Policy
Leadership Counsel for Justice and Accountability
Levi Strauss & Co.
Long Beach Alliance for Children with Asthma
Maternal and Child Health Access (Los Angeles)
Medical Advocates for Healthy Air
Network of Ethnic Physician Organizations
Nike, Inc.
Patagonia
Placer Land Trust
PSE Healthy Energy (Physicians, Scientists and Engineers)
Physicians for Social Responsibility, Sacramento
Physicians for Social Responsibility, San Francisco Bay Area Chapter
Prevention Institute
St. John's Well Child and Family Centers (Los Angeles)
Santa Clara County Board of Supervisors
Santa Clara County Public Health Department
Seventh Generation

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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Sierra Business Council
Sierra Club California
Sierra Foothill Conservancy
The North Face
Timberland
Truckee Donner Land Trust
Vans
VF Corporation
Voices for Progress
30 Individuals

Opposition (6/27/16)

Agricultural Council of California
Association of California Egg Farmers
Association of Home Appliance Manufacturers
California Poultry
California Business Properties Association
California Cattlemen's Association
California Chamber of Commerce
California Citrus Mutual
California Cattlemen's Association
California Cotton Ginners and Growers Association
California Council for Environmental and Economic Balance

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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California Dairies, Inc.
California Farm Bureau Federation
California Fresh Fruit Association
California Grain & Feed Association
California Manufacturers & Technology Association
California Poultry
California Retailers Association
CIPA
Milk Producers Council
NFIB
Nisei Farmers League
Pacific Coast Rendering Association
Western Agricultural Processors Association
Western Growers
Western Plant Health Association
WSPA
Waste Management
Western United Dairymen

H.R. 3620

Would permit transportation agencies to consider the hiring of local workers in

January 2014 – SUPPORT

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

FEDERAL

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 990 King R-NY	Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.	May 2015 – SUPPORT House Ways and Means Committee
H.R. 1308 Lowenthal D-CA	Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects. <i>Board previously supported HR 5624 bill last session.</i>	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Water, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1461 Massie R-KY	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	May 2015 – OPPOSE House Transportation and Infrastructure Committee House Ways and Means Committee

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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<p>H.R. 1551 Sanford R-SC</p>	<p>Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.</p>	<p>May 2015 – OPPOSE House Ways and Means Committee</p>
<p>H.R. 2485 Torres D-CA</p>	<p>The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.</p>	<p>June 2015 – SUPPORT 5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee Language Adopted in Fast Act, but does not authorize funding.</p>
<p>H.R. 2495 Waters D-CA</p>	<p>The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.</p>	<p>June 2015 – SUPPORT 5/21/15 House Appropriation and Budget Committees</p>

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H.R. 2410 DeFazio D-OR	<p>The GROW America Act would, if enacted into federal law, authorize a six-year \$478 billion surface transportation bill. H.R. 2410 represents President Obama's surface transportation bill that his Administration has transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of \$478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to assist in funding our nation's state-of-good-repair backlog maintenance as well as continue to invest in new transportation projects required to properly address America's future population growth.</p> <p>Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).</p>	June 2015 - SUPPORT
H.R. 4343	<p>H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an "associated transit improvement" under Title 49 of U.S. Code, add bikeshare projects to the definition of "capital project" under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.</p>	MARCH 2016 - SUPPORT
S. 650 Blunt R-MO	<p>Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.</p>	<p>MAY 2015 – OPPOSE</p> <p>Senate Commerce, Science and Transportation Committee</p>
S. 797 Booker D-NJ	<p>Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.</p>	<p>May 2015 – SUPPORT WORK WITH AUTHOR</p>

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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		Senate Commerce, Science and Transportation Committee Language Adopted in FAST Act
S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee Language adopted in FAST Act
S. 1006 (Feinstein-D-CA)	Extend the national deadline to implement Positive Train Control by one year	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee
Omnibus Appropriations Bill For Fiscal Year 2017	Continuing Resolution will expire December 16th, 2016	Signed into law by President Obama, September 29, 2016
HR 22 (formerly known as the DRIVE Act) Fixing America's Surface Transportation Act (FAST Act)	Fixing America's Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year).	Signed into law by President Obama, December 4, 2015

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MARY C. WICKHAM
County Counsel

October 28, 2016

Martia Fox, Esq.
Regional Counsel, Region IX
FEDERAL TRANSIT ADMINISTRATION
90 Seventh Street, Suite 15-300
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, 2016, on the Status of Key Legal Actions Related to Federally Funded 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
Frank Flores
Emma Nogales
Leslie Rogers
Cindy Smouse
Cosette Stark

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of September 30, 2016

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 trial court judgment. Judgment granted in favor of MTA in February 2014 over \$100 million with interest. Defendants have appealed. Given the length of the record, oral argument not expected until 2017.
Kiewit Infrastructure West Co. f/k/a Kiewit Pacific Company v. MTA	BC545331		Kiewit submitted claims in excess of \$600 million for direct costs and for delay and disruption.	The parties agreed to binding arbitration of claims in lieu of further DRB hearings and litigation. The direct cost claims have been settled (\$103 million). The delay and disruption claims will continue through the arbitration process.
Tutor-Saliba-Perini v. MTA	BC123559 BC132928	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal. On retrial MTA obtained false claim judgment on tunnel handrail item. Cases have been appealed by both parties.	Court of Appeal issued ruling upholding MTA's false claims judgment against TSP. TSP's claims, including claims for attorneys' fees, were denied. Remanded to trial court on issue of sureties' claim for attorney's fees. Trial court awarded sureties \$2,143,403 (demand was \$21,517,220). Sureties have appealed.

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 <i>general contractor Atkinson requires Atkinson to defend and indemnify MTA in any Intellectual Property claims.</i>	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; <i>however, it was unsuccessful.</i> Discovery is continuing.
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.
Japanese Village Plaza, LLC v. MTA	BS137343 CV13-0396		Petitioner alleges that the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project failed to analyze or adopt feasible mitigation measures or alternatives for many of the project's significant environmental impacts on the residents and businesses of the historic Little Tokyo community.	CEQA trial before Judge Richard Fruin was held on November 25, 2013; NEPA trial before Judge John Kronstadt was held on February 24, 2014. Judge Fruin denied Petitioner's CEQA claims and issued a judgment for MTA. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS and issued an injunction to prevent construction. MTA and FTA submitted an SEIS and the court dissolved the injunction. Petitioner filed appeals in the CEQA & NEPA cases. Judgment for MTA in CEQA was affirmed by Court of Appeal on July 9, 2015. Oral argument before 9 th Circuit in NEPA appeal was heard August 1, 2016.

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Today's IV, Inc. dba Westin Bonaventure Hotel and Suites v. MTA	BS137540 CV13-0378		Petitioner alleges that there is no substantial evidence in the record to support MTA's refusal to significantly reduce and eliminate significant unmitigated impacts to traffic, building access/egress, increased risk of structural instability to tall buildings, increased noise, air emissions and other health risks from open trench work, and increased safety risks, all of which negatively impact the Financial District on Flower Street.	NEPA trial before Judge John Kronstadt was held on February 24, 2014. CEQA trial before Judge Richard Fruin held on May 14-15, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS and issued an injunction to prevent construction. MTA and FTA submitted an SEIS and the court dissolved the injunction. Judge Fruin denied Petitioner's CEQA claims and a judgment will be issued for MTA. Petitioner filed appeals in the CEQA & NEPA cases. Court of Appeal affirmed judgment for MTA. NEPA appeal oral argument in 9 th Circuit was heard on August 1, 2016.
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.
City of Beverly Hills v. MTA	BS144164		Petitioner alleges that Metro accelerated funding for the subway without CEQA clearance.	Case is currently on hold pending the Federal District Court's ruling regarding the appropriate remedy in NEPA litigation by the City and BHUSD against FTA.

Wheelchair-Disability/Discrimination Cases

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Oudy Wall v. MTA	BC591538			Case settled July 26, 2016 and dismissed August 25, 2016.

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Maria Reyes v. MTA	BC582636			On February 16, 2016, the federal court remanded case back to state court after the judge granted MTA's Motion for Judgment on the Pleadings ("MJOP") with regard to federal claims, but denied the MJOP as to plaintiff's state claims. Case settled July 19, 2016 and dismissed August 25, 2016.
Denise Reynaga v. MTA	2:16-cv-06302		This is a personal injury case wherein plaintiff alleged an ADA violation when an Access paratransit driver did not assist her as she wheeled her manual wheelchair up the van ramp then fell backwards hitting her head. Plaintiff sued both MTA and Access. Case was filed on August 24, 2016 and served on MTA on August 30, 2016. MTA tendered the matter to Access on August 31, 2016.	On October 21, 2016, the court dismissed this matter without prejudice pursuant to defense's 12(b)6 motion.

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

September 30, 2016

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 (Parcels C3-806, C3-810, C3-812, C3-813, C3-815, C3-821-1 through C3-821-3; ALAP Parcel C4-815)

This site is currently being used to house a portion of the Metro Red Line's North

Hollywood Station, a bus layover facility and a park-and-ride lot. On March 2, 2015, Metro issued a Request for Interest and Qualifications (“**RFIQ**”) to the development community with respect to the development of this site and other nearby Metro-owned parcels in North Hollywood (including Parcels C3-825 and C3-826 at the southwest corner of Lankershim and Chandler). Submittals in response to the RFIQ were received on June 2, 2015. From these submittals, Metro created a shortlist of qualified developers. These developers were Trammell Crow Company (“**TCC**”) and Greenland USA (“**Greenland**”). On December 4, 2015, Metro issued a development Request for Proposals (“**RFP**”) to the shortlisted developers. The RFP included development guidelines adopted by the Metro Board after an extensive Metro-led stakeholder engagement process. Metro received one proposal in response to the RFP, which was submitted jointly by the short-listed developers. Metro staff reviewed the proposal and, in accordance with Metro Board approval received on June 23, 2016, elected to enter into a Short Term Exclusive Negotiation Agreement and Planning Document (“**Short Term ENA**”) with the TCC/Greenland team. Under the Short Term ENA, the developer is refining their project proposal, working with community stakeholders and Metro staff, to ensure that it balances financial feasibility with the project’s vision and intent.

Southwest corner of Lankershim/Chandler (Parcels C3-825 and C3-826)

This vacant site, situated across Lankershim and Chandler from the Metro Red Line’s North Hollywood Station site and across Chandler from the Metro Orange Line’s North Hollywood Station site, is one of the “other nearby Metro-owned parcels” included as part of the North Hollywood Station Short Term ENA detailed above in the update for North Hollywood Station.

During the quarter, a portion of this site continued to be used as a staging area for the construction of the subsurface passageway beneath Lankershim Boulevard that now connects the Metro Red and Orange Line stations. The extent of this use began winding down, however, with the opening of the passageway in mid-August. The remainder of this site was leased 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. Phase A of a two-phased, mixed-use joint development project has been constructed and is in operation on the 1.6-acre site. Phase A is situated on land ground leased by Metro to development entities created by McCormack Baron Salazar. The Phase A development 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.

Phase B of the project will be constructed on the 1.8-acre Westlake/MacArthur Park Station site. This site contains an at-grade public plaza, subway portals and a parking/kiss-and-ride lot. The contemplated Phase B project includes the construction of 82 affordable apartments, 6,000 to 12,000 sq. ft. of retail space, an 83 space parking structure, closure of the parking/kiss-and-ride lot, closure of one of the existing subway portals and construction of a replacement subway portal at Westlake Avenue.

Metro and a McCormack Baron Salazar development entity ("MBS") entered into a Second Revised, Amended and Restated Joint Development Agreement ("Revised JDA") on June 27, 2016. Under the Revised JDA, MBS is required to secure all funding necessary to complete the project (a 9% tax credit allocation was received in September 2016), Metro is required to complete its review of the proposed project's design (design review is ongoing), and the parties are tasked with finalizing negotiation of the ground lease and other development documents (negotiations are underway). Execution of the Revised JDA follows expiration of the prior JDA in December 2013 that resulted from a funding gap that came to light late in the project's design process and could not be closed by MBS in a timely manner. Since then, MBS has presented a more-viable funding plan for Phase B, and following consultations with the FTA and reevaluation of the interrelated nature of the two-phased project and Metro's developer selection process, Metro elected to proceed with MBS as the Phase B developer.

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 McCormack Baron Salazar 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 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 has commenced and is ongoing. Completion of the first 66 units of the project is expected prior to the end of 2016. The remaining 14 units should be complete during the first quarter of 2017.

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

Metro and its urban design consultant team commenced community outreach and visioning exercises for this site in February 2016. By August 2016, Metro and the consultant team had completed two site-specific community charrettes, a focus group specifically for mariachis, and a culminating community workshop. This engagement process included local residents, business owners, property owners, community organizations, and public agencies. In September 2016, Metro began preparing development guidelines for the site based on input received during the outreach and visioning process. The guidelines contemplate development of affordable housing, community-serving commercial uses, open/park space, and public parking at the site. Metro staff anticipates seeking Metro Board adoption of the guidelines in early 2017. Once adopted, they will inform future development on the site and will be included as

part of a development RFP for the site that will be issued in 2017 as part of a competitive procurement.

Throughout the quarter, the vacant portion of this site was used as parking for workers constructing the project on the southwest corner of 1st/Boyle and as vendor and customer parking for a farmer's market held twice a week on Bailey Street. Portions of Mariachi Plaza were also used to support the farmer's market.

Southeast corner of Pennsylvania/Bailey (Parcel ED-147)

This 0.14-acre vacant lot, situated across Bailey Street from the Mariachi Plaza Station site, is 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)

Metro and Bridge Housing Corporation/East LA Community Corporation ("**Bridge/ELACC**") are parties to an 18-month Exclusive Negotiation Agreement and Planning Document ("**ENA**") with respect to development of a portion of the 1.24-acre Soto Station site. The Metro Board approved execution of the 18-month ENA in March 2016. This ENA follows an "interim" ENA that allowed Bridge/ELACC to commence community outreach and collect stakeholder and Metro input with respect to the team's original development proposal.

Outreach under the "interim" ENA and consultations with Metro staff led to changes in the originally proposed project scope, as follows:

- The Los Lirios affordable family apartment project proposed for the developable portion of the station site has been changed from 49 apartments over 12,000 sq. ft. of ground floor commercial space to 65 apartments over 5,000 sq. ft. of ground floor commercial space; and
- Elimination of the 39-unit affordable senior apartment/3,900 sq. ft. commercial space project proposed for 0.29-acres of Metro-owned property and an adjoining, 0.15-acre, privately-held parcel located across Soto Street from the station. Instead, a historic structure (the Peabody/Werden Historic Home) has been relocated to Metro's 0.29-acre site to house community space previously proposed for the Los Lirios project, along with other community uses.

Under the framework of the 18-month ENA Metro and the Bridge/ELACC team are conducting additional outreach, exploring project feasibility more completely, advancing project design, completing project-related CEQA requirements and negotiating JDA and ground lease terms and conditions.

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) – NO CHANGE

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. This action was appealed, however, and the appeal continues to be under review by the City. In light of the appeal, Metro and ACOF extended the term of the ENA to July 2017. The extended term will allow for resolution of the appeal, finalization of project design and completion of JDA and ground lease negotiations, before proceeding to the Metro Board for approval to move forward with the project under the JDA and ground lease.

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

Metro and Abode Communities (“**Abode**”) are parties to an 18-month ENA with respect to Abode's proposal to develop Metro's 1.96-acre Cesar E. Chavez/Soto site with a 77-unit affordable family apartment project over 8,500 sq. ft. of ground floor commercial space. This ENA was executed in accordance with Metro Board authority received in December 2015. The 18-month ENA follows an “interim” ENA that allowed Abode to commence community outreach and collect stakeholder and Metro input with respect to Abode's original development proposal. Under the framework of the 18-month ENA, Metro and Abode are further exploring the project's feasibility, advancing its design, completing all project-related CEQA requirements and negotiating the terms and conditions of a JDA and ground lease providing for the project's construction and operation. In addition, Abode is continuing to engage the community and refine the project's affordability mix and ground floor retail uses. Metro has procured an urban design consultant team to help facilitate this effort. The Boyle Heights Design Review Advisory Committee has recommended proceeding with the project. This recommendation followed an October 2015 recommendation from the Boyle Heights Neighborhood Council to proceed with the full, 18-month ENA.

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)

Metro and its urban design consultant team engaged in community outreach and visioning exercises for this site in April 2016. By August 2016, Metro and the consultant

team had completed two site-specific, community charrettes and a culminating community workshop. This engagement process included local residents, business owners, property owners, community organizations, and public agencies. In September 2016, Metro began preparing development guidelines for the site based on input received during the outreach and visioning process. The guidelines contemplate development of a grocery store and potentially affordable housing and open space. Metro staff anticipates seeking Metro Board adoption of these guidelines in early 2017. Once adopted, they will inform future development on the site and will be included as part of a development RFP for the site that will be issued in 2017 as part of a competitive procurement.

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 2016



METRO RAIL PERFORMANCE – SEPTEMBER 2016

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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 2014	FY 2015	FY 2016	FY 2017 Target	FY 2017 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Systemwide									
On-Time Pullouts	99.55%	99.67%	99.63%	99.50%	99.55%	●	99.77%	99.43%	99.47%
Mean Miles Between Chargeable Mechanical Failures	28,829	34,524	30,482	27,911	26,414	●	21,532	30,440	28,862
In-Service On-time Performance	97.92%	98.39%	98.10%	98.00%	98.60%	●	98.24%	99.04%	98.52%
Service Delivery Ratio	99.12%	99.35%	99.22%	99.25%	99.39%	●	99.05%	99.53%	99.57%
Traffic Accidents Per 100,000 Train Miles	1.44	1.17	1.18	0.00	1.10	●	1.14	1.43	0.71
CPUC Reportable Accidents per 100,000 Train Miles	0.10	0.43	0.60	0.67	0.38	●	0.29	0.57	0.29
Passenger Accidents per 100,000 Boardings	0.025	0.013	0.016	0.009	0.017	●	0.032	0.020	0.000
Complaints per 100,000 Boardings	0.91	0.78	1.43	1.12	2.08	●	2.19	2.09	1.95
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours ^{1,2}	17.50	11.75	13.33	N/A	12.67	N/A	17.00	11.00	10.00
Lost Work Days per 200,000 Exposure Hours ^{1,2}	881	861	522	N/A	786	N/A	620	911	-
OSHA Injuries per 200,000 Exposure Hours ^{1,2}	10.08	7.42	8.08	N/A	9.00	N/A	12.00	6.00	-
Wayside									
Under Development									
Under Development									
Under Development									
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	9.28	9.07	4.77	N/A	5.77	N/A	0.00	3.66	8.11
Lost Work Days per 200,000 Exposure Hours ¹	179	309	148	N/A	29	N/A	50	10	-
OSHA Injuries per 200,000 Exposure Hours ¹	6.31	8.28	4.40	N/A	3.91	N/A	4.19	3.66	-
Blue Line									
On-Time Pullouts	99.37%	99.41%	99.59%	99.50%	99.36%	●	99.39%	99.44%	99.25%
Mean Miles Between Chargeable Mechanical Failures	18,731	23,716	19,240	19,572	15,235	●	15,510	14,730	15,526
In-Service On-time Performance	95.84%	97.28%	96.10%	97.00%	97.27%	●	96.71%	97.51%	97.59%
Service Delivery Ratio	98.36%	98.88%	98.41%	98.46%	98.96%	●	98.42%	99.22%	99.22%
Traffic Accidents Per 100,000 Train Miles	2.97	2.48	2.38	0.00	2.17	●	1.94	3.19	1.34
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.89	1.39	1.34	0.87	●	0.65	1.28	0.67
Passenger Accidents per 100,000 Boardings	0.058	0.034	0.016	0.006	0.031	●	0.093	0.000	0.000
Complaints per 100,000 Boardings	1.10	0.90	1.33	1.09	1.59	●	1.16	1.76	1.84
New Workers' Compensation Indemnity Claims per	17.46	15.10	15.08	15.58	16.74	●	27.08	17.94	5.38
Lost Work Days per 200,000 Exposure Hours ¹	990	1,622	797	786	957	●	753	1,182	-
OSHA Injuries per 200,000 Exposure Hours ¹	5.71	10.64	6.79	9.58	11.37	●	10.83	11.96	-

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%.

Measurement	FY 2014	FY 2015	FY 2016	FY 2017 Target	FY 2017 YTD	FYTD Status	Jul Month	Aug Month	Sep Month
Red Line									
On-Time Pullouts	99.72%	99.91%	99.79%	99.50%	100.00%	●	100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	63,099	85,090	94,312	112,652	82,458	●	78,500	87,317	81,557
In-Service On-time Performance	98.91%	99.13%	99.45%	99.50%	99.49%	●	98.13%	99.63%	99.72%
Service Delivery Ratio	99.57%	99.60%	99.71%	99.71%	99.76%	●	99.57%	99.79%	99.89%
Traffic Accidents Per 100,000 Train Miles	1.01	0.47	0.75	0.00	0.57	●	0.86	0.00	0.87
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.07	0.07	0.60	0.00	●	0.00	0.00	0.00
Passenger Accidents per 100,000 Boardings	0.006	0.002	0.002	0.003	0.000	●	0.000	0.000	0.000
Complaints per 100,000 Boardings	0.60	0.54	0.57	0.56	0.84	●	0.96	0.72	0.86
New Workers' Compensation Indemnity Claims per	20.22	6.20	16.43	13.29	10.00	●	6.03	13.01	11.06
*Lost Work Days per 200,000 Exposure Hours	927	649	526	556	879	●	805	958	-
*OSHA Injuries per 200,000 Exposure Hours	11.79	3.54	7.99	6.55	3.13	●	0.00	6.51	-

Green Line									
On-Time Pullouts	99.69%	99.32%	99.49%	99.50%	99.85%	●	100.00%	99.56%	100.00%
Mean Miles Between Chargeable Mechanical Failures	19,513	21,054	19,238	19,911	18,802	●	17,064	21,187	18,497
In-Service On-time Performance	97.85%	97.39%	98.52%	98.20%	98.34%	●	98.17%	98.91%	97.92%
Service Delivery Ratio	99.57%	99.50%	99.59%	99.62%	99.55%	●	99.39%	99.73%	99.52%
Traffic Accidents Per 100,000 Train Miles	0.49	0.21	0.42	0.00	0.83	●	0.84	1.61	0.00
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.07	0.07	0.18	0.00	●	0.00	0.00	0.00
Passenger Accidents per 100,000 Boardings	0.023	0.024	0.034	0.011	0.108	●	0.110	0.204	0.000
Complaints per 100,000 Boardings	1.15	0.88	1.53	1.30	2.20	●	2.96	1.63	2.04
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	16.51	7.32	7.18	9.27	10.61	●	20.24	11.80	0.00
*Lost Work Days per 200,000 Exposure Hours	1,299	479	228	195	1,057	●	598	1,591	-
*OSHA Injuries per 200,000 Exposure Hours	11.30	4.07	3.19	2.34	10.90	●	20.24	0.00	-

Gold Line									
On-Time Pullouts	99.56%	99.98%	99.68%	99.50%	99.92%	●	99.87%	99.88%	100.00%
Mean Miles Between Chargeable Mechanical Failures	45,894	44,171	40,426	51,665	28,275	●	18,010	38,914	40,000
In-Service On-time Performance	98.03%	98.56%	97.60%	97.50%	97.89%	●	98.31%	98.94%	96.34%
Service Delivery Ratio	99.03%	99.34%	98.11%	99.16%	99.23%	●	98.80%	99.35%	99.55%
Traffic Accidents Per 100,000 Train Miles	1.03	1.14	0.99	0.00	0.42	●	0.85	0.42	0.00
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.30	0.60	0.50	0.14	●	0.00	0.42	0.00
Passenger Accidents per 100,000 Boardings	0.052	0.007	0.039	0.035	0.000	●	0.000	0.000	0.000
Complaints per 100,000 Boardings	1.04	1.01	2.73	2.26	3.08	●	3.27	3.26	2.72
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	14.98	15.96	11.87	12.20	16.56	●	21.42	17.47	10.81
*Lost Work Days per 200,000 Exposure Hours	1,460	1,068	766	808	1,246	●	902	1,620	-
*OSHA Injuries per 200,000 Exposure Hours	9.12	3.83	9.29	10.07	13.95	●	16.06	11.64	-

Expo Line									
On-Time Pullouts	-	-	99.53%	99.50%	97.71%	●	99.64%	96.77%	96.67%
Mean Miles Between Chargeable Mechanical Failures	-	-	18,114	19,572	22,979	●	15,525	35,667	25,499
In-Service On-time Performance	98.70%	99.14%	98.61%	97.05%	99.11%	●	98.32%	99.56%	99.41%
Service Delivery Ratio	99.45%	99.64%	99.56%	99.65%	99.40%	●	99.09%	99.61%	99.50%
Traffic Accidents Per 100,000 Train Miles	1.17	1.02	0.74	0.00	1.73	●	1.05	1.96	2.16
CPUC Reportable Accidents per 100,000 Train Miles	1.17	1.02	0.50	0.37	1.04	●	1.05	0.98	1.08
Passenger Accidents per 100,000 Boardings	0.000	0.000	0.019	0.000	0.000	●	0.000	0.000	0.000
Complaints per 100,000 Boardings	1.53	1.13	3.38	1.87	5.64	●	6.04	6.02	4.79
New Workers' Compensation Indemnity Claims per	-	24.97	8.44	0.00	11.60	●	16.14	0.00	17.51
*Lost Work Days per 200,000 Exposure Hours	-	937	73	0	209	●	150	279	-
*OSHA Injuries per 200,000 Exposure Hours	-	-	5.63	0.00	8.67	●	16.14	-	-

* There is One Month lag in reporting this data

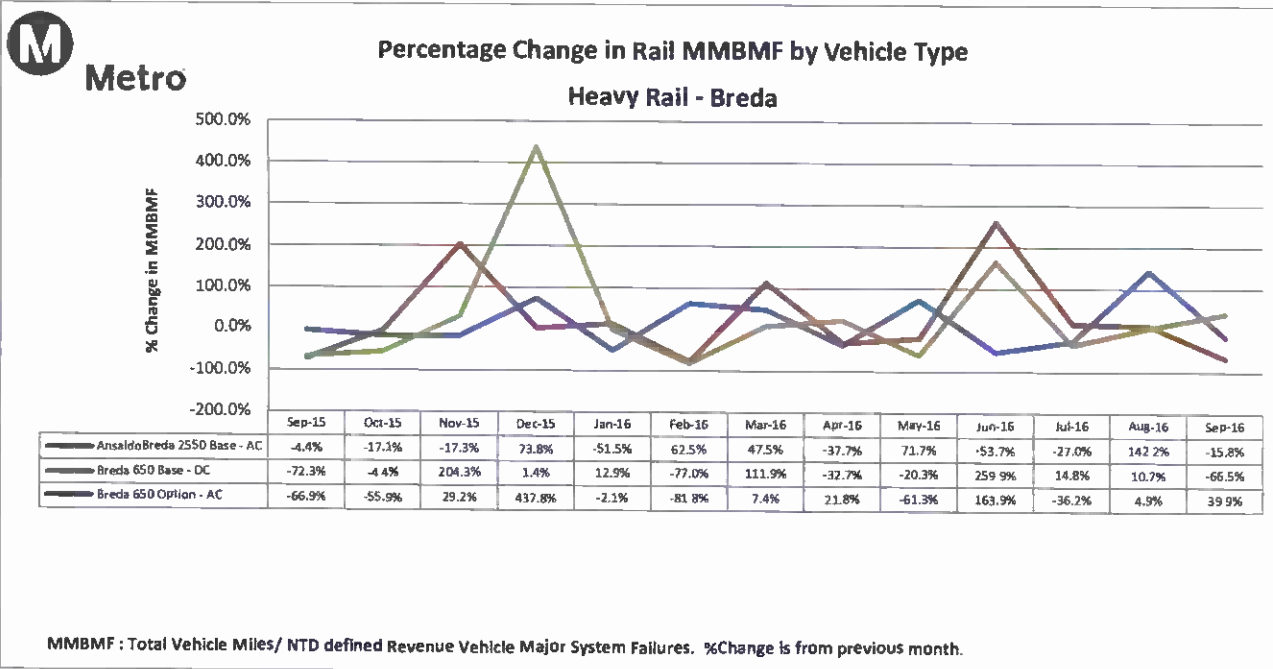
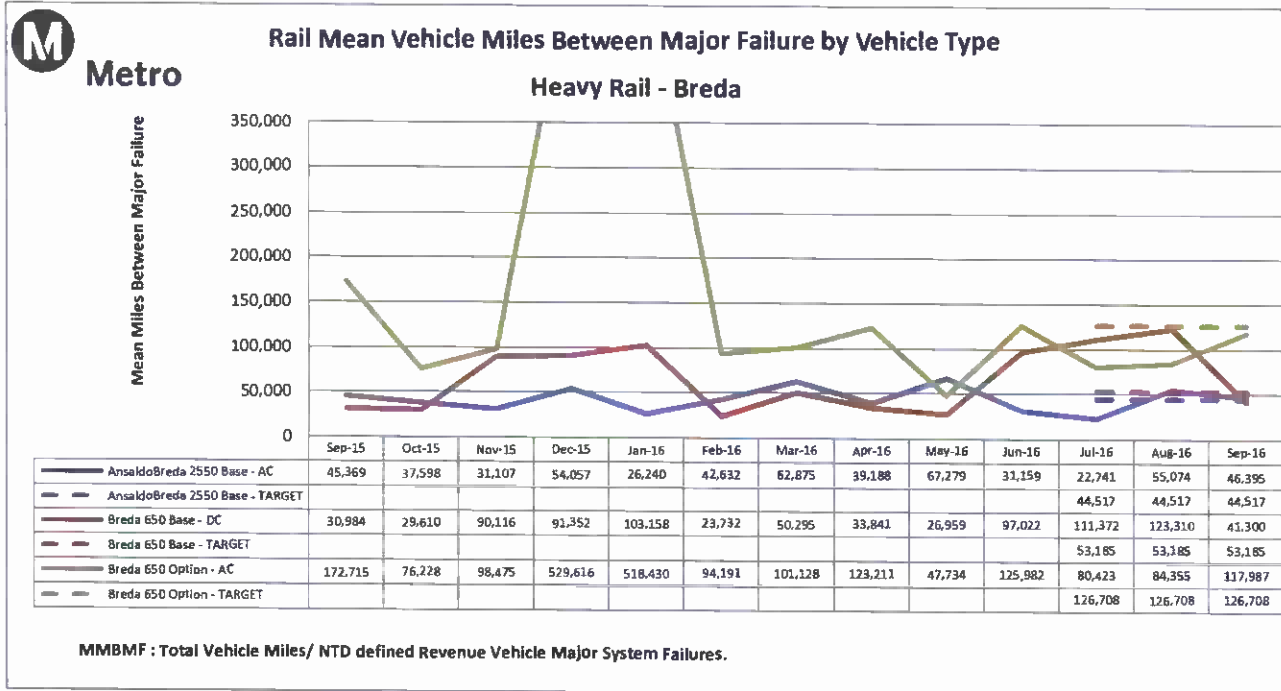
● Green - High probability of achieving the target (on track). Meets Target at 100% or better.

● 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%.

METRO RAIL PERFORMANCE – SEPTEMBER 2016

Rail Performance by Vehicle Type

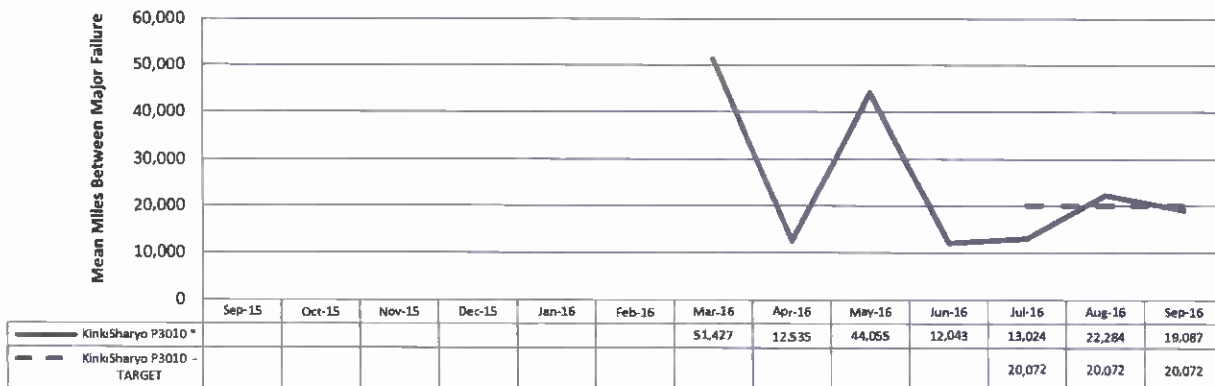




Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - KinkySharyo



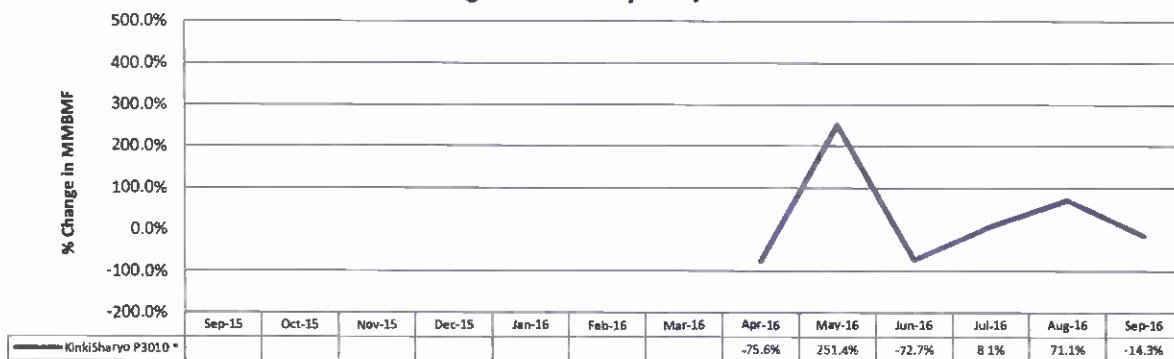
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - KinkySharyo



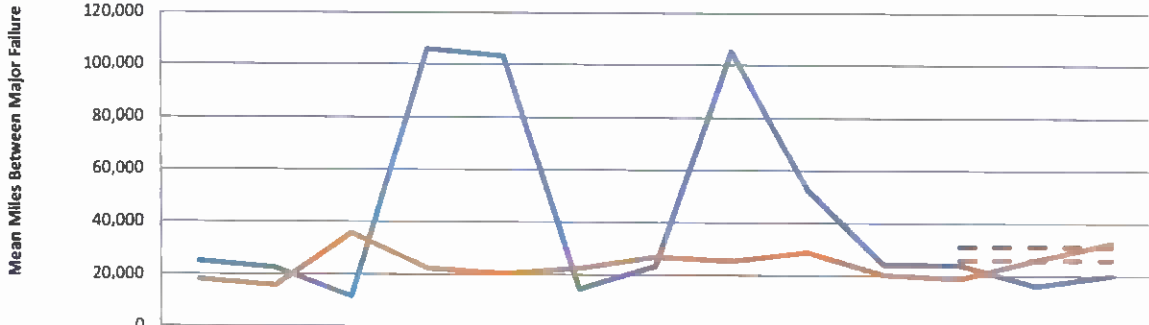
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

* KinkySharyo rolling stock began service March 2016



Metro

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



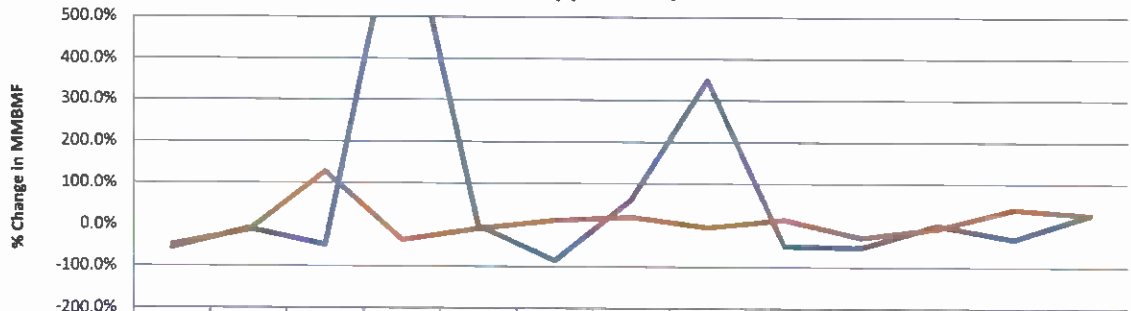
	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16
Nippon Sharyo 2020 - DC	25,176	22,622	11,500	105,799	103,129	14,620	23,452	105,138	52,426	24,256	24,134	16,076	20,161
Nippon Sharyo 2020 - TARGET											31,214	31,214	31,214
Nippon Sharyo 865 - DC	18,148	15,717	35,881	22,513	20,475	22,667	26,985	25,593	28,981	20,341	18,786	26,073	32,617
Nippon Sharyo 865 - TARGET											26,062	26,062	26,062

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



Metro

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



	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16
Nippon Sharyo 2020 - DC	-56.1%	-10.1%	-49.2%	820.0%	-2.5%	-85.8%	60.4%	348.3%	-50.1%	-53.7%	-0.5%	-33.4%	25.4%
Nippon Sharyo 865 - DC	-49.3%	-13.4%	128.3%	-37.3%	-9.1%	10.7%	19.0%	-5.2%	13.2%	-29.8%	-7.6%	38.8%	25.1%

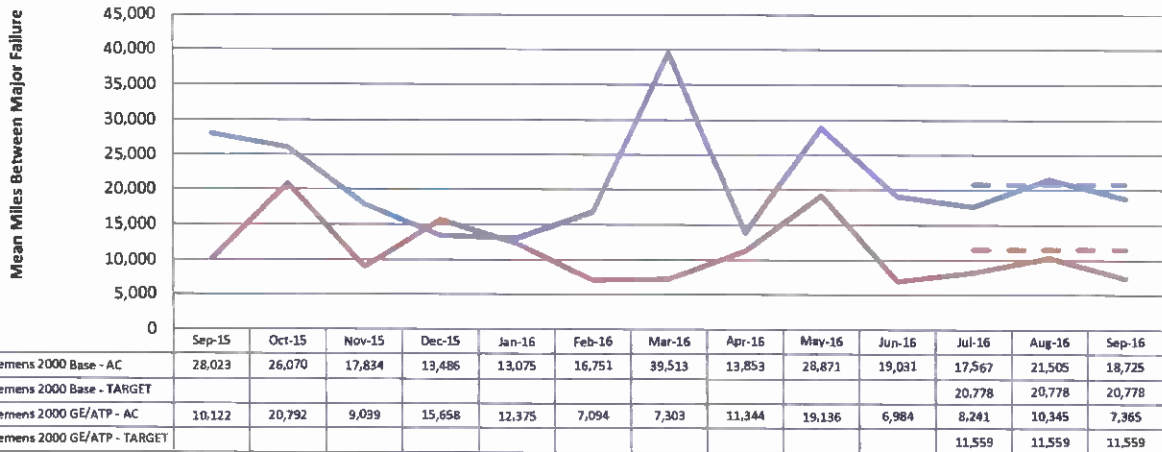
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - Siemens



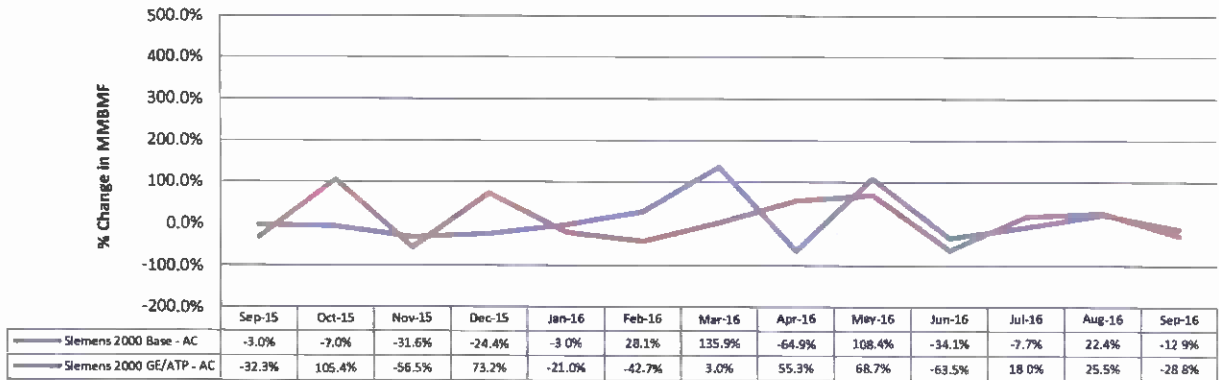
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - Siemens



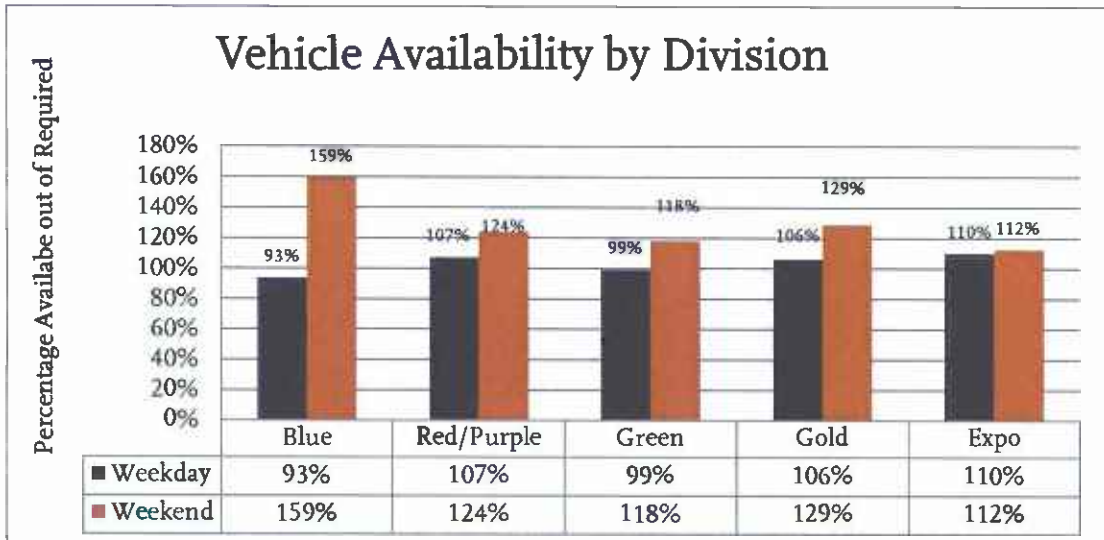
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

Rail Fleet Distribution – SEPTEMBER 2016

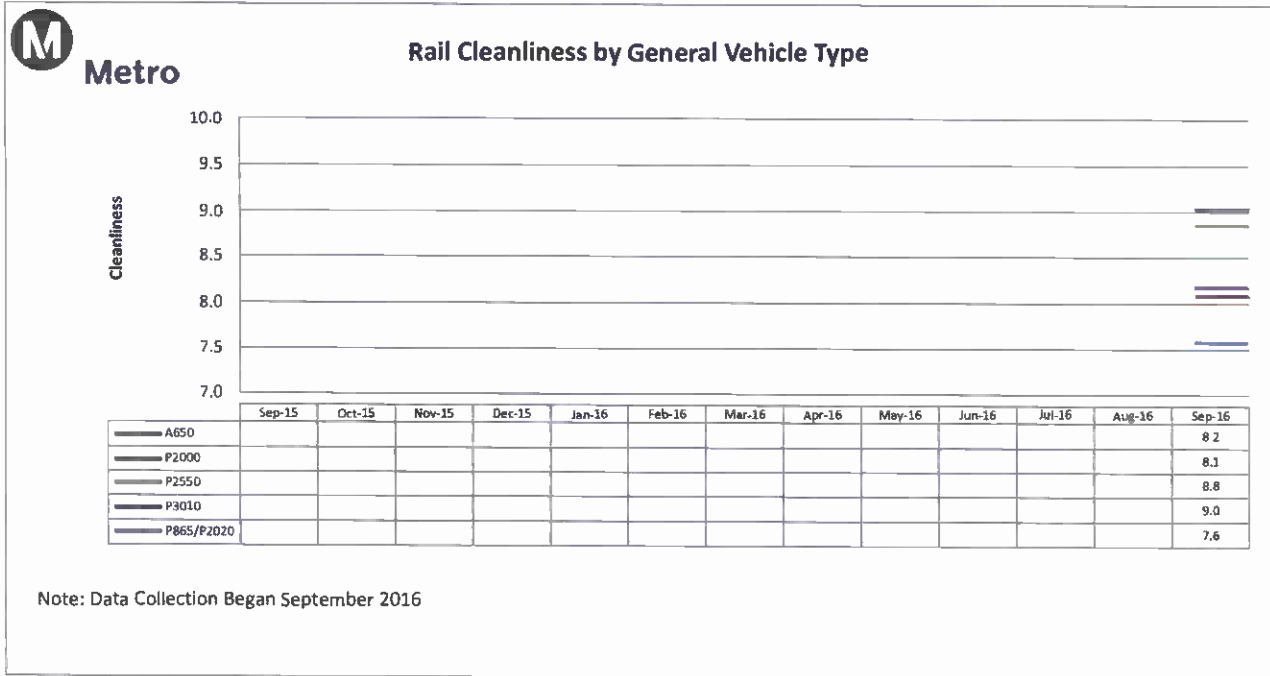
Number of Rail Vehicle Type by Division	Blue	Red / Purple	Green	Gold	Expo
AnsaldoBreda 2550 Base - AC				50	
Breda 650 Base - DC		30			
Breda 650 Option - AC		74			
KinkiSharyo P3010				10	22
Nippon Sharyo 2020 - DC	14				1
Nippon Sharyo 865 - DC	38				16
Siemens 2000 Base - AC			29		
Siemens 2000 GE/ATP - AC	17				6
TOTALS	69	104	29	60	45

Vehicle Availability Systemwide

Blue			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	60	56	93%
Weekend	26	41	159%
Red/ Purple			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	74	79	107%
Weekend	55	68	124%
Green			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	22	22	99%
Weekend	14	17	118%
Gold			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	44	47	106%
Weekend	28	36	129%
Expo			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	27	30	110%
Weekend	27	30	112%

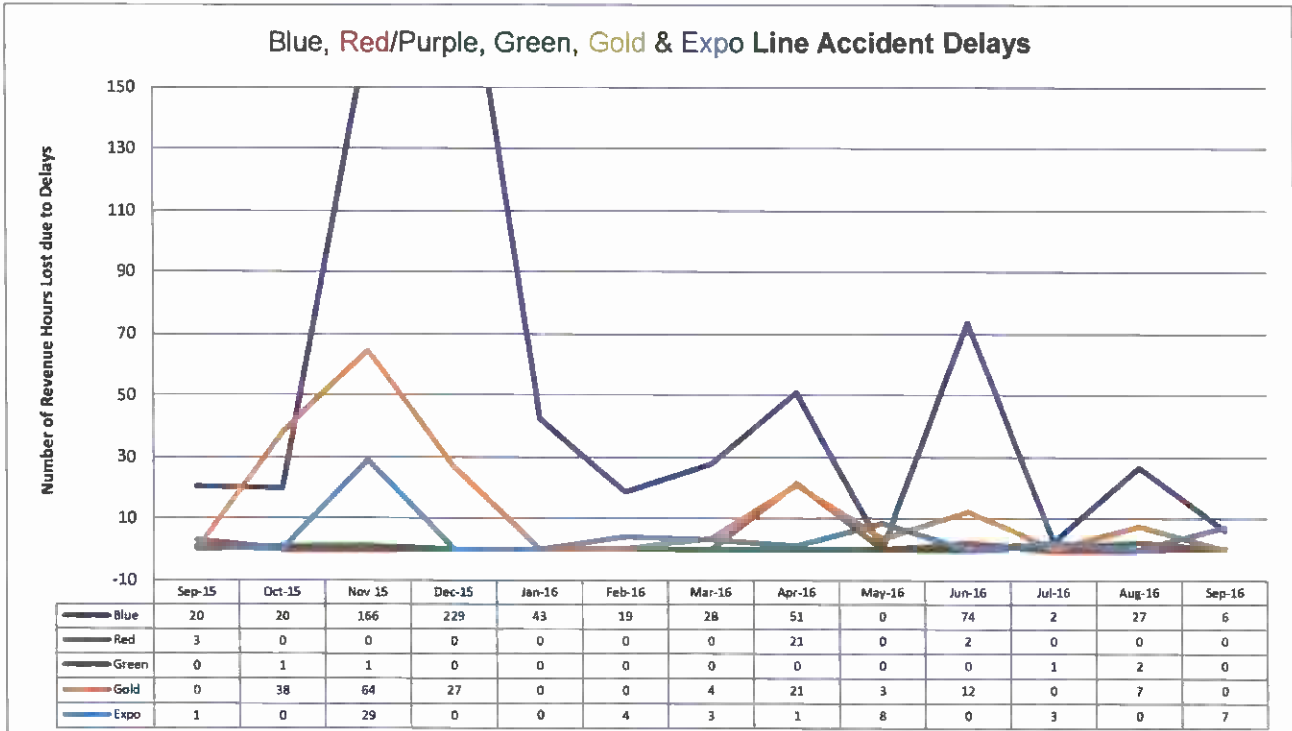


Cleanliness by Vehicle Type

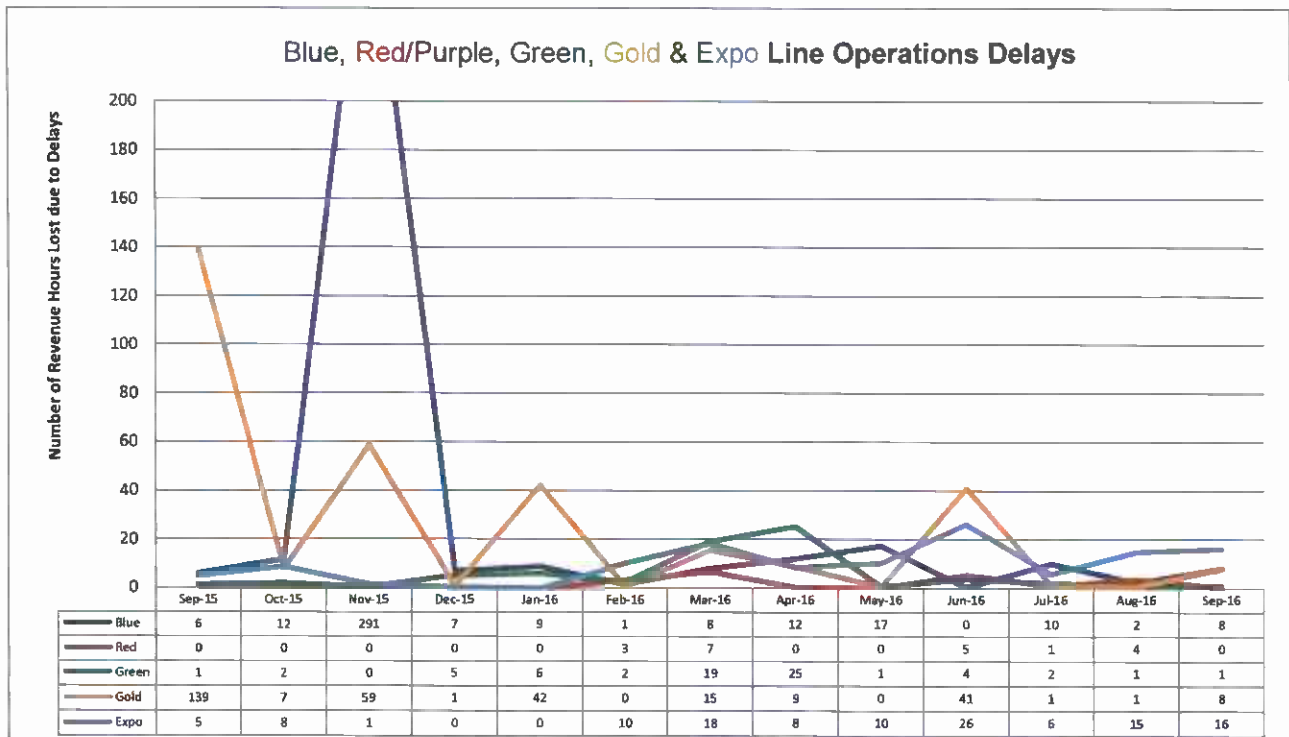


RAIL DELAYS BY CATEGORY - SYSTEMWIDE

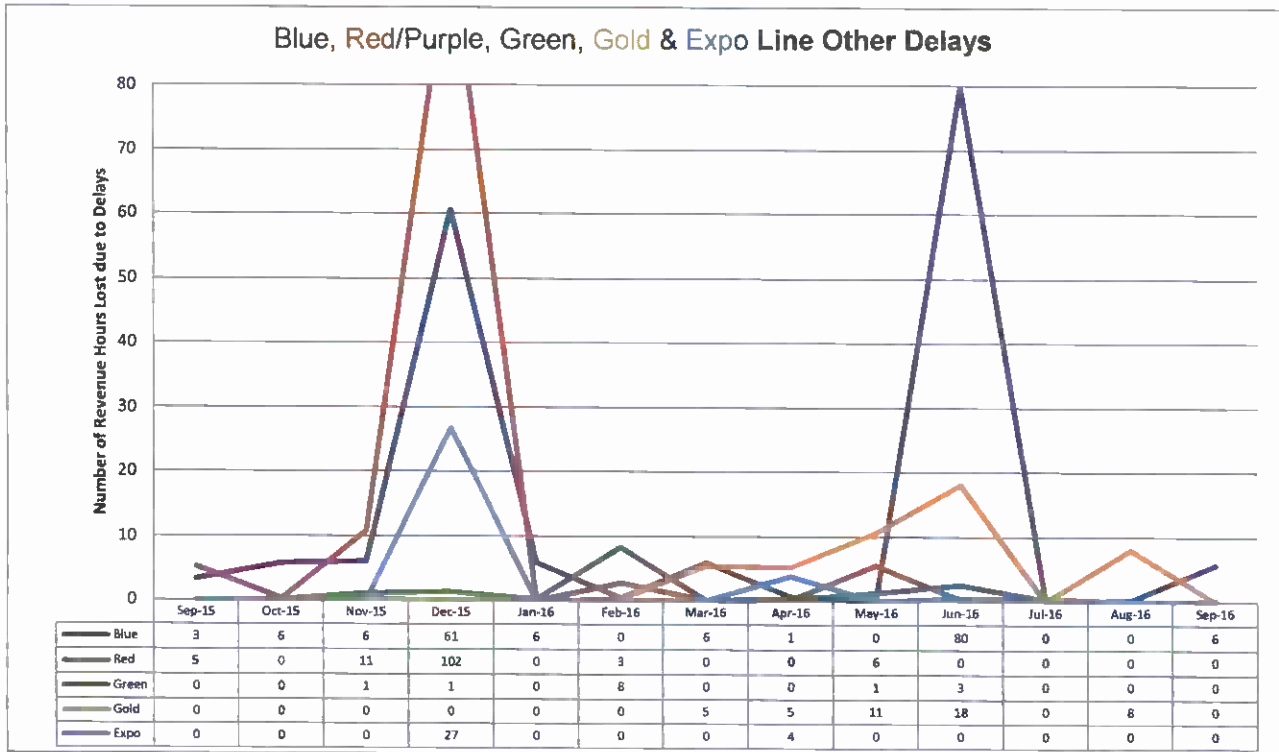
Revenue Hours Lost Related to - ACCIDENTS



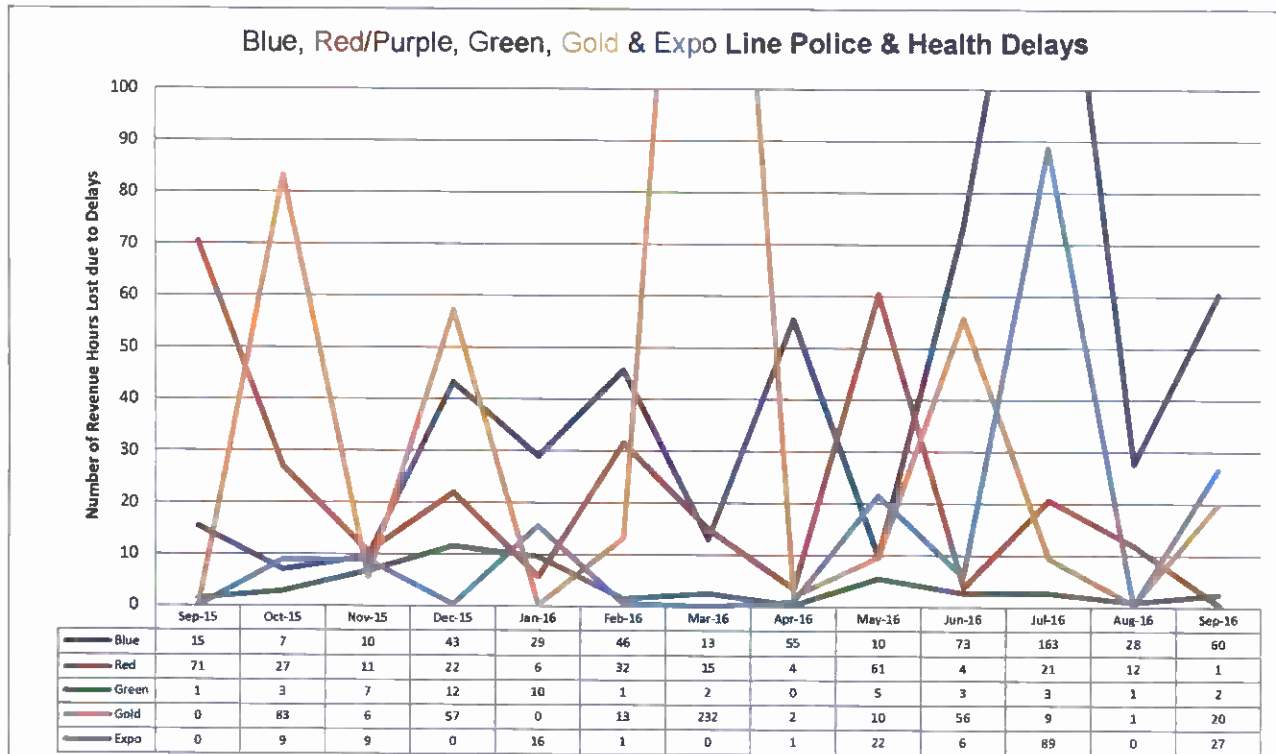
Revenue Hours Lost Related to - OPERATIONS



Revenue Hours Lost Related to - OTHER

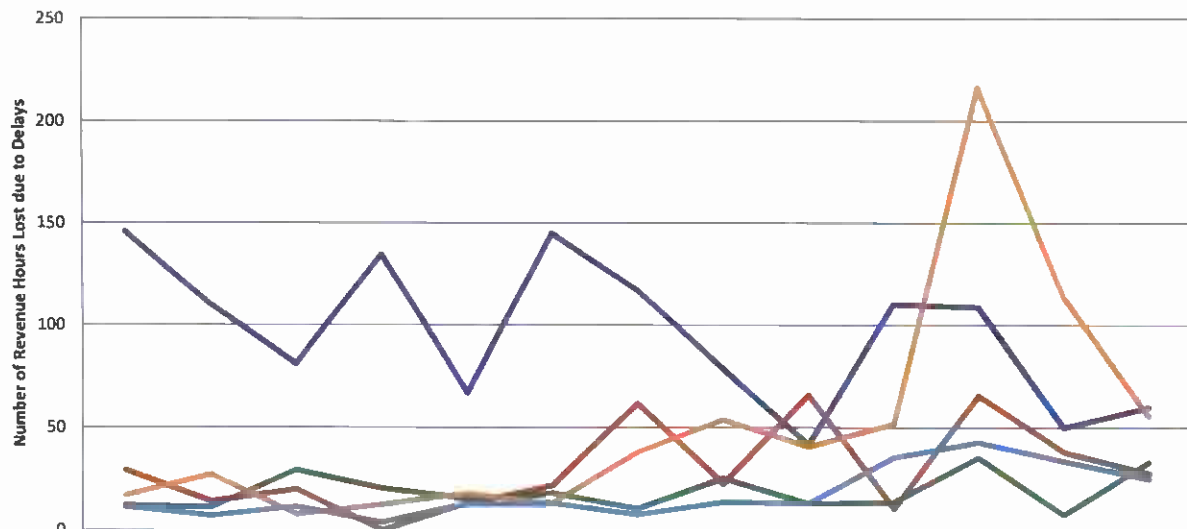


Revenue Hours Lost Related to - POLICE & HEALTH



Revenue Hours Lost Related to - Vehicle Delays

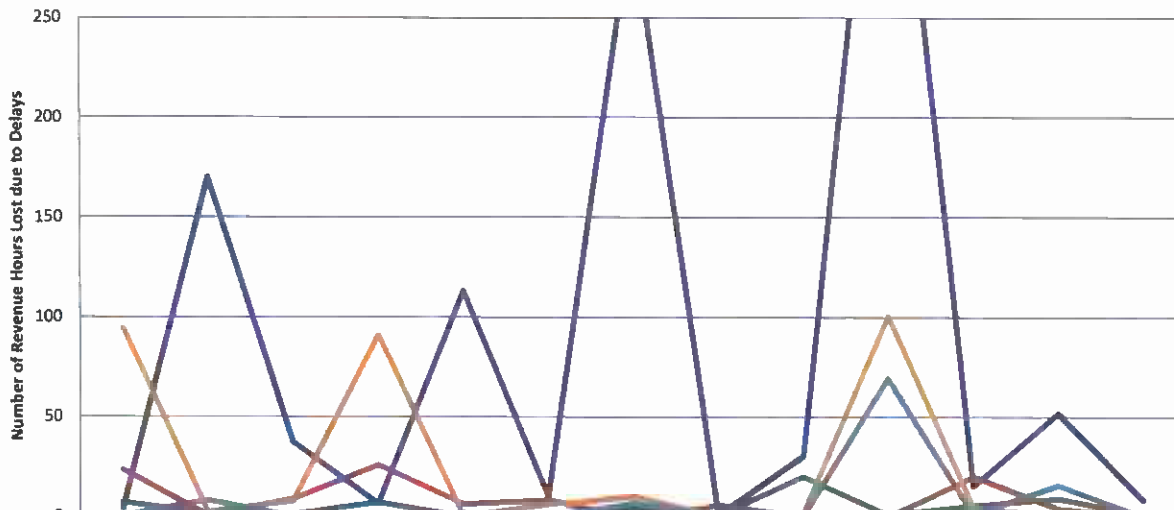
Blue, Red/Purple, Green, Gold & Expo Line Vehicle Delays



	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16
Blue	146	110	81	135	67	145	117	79	42	110	109	50	60
Red	29	14	20	0	14	22	62	23	66	11	66	38	28
Green	12	11	29	20	16	18	11	25	13	14	35	8	33
Gold	17	27	8	13	18	13	38	54	41	52	216	114	56
Expo	12	7	12	4	13	13	8	14	13	35	43	34	25

Revenue Hours Lost Related to - WAYSIDE

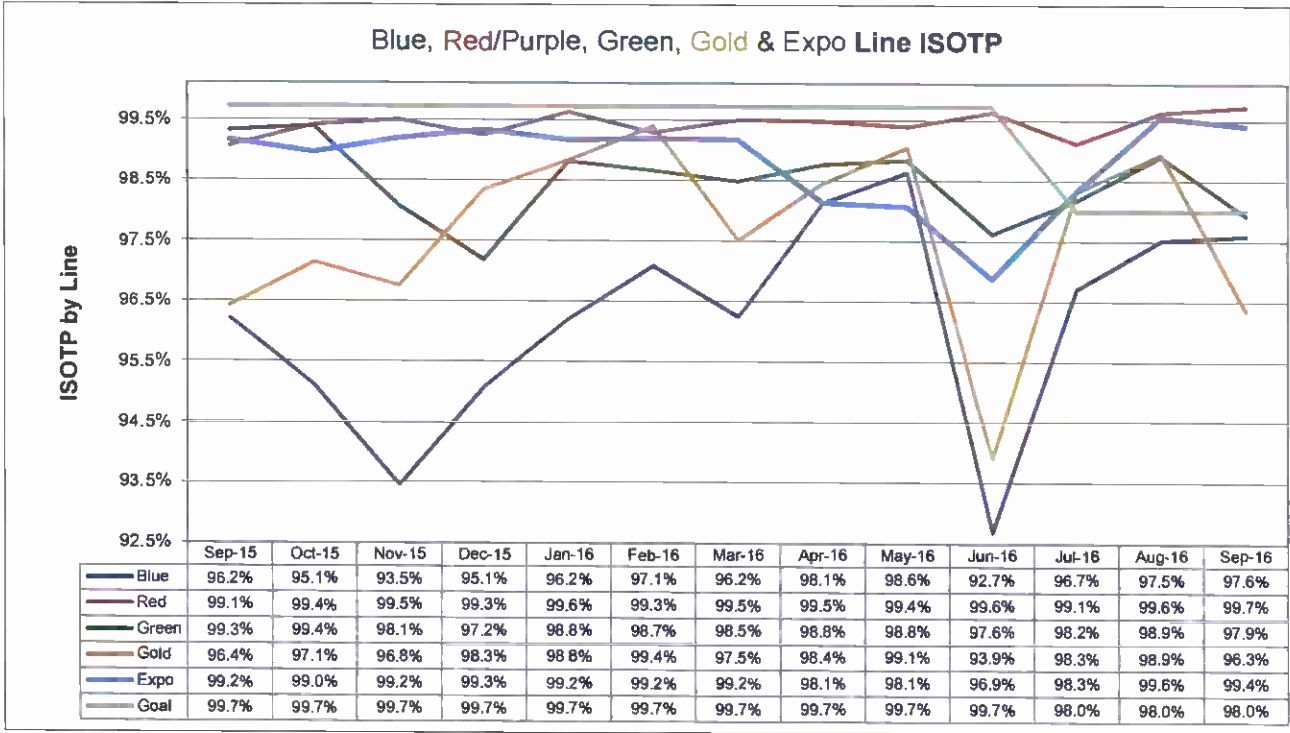
Blue, Red/Purple, Green, Gold & Expo Line Wayside Delays



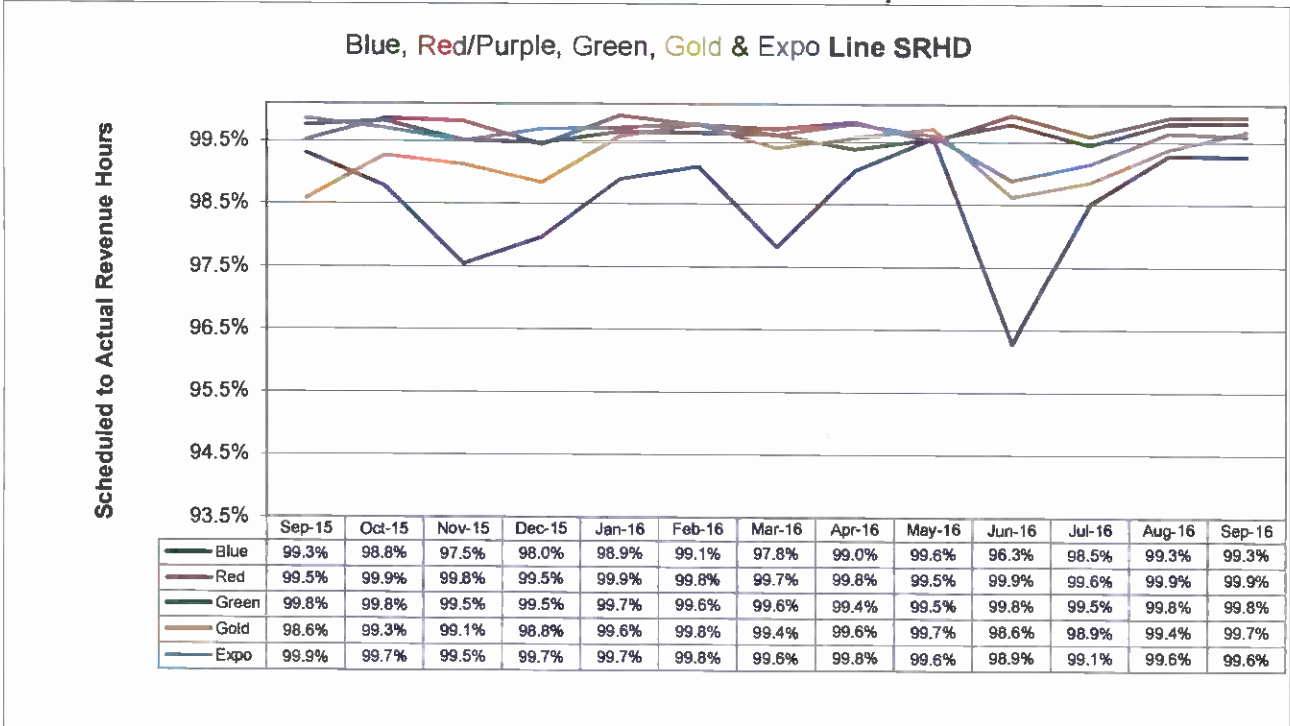
	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16
Blue	4	170	37	6	113	10	300	1	30	424	15	52	8
Red	23	1	9	26	6	8	0	6	0	0	20	4	0
Green	7	1	1	7	0	0	5	0	20	1	6	9	1
Gold	95	2	8	91	0	6	10	0	2	101	5	0	1
Expo	0	8	0	0	2	0	7	0	0	69	1	16	0

Rail Service Performance

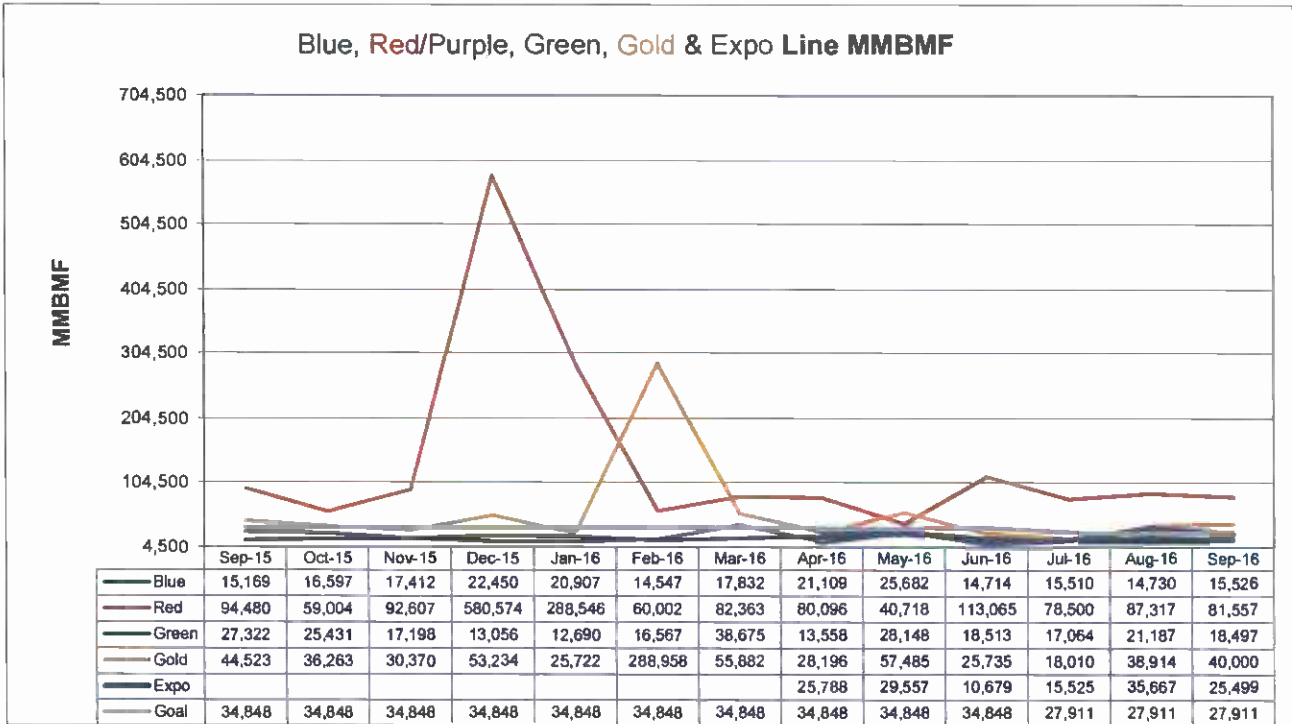
In Service On Time Performance by Line



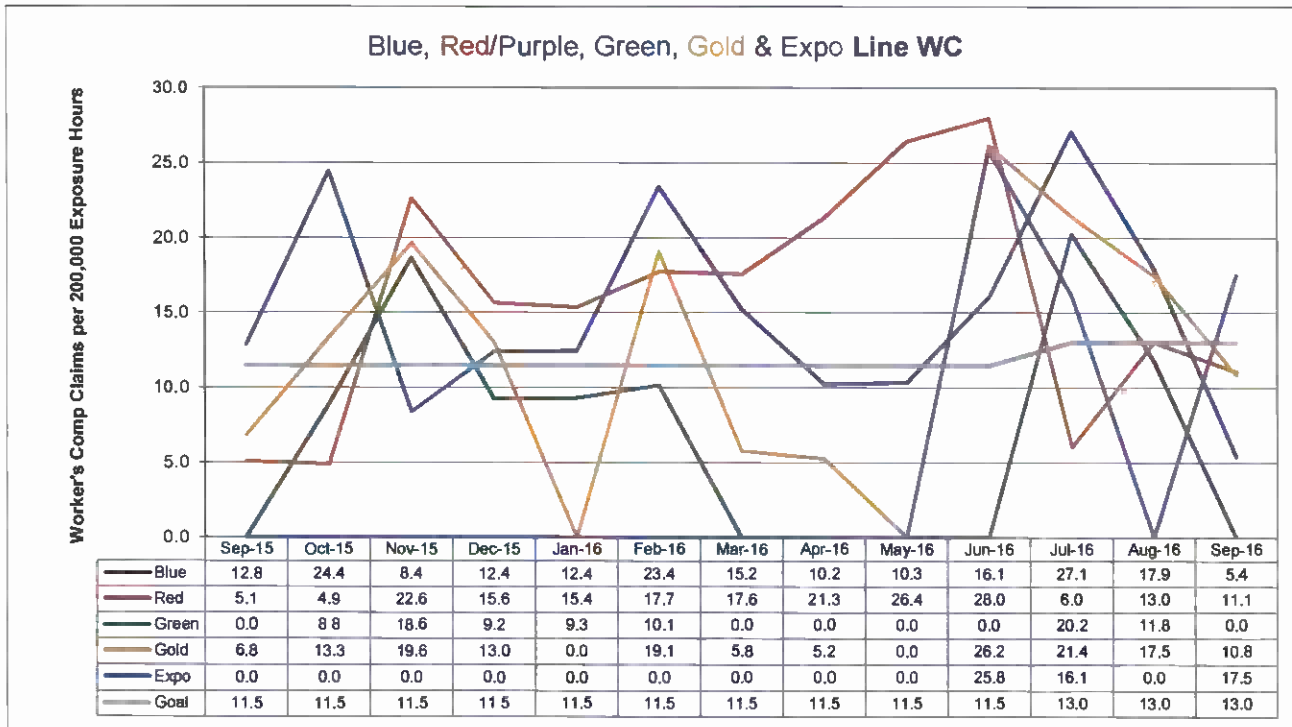
Ratio of Scheduled to Revenue Hours Delivered by Line



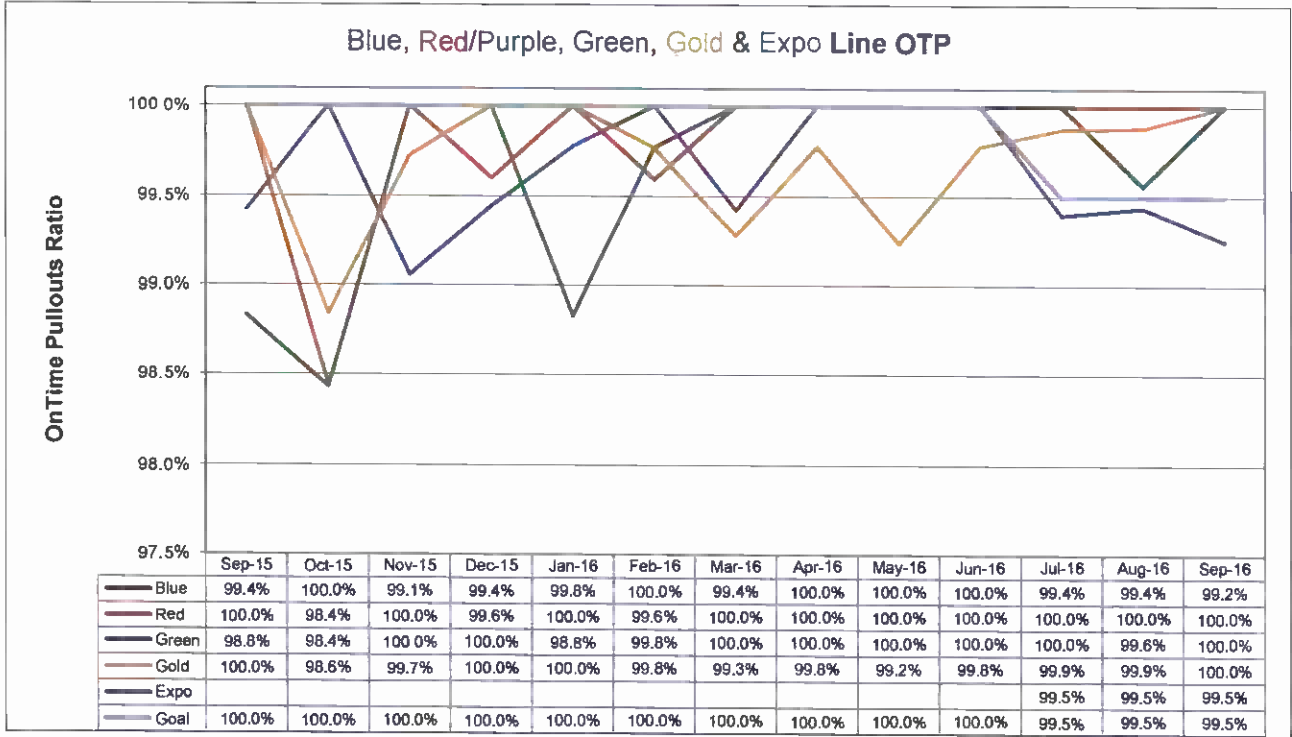
Mean Miles Between Mechanical Failures by Line



Workers Comp Claims by Line

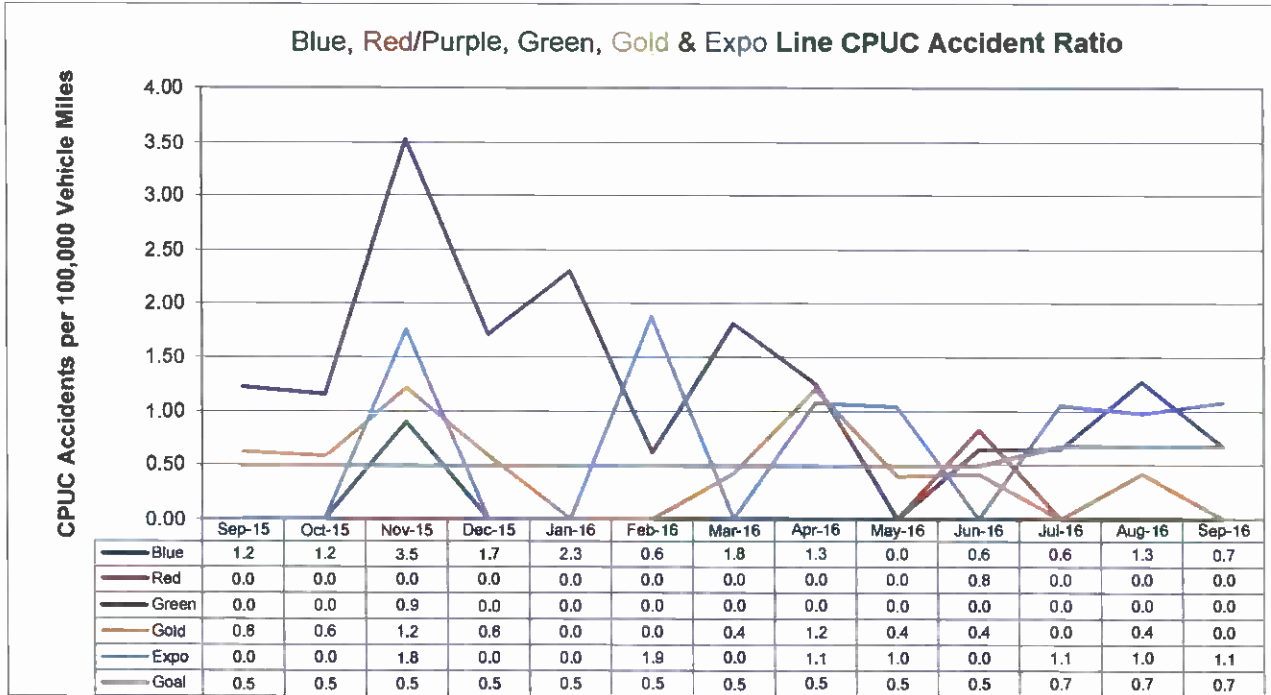


On-Time Pullouts Ratio by Line

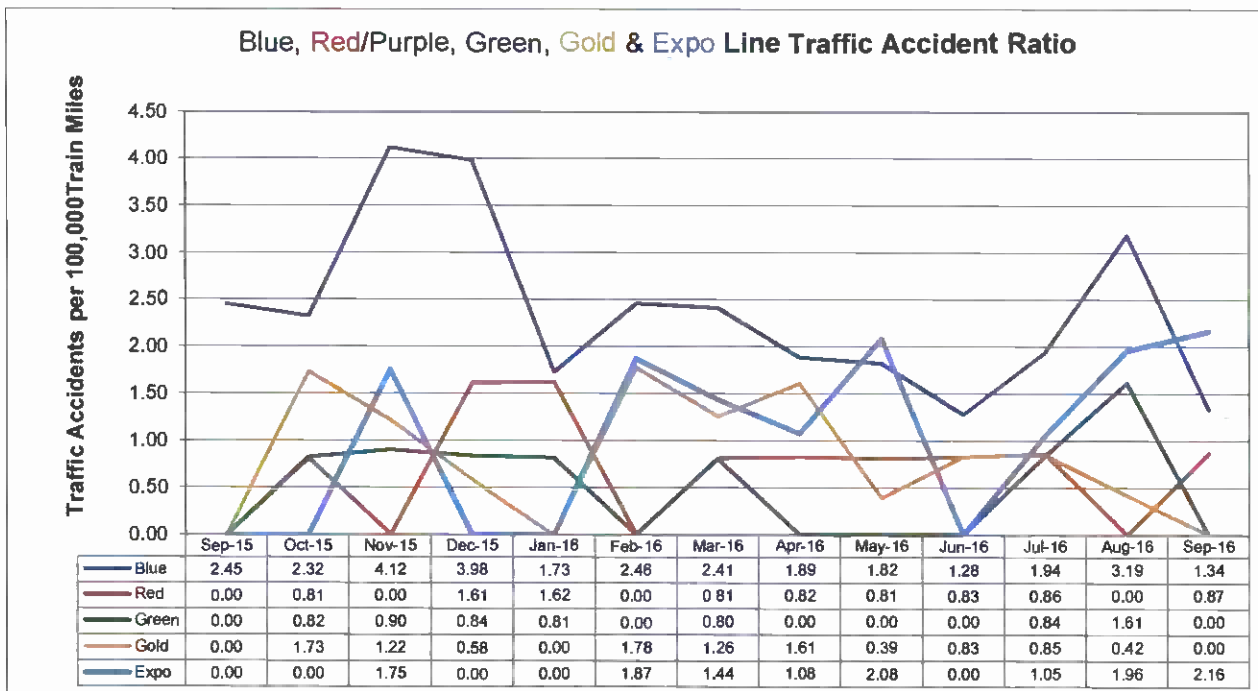


Rail Safety Performance

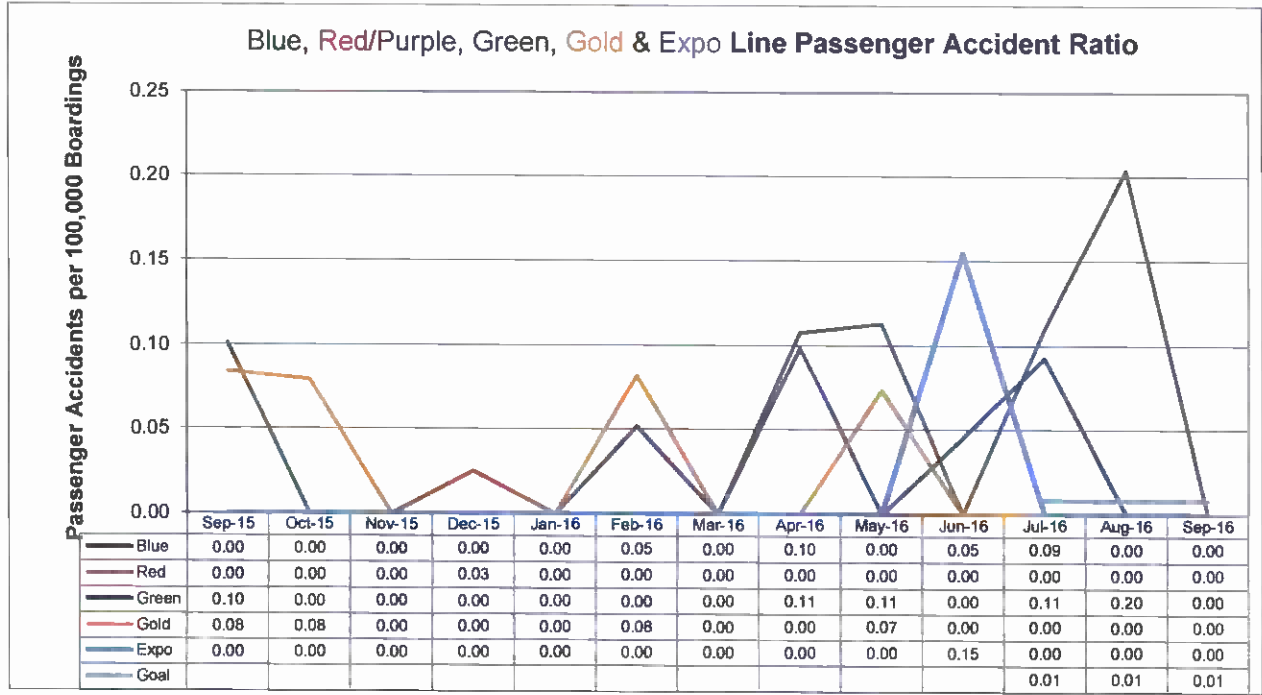
CPUC REPORTABLE ACCIDENTS PER 100,000 TRAIN MILES



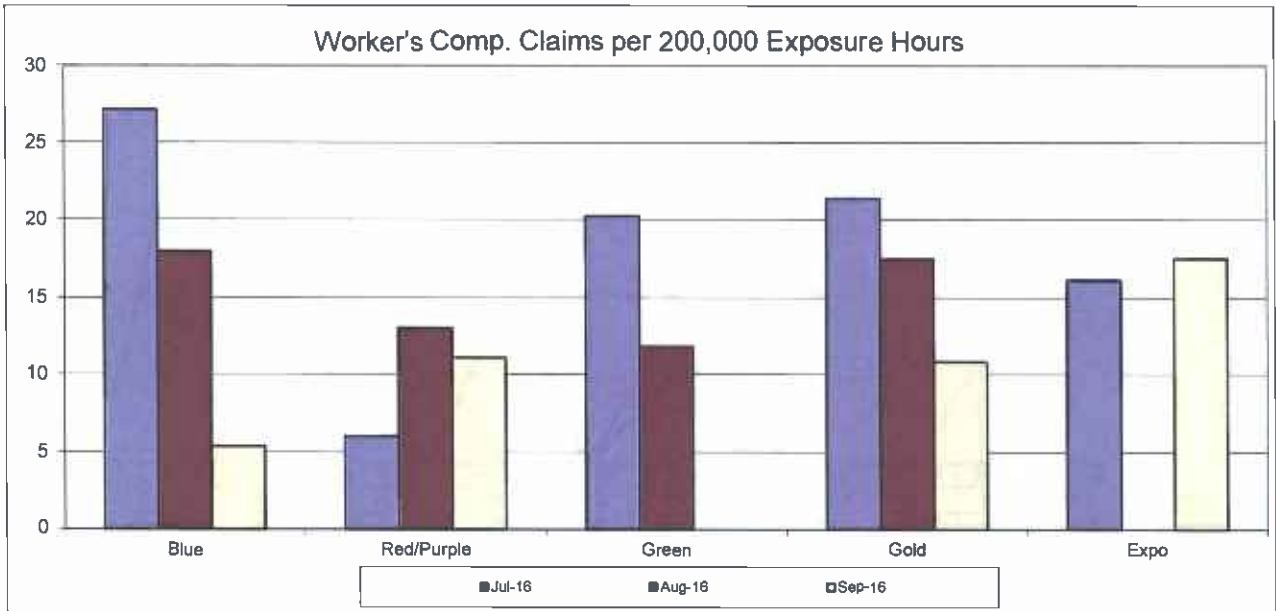
TRAFFIC ACCIDENTS PER 100,000 TRAIN MILES



PASSENGER ACCIDENTS PER 100,000 BOARDINGS



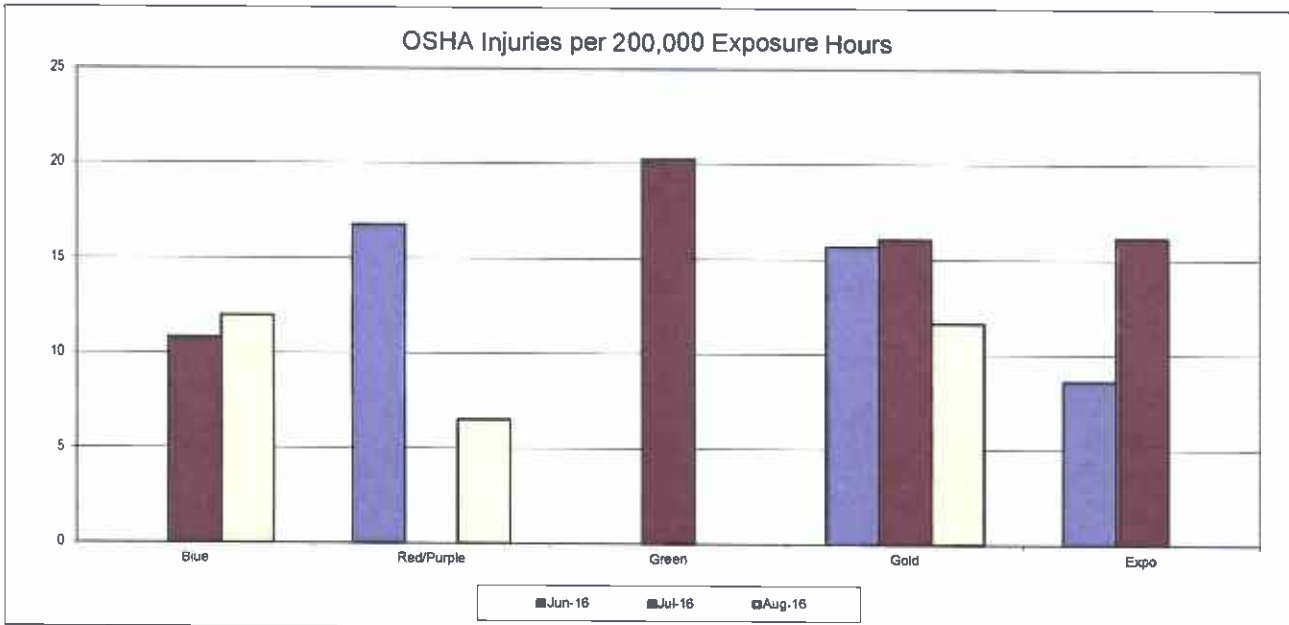
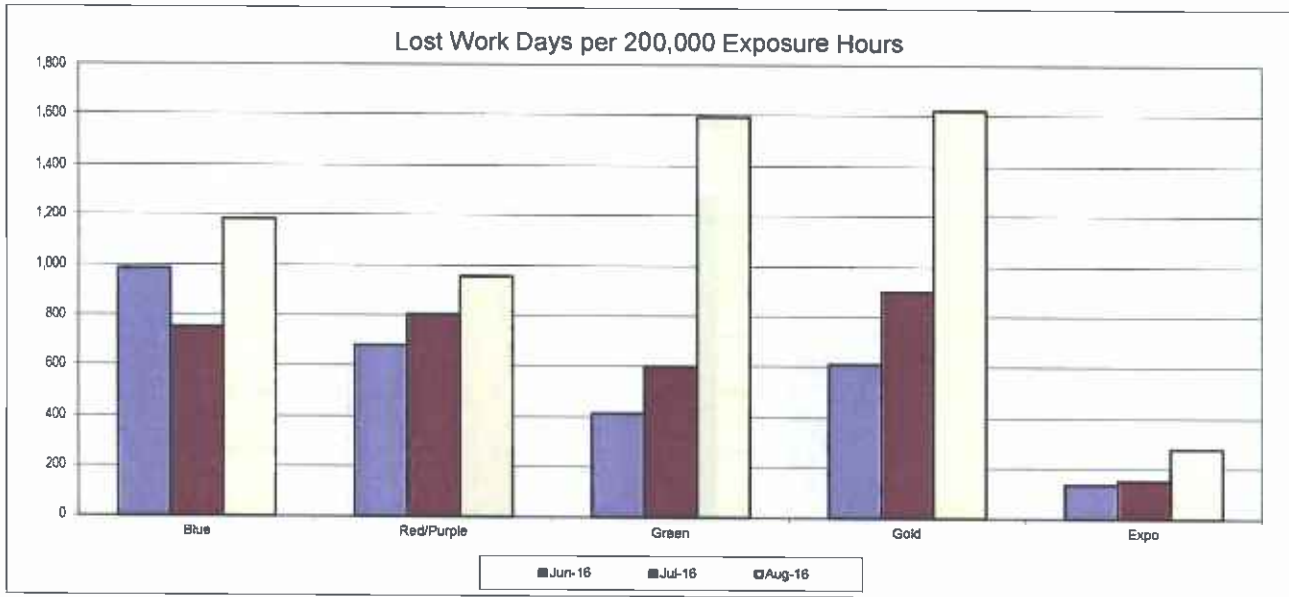
Worker's Comp. Claims
Jul 2016 - Sep 2016
3 Month Comparison



Lost Work Days and OSHA Injuries

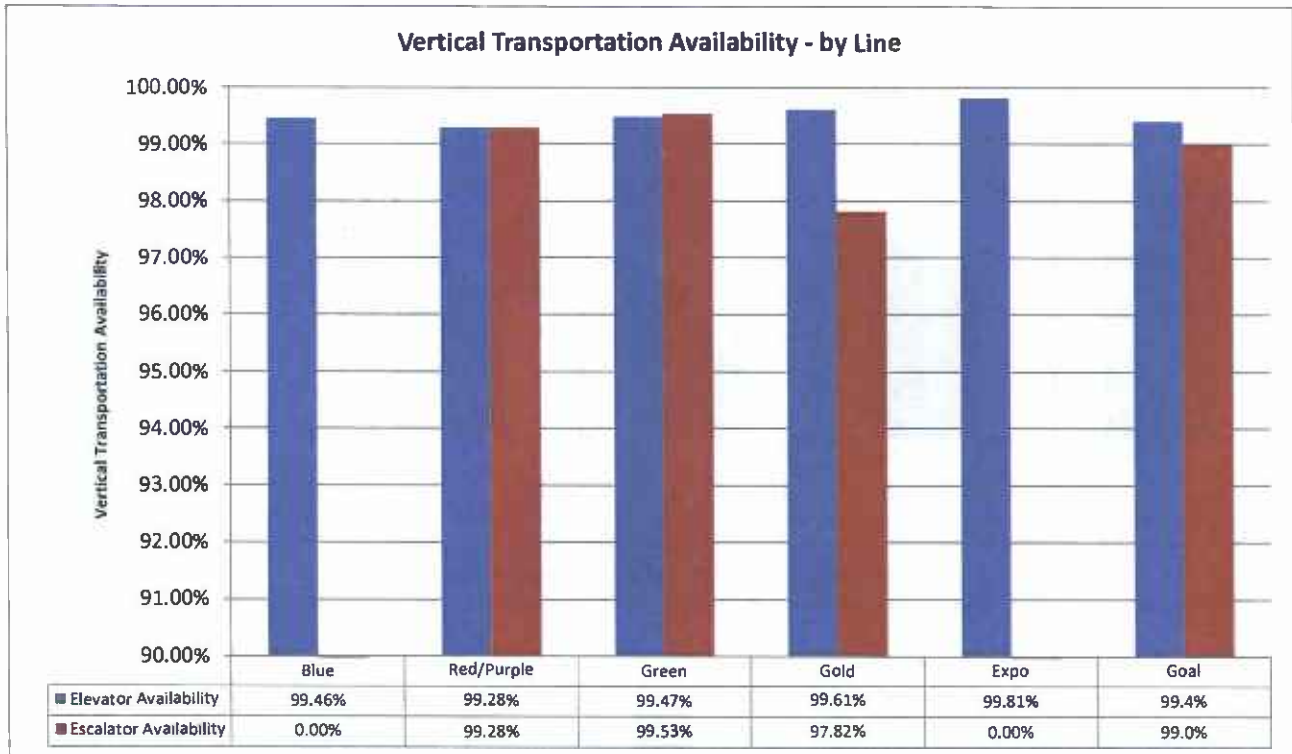
Jun 2016 - Aug 2016

3 Month Comparison



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

Systemwide Vertical Transportation Availability by Line



* No Escalators at Blue and Expo Lines

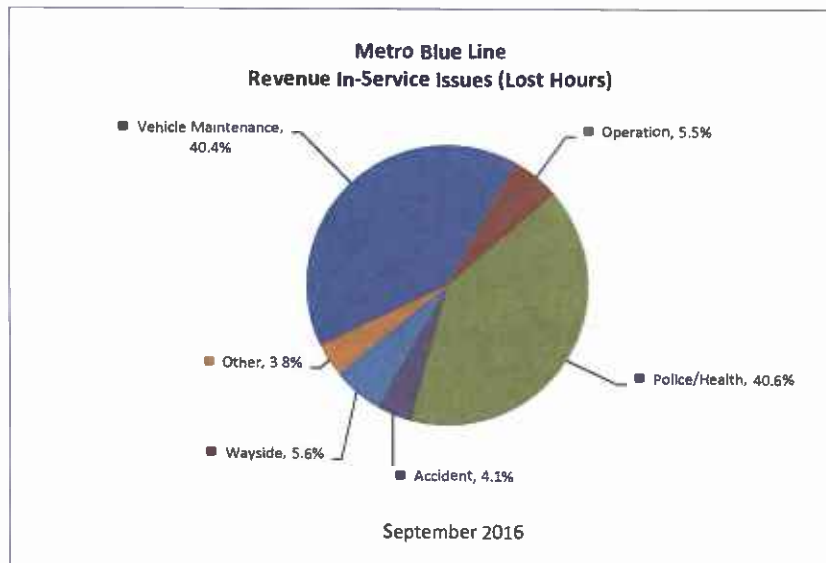
BLUE LINE

Out of a total of 18,994 hours operated, there were approximately 149 total hours of service delays.

September 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	18,845	99.2%
Hours Delayed	149	0.8%
Total Revenue Hours	18,994	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	6	8.2	5.5%
Accidents	2	6.1	4.1%
Vehicle Maintenance	33	60.1	40.4%
Wayside	3	8.3	5.6%
Police & Health	9	60.3	40.6%
Other	3	5.7	3.8%
Total	56	148.7	100.0%

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



September 2016 Blue Line major delay contributors were as follows:

Operations Incidents:

9/10/2016 4:53:00 AM - Incident# 2775074 (0 lost trips, 12 lost minutes)

Roll-Out late due to B/O car.

9/15/2016 9:25:00 AM - Incident# 2777100 (1 lost trip, 168 lost minutes)

Other: Information Only

Train 120 placed out of service due to dirty car (feces).

9/18/2016 1:24:00 AM - Incident# 2778022 (1 lost trip, 163 lost minutes)

Blockade at 24th grade crossing blocking both track

9/24/2016 9:09:00 PM - Incident# 2780673 (1 lost trip, 121 lost minutes)

Train delay

Train 112

Cars 231-248

Vernon tk 2 south bound

9/26/2016 1:17:00 PM - Incident# 2781211 (0 lost trips, 8 lost minutes)

Reports of unknown passenger issues

Train # 104

T-149

153-163-116

7th and Metro Center Station, Track #1, NB

9/30/2016 6:10:00 PM - Incident# 2783352 (0 lost trips, 18 lost minutes)

Train Delay, (Door problem) Cars #248-(230)-239

Train #127

T-053

Pico Station, Track #002, Southbound.

Accidents:

9/8/2016 10:56:00 PM - Incident# 2774670 (2 lost trips, 355 lost minutes)

Train Vs. Auto

Train 104

(234B)-248

T-298

18th and Flower S/B

No Injuries

Residue delays

9/12/2016 7:55:00 AM - Incident# 2775599 (0 lost trips, 12 lost minutes)

Auto vs. Train LRV 302A

T-233

Train 108

LRV (302A) 342

Pacific and 3rd Street, Track 2, northbound.

Vehicle Maintenance Incidents:

9/1/2016 4:27:00 PM - Incident# 2772256 (1 lost trip, 187 lost minutes)

Reports no door lock indication on ADU

Train #124

T-132

(301)-302-247

Firestone Station, Track #2, NB

9/1/2016 6:49:00 PM - Incident# 2772275 (0 lost trips, 7 lost minutes)

No fault-No movement

Train #606

T-97

1024-1022-1037

7th and Metro Center Station, Track #2, SB

9/2/2016 4:46:00 PM - Incident# 2772639 (0 lost trips, 5 lost minutes)

Doors, Cars #166-(161B 5/6)-130

Train #124

T-183

Del Amo Station, Track #001, Northbound.

9/6/2016 7:31:00 AM - Incident# 2773396 (1 lost trip, 167 lost minutes)

Anaheim Station, Train-111 T-66 consist #248-236-235'with no movement from open door indication.

9/6/2016 5:59:00 PM - Incident# 2773721 (0 lost trips, 6 lost minutes)

Propulsion fault

Train 122

Car 233a

T-059

Willobrook Station

Southbound

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9/7/2016 2:55:00 PM - Incident# 2774157 (0 lost trips, 5 lost minutes)

Operator reports of a recurring, non-clerable propulsion fault with a speed restriction.

Train 123

T-149

(148-138-160)

Del Amo station, Trk. 1, northbound

9/8/2016 3:40:00 PM - Incident# 2774592 (0 lost trips, 6 lost minutes)

Prop fault on car 301A

T-262, train 106

(301)-242-247

Vernon, track 2, south

9/9/2016 7:10:00 AM - Incident# 2774760 (0 lost trips, 12 lost minutes)

Propulsion / Dynamic Brakes

(301A)-247-242

Train 106

T-485

Northbound, Track 1, Willowbrook

9/11/2016 3:45:00 PM - Incident# 2775425 (0 lost trips, 10 lost minutes)

Operator reports of doors not closing. Further, was delayed due to non cycling bar signal at 14th Street

Train 110

T-292

(145)163

Del Amo station, Trk. 1, northbound

9/12/2016 4:53:00 AM - Incident# 2775532 (0 lost trips, 3 lost minutes)

Propulsion / Dynamic Brakes LRV 112B

T-236

Train 105

LRV (112B) 158 113

Washington Station, Track 2, southbound.

9/12/2016 5:00:00 AM - Incident# 2775535 (0 lost trips, 3 lost minutes)

Auto Train Protection (Speed Limit) LRV 301B

T-259

Train 108

LRV (301B) 242 302

Willowbrook Station, Track 2, southbound.

9/13/2016 3:51:00 AM - Incident# 2776045 (0 lost trips, 15 lost minutes)

Train 101, Cars 112,108 and 128.

Mainyard Interlocking, north pull-out on departure track.

Friction brakes locking.

9/15/2016 8:13:00 PM - Incident# 2777327 (1 lost trip, 178 lost minutes)

Operator reports of doors not closing

Train 111

T-082

(231)-240

Willow station, Trk. 2, southbound

9/17/2016 3:13:00 PM - Incident# 2777963 (0 lost trips, 5 lost minutes)

Lose Skirt , Car #(129A left #002)-161-127

TRain #104

T-149

Washington Station, Track #002, Southbound.

9/18/2016 9:55:00 AM - Incident# 2778085 (0 lost trips, 10 lost minutes)

Cab window on 232A, bad window seal.

T-259

Train 101

LRV (232A) 250 231

Compton Station, Track 2, Southbound.

9/18/2016 10:42:00 AM - Incident# 2778095 (0 lost trips, 12 lost minutes)

Low Air Pressure 244 246

T-400

Train 108

LRV 244 246

Imperial Station, Track 1, northbound.

9/20/2016 6:40:00 AM - Incident# 2778734 (0 lost trips, 10 lost minutes)

Doors # 3 & 4 fail to close.

Train # 118

T-194

Cars #302-(240-A).

N/Bound Wardlow Station Track-1.

9/20/2016 7:35:00 AM - Incident# 2778775 (1 lost trip, 167 lost minutes)

Smoking friction brakes from the A Truck.

Trains # 113

T-152

Cars # 109-128

N?Bound 103rd Street Station Track-1.

9/20/2016 10:22:00 AM - Incident# 2778842 (0 lost trips, 5 lost minutes)

Doors, Cars (122A)-148-135

Train #107

T-118

Pico Station, Track #002, Southbound.

9/20/2016 6:40:00 PM - Incident# 2779152 (0 lost trips, 6 lost minutes)

Propulsion fault

Train 131

T-357

Car 150

Artesia Station

Southbound

9/21/2016 5:12:00 AM - Incident# 2779251 (0 lost trips, 10 lost minutes)

Doors (3/4)

240-(302)-248

Train 103

T-37

Metro Center, Southbound, Track 2

9/21/2016 6:40:00 AM - Incident# 2779289 (0 lost trips, 20 lost minutes)

Doors (248A 5/6)

(248A)-302-240

Train 109

T-115

Slauson, Southbound, Track 2

9/21/2016 8:24:00 AM - Incident# 2779340 (1 lost trip, 167 lost minutes)

Friction Brakes (Self apply brakes)

(232A)-235

Train 105

T-102

Anaheim, Northbound, Track 1

9/21/2016 3:15:00 PM - Incident# 2779553 (1 lost trip, 167 lost minutes)

Door fault on cars 109-166-142

T-357, train 132

109-166-142

Grand, track 2, south

9/26/2016 7:58:00 AM - Incident# 2781046 (1 lost trip, 187 lost minutes)

No Movement, no indications.

Train #116.

T-258.

LRV-(233B),301,230.Track #1.

300 ft. north of Mainyard Interlocking.

9/27/2016 9:19:00 AM - Incident# 2781613 (0 lost trips, 10 lost minutes)

Complete ATP Failure.

Train #

T-

(AB)--

EWB, 7th and Metro Center Station, Track #

9/27/2016 3:42:00 PM - Incident# 2781945 (0 lost trips, 6 lost minutes)

Lost cab signal unable to reset.

Train 104

Car 248

Willow Station

Northbound

9/27/2016 4:45:00 PM - Incident# 2781973 (0 lost trips, 6 lost minutes)

Propulsion Fault

Train 123

Car 232

Compton Station

Northbound

9/28/2016 4:38:00 PM - Incident# 2782485 (1 lost trip, 179 lost minutes)

Operator reports of a non clearing propulsion fault, with a speed restriction.

Train 126

T-246

(126A)151

Vernon station, Trk. 2, southbound

9/29/2016 6:09:00 PM - Incident# 2782895 (10 lost trips, 1,686 lost minutes)

Propulsion fault with a speed restriction of 35mph

Train # 127

T-53

(101A)-159

7th and Metro Center Station, Track #2, SB

9/29/2016 11:48:00 PM - Incident# 2782772 (2 lost trips, 335 lost minutes)

Reports of self applying brakes

Train #105

T-46

133-164-116

Willowbrook Station, Track #2, SB

9/30/2016 5:27:00 AM - Incident# 2783012 (0 lost trips, 6 lost minutes)

Propulsion / Dynamic Brakes

(166)-146-163

T-224

Train 105

Wardlow, Southbound, Track 2

9/30/2016 6:22:00 AM - Incident# 2783050 (0 lost trips, 6 lost minutes)

Friction Brakes (Master Controller)

(232A)-301-247

Train 106

T-132

Anaheim, Southbound, Track 2

Wayside Incidents:

9/10/2016 2:42:00 PM - Incident# 2775212 (1 lost trip, 133 lost minutes)

Loss of DC power from Florence Station to Firestone Station

9/14/2016 5:55:00 PM - Incident# 2776889 (2 lost trips, 355 lost minutes)

ETS: Tripped at San Pedro and Washington TPSS

9/28/2016 2:20:00 PM - Incident# 2782372 (0 lost trips, 12 lost minutes)

ARINC System indicates switch 23 (A)(B) are out of correspondence

Police & Health Incidents:

9/5/2016 5:09:00 PM - Incident# 2773245 (0 lost trips, 12 lost minutes)

Police activity at Long Beach and Pacific Coast Highway station. North/West of PCH not on platform (street

9/11/2016 7:05:00 PM - Incident# 2775451 (0 lost trips, 13 lost minutes)

Operator reports of two male blacks on board rail car (156A) one of which has a knife.

Train 101

T-250

(156A)166

Compton Station, Trk. 2, southbound

9/12/2016 1:08:00 PM - Incident# 2775757 (0 lost trips, 10 lost minutes)

Reports of passenger claiming injury

Train #110

T-132

138-(150A)-165

NB, Transit Mall Station, Track #2

9/14/2016 3:12:00 PM - Incident# 2776775 (20 lost trips, 3,354 lost minutes)

Suspicious Package at Willow Station

9/20/2016 11:22:00 PM - Incident# 2779206 (0 lost trips, 25 lost minutes)

Patron jumped on top of coupler of train 105 at Pico Station.

9/22/2016 6:59:00 PM - Incident# 2780056 (0 lost trips, 15 lost minutes)

Possible fight on train. 112-133-160

Train 104

T-137

Track 2

Southbound

Artesia station

9/25/2016 3:00:00 PM - Incident# 2780822 (0 lost trips, 16 lost minutes)

Train 102 was held by LASD Deputy Hacen at Wardlow Station with 16 minute delay.

9/29/2016 8:46:00 AM - Incident# 2782731 (1 lost trip, 167 lost minutes)

Artesia Station, Train-120 T-194 conswist #161-165-151 with medical emergency onboard car #165 involving Female patron.

9/30/2016 12:58:00 PM - Incident# 2783245 (0 lost trips, 7 lost minutes)

Sick Individual (chest pains) Cars #(159A)-105-142

Train #102

T-224

Vernon Station, Track #002, Southbound.

Other Incidents:

9/8/2016 10:06:00 PM - Incident# 2774675 (1 lost trip, 167 lost minutes)

Passenger assaulted on board Train 132

T-174

125-117-(138A)

S/B Track 2 Vernon

9/9/2016 11:49:00 PM - Incident# 2774886 (1 lost trip, 170 lost minutes)

Medical Emergency: Possible Seizure

PCH Station

Train 110

Cars: (237)-244

Trk 2, Southbound

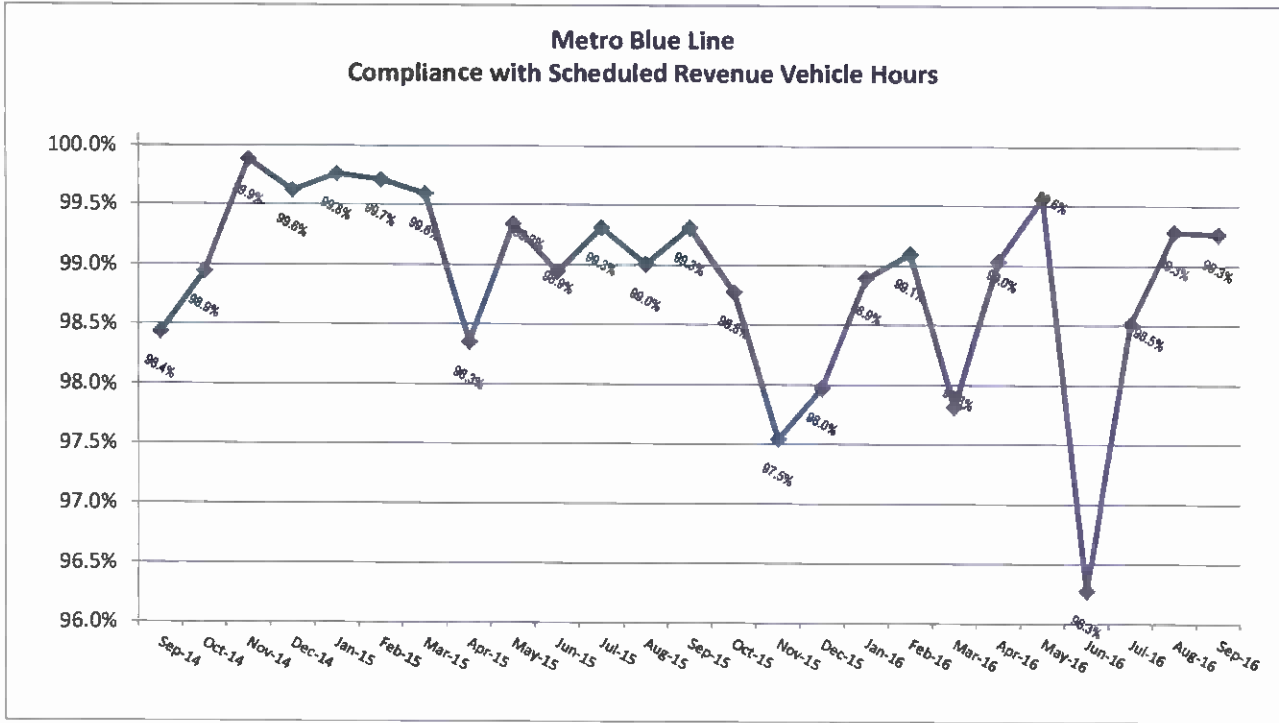
T-87

9/27/2016 4:38:00 AM - Incident# 2781489 (0 lost trips, 3 lost minutes)

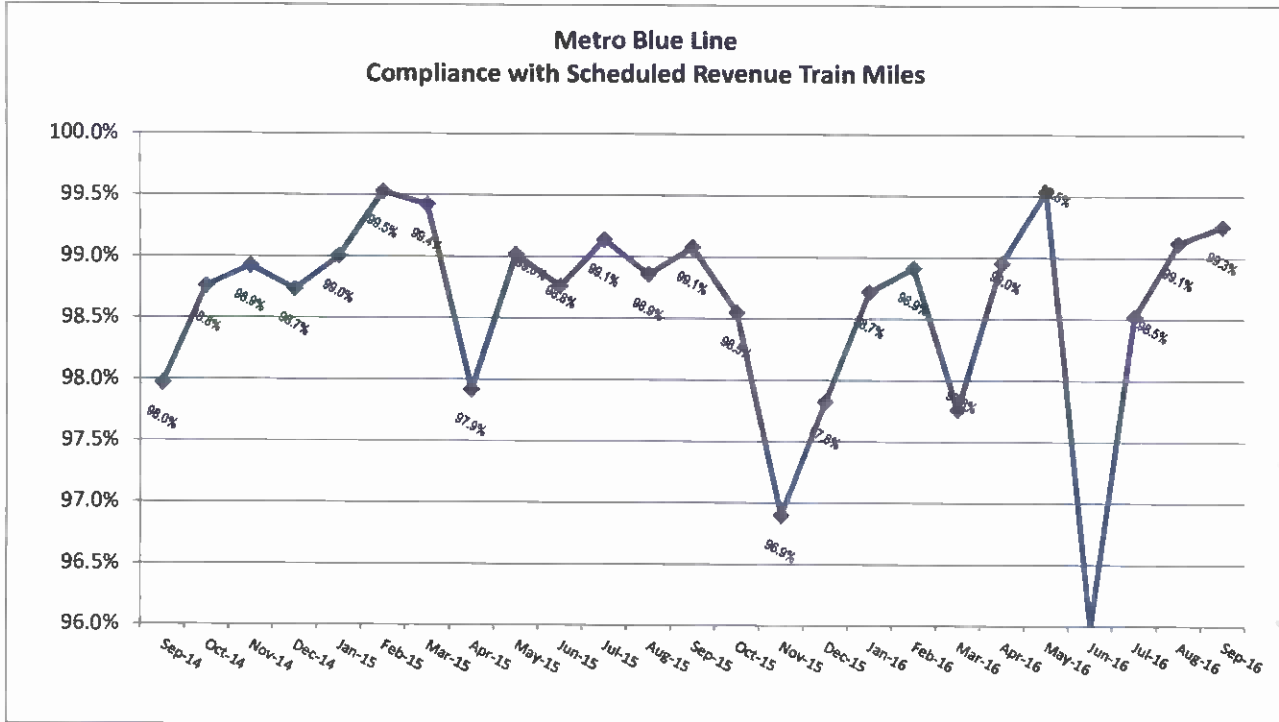
Anaheim street station: Long Beach FD advised ROC that there is a fire at 146 Long Beach Blvd, affecting Anaheim street station; LBFD requesting no trains on track 1 between ANaheim and PCH stations.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

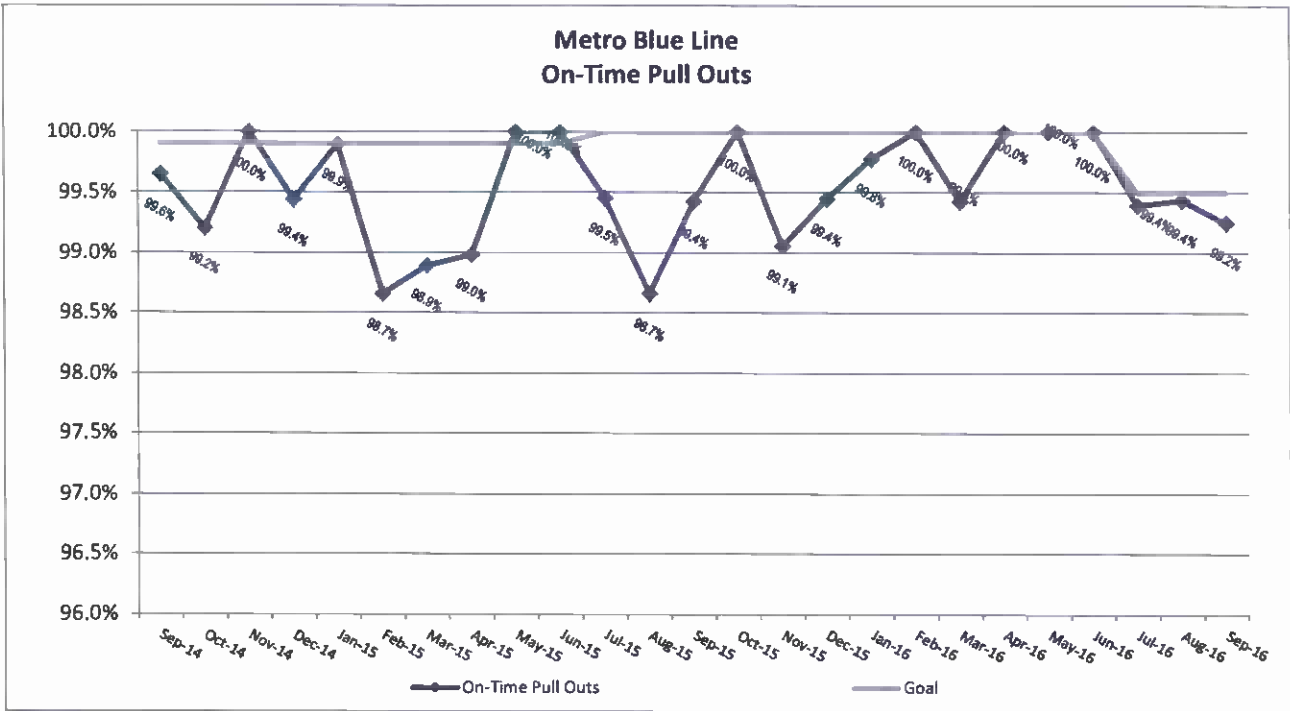
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



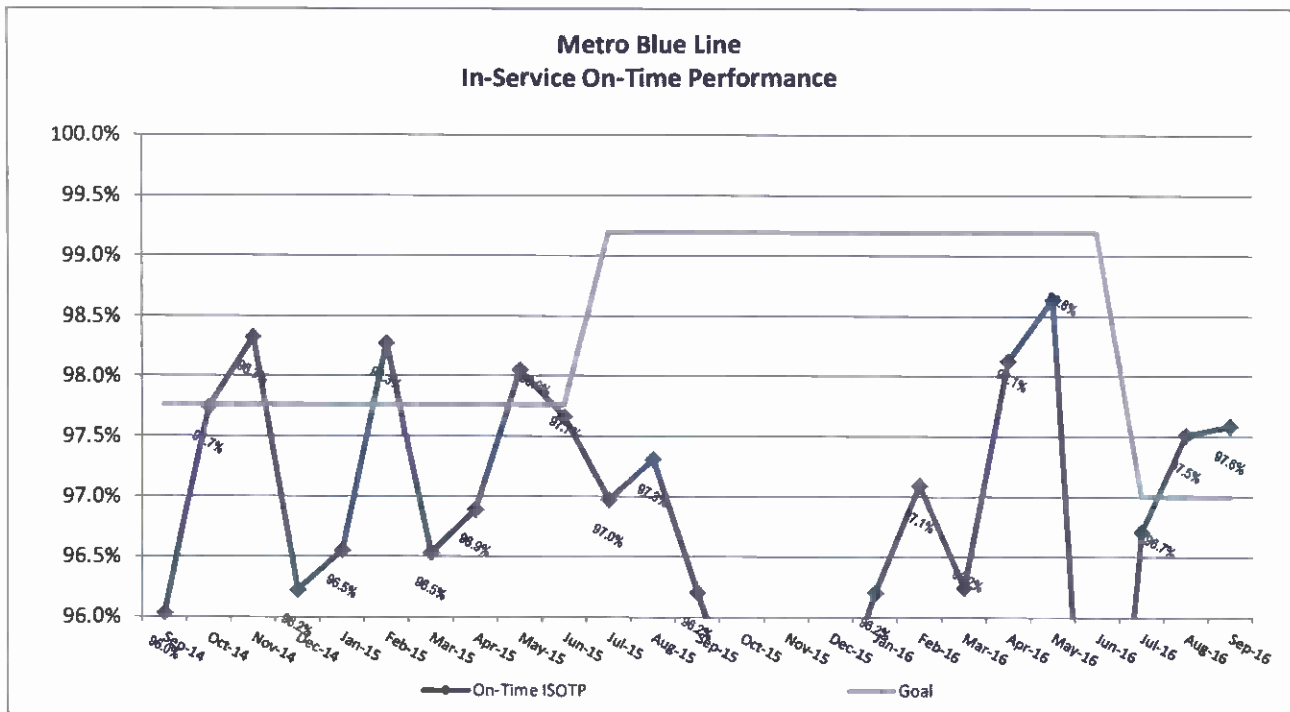
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



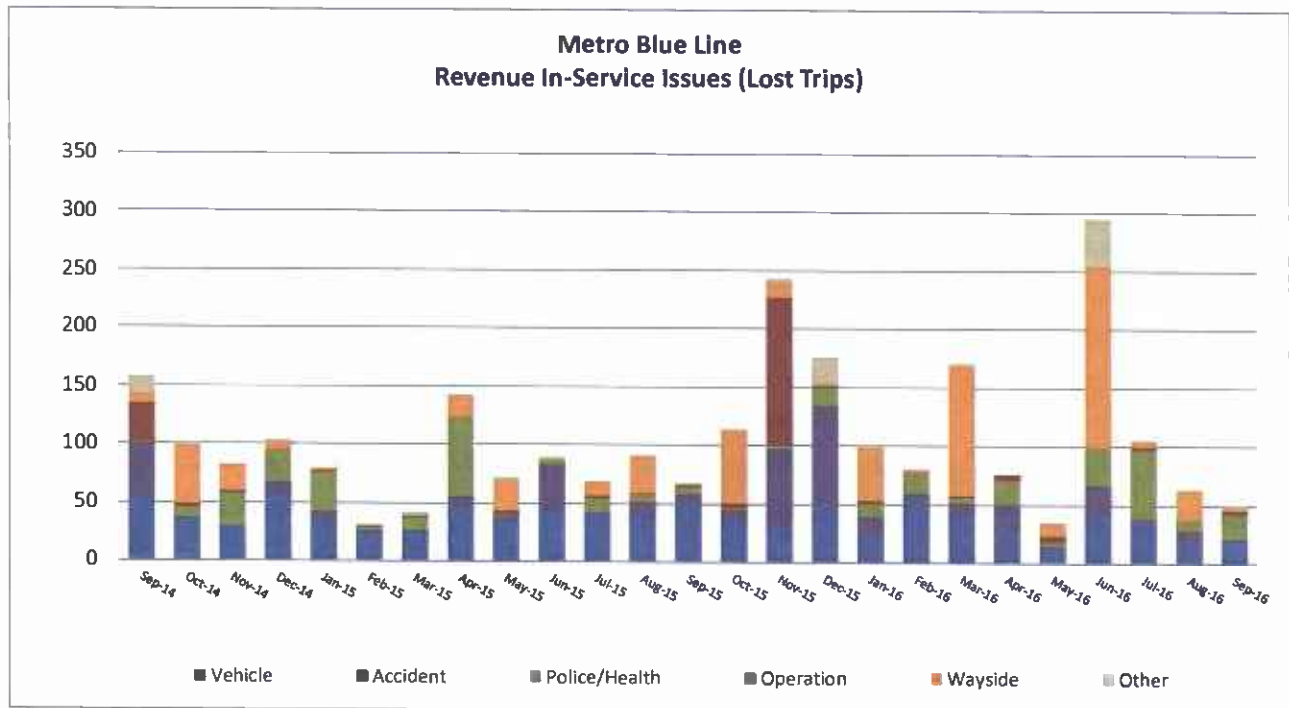
ON-TIME PULL OUTS CHART



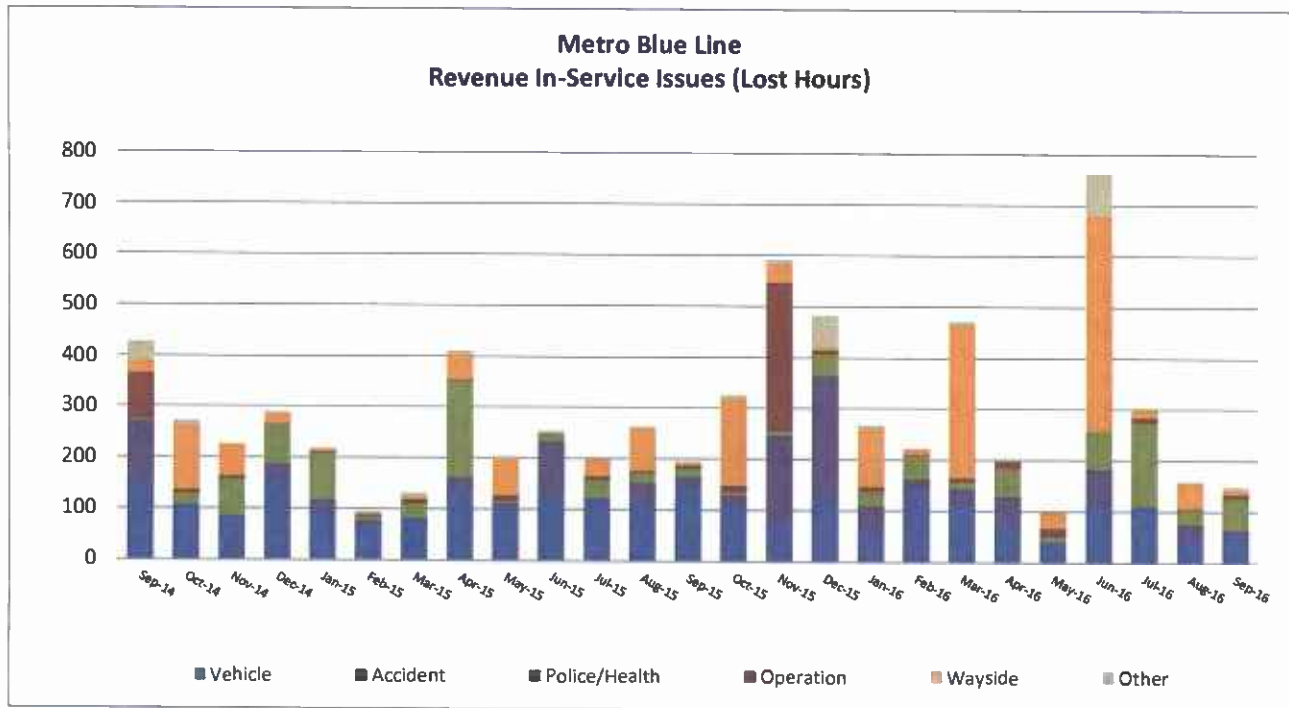
IN-SERVICE ON-TIME PERFORMANCE CHART



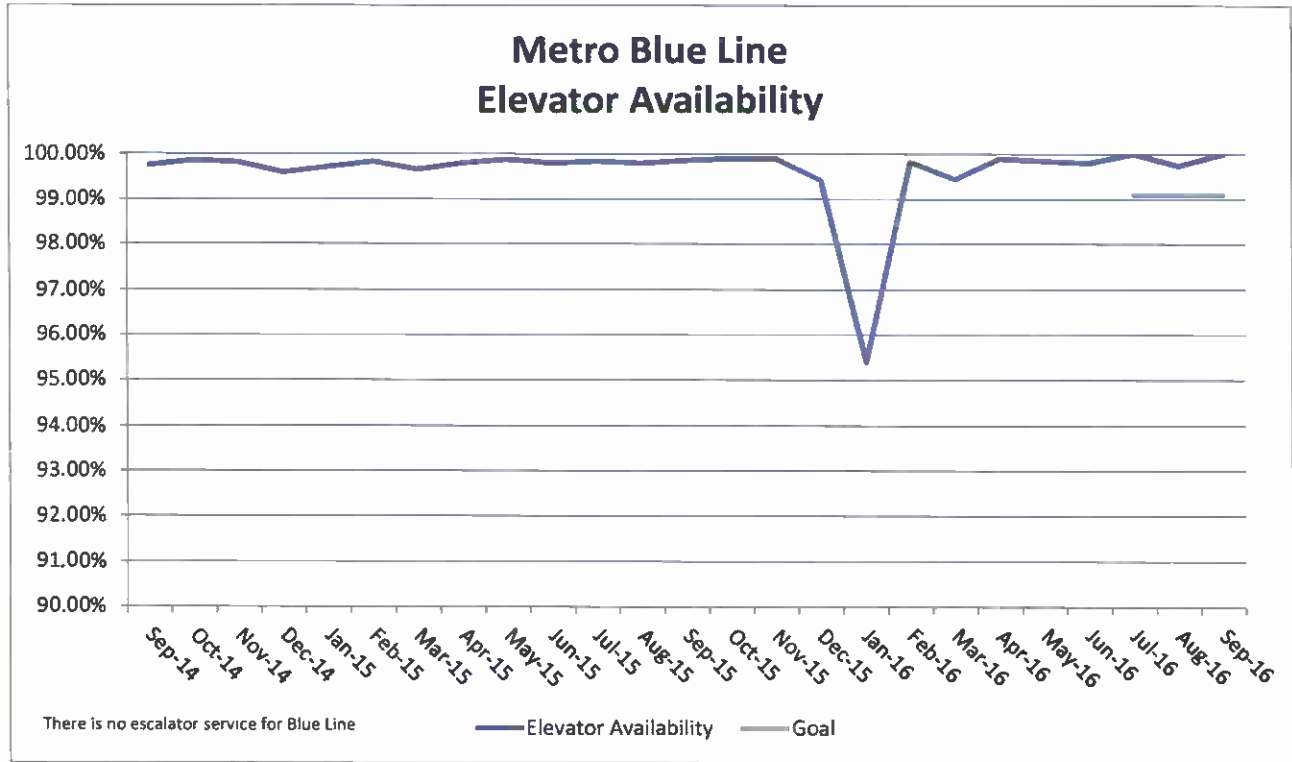
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



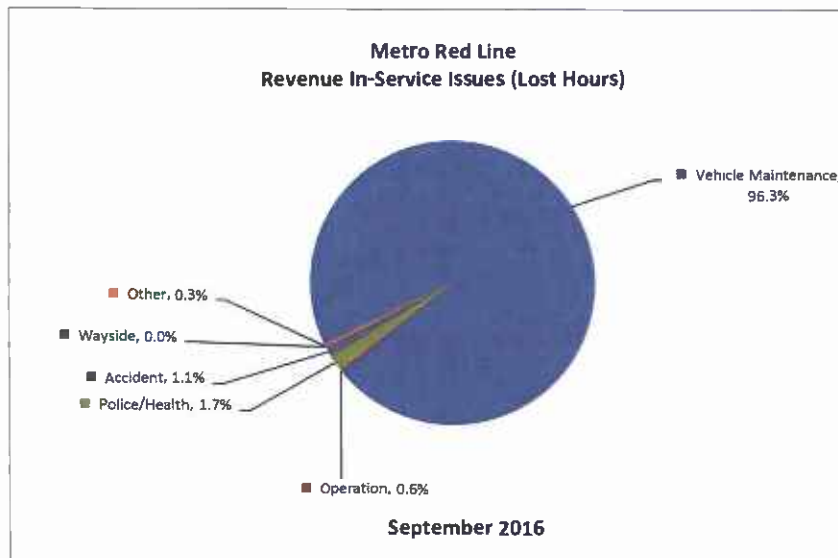
RED LINE

Out of a total of 26,145 hours operated, there were approximately 29 total hours of service delays.

September 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	26,116	99.9%
Hours Delayed	29	0.1%
Total Revenue Hours	26,145	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	1	0.2	0.6%
Accidents	1	0.3	1.1%
Vehicle Maintenance	13	27.7	96.3%
Wayside	0	0.0	0.0%
Police & Health	3	0.5	1.7%
Other	1	0.1	0.3%
Total	19	28.8	100.0%

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



September 2016 Red Line major delay contributors were as follows:

Operations Incidents:

9/3/2016 12:43:00 AM - Incident# 2772715 (0 lost trips, 10 lost minutes)

T-365 reports an individual on the train threatening patrons with a knife at Vermont Sunset AR west.

Accidents:

9/17/2016 7:14:00 AM - Incident# 2777875 (0 lost trips, 20 lost minutes)

Train 205 reported and individual alleging to have been struck by one of our train.

Civic Center Station, AR track.

Vehicle Maintenance Incidents:

9/1/2016 12:07:00 AM - Incident# 2771839 (3 lost trips, 448 lost minutes)

Propulsion cut out indication, service brake and electric brake failure in car 595.

T-22

Train 214

Cars (595),596,539,540,533,534

Union Station AL WB.

9/1/2016 3:12:00 PM - Incident# 2772220 (1 lost trip, 155 lost minutes)

Report of heavy vibration departing station.

T-176

Train 213

Cars (565)-566-601-602-547-548

Union Station AL westbound.

9/3/2016 6:00:00 AM - Incident# 2772741 (2 lost trips, 348 lost minutes)

Jerky Propulsion

Train 207

T-007

Cars 513-514-503-504-519-526

Wilshire Western BR East

9/12/2016 10:52:00 PM - Incident# 2776005 (0 lost trips, 9 lost minutes)

Emergency brake application and doors will not open Car # 560

Universal City AL East

Train # 219 T-22

Car # 563-564-549-550-559-(560)

9/17/2016 10:49:00 AM - Incident# 2777910 (1 lost trip, 174 lost minutes)

No movement with propulsion failure.

Trains # 204

T-329

Cars # 579-580-595-596-545-(546).

W/Bound Westlake Station A/R Track.

9/17/2016 8:03:00 PM - Incident# 2778000 (0 lost trips, 20 lost minutes)

No power Car # 517 and 518, no movement.

Cross passage 49 AL East

Train # 210 Operator T-145

Car # (517)-(518)-501-502-519-526

9/18/2016 12:12:00 PM - Incident# 2778113 (0 lost trips, 20 lost minutes)

Flashing Cab Signals with Emergency Brake Application

Train 203

T-389

Cars 527-522-515-516-511-(512)

Wilshire Western BR East and Normandie BL East

9/19/2016 12:44:00 PM - Incident# 2778478 (0 lost trips, 4 lost minutes)

Auxiliary Power Failure Train line

Train 201

T-124

Cars (525)-524-503-504

Union Station AL West

9/19/2016 5:59:00 PM - Incident# 2778585 (0 lost trips, 12 lost minutes)

Train 217 T-004 received friction brake fault, unable to reset.

9/20/2016 3:52:00 PM - Incident# 2779106 (0 lost trips, 8 lost minutes)

Train 219 (551,552,543,544,573,574) T-064, Vermont Beverly, AR reports consist has no power, no movement.

9/22/2016 6:52:00 PM - Incident# 2780061 (2 lost trips, 311 lost minutes)

Report of propulsion and service brake failure.

T-418

Train 218

Cars (503-504)-527-(522)-519-526

Pershing Square AL eastbound.

9/28/2016 6:19:00 PM - Incident# 2782502 (0 lost trips, 5 lost minutes)

Report of flashing cab signal, emergency brake applications.

T-004

Train 217

Cars 591-592-573-574-575-(576)

7th/Metro AL eastbound

9/29/2016 2:51:00 PM - Incident# 2782799 (1 lost trip, 149 lost minutes)

Propulsion failure Auxiliary power failure.

Train 214

T-045

Cars 541 542 577 578 (581) (582)

Vermont Santa Monica AR Westbound

Police & Health Incidents:

9/5/2016 12:09:00 PM - Incident# 2773196 (0 lost trips, 8 lost minutes)

G-378 reports sick individual on board train 204, car 573 in apparent distress.

9/9/2016 11:49:00 AM - Incident# 2774883 (0 lost trips, 9 lost minutes)

Train 206 (599,600,537,538) T-523, 7th & Metro, AL reports she is unable to depart due to an irate female patron holding the doors.

9/30/2016 6:49:00 AM - Incident# 2783076 (0 lost trips, 13 lost minutes)

Trespasser observed on the AR right of way East of Vermont Beverly Station

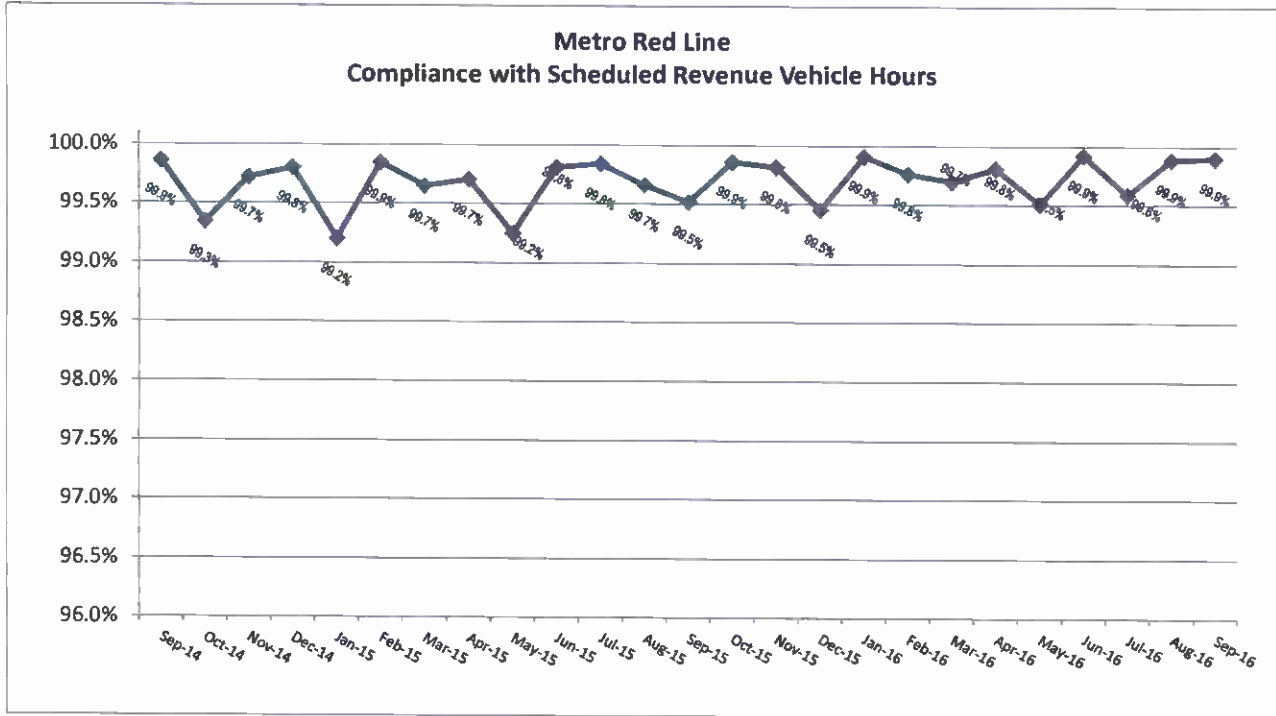
Other Incidents:

9/9/2016 5:00:00 PM - Incident# 2775023 (0 lost trips, 5 lost minutes)

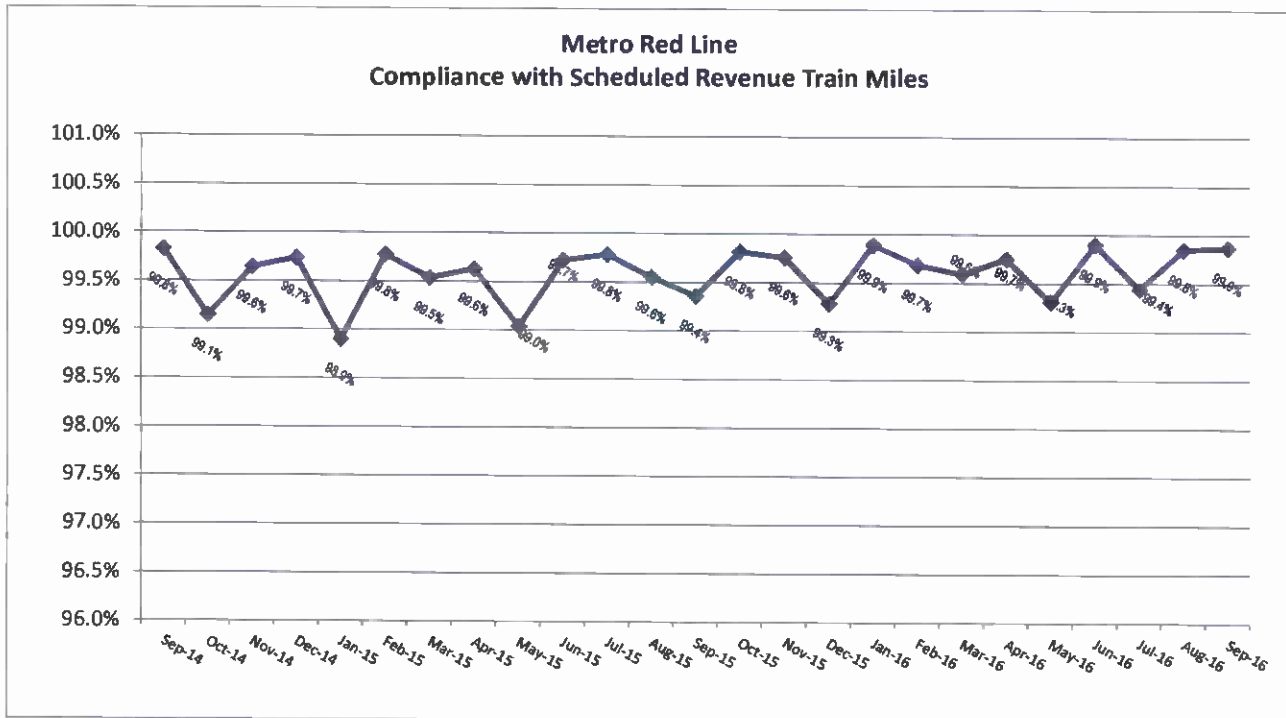
TRACS indicate RTU failure.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

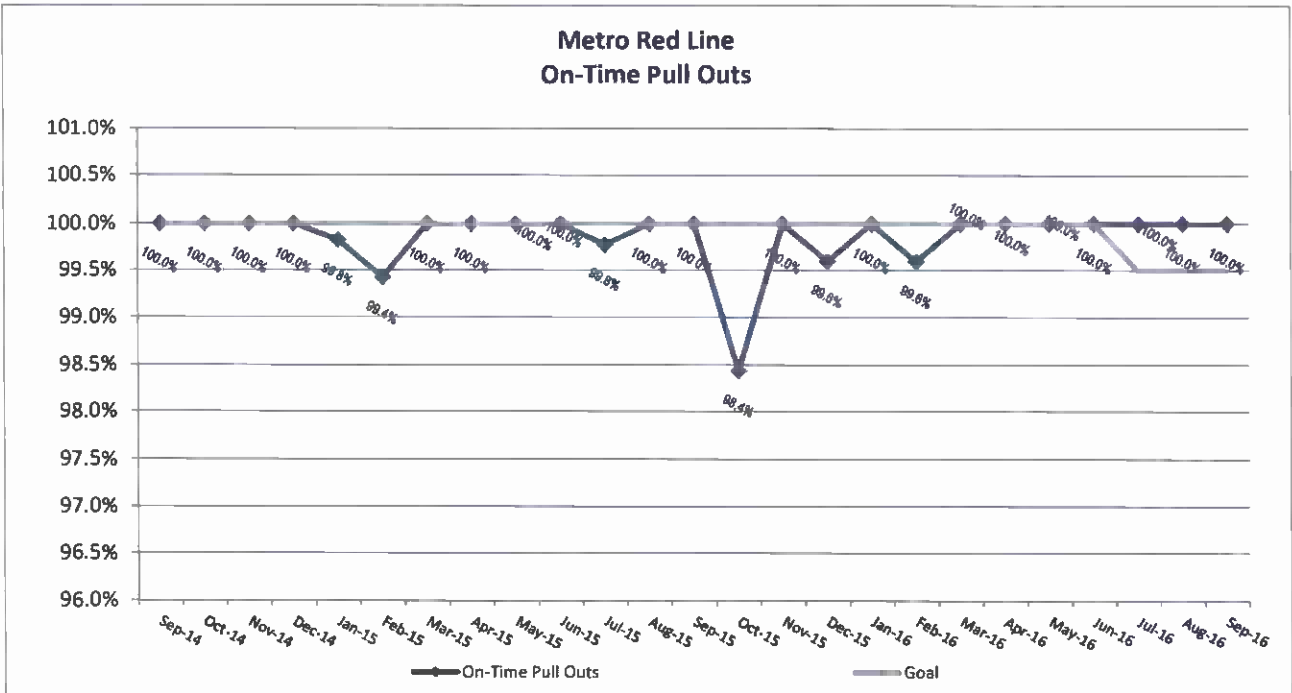
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



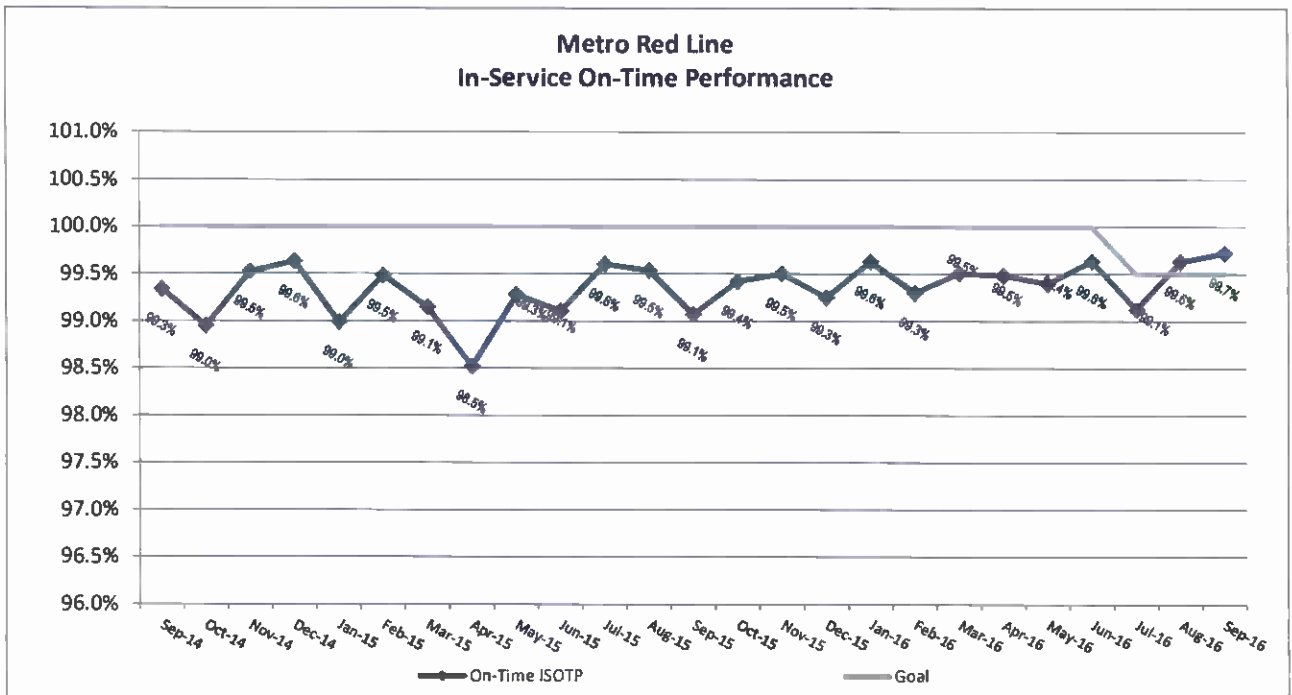
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



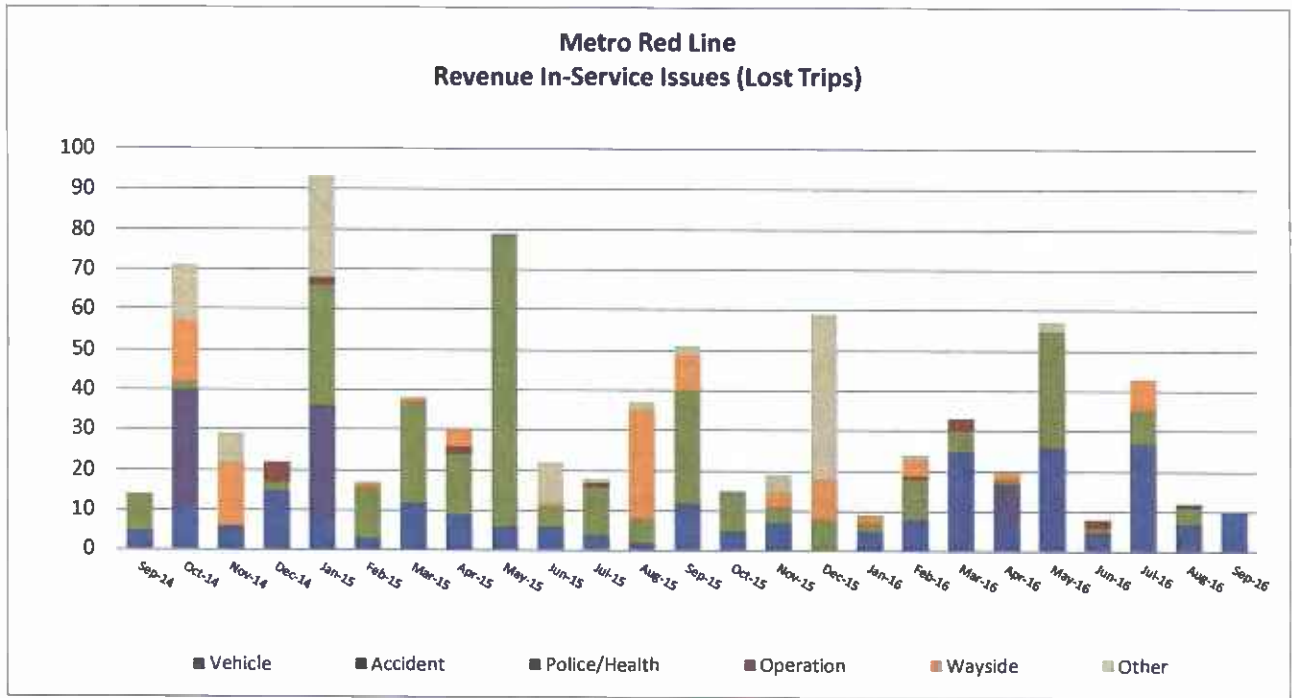
ON-TIME PULL OUTS CHART



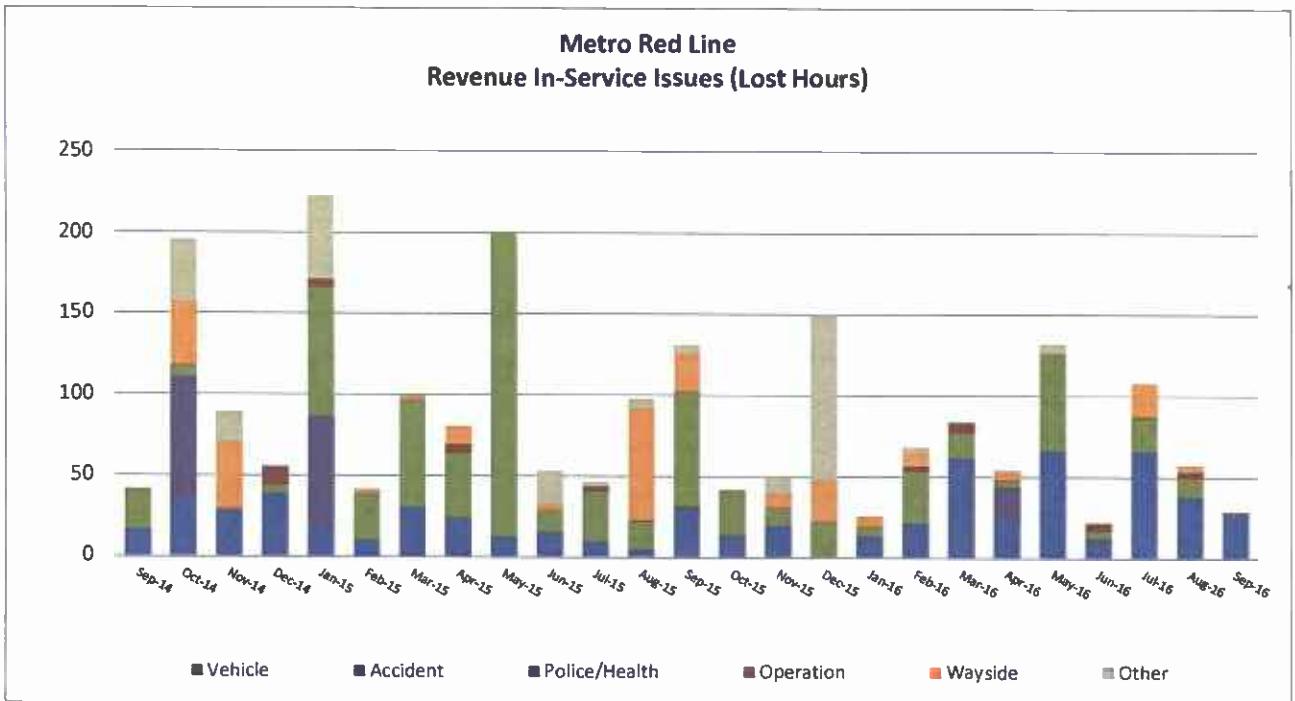
IN-SERVICE ON-TIME PERFORMANCE CHART



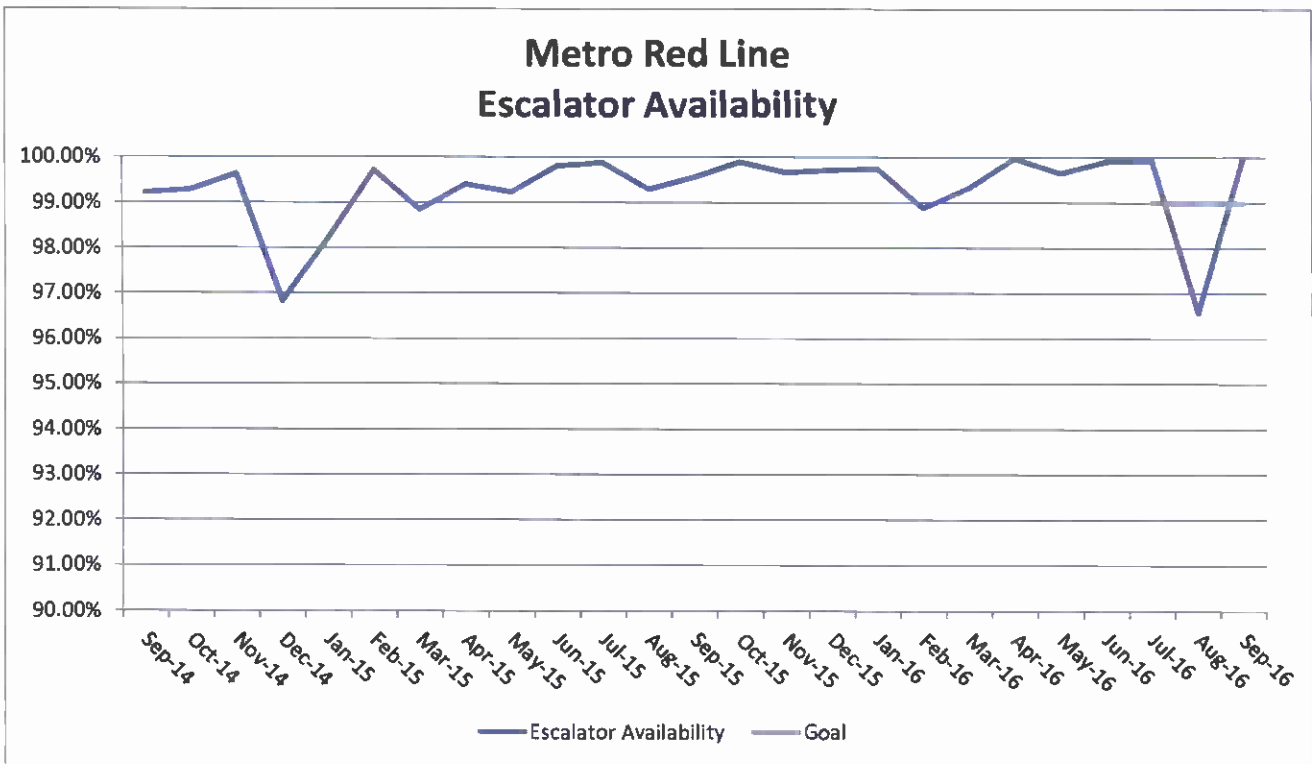
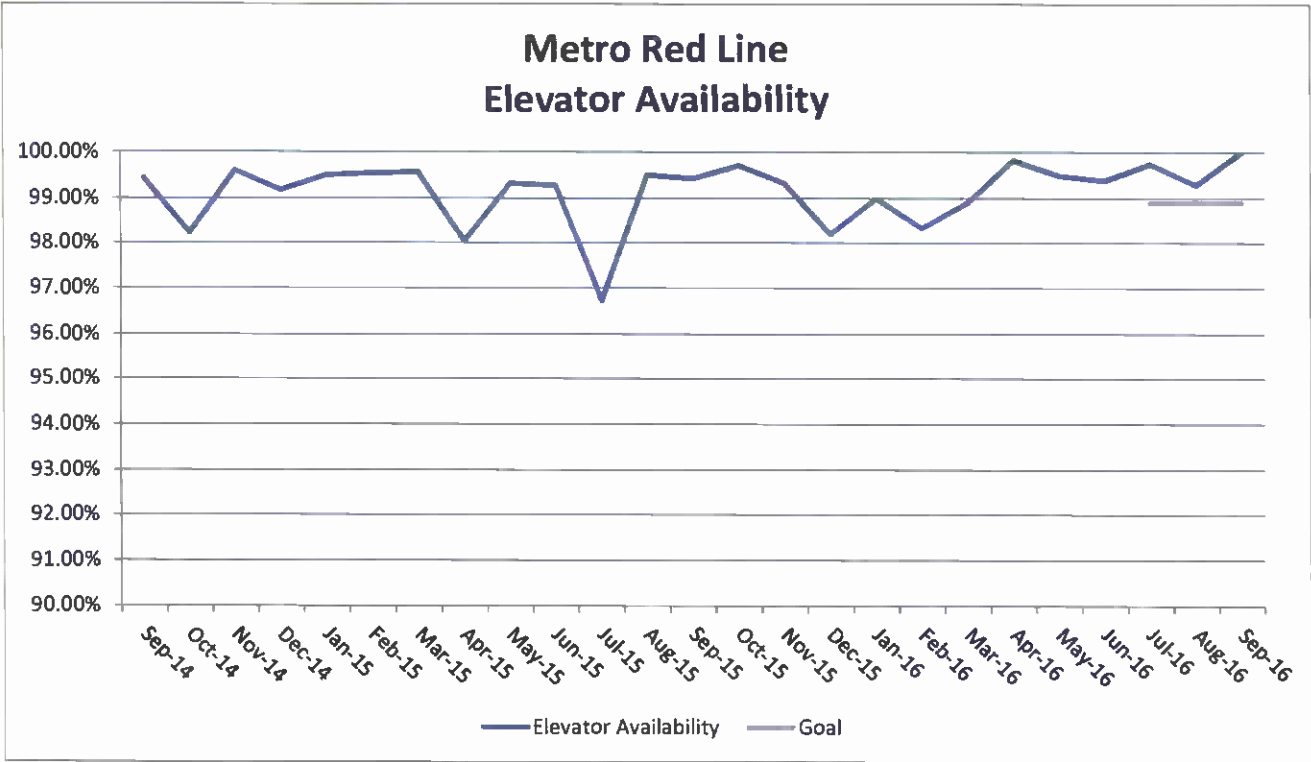
LOST TRIPS



LOST TRIPS



VERTICAL TRANSPORTATION AVAILABILITY



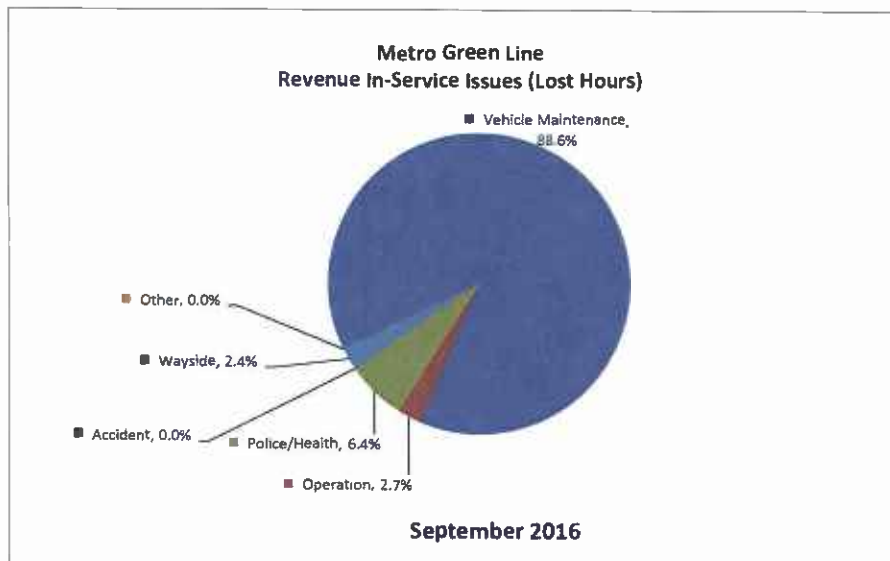
GREEN LINE

Out of a total of 7,756 hours operated, there were approximately 37 total hours of service delays.

September 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	7,719	99.5%
Hours Delayed	37	0.5%
Total Revenue Hours	7,756	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	3	1.0	2.7%
Accidents	0	0.0	0.0%
Vehicle Maintenance	30	33.1	88.6%
Wayside	3	0.9	2.4%
Police & Health	2	2.4	6.4%
Other	0	0.0	0.0%
Total	38	37.4	100.0%

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



September 2016 Green Line major delay contributors were as follows:

Operations Incidents:

9/3/2016 9:20:00 AM - Incident# 2772792 (0 lost trips, 5 lost minutes)

Management approved unscheduled Single Tracking.

9/9/2016 5:10:00 AM - Incident# 2774707 (0 lost trips, 15 lost minutes)

Train 344 out late due to no manpower.

9/26/2016 12:40:00 PM - Incident# 2781173 (0 lost trips, 40 lost minutes)

25 MPH speed restriction UFN Norwalk to Aviation both directions.

Trains delayed on all light rail lines due to heat advisories.

Vehicle Maintenance Incidents:

9/1/2016 5:46:00 PM - Incident# 2772272 (1 lost trip, 64 lost minutes)

Car 227 no power/movement.

T-177

Train 354

Cars (227)-219

Mariposa Station, Track 2, eastbound.

9/2/2016 4:40:00 AM - Incident# 2772354 (0 lost trips, 3 lost minutes)

Friction brake faults/no movement

Train 344

LRV 218A/226

T-048

Yard Limits 76

9/2/2016 5:49:00 PM - Incident# 2772651 (1 lost trip, 64 lost minutes)

ATP failure on car 208B

T-255, train 354

(208)-214

Douglas, track 2, east

9/3/2016 2:26:00 PM - Incident# 2772848 (0 lost trips, 5 lost minutes)

Unable to cut out doors 7/8 (216A)-224

T-096

Train 331

Track 1

Norwalk station

Westbound

9/3/2016 3:57:00 PM - Incident# 2772873 (0 lost trips, 8 lost minutes)

Propulsion fault car 203-214

T-013

Train 332

Track 2

eastbound

Mariposa station

9/3/2016 10:01:00 PM - Incident# 2772917 (0 lost trips, 9 lost minutes)

Operator reports that after uncoupling, Car 205 began losing air pressure.

Car 205

Train 331

T-247

Marine, TRK 2, eastbound.

9/4/2016 2:31:00 AM - Incident# 2772936 (0 lost trips, 10 lost minutes)

Friction Brakes not releasing.

Train #331.

T-112.

LRV-(204A), 207.

Yard Interface, Westbound.

9/6/2016 5:23:00 PM - Incident# 2773714 (2 lost trips, 136 lost minutes)

Doors (Track brake) , Cars #(222A)-211

Train #349

T-071

El Segundo Station, Track #001, Westbound.

9/8/2016 7:25:00 AM - Incident# 2774364 (1 lost trip, 66 lost minutes)

Propulsion fault with a speed restriction. ADU faults.

Train 341

T-96

219-209

EB, Marine Station, Track 2

9/10/2016 4:36:00 PM - Incident# 2775227 (0 lost trips, 5 lost minutes)

Propulsion / Dynamic Brakes, Cars #(222A)-207

Train #331

T-177

Vermont West interlocking, Track #002, Eastbound.

9/11/2016 3:48:00 PM - Incident# 2775421 (0 lost trips, 4 lost minutes)

Propulsion / Dynamic Brakes 205B

T-334

Train 334

LRV 205B-228

Marine Station, Track 2, Eastbound.

9/11/2016 10:01:00 PM - Incident# 2775473 (0 lost trips, 14 lost minutes)

Train 351 had Propulsion Faults in car 205

228-(205)

T-274

Lakewood Station Westbound Track #1.

9/13/2016 4:59:00 AM - Incident# 2776055 (0 lost trips, 10 lost minutes)

Reoccurring propulsion faults

Train 344

LRV 217A/215

T-177

Mariposa station track 2 eastbound

9/13/2016 7:28:00 PM - Incident# 2776443 (0 lost trips, 15 lost minutes)

Low Air Pressure, cars #(224B-207)

Train #361

T-105

Norwalk Station, Track #001, Northbound.

9/13/2016 10:19:00 PM - Incident# 2776472 (2 lost trips, 132 lost minutes)

Car 203 and 226 prop fault speed restriction

T-496

Consist(226A)203

Train349

Crenshaw Station, Eastbound, Track 2

9/15/2016 11:21:00 AM - Incident# 2777141 (1 lost trip, 66 lost minutes)

Train 335, Cars 225 and 202.

Douglas station, Track 2 east.

Prop fault and spin slide.

9/15/2016 8:18:00 PM - Incident# 2777329 (1 lost trip, 77 lost minutes)

Operator reports having a CCH indication on both Cars 220, 221.

Cars (220, 221)

Train 350

T-24

Marine, TRK 2, eastbound

9/15/2016 11:52:00 PM - Incident# 2777367 (0 lost trips, 27 lost minutes)

Operator reports losing air, and no movement on Car 205B.

Car 205B

Train 347

T-294

El Segundo TRK 2, eastbound

9/16/2016 6:36:00 AM - Incident# 2777439 (1 lost trip, 64 lost minutes)

Train 342, Cars 227 and 208.

Marine station, Track 2 east.

Prop fault with speed restriction.

9/16/2016 9:06:00 PM - Incident# 2777806 (0 lost trips, 9 lost minutes)

Operator reports friction brakes self applied departing the platform east.

Cars 207-(226)

Train 333

T-294

Marine TRk 2, eastbound.

9/17/2016 4:57:00 AM - Incident# 2777847 (0 lost trips, 6 lost minutes)

Self applying friction brakes, possible spin/slide condition.

Train # 331

T-085

Cars # 213-217

E/Bound Mariposa Station Track-2.

9/18/2016 5:42:00 AM - Incident# 2778042 (0 lost trips, 5 lost minutes)

Train 333, Cars 207 and 213.

Douglas station, track 2 east.

Friction brakes locked and prop fault.

9/20/2016 7:51:00 AM - Incident# 2778776 (0 lost trips, 4 lost minutes)

Propulsion faults wont clear

Train 334

LRV 221A/208

T-202

Crenshaw station track 1 westbound

9/21/2016 6:38:00 AM - Incident# 2779286 (0 lost trips, 10 lost minutes)

Propulsion faults wont clear

Train 346

LRV 222A/203

T-140

Crenshaw station track 2 eastbound

9/21/2016 11:06:00 AM - Incident# 2779459 (0 lost trips, 1,020 lost minutes)

No movement/ADU shows depressed mushroom

Train 333

LRV 220A/213

T-105

Wilmington West Pocket track 2 eastbound

9/23/2016 7:45:00 AM - Incident# 2780232 (1 lost trip, 70 lost minutes)

Train 342, Cars (207A) and 222.

Aviation Station, Track 1 west.

Prop fault with speed restriction.

9/27/2016 4:38:00 AM - Incident# 2781490 (0 lost trips, 8 lost minutes)

Car 221 friction brakes lock up in ATO mode

T-40

Train-342

Consist (221)205

Vermont West 2, Track 2, Eastbound

9/27/2016 3:39:00 PM - Incident# 2781958 (0 lost trips, 5 lost minutes)

Propulsion / Dynamic Brakes, cars #(223B)-220

Train #350

T-344

Norwalk Station, Track #001, Westbound.

9/28/2016 7:45:00 AM - Incident# 2782189 (1 lost trip, 68 lost minutes)

Doors hard to open

Train 334

LRV 223A/220

T-057

Lakewood station track 1 westbound

9/28/2016 3:18:00 PM - Incident# 2782436 (0 lost trips, 4 lost minutes)

Train overshot station

Lakewood Station

Westbound

Train 348

Car 213

Wayside Incidents:

9/18/2016 8:22:00 AM - Incident# 2778065 (0 lost trips, 6 lost minutes)
OCS inspection and repairs.

9/19/2016 1:11:00 AM - Incident# 2778226 (0 lost trips, 34 lost minutes)
A06, B01, B11 & B12 open due to a broken hanger wire near YDI signal 8.

9/19/2016 3:31:00 AM - Incident# 2778243 (0 lost trips, 13 lost minutes)
Loss Power to Hawthorne TPSS due to power outage in the area.

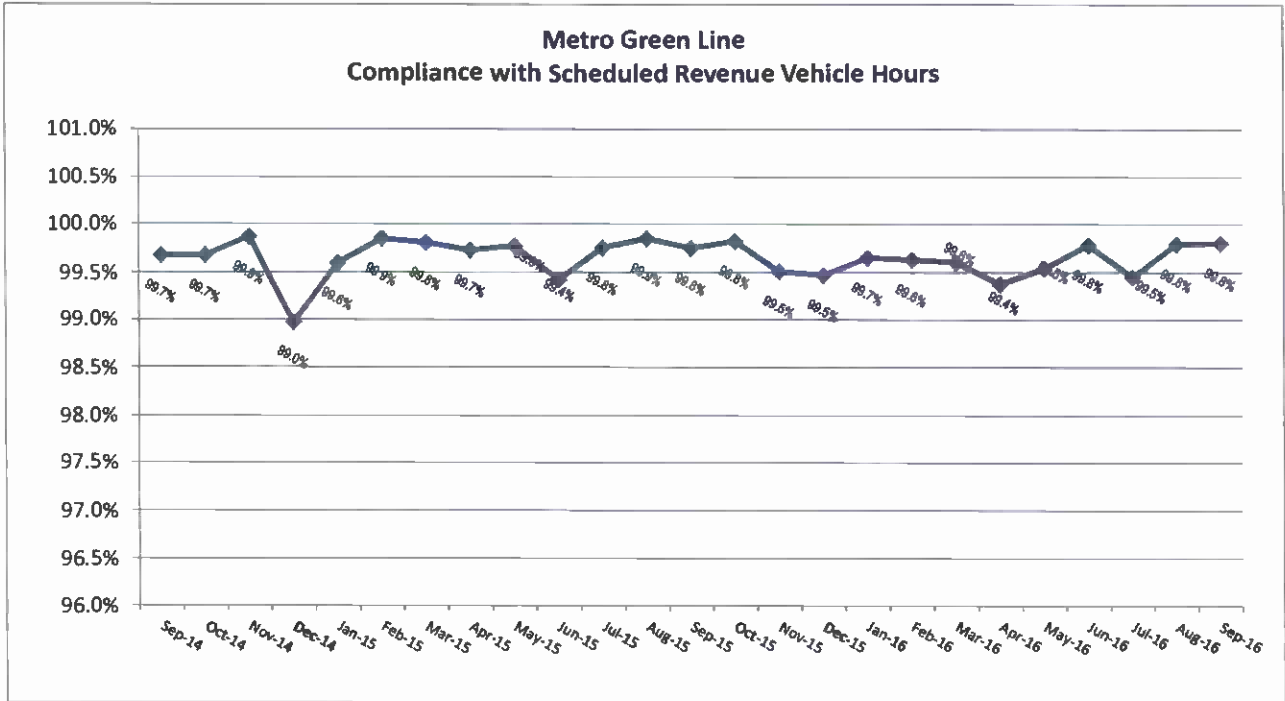
Police & Health Incidents:

9/12/2016 3:11:00 PM - Incident# 2775781 (0 lost trips, 5 lost minutes)
Assault, patron was hit with a cell phone, Cars #(216A)-211
Train #349
T-020
Crenshaw Station, Track #001, Eastbound.

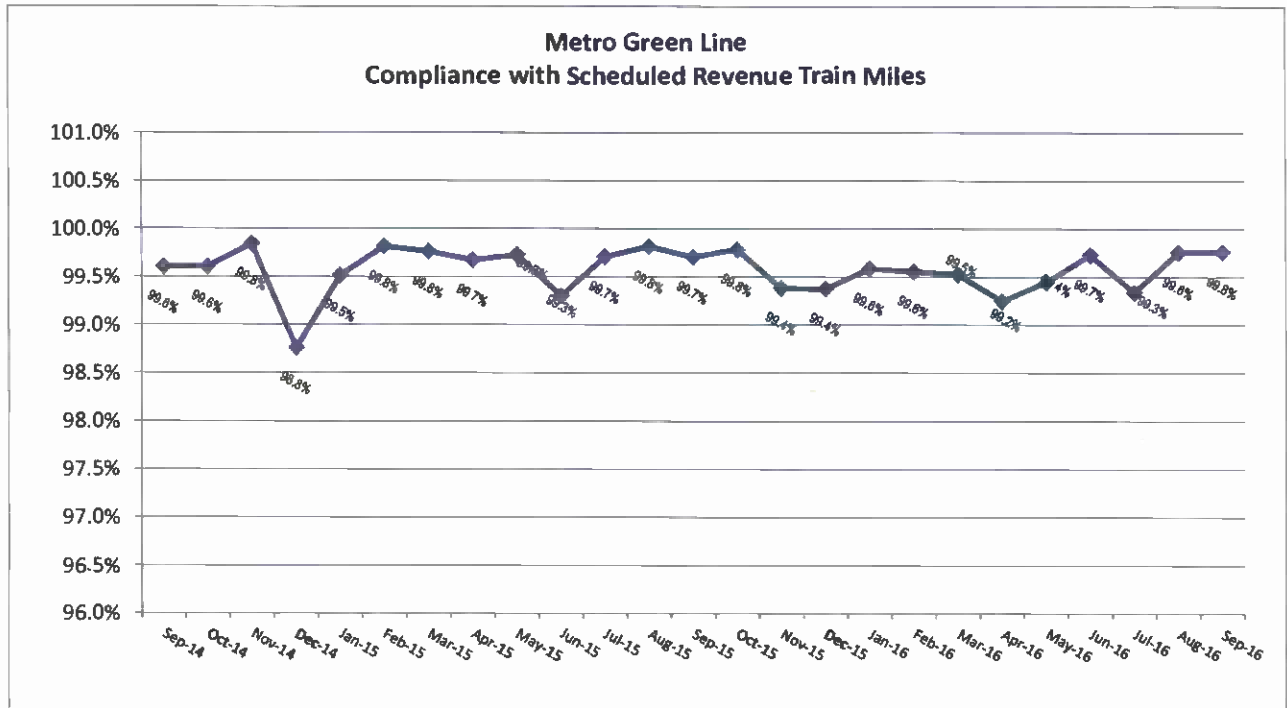
9/16/2016 9:46:00 PM - Incident# 2777812 (2 lost trips, 138 lost minutes)
Female 10-390 non-responsive on car 249A
T-374
Train-605
Consist-239-301(249A)
Vermont Station, Track #4, Southbound

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

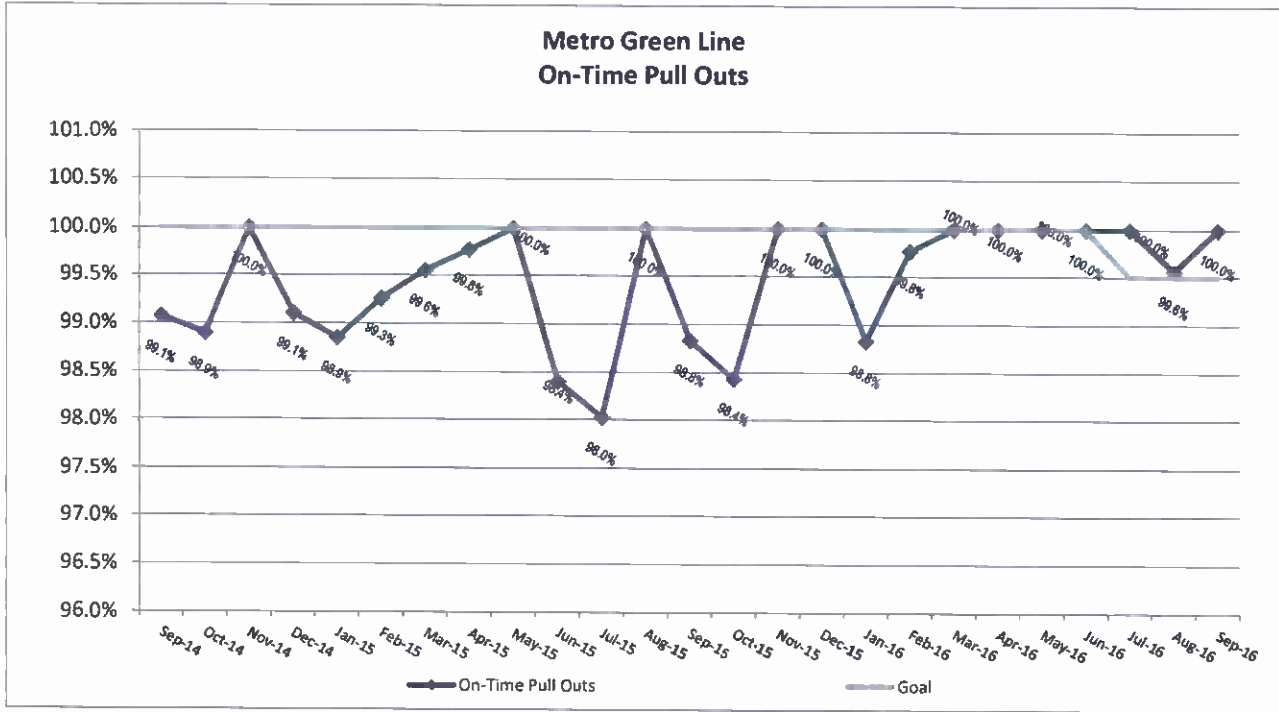
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



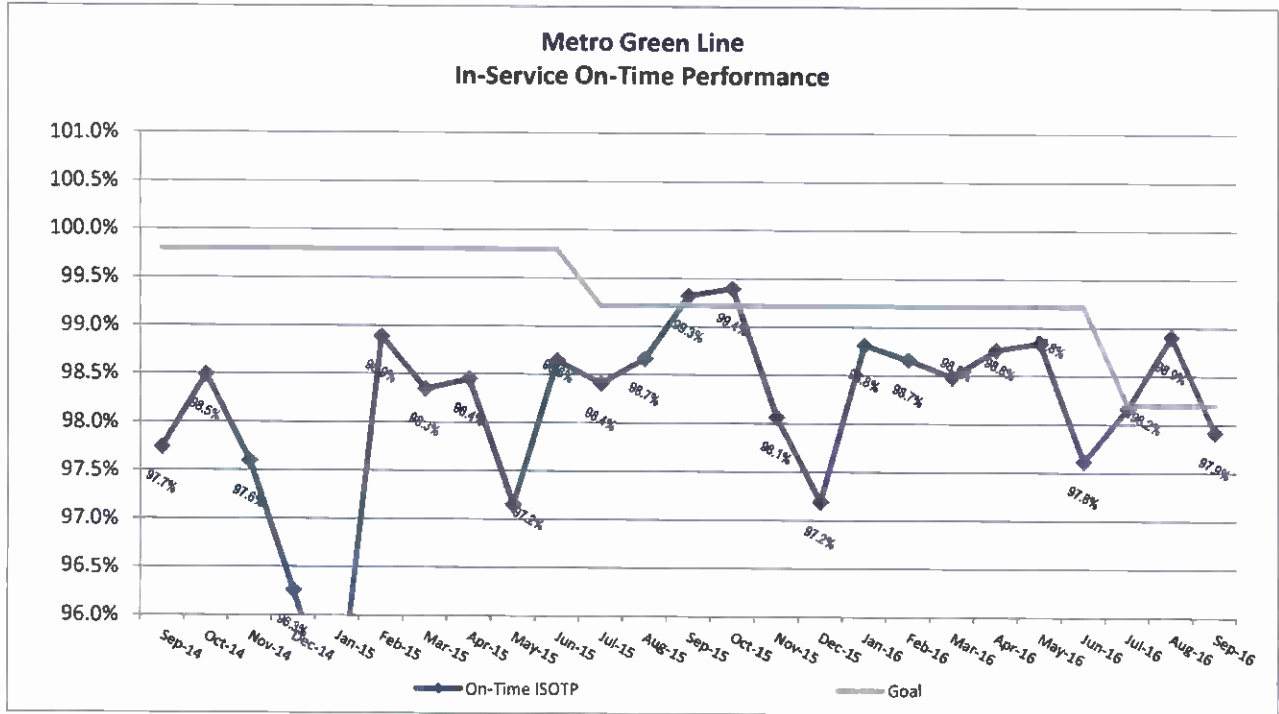
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



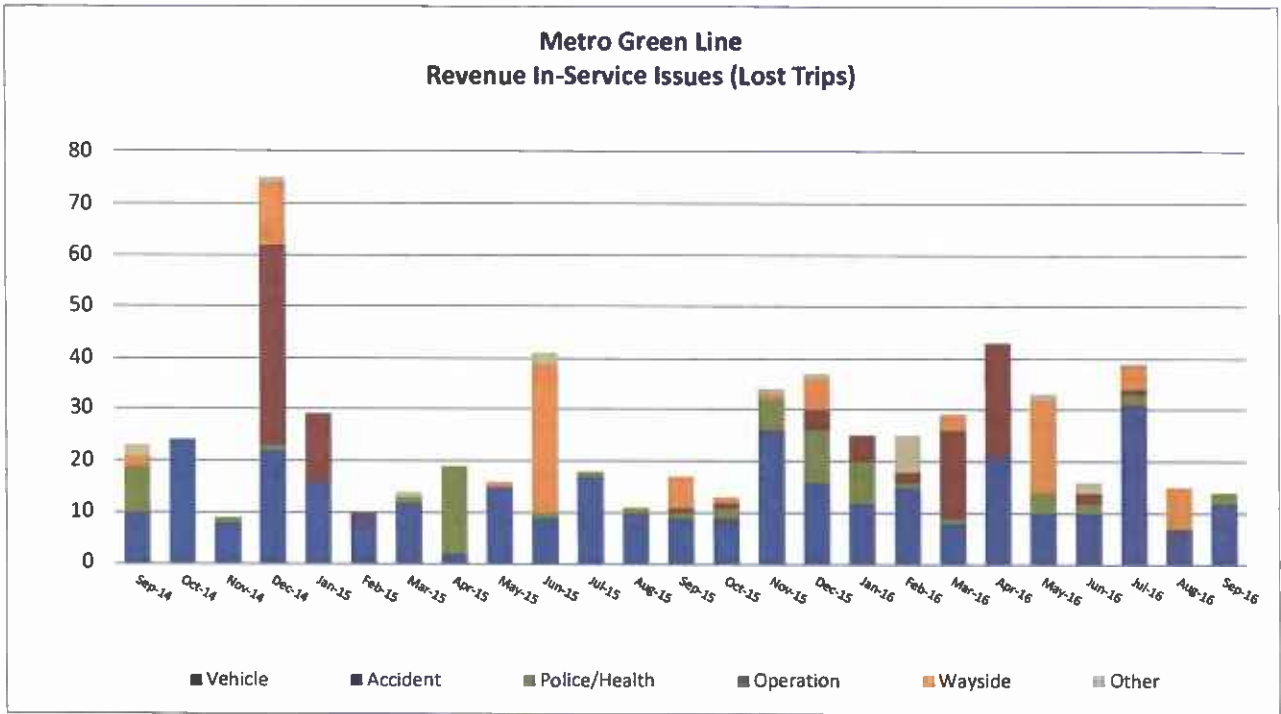
ON-TIME PULL OUTS CHART



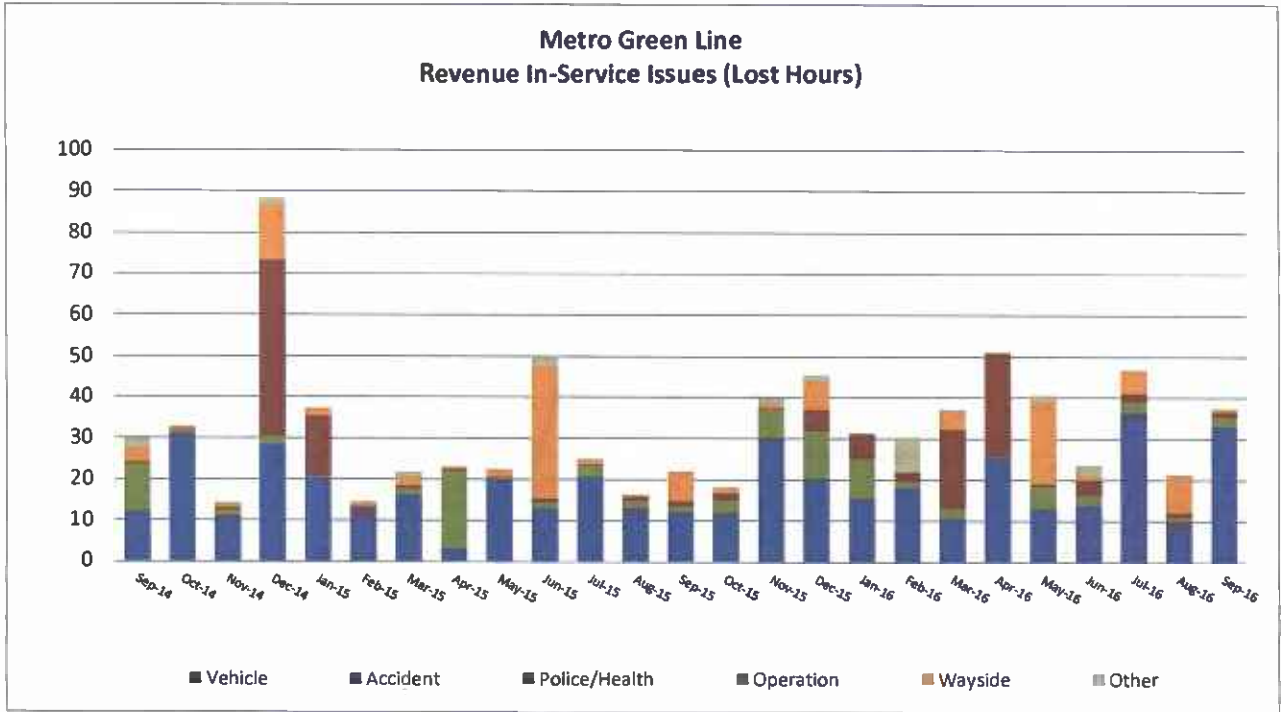
IN-SERVICE ON-TIME PERFORMANCE CHART



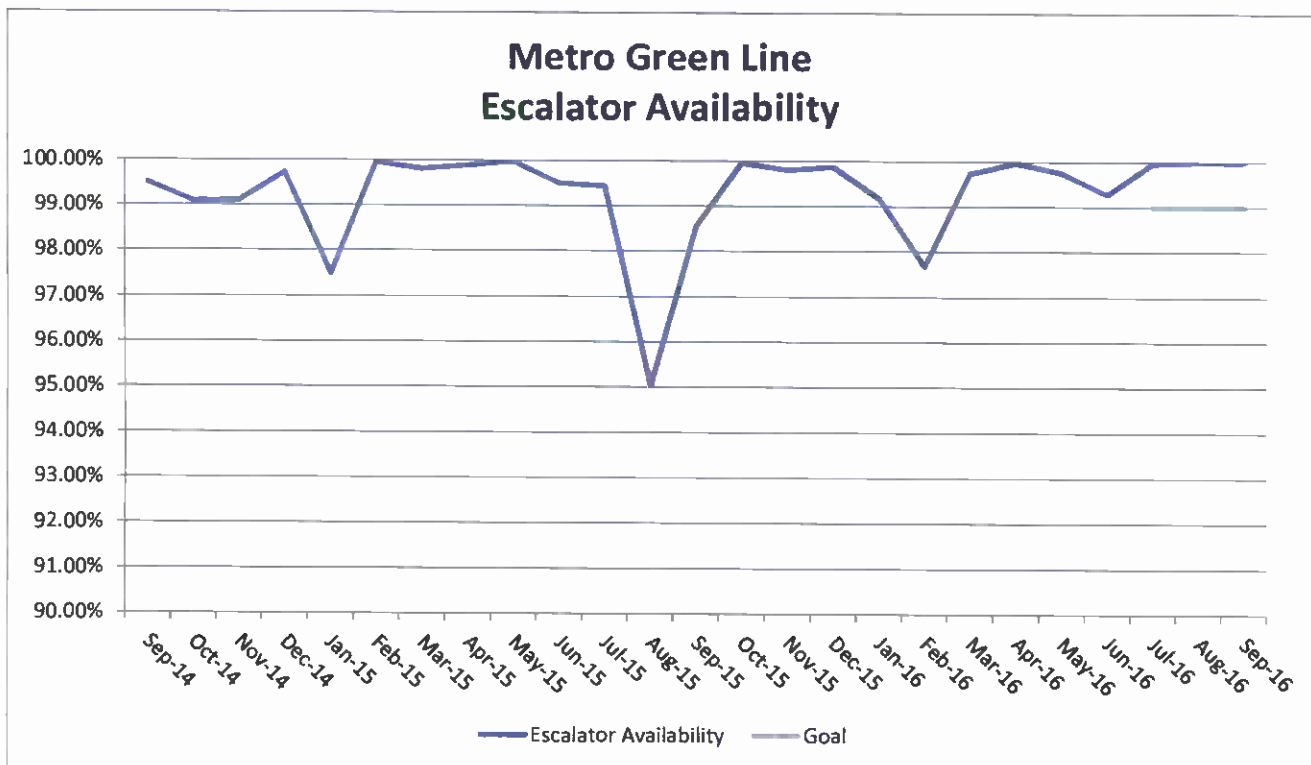
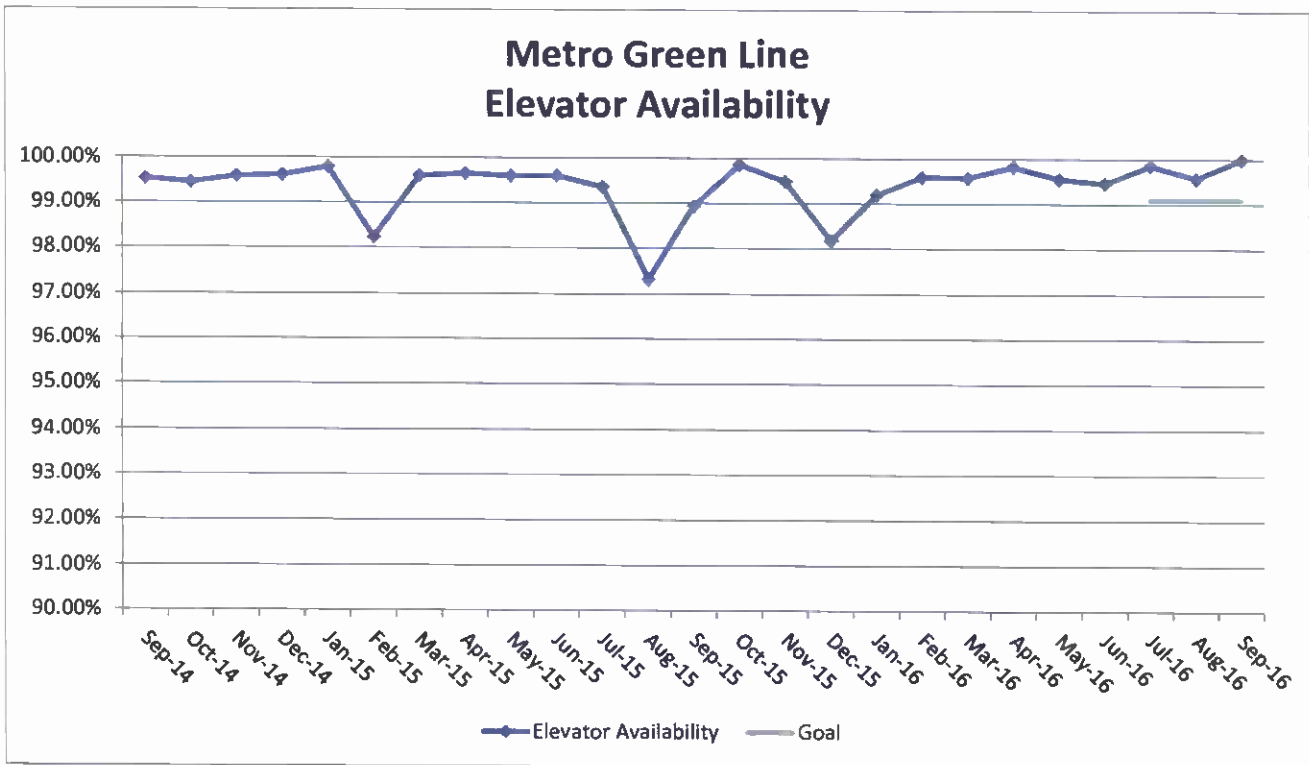
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



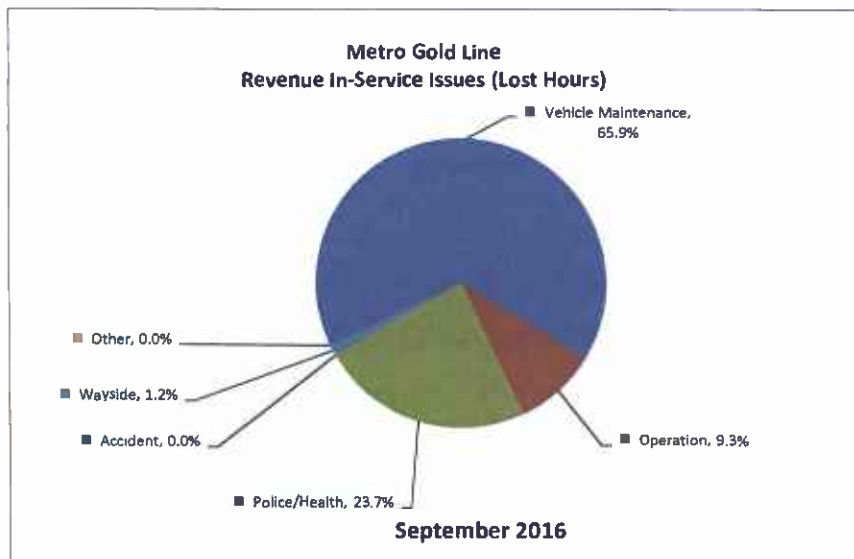
GOLD LINE

Out of a total of 18,941 hours operated, there were approximately 84 total hours of service delays.

September 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	18,856	99.6%
Hours Delayed	84	0.4%
Total Revenue Hours	18,941	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	4	7.8	9.3%
Accidents	0	0.0	0.0%
Vehicle Maintenance	28	55.6	65.9%
Wayside	4	1.0	1.2%
Police & Health	9	20.0	23.7%
Other	0	0.0	0.0%
Total	45	84.4	100.0%

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



September 2016 Gold Line major delay contributors were as follows:

Operations Incidents:

9/9/2016 10:18:00 AM - Incident# 2774843 (1 lost trip, 224 lost minutes)

Train 402 Trip cancelled from Atlantic station to Citrus due to excessive amounts of feces on the train. No gap trains or replacements available. Train Scheduled to depart 1018 hours, Follower train departed 1030.

9/22/2016 8:19:00 PM - Incident# 2780075 (1 lost trip, 224 lost minutes)

Dirty Car #739 Removed From Service

9/23/2016 8:10:00 AM - Incident# 2780236 (0 lost trips, 6 lost minutes)

Atlantic Interlocking , Track 2. Signal 4N Overran.

T-447

Train 403

LRV (713B) 749

Atlantic Station, Track 2, northbound.

9/27/2016 11:46:00 AM - Incident# 2781687 (0 lost trips, 15 lost minutes)

10 minutes delay do to single tracking.

Vehicle Maintenance Incidents:

9/1/2016 7:42:00 PM - Incident# 2772287 (1 lost trip, 230 lost minutes)

HSCB and Propulsion fault in car 707B.

T-63

Train 424

Cars 701-(707B)

Departing Citrus Station Track 2 SB.

9/2/2016 4:24:00 PM - Incident# 2772637 (1 lost trip, 229 lost minutes)

Train 401 (1005-1008) T-228, Monrovia Station, track 2 reports no movement.

9/3/2016 4:46:00 AM - Incident# 2772746 (0 lost trips, 18 lost minutes)

HSCB Trip LRV 741-738

T-470

Train 405

LRV 741-738

Irwindale Station, Track 2, southbound.

9/4/2016 10:13:00 PM - Incident# 2773093 (0 lost trips, 15 lost minutes)

Propulsion fault on consist (715)743.

Arcadia Station

Train #401, T-467, track #2, southbound.

9/7/2016 1:00:00 PM - Incident# 2774112 (1 lost trip, 226 lost minutes)

HSCB unable to clear no movement.

Train #406 T-019 car #726B-735

Azusa Citrus southbound.

9/7/2016 3:30:00 PM - Incident# 2774159 (0 lost trips, 7 lost minutes)

Train 405 (1010-1013) T-432, approaching Irwindale Station, track 2 reports recurring propulsion and HVAC fault, unable to proceed above 35MPH.

9/9/2016 5:16:00 PM - Incident# 2775014 (2 lost trips, 448 lost minutes)

Train 428 (1015-1012) T-111, Ditman Interlocking, track 1 reports minimal propulsion operating out of car 1015 with no fault indications.

9/11/2016 6:05:00 AM - Incident# 2775317 (0 lost trips, 9 lost minutes)

Train 405 (717,740) T-129, Civic Ctr Station, track 1 reports various faults, momentary loss of propulsion, loss of radio.

9/13/2016 8:30:00 AM - Incident# 2776169 (1 lost trip, 224 lost minutes)

No fault no movement

Train 451 (703),706

T-19

Atlantic Station north.

9/13/2016 5:45:00 PM - Incident# 2776419 (0 lost trips, 6 lost minutes)

(1007)-1006

Train# 408

No Movement

NB Little Tokyo

T-425

9/13/2016 7:52:00 PM - Incident# 2776452 (1 lost trip, 224 lost minutes)

(740)-714

Train 424

Propulsion Fault/Speed Restriction

SB Downtown Azusa

T-11

9/14/2016 2:56:00 PM - Incident# 2776765 (0 lost trips, 9 lost minutes)

Propulsion Code Fault

716 - 739B

Train 406

T-128

Lincoln / Cypress Station, northbound

9/15/2016 10:09:00 AM - Incident# 2777116 (0 lost trips, 8 lost minutes)

Propulsion / Dynamic Brakes LRV 1010

T-019

Train 404

LRV 1005 (1010)

Duarte Station, southbound, Track2.

9/15/2016 12:53:00 PM - Incident# 2777184 (0 lost trips, 8 lost minutes)

(1013)-1009

Train 405

HSCB Fault No Movement

SB Citrus Station

T-178

9/15/2016 7:20:00 PM - Incident# 2777311 (1 lost trip, 224 lost minutes)

(1005)-1010

Train 404

Propulsion Fault/Speed Restriction

NB Soto Station

T-158

9/20/2016 6:03:00 PM - Incident# 2779148 (0 lost trips, 10 lost minutes)

Doors 3/4 and 5/6 will not close (737A)747.

Chinatown Station

Train #401, T-499, track #2, northbound.

9/22/2016 3:26:00 PM - Incident# 2779988 (0 lost trips, 6 lost minutes)

While conducting a LOCAL RESET the left bank doors opened on LRV 1006-1007

T-340

Train 419

LRV (1006- 1007)

Lincoln/Cypress Station, Track 1, northbound.

9/22/2016 11:06:00 PM - Incident# 2780102 (0 lost trips, 20 lost minutes)

Train 431

Car 723 Low Air Pressure no movement

First and Mission St, ELA

9/26/2016 5:56:00 AM - Incident# 2780947 (1 lost trip, 229 lost minutes)

Train 427, Cars 749 and (750).

Irwindale Station southbound on Track 2.

No headlights

9/26/2016 2:30:00 PM - Incident# 2781316 (0 lost trips, 8 lost minutes)

Train 403 (1009,1010) T-180 departing Atlantic Station, track 1 reports propulsion fault, unable to operate above 35MPH and no AC in either car. Train had various faults on the southbound trip.

9/26/2016 4:41:00 PM - Incident# 2781361 (1 lost trip, 227 lost minutes)

Train 437 (736,747) T-466, departing APU reports propulsion fault car 736.

9/26/2016 5:00:00 PM - Incident# 2781383 (0 lost trips, 15 lost minutes)

Train 404 (1009-1010) T-063, Little Tokyo Station, track 1 reports emergency brakes applied, no movement.

9/26/2016 5:30:00 PM - Incident# 2781381 (0 lost trips, 20 lost minutes)

Train 402 (1013,1012) T-036, departing Atlantic Station, track 1 reports propulsion failure.

9/29/2016 5:00:00 AM - Incident# 2782592 (2 lost trips, 448 lost minutes)

Dirty LRV 726 human waste

T-128

Train 401

LRV (726) 728

Atlantic Station, Track 1, northbound.

9/29/2016 6:20:00 AM - Incident# 2782637 (0 lost trips, 7 lost minutes)

Propulsion / Dynamic Brakes LRV 733-736

T-304

Train # 455

LRV 733-736

Sierra Madre Station, Track 2, southbound.

9/29/2016 9:25:00 AM - Incident# 2782720 (1 lost trip, 231 lost minutes)

Auto Train Protection (Speed Limit) LRV 1007-1008

T-108

Train 404

LRV 1007-1008

Little Tokyo Station, Track 1, northbound.

9/29/2016 6:18:00 PM - Incident# 2782898 (1 lost trip, 224 lost minutes)

LVPS failure on consist (726)728.

Atlantic Station

Train #431, T-205, track #1, northbound.

9/30/2016 8:11:00 PM - Incident# 2783372 (0 lost trips, 7 lost minutes)

Propulsion failure on consist (1015)1010.

Chinatown Station

Train #405, T-243, track #1, northbound.

Wayside Incidents:

9/13/2016 10:44:00 AM - Incident# 2776214 (0 lost trips, 17 lost minutes)

TP-147 and crew requests access to the right of way track 1
Soto to Maravilla Station with a Hi-Rail vehicle. Emergency fan
maintenance.

9/22/2016 6:24:00 AM - Incident# 2779731 (0 lost trips, 15 lost minutes)

train #413 reports Signal at 2S at citrus interlocking unable to clear
, late departures.

9/25/2016 3:22:00 PM - Incident# 2780823 (0 lost trips, 12 lost minutes)

ARINC shows deenergized track between Highland Park Station and Indiana Siding with open A-01, B-01 Ave 50
TPSS, B-12, B-13 Monterey, B-14, B-15 French Ave.

9/27/2016 2:04:00 PM - Incident# 2781915 (0 lost trips, 15 lost minutes)

Track Department request emergency single tracking due to missing track bolt on track #2.
Allen Interlocking.

Police & Health Incidents:

9/1/2016 11:58:00 PM - Incident# 2772322 (0 lost trips, 20 lost minutes)

Del Mar Station Track #1

9/3/2016 6:34:00 PM - Incident# 2772896 (1 lost trip, 224 lost minutes)

T-186 Reported an Assault on Train 409 NB at Monrovia

9/4/2016 4:30:00 PM - Incident# 2773057 (0 lost trips, 6 lost minutes)

LASD Instructed Control to Hold Train 410 at Downtown Azusa

9/8/2016 9:16:00 PM - Incident# 2774662 (0 lost trips, 4 lost minutes)

Del Mar Station

9/11/2016 6:37:00 PM - Incident# 2775453 (0 lost trips, 12 lost minutes)

Non-MTA Traffic Accident 1st and Mission

9/14/2016 5:23:00 PM - Incident# 2776893 (0 lost trips, 2 lost minutes)

Train 429 northbound reports a non-MTA vehicular accident fouling track 2 at Ditman interlocking.

9/20/2016 3:59:00 PM - Incident# 2779120 (0 lost trips, 22 lost minutes)

LASD requests southbound to hold due to a person with a possible knife.

Highland Park Station

Train #427, T-207, track #2, southbound.

Consist 714-739.

9/27/2016 5:02:00 PM - Incident# 2781997 (0 lost trips, 900 lost minutes)

Vehicle is stuck on track #1.

3rd/Eastman.

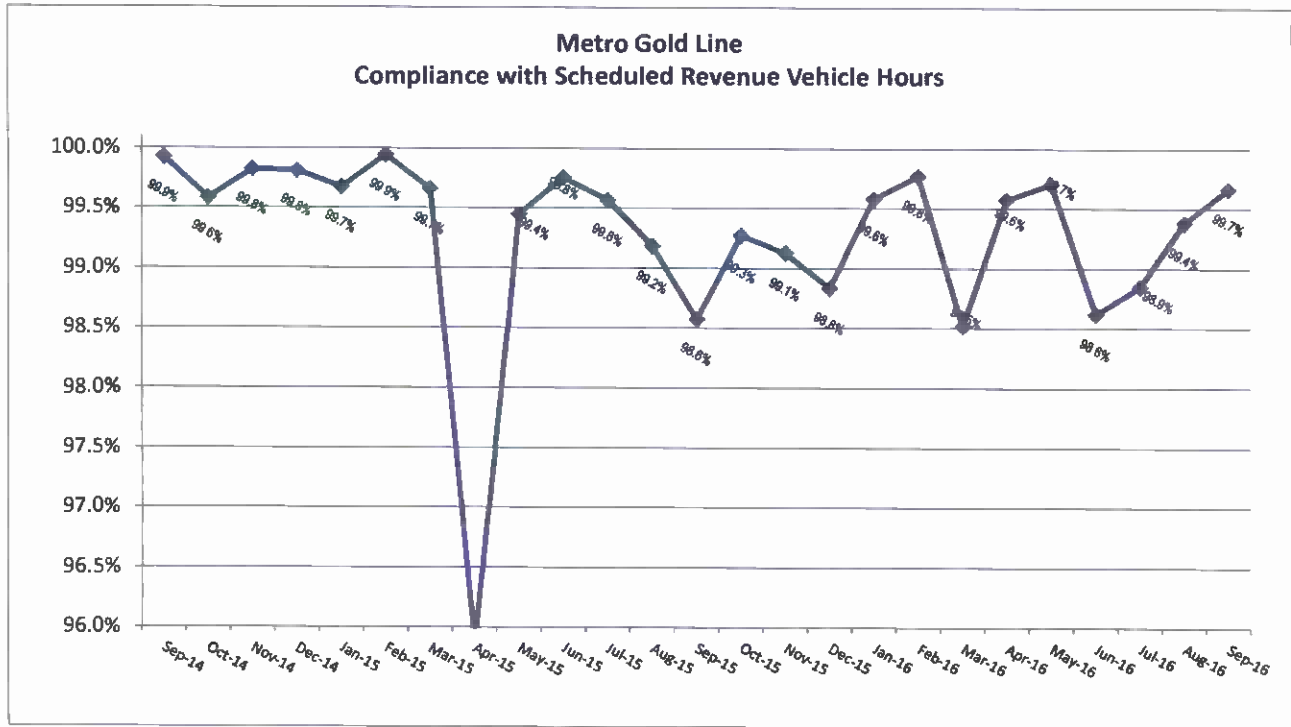
9/30/2016 4:52:00 PM - Incident# 2783340 (0 lost trips, 7 lost minutes)

Blockade, vehicle blocking both tracks.

Fremont Grevelia grade crossing

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

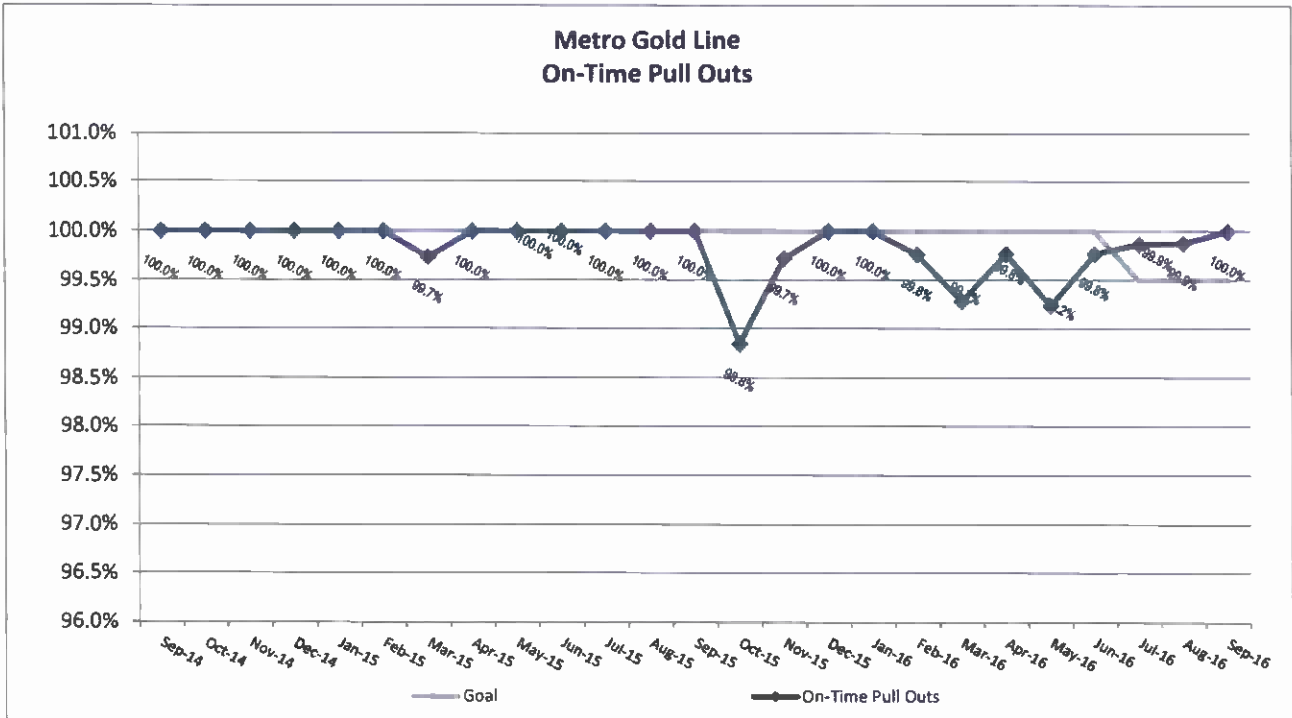
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



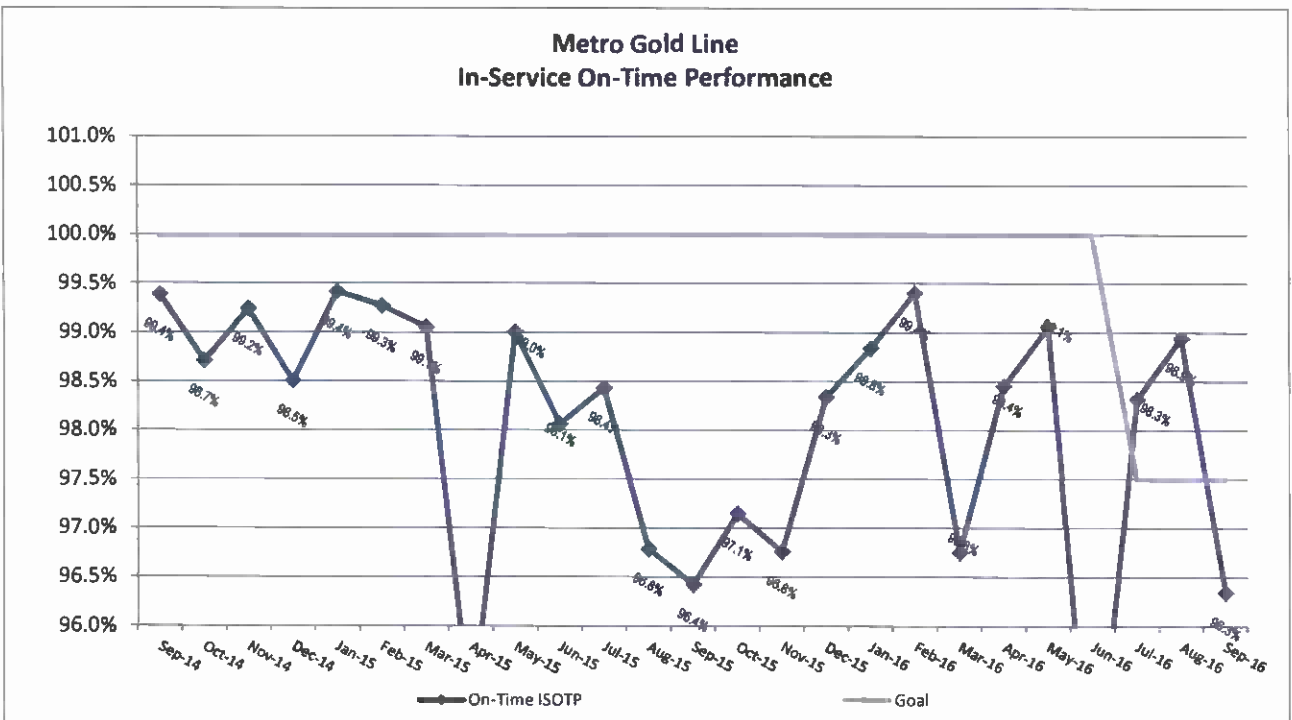
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



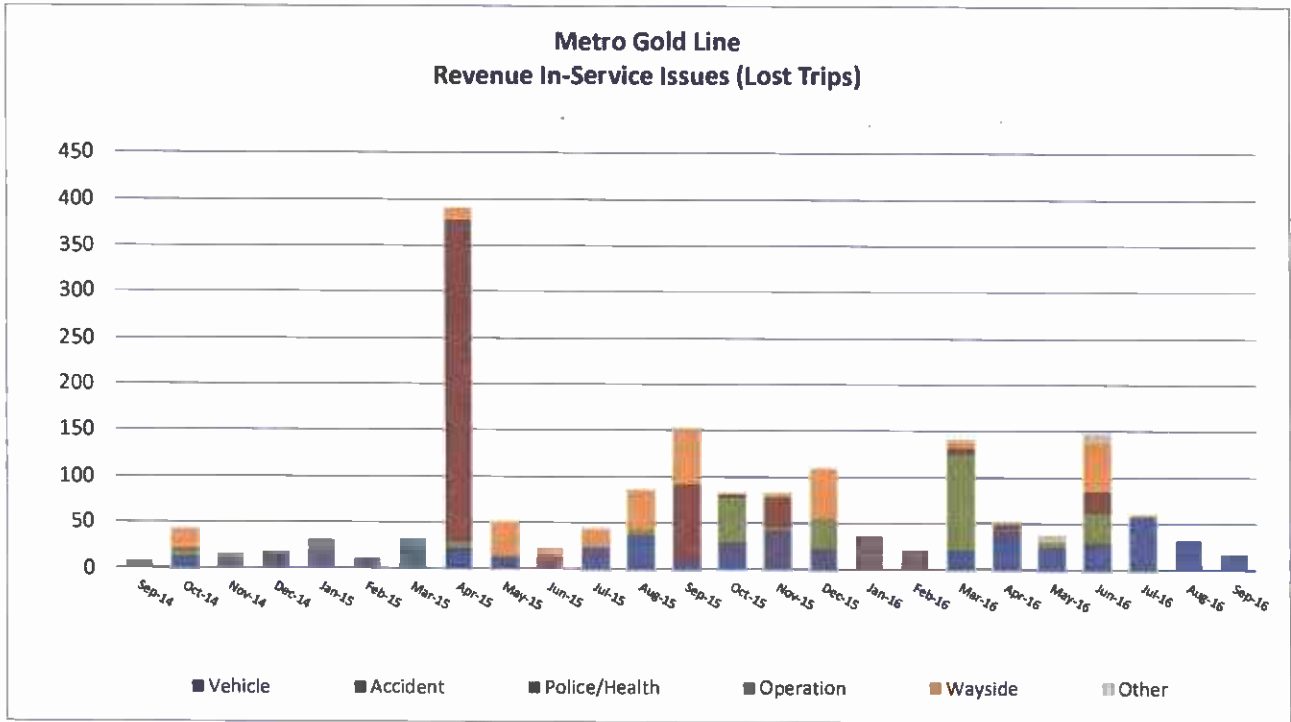
ON-TIME PULL OUTS CHART



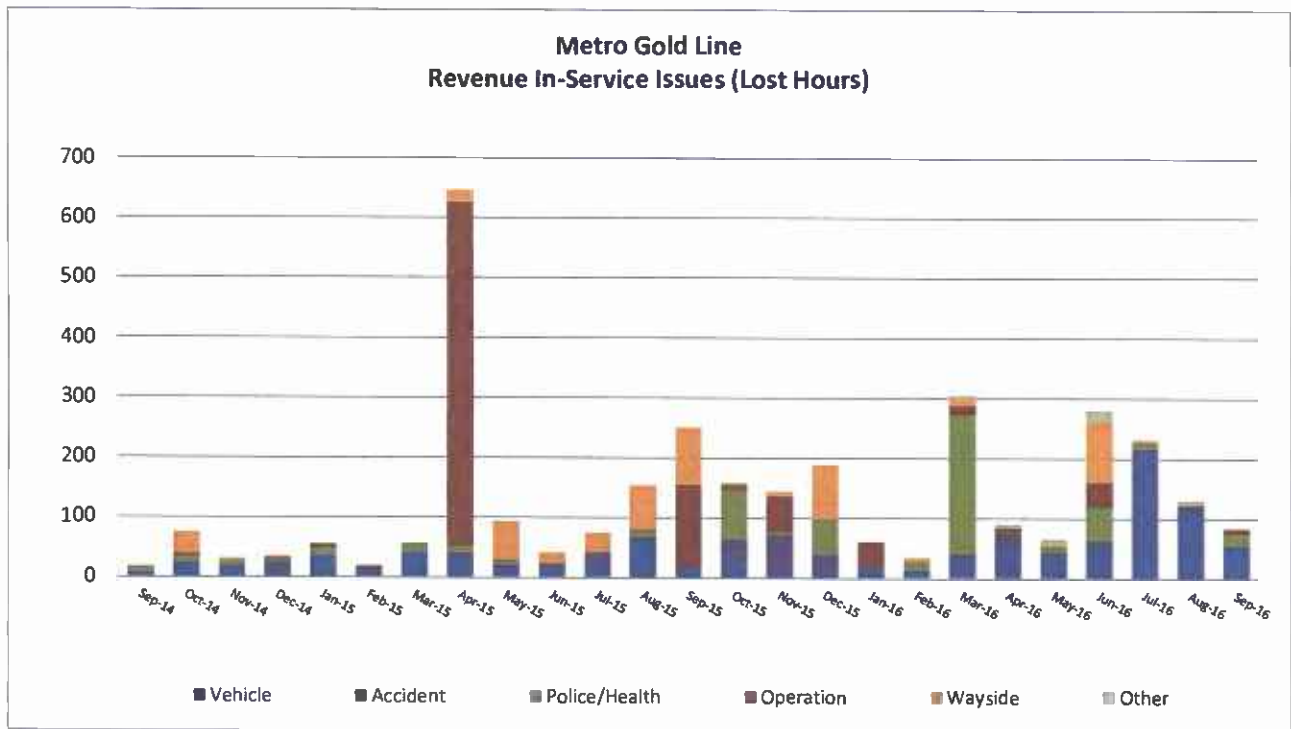
IN-SERVICE ON-TIME PERFORMANCE CHART



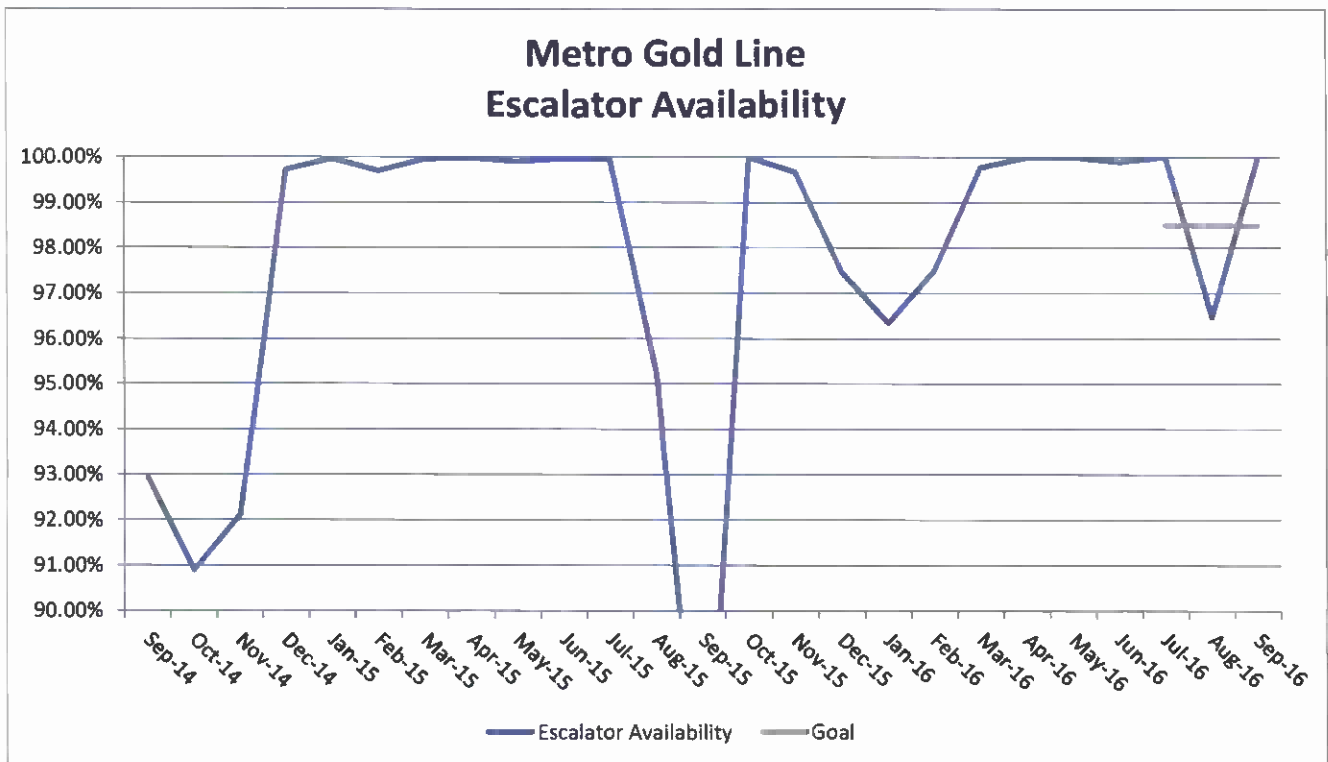
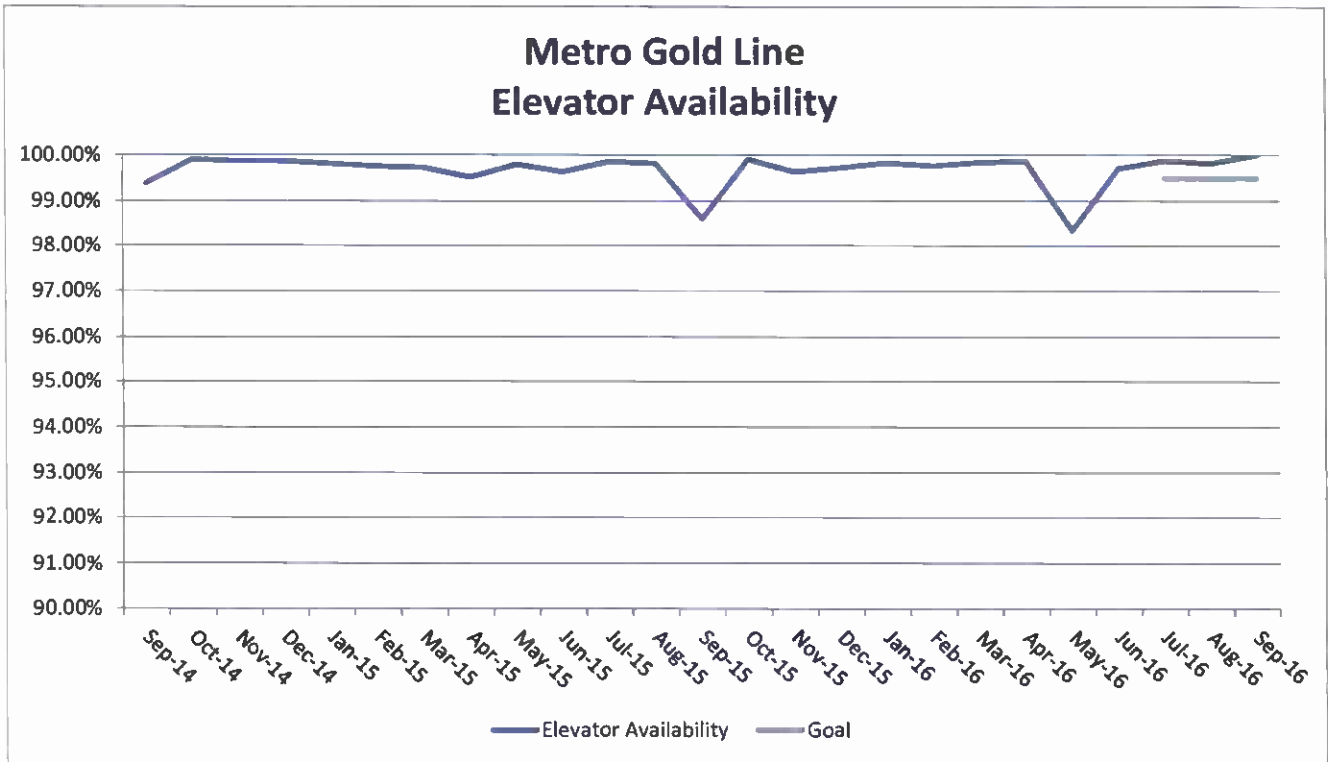
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



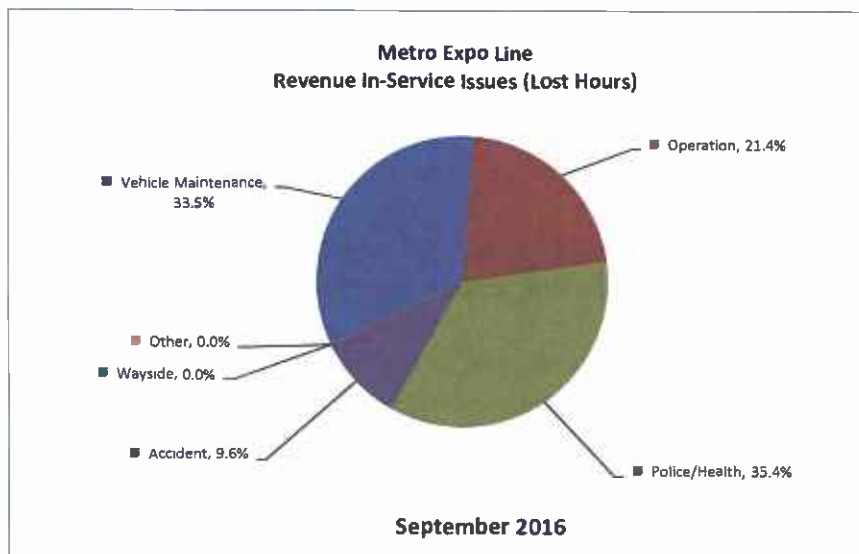
EXPO LINE

Out of a total of 14,960 hours operated, there were approximately 75 total hours of service delays.

September 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	14,886	99.5%
Hours Delayed	75	0.5%
Total Revenue Hours	14,960	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	7	16.1	21.4%
Accidents	2	7.2	9.6%
Vehicle Maintenance	21	25.1	33.5%
Wayside	0	0.0	0.0%
Police & Health	6	26.6	35.4%
Other	0	0.0	0.0%
Total	36	74.9	100.0%

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



September 2016 Expo Line major delay contributors were as follows:

Operations Incidents:

9/2/2016 2:54:00 PM - Incident# 2772620 (1 lost trip, 132 lost minutes)

Train 602 trip from Santa Monica to Bundy station was cancelled

9/10/2016 4:33:00 AM - Incident# 2775075 (1 lost trip, 132 lost minutes)

26th St Interlocking signal-6S, Train-102 T-89 consist #248-236 "out-late". Scheduled pull-out at 4:33 hours and actual pull-out at 5:23 hours with (50) minutes delayed.

9/10/2016 8:15:00 AM - Incident# 2775127 (3 lost trips, 397 lost minutes)

Expo Yard (Division-14), last three scheduled pull-out's canceled due to "no equipment" available. Train-105 at 8:15 hours, Train-101 at 8:27 hours and Train-619 at 8:39 hours.

9/14/2016 11:30:00 AM - Incident# 2776695 (0 lost trips, 8 lost minutes)

Train 605 Operator T-459 departed from Santa Monica Station eight minutes late for no reason.

9/14/2016 6:41:00 PM - Incident# 2776887 (0 lost trips, 12 lost minutes)

Refer to M3 #2,776,889

Train Delay due to deenergized track

South of San Pedro Station, Track #002.

9/18/2016 10:27:00 AM - Incident# 2778105 (2 lost trips, 271 lost minutes)

Trains 918 & 919 did not roll out from the Expo Yard at the prescribed scheduled times

9/21/2016 7:12:00 AM - Incident# 2779365 (0 lost trips, 12 lost minutes)

Train # 607 T-230 departed 12 minutes due to late arrival into 7th & Metro. Blue Line delays cause trains to be held outside of 7th & Metro.

Accidents:

9/13/2016 9:47:00 AM - Incident# 2776202 (1 lost trip, 146 lost minutes)

Train # 605 T-226, S/Bound Track #3, 17th Street Pedestrian Grade Crossing reports 1072.

9/26/2016 1:41:00 AM - Incident# 2780920 (2 lost trips, 286 lost minutes)

Train vs Motorcycle with a fatality

Train 604

T-497

Cars (158)B-157

Flower Washington tk 4

Vehicle Maintenance Incidents:

9/1/2016 5:21:00 PM - Incident# 2772261 (0 lost trips, 8 lost minutes)

Door problems car 1028B-1025-1027

Train 601

T-375

Track 3

Bundy station

Northbound

9/4/2016 4:33:00 AM - Incident# 2772940 (2 lost trips, 266 lost minutes)

B/O dynamic brake on 163.

Train 606

T-241

116-(163)-122

SB, Westwood Station, Track 3

9/5/2016 5:38:00 AM - Incident# 2773124 (0 lost trips, 12 lost minutes)

Horn/Gong not working LRV 119A

T-054

Train 602

LRV (119A) 108 138

26th Street Station, Track 3, northbound.

9/5/2016 6:28:00 AM - Incident# 2773128 (0 lost trips, 13 lost minutes)

Train keyed in Local on Trailing Cab of 131

T-054

Train 602

LRV 118-138-131

Crenshaw Station, Track 3, northbound.

9/7/2016 4:53:00 AM - Incident# 2773855 (0 lost trips, 480 lost minutes)

Train-603

T-230

Cars (1023)-1017-1036

USC/EXPO, Track #4

Southbound

HSCB Trip/ Friction Brakes

9/10/2016 5:29:00 PM - Incident# 2775236 (1 lost trip, 152 lost minutes)

Propulsion / Dynamic Brakes, Cars #(119A)-142-141

Train #601

T-354

Bill Robertson Way, Track #003, Northbound.

9/12/2016 11:51:00 PM - Incident# 2776014 (0 lost trips, 7 lost minutes)

Operator reports a door problem on Car 236A.

Cars 236A, 248

Train 605

T-375

Vermont TRK 4, southbound

9/14/2016 2:31:00 PM - Incident# 2776762 (0 lost trips, 4 lost minutes)

Doors, Cars #246-(248A 5/6-236

Train #605

T-449

Western Station, Track #004, Southbound.

9/14/2016 5:40:00 PM - Incident# 2776876 (0 lost trips, 13 lost minutes)

Propulsion / Dynamic Brakes, Cars #(145)-148-122

Train #601

T-392

23rd street Station, Track #004, Southbound.

9/15/2016 4:26:00 PM - Incident# 2777276 (0 lost trips, 12 lost minutes)

Operator reports of self applying brakes

Train 607

T-219

(149A)142-133

Sepulveda station, Trk. 4, southbound

9/17/2016 12:58:00 AM - Incident# 2777827 (0 lost trips, 20 lost minutes)

NO Fault no movement and Self applying brakes on the Trailing.

Train 604

T-455

(1019)-1014-(1018)

Washington and Flower (Junction)

20 minute delay

9/17/2016 2:45:00 AM - Incident# 2777836 (0 lost trips, 20 lost minutes)

No Fault No Movement/ Friction Break Fault

Train 604

T-455

(1019A FF)-1014-(1018)

Flower/Washington (Junction)

+20 min.

9/17/2016 5:34:00 PM - Incident# 2777979 (0 lost trips, 20 lost minutes)

No movement

Train #604

T-325

1024-1026-1023

7th and Metro Center Station, Track #1, NB

9/18/2016 3:07:00 PM - Incident# 2778152 (0 lost trips, 15 lost minutes)

Operator reports of no movement after cutting out doors on rail car 247

Train 608

T-241

(247)234-302

Crenshaw station, Trk. 4, southbound

9/19/2016 10:11:00 AM - Incident# 2778419 (0 lost trips, 11 lost minutes)

Propulsion / Dynamic Brakes

T-241

Train 603

LRV 1026-1018-1038-1038

7MC Station, Track 1, southbound.

9/21/2016 2:38:00 PM - Incident# 2779564 (1 lost trip, 133 lost minutes)

Propulsion fault unable to clear 1026-1018-1038

Train 601

T-407

Track 3

Northbound

Sepulveda station

9/27/2016 6:37:00 AM - Incident# 2781563 (0 lost trips, 12 lost minutes)

Hi-Circuit Breaker Trip. No Movement.

Train #606.

T-306.

LRV-(1038A),1018,1023.

Culver City Station, Track #3, Northbound.

9/28/2016 2:14:00 PM - Incident# 2782426 (1 lost trip, 133 lost minutes)

No fault no movement cars 1021-1027-1022

Train 606

T-392

Track 3

Northbound

9/29/2016 1:33:00 PM - Incident# 2782813 (1 lost trip, 143 lost minutes)

Operator reports of no movement

Train 603

T-502

(1025)1029-1033

Vermont station, Trk. 3, northbound

9/29/2016 10:20:00 PM - Incident# 2782937 (0 lost trips, 20 lost minutes)

Door Problem/ No movement

Train #604, T-401

(229B)-249

SB, Culver City Station, Track #4

9/30/2016 6:09:00 AM - Incident# 2783051 (0 lost trips, 12 lost minutes)

Car 144A Doors 5/6 unable to close

Train 605

T-442

17th St. Station track 3 Northbound

Consist 110-144-100

Police & Health Incidents:

9/6/2016 12:45:00 PM - Incident# 2773610 (1 lost trip, 133 lost minutes)

Sick individual at Culver City track 4.requesting medical attention.

9/8/2016 11:52:00 AM - Incident# 2774490 (10 lost trips, 1,410 lost minutes)

996-TOM at Vermont Station

9/14/2016 3:46:00 PM - Incident# 2776816 (0 lost trips, 13 lost minutes)

Other Felony/Misdemeanor (teenagers fighting) Cars #1029-1038-1028

Train #601

T-354

Vermont Station, Track #004, Southbound.

9/15/2016 5:05:00 PM - Incident# 2777279 (0 lost trips, 6 lost minutes)

Operator reports of a trespasser blocking train movement at 27th and Adams.

Train 99

T-509

1030-1016-1031

27th/Adams, Trk. 4, southbound

9/19/2016 2:13:00 PM - Incident# 2778526 (0 lost trips, 12 lost minutes)

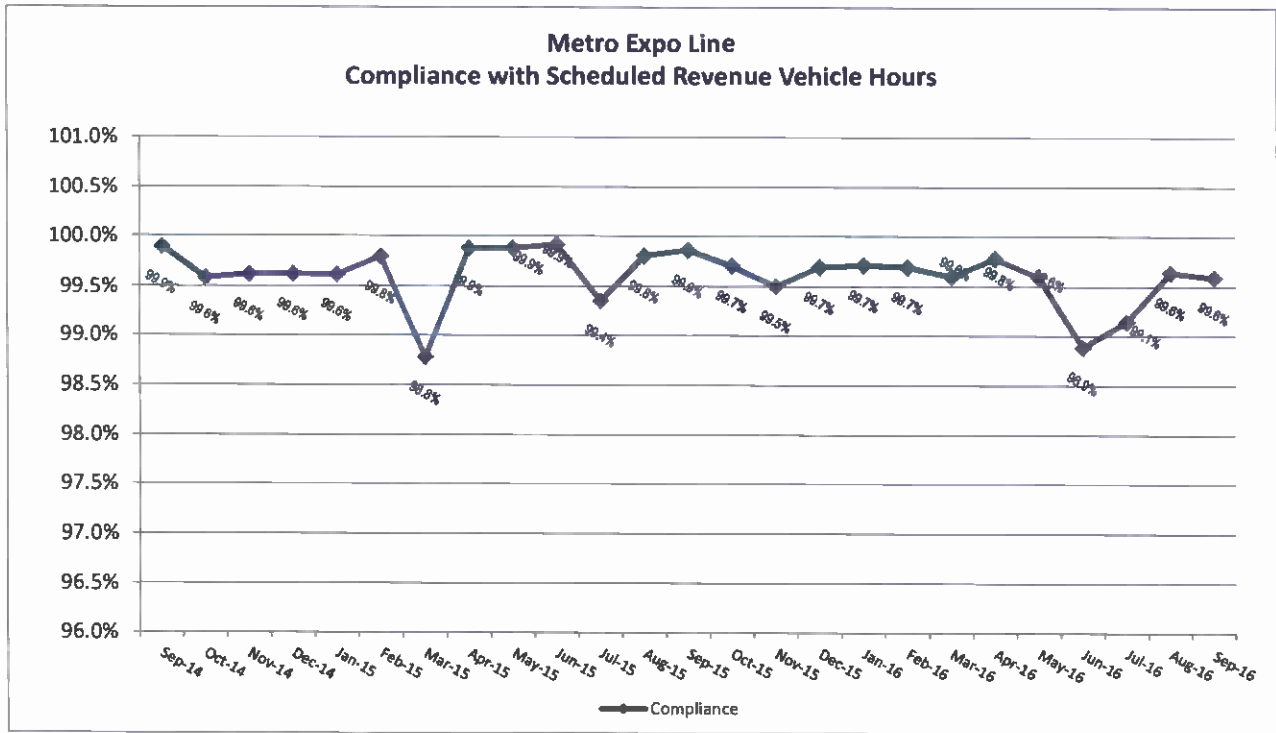
Intoxicated passenger requesting medical attention.

9/30/2016 12:50:00 AM - Incident# 2782974 (0 lost trips, 20 lost minutes)

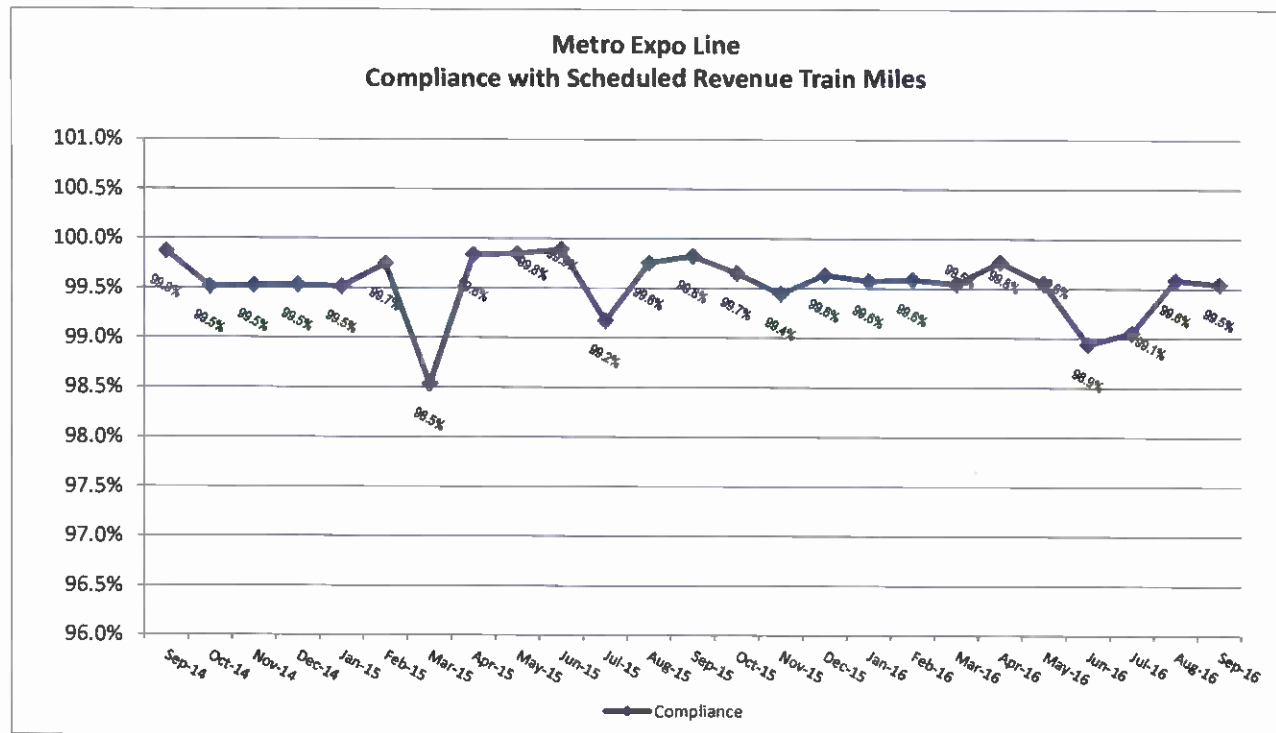
Traffic accident at Crenshaw Blvd. MTA not involved

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

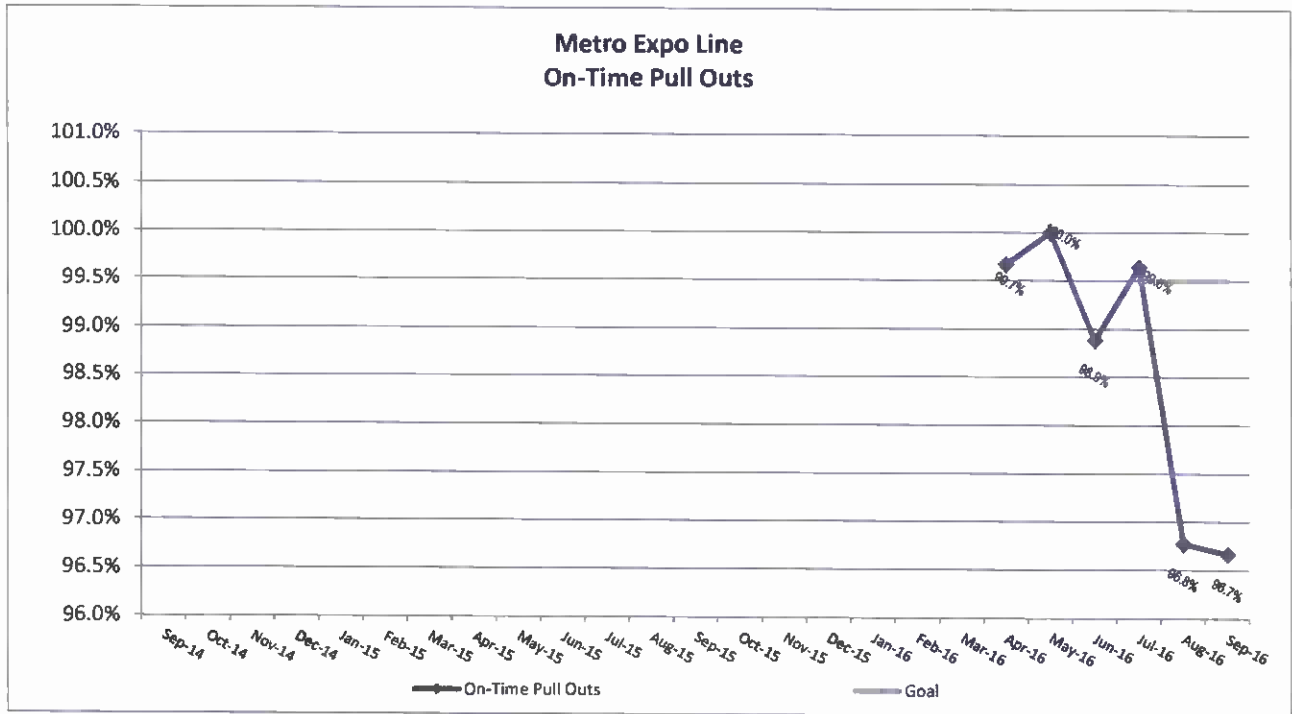
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



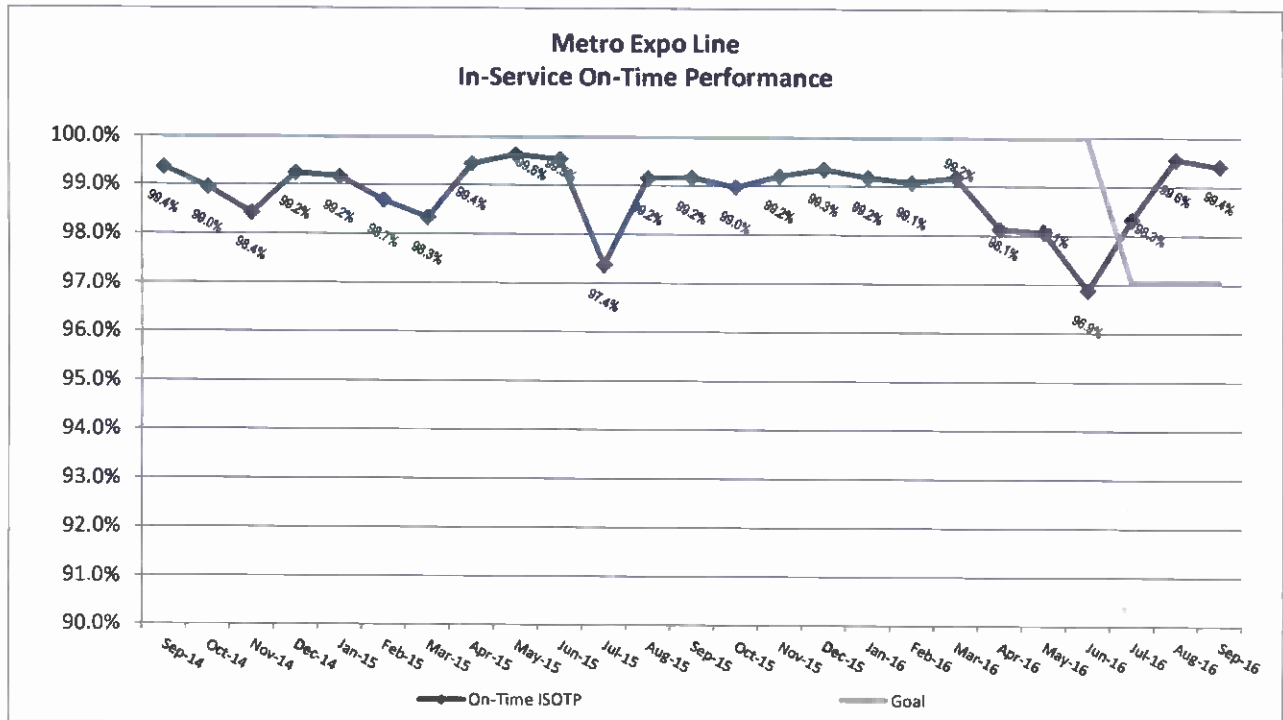
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



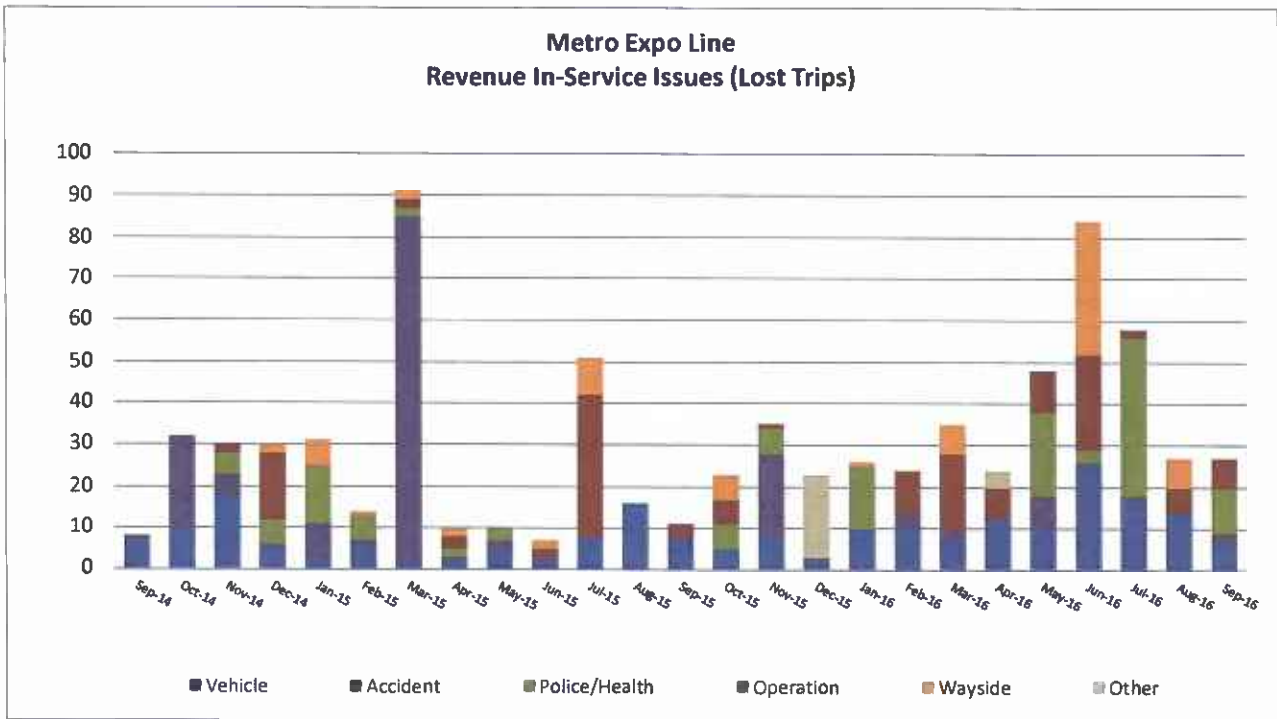
ON-TIME PULL OUTS CHART



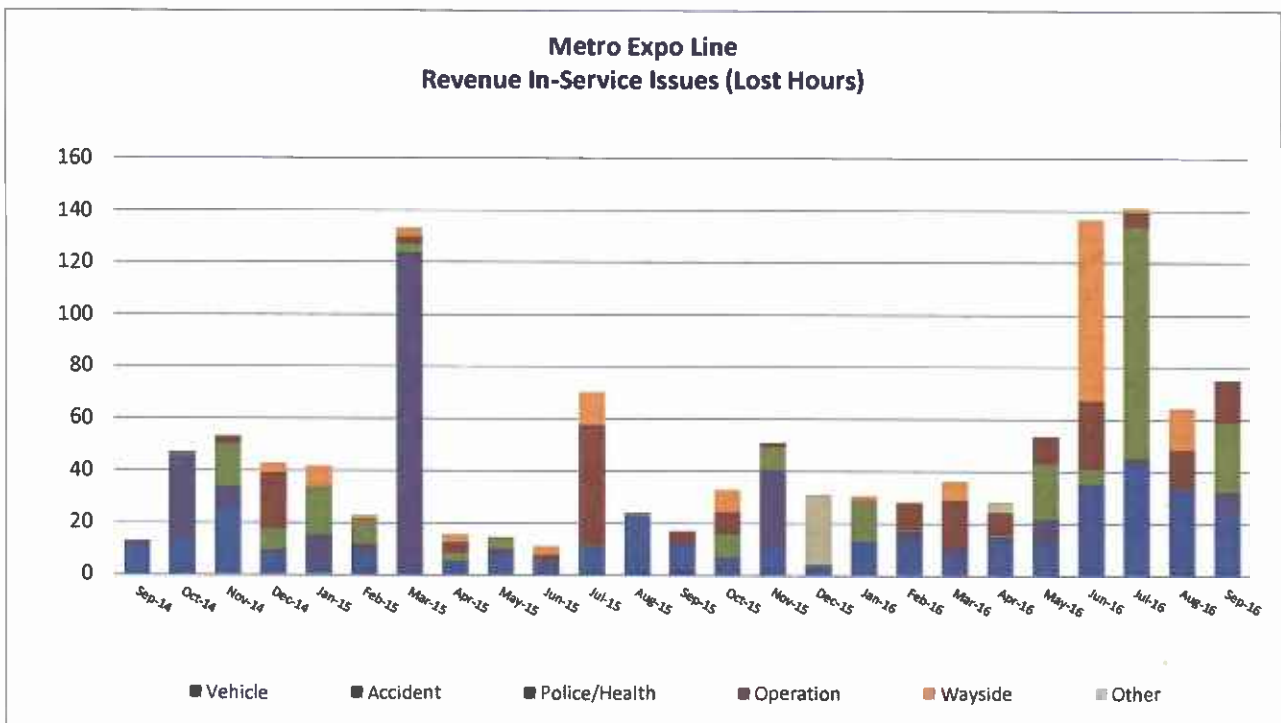
IN-SERVICE ON-TIME PERFORMANCE CHART



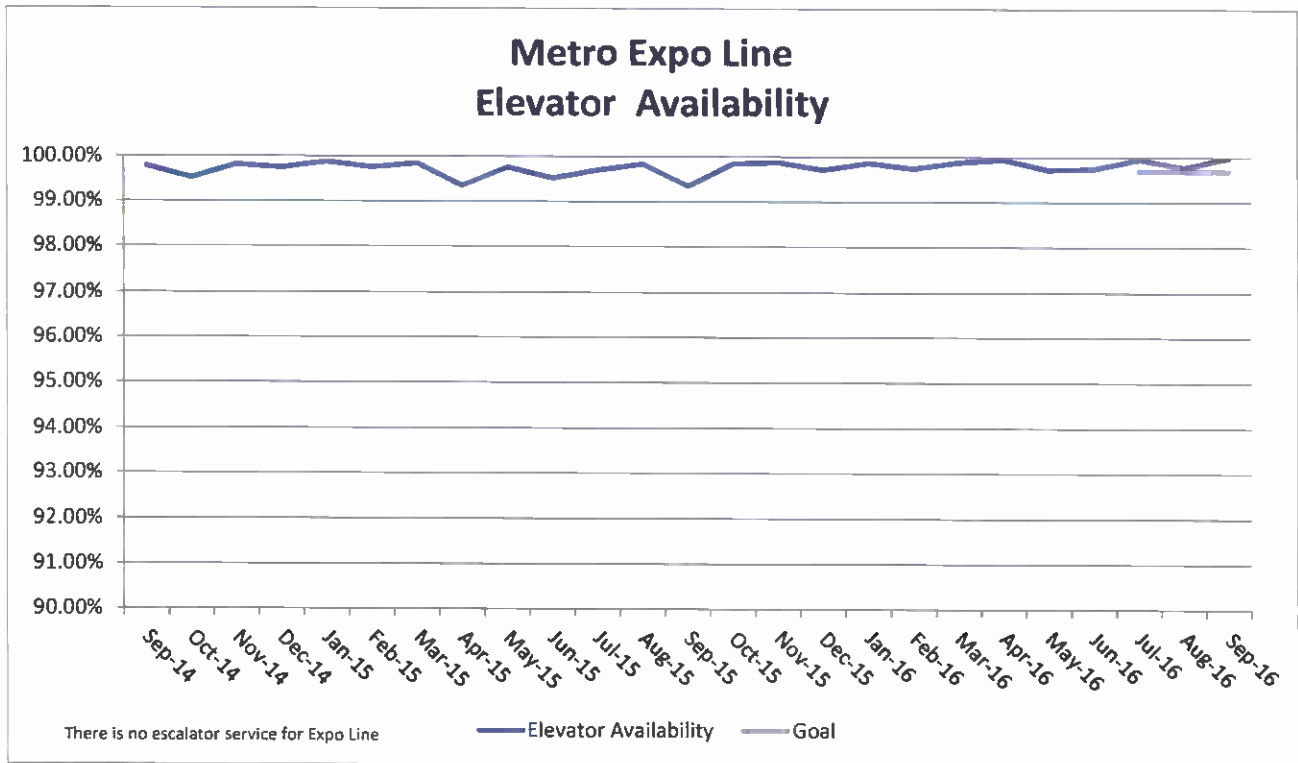
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



Financial Status

September 2016

FTA Quarterly Review
December 7, 2016



Metro

Excellence in Service and Support

FY17 – Indicators

- **FY17 Q1 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR) increased 0.2% over FY16 Q1**
- **At September 30, 2016 the Los Angeles County unemployment rate remains below the State and equal to National overall rates:
LA 5.0%, CA 5.5% and US 5.0%**
- **Inflation in the Los Angeles Metropolitan Area for the period ended September '16 = 1.9% over September '15**
 - **Excluding Food and Energy, core inflation declined to 3.0%**
- **Transit indicators – FY 17 Q1**
 - Ridership versus prior year**
 - Bus: -9.1%**
 - Rail: +7.3%**
 - Total: -5.2%**
 - Fare revenues – FY17Q1 -2.1% vs FY 16**



Metro

FY17 Q1 – Highlights

- Board approved Budget \$86.7M for the overhaul of 74 Heavy Rail Vehicles (HRV's) for the Red/Purple Lines
- Awarded a \$15 million USDOT TIGER Grant for the Rosecrans/Marquardt Grade Separation Project.
- Opened the North Hollywood Underpass Project, the underground pedestrian passageway between the Metro Red and Orange Lines
- Served as host agency for the APTA Annual Meeting
- Completed the inaugural Women Build METRO Los Angeles (WBMLA) Pre-Apprentice Boot Camp

FY17 Q2– Look Ahead

- Harriet breaking through at Leimert Park station on Crenshaw/LAX line and the lowering of the first segment of the TBM Angeli for the Regional Connector
- Expand service on the Expo Line to Santa Monica as light rail vehicles become available.
- Prepare for the issuance of \$600 million in bonds to continue to take advantage of current low interest rates.

Los Angeles County
Metropolitan Transportation Authority

METRO CONSTRUCTION SAFETY FTA Quarterly Review Meeting December 7, 2016



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Crenshaw/LAX Transit Project

CRENSHAW/LAX TRANSIT PROJECT

- ❑ Metro participated in WSCC Tool-Box Safety Meetings in July, August and September 2016.
- ❑ Metro participated in WSCC Executive Safety Meetings on July 20th and September 21st.
- ❑ Metro/WSCC conducted Executive Safety Walks on July 12th.
- ❑ Metro participated in WSCC's Subcontractor Safety Committee Meetings on August 10th.
- ❑ Project-to-Date Total Work Hours: 3,448,349
Recordable Injuries as of September 2016: 39
Project Rate per 200,000 Labor Hours: 2.2
BLS National Heavy Construction Incident Rate: 3.0
Total Restrictive Duty Injuries as of September 2016: 2



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Westside Purple Line Extension
Section 1 Project

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

❑ Project to Date Total Work Hours:	1,175,741
Recordable Injuries as of August 2016:	3
Project Rate per 200,000 Labor Hours:	0.5
BLS National Heavy Construction Incident Rate:	3.0



Regional Connector Transit Corridor Project

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

❑ Project-to-Date Total Work Hours:	1,164,367
Recordable Injuries as of August 2016:	7
Project Rate per 200,000 Labor Hours:	1.2
BLS National Heavy Construction Incident Rate:	3.0

CONSTRUCTION SAFETY QUARTERLY REPORT



- Conducted monthly All Hands Safety/Security Meetings with 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

Crenshaw/LAX Transit Project

FTA Quarterly Review – December 7, 2016



Project Description



- 8.5 miles Light Rail
- 8 Stations
- \$2,058.0 Million (Board approved revised LOP)
- Neighborhoods: Crenshaw, Inglewood, Westchester

Project Summary

- The southbound TBM holed thru at Leimert Park on October 20, 2016. Over the last month the best three-shift daily tunneling performance was 140-feet per day. TBM will be repositioned back to Expo/Station to begin the northbound tunnel mining in November 2016.
- Metro and WSCC are working together to finalize a “Completion Schedule” to plan and achieve an October 30, 2019 Revenue Service Date.
- Metro and WSCC completed negotiating a settlement of several major issues and are in the process of finalizing an agreement.
- All areas of the alignment are under construction.



Metro

Project Cost Reporting: LOP Budget, Changes and Expenditures

CRENSHAW/LAX TRANSIT PROJECT (LOP \$2,058 million) PMOC
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
COST REPORT BY ELEMENT
PERIOD: SEPTEMBER 2016
UNITS IN DOLLARS

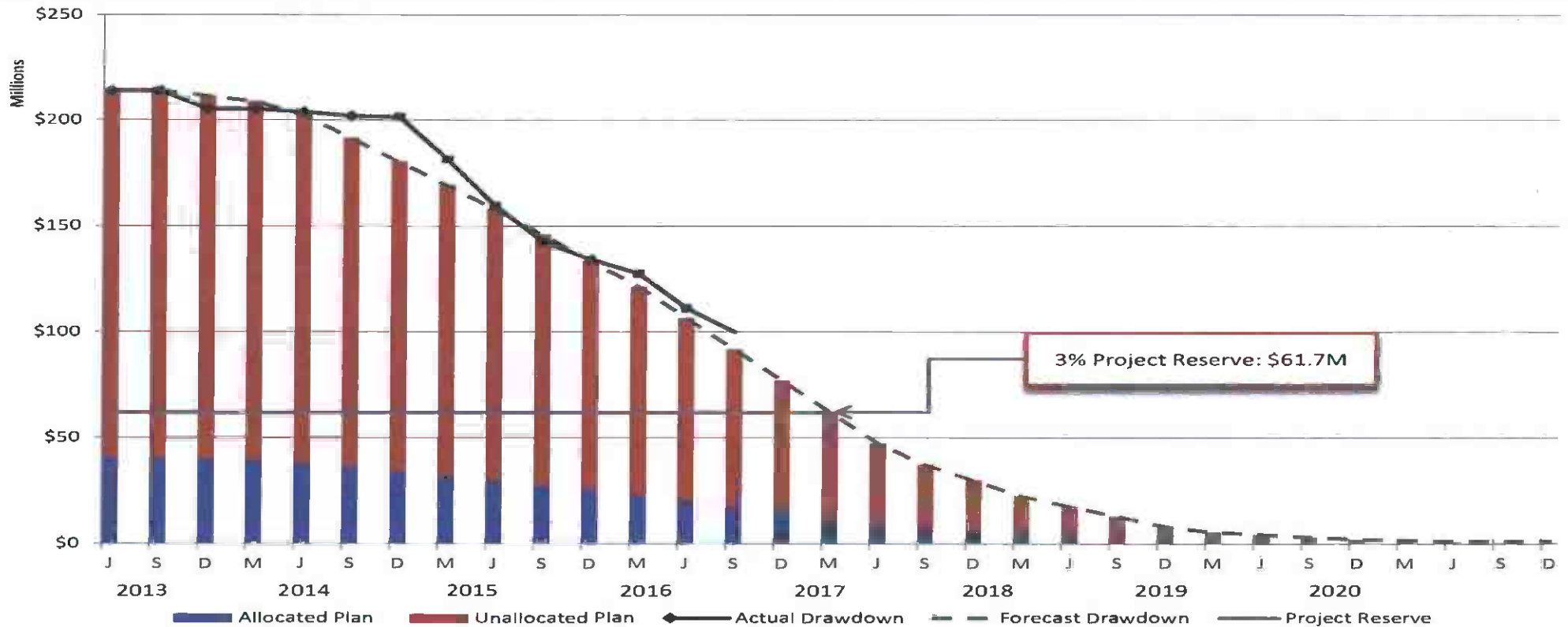
SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	-	443,578,773	29,782,595	237,319,804	-	450,354,375	(2,145,626)
20	STATIONS	153,906,000	-	316,050,000	123,912	303,697,278	3,023,835	133,132,609	-	315,050,000	(1,000,000)
30	SOUTHWESTERN YARD	66,673,000	-	73,245,544	-	71,053,330	1,659,912	18,401,408	-	71,164,000	(2,081,544)
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	(77,206)	373,121,176	5,619,181	263,631,964	(107,000)	382,942,543	34,376,544
50	SYSTEMS	125,132,000	-	169,311,000	244,935	152,608,855	2,045,124	9,778,814	-	169,436,000	125,000
CONSTRUCTION SUBTOTAL (10-50)		1,052,622,000	-	1,359,672,544	291,640	1,344,059,412	42,130,647	662,264,597	(107,000)	1,388,946,918	29,274,374
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	(12,134)	123,470,236	316,045	120,579,129	-	127,490,000	90,000
70	LRT VEHICLES	87,780,000	-	82,100,000	-	82,050,901	-	9,015,878	-	83,571,544	1,471,544
80	PROFESSIONAL SERVICES	273,147,000	-	300,093,178	9,740,761	315,259,098	5,695,635	248,589,683	9,516,900	355,438,610	55,345,432
CONSTRUCTION SUBTOTAL (10-50)		1,545,843,000	-	1,869,265,722	10,020,266	1,864,839,647	48,142,326	1,040,449,286	9,409,900	1,955,447,071	86,181,349
90	UNALLOCATED CONTINGENCY	177,157,000	-	162,734,278	-	-	-	-	(9,409,900)	76,552,929	(86,181,349)
TOTAL PROJECT 865512 with SWY 49% (10-100)		1,723,000,000	-	2,032,000,000	10,020,266	1,864,839,647	48,142,326	1,040,449,286	-	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	10,020,266	1,890,389,034	48,142,326	1,065,998,674	-	2,058,000,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 30-SEP-2016.

Expenditures include pending invoice(s) for major construction & professional service contracts but have not been posted in Metro's Financial Information System (FIS).
 Contract C0988 - Design Builder WSCC \$ 17,897,499.36 PA# 37 (\$17,897,499.36 fund by 865512 and \$0.0 by non-Crenshaw/LAX project funding)



Budget Contingency Drawdown (Allocated and Unallocated with an Accounting of Shifts)



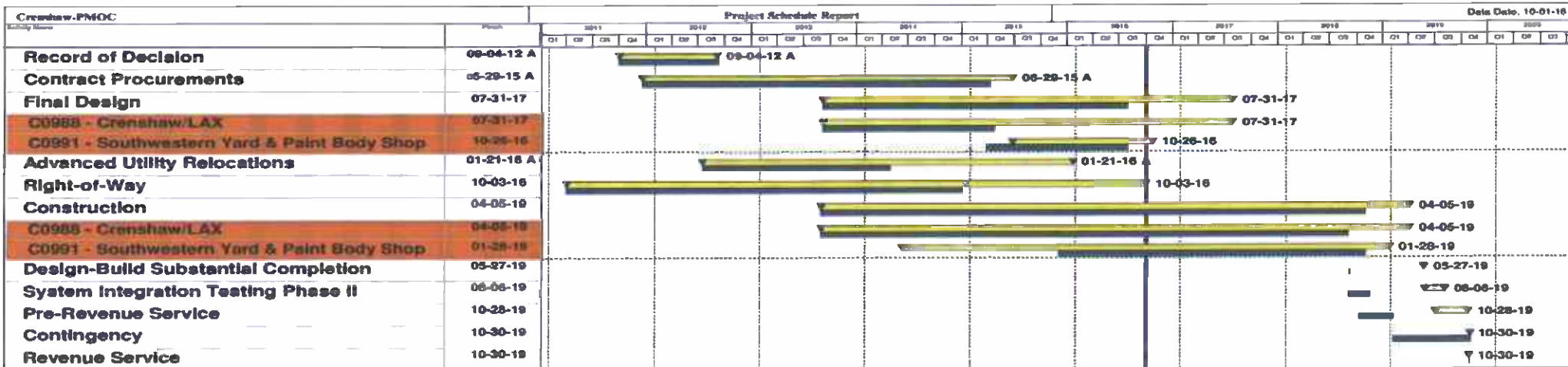
PROJECT COST CONTINGENCY (through 30-Sep-2016)

UNITS IN DOLLARS

	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(87,537,171)	(9,409,900)	(96,947,071)	76,552,929
Allocated Contingency	40,366,792	(16,692,353)	(368,847)	(17,061,200)	23,305,592
Total Contingency	213,866,792	(104,229,524)	(9,778,747)	(114,008,271)	99,858,521



Schedule Status Planned vs. Actual



Summary
Baseline Summary
Milestone

Design-Build Project Delay:
230 calendar days behind current contract



List of New Change Orders Above \$100K and Requests Greater Than \$1M

Contract Modifications Above \$100,000									
Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issue	Modification Type				
					HZ	CR	FLS	UT	OTH
C0988 Design-Build	193.0	Shut Down at MLK Station	\$ 123,912.00	8/19/2016					✓
	188.1	Claim Res: Design Radio Redundancy	\$ 250,000.00	8/26/2016					✓
			TOTAL	\$ 373,912.00					
WSCC Requests for Additional Compensation Greater Than \$1 Million									
C0988 Modification Issued									
			TOTAL	\$ -					



Legend: HZ Hazardous Material
 CR Criteria Upgrade
 FLS Fire and Life Safety
 UT Utilities
 OTH Other

Major Project Status

Construction Progress – Alignment D-B C0988

- Southbound tunnel holed thru to Leimert Park Station box in October. This milestone marks the completion of the first tunnel from Expo Station to Leimert Park Station.
- Curb, gutter and sidewalk work continues in Park Mesa Heights to widen street and allow for Metro Right of Way down center of Crenshaw Blvd.
- Falsework erection has started on the I-405 bridge.
- Crews continue rough grading & fill on the guide way between Centinela and Prairie to prepare for installing rail profile starting with under drain and sub-ballast.



Metro

Major Project Status

Construction Progress-Southwestern Yard D-B C0991

- Substantially completed final design to support all planned construction.
- Continued site excavation, including main shop excavation of pits, footings and grade beam.
- Continued with structural excavation and started concrete placement of main shop building service & inspection pits, deep foundations, grade beams and blow down pits.
- Continue underground utilities work such as sewer, electrical, plumbing and water lines.



Metro

Construction Photo (Segment A)



Contractor placing roof concrete for cut-and-cover tunnel segment of underground structure #1 in front of LAX runways.



Metro

Construction Photo (Segment B)



Contractor crews continue with rebar and formwork installations for the platform deck at Fairview Heights Station.

Construction Photo (Segment C)



Contractor crew removing temporary rail and vent lines to prepare for invert pour of mined tunnel.



Metro

Community Relations Outreach Status

- WSCC began improvements to the LADOT Owned parking lots in Park Mesa Heights as part of the temporary construction parking plan.
- Participated in the 11th Annual Taste of Soul Festival.
- Continue to work with individual businesses and residents with an interest in the at-grade segment, including members of the Baldwin Hills Estates HOA, Greg Dulan, Jim McBeth and Council District 8.
- Working with stakeholders to address concerns including drop-off areas for children at Ivy League Preschool to parking for patrons of Dulan's Restaurant.
- Participated in Metro's first annual Older Adult Transportation Expo at LAUS on October 4.

DBE Participation Status for Design and Construction – Alignment D-B C0988

- DBE Goal – Design 20.00%
 - Current DBE Commitment \$20,324,964 19.42%
 - Current DBE Participation \$25,083,160 25.27%
- 21 Design subcontractors have been identified to-date.

-
- DBE Commitment - Construction \$235,351,664 20.00%
 - Current DBE Commitment \$157,346,658 13.37%
 - Current DBE Participation \$121,969,295 24.31%

137 Construction subcontractors have been identified to-date.



Metro

Commitment – Current DBE contract commitment divided by current contract value.

Participation – Total amount paid to date to DBEs divided by the amount paid to date to the Prime.

DBE Participation Status for Design and Construction – Southwestern Yard D-B C0991

- DBE Goal – Design 20.00%
- Current DBE Commitment \$1,582,052 13.89%
- Current DBE Participation \$1,092,512 16.92%

Six Design Subcontractors have been identified to-date.

-
- DBE Commitment - Construction \$25,181,792 16.00%
 - Current DBE Commitment \$3,877,565 2.46%
 - Current DBE Participation \$985,825 6.47%

14 Construction subcontractors have been identified to-date.



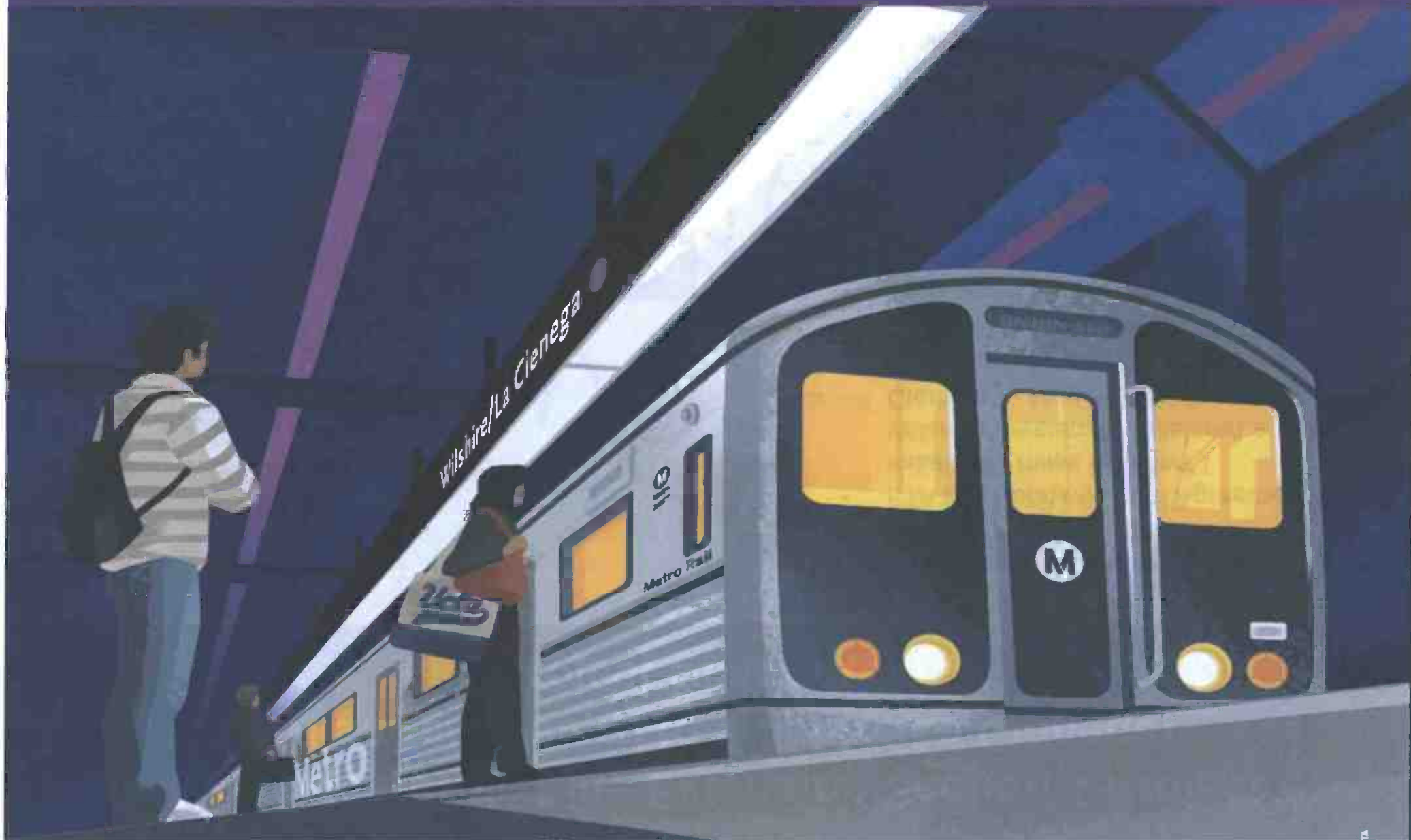
Metro

Commitment – Current DBE contract commitment divided by current contract value.
 Participation – Total amount paid to date to DBEs divided by the amount paid to date to the Prime.

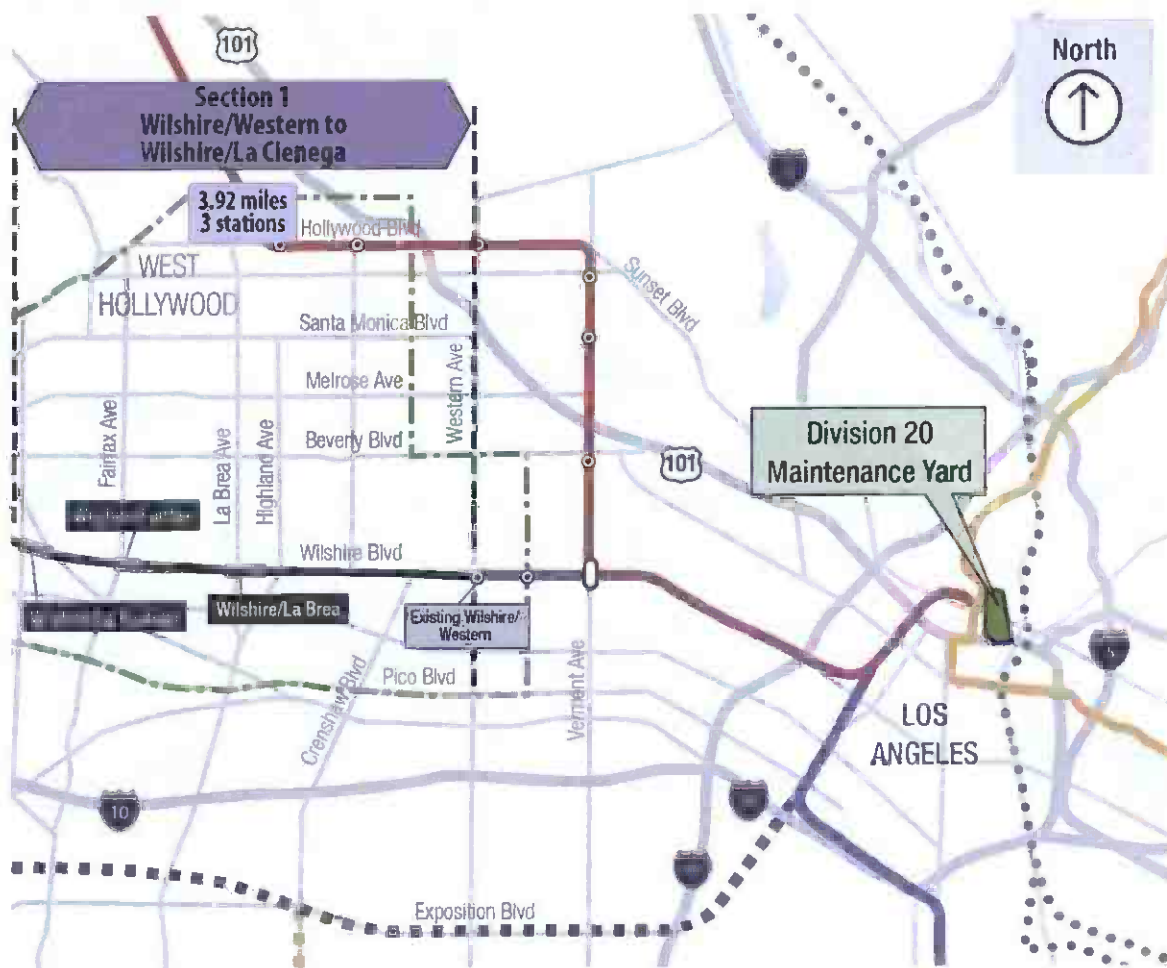
Top Risks and Mitigations

Risk ID	Risk Description	Risk Rating	Mitigation Strategies
302	Timely future reviews of design-builder's designs by City of Los Angeles.	12	3. Next level of design reviews before submittal. 6. Working with city to acquire add'l staff. Increase FTE. Proposing to BOE that they should only be reviewing final submittal. 9. Work with DB to resolve rejected submittals. Extended design reviews
323	Design-builder's ability to mitigate schedule delays	12	1. Work with design builder to strategies on mitigating delays 2. Resolve any outstanding schedule issues.
172	The following Differing Site Conditions (DSC) could be encountered: Additional contaminated soils Caving on CIDH piles and cross passages Slow soldier pile installation Cobbles on soldier piles Running sand on soldier piles Boulders on tunneling, soldier piles and excavation support systems High GWT on soldier piles H2S and CH4 gasses on tunneling (presence) H2S and CH4 gasses on tunneling (approach & requirements for dealing) Groundwater on open cut excavations Abrasive soils on tunneling DSC on sloppy muck, face clogging, advance rate, abrasion Shoring oil wells on tunneling Contaminated conditions	12	The mitigation measures for the DSCs may involve one or all of the following: 1. Prepare change control charts pre-approved by the project team (Metro and DB) to include streamlining the change process and defining roles and responsibilities. 2. CWPs must include DSCs with solutions - plan ahead and develop a pro-active approach. 3. Process RFIs in a timely manner. 4. Be pro-active when issues arise, jump on the issue, visit the site asap, pull the decision makers together, and make decisions. 5. Pre-establish subject matter experts and task forces to deal with specific DSCs.

**Westside Purple Line Extension Section 1 Project
FTA Quarterly Review Meeting
December 7, 2016**



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



- FTA Record of Decision for entire 9-mile Project - August 9, 2012
- FTA Full Funding Grant Agreement for initial 3.92 miles (Section 1 Wilshire/Western to Wilshire/La Cienega) – May 21, 2014
- Extension of Purple Line from existing Wilshire/Western station
- Twin-bored tunnels and 3 new subway stations:
 - Wilshire/La Brea
 - Wilshire/Fairfax
 - Wilshire/La Cienega
- Division 20 Yard Modifications
- FFGA Budget: \$2.82 Billion
- Revenue Service Date:
 - Forecast – November 8, 2023
 - FFGA – October 31, 2024

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

WPLE Section 1 - Wishire/Western to La Cienega - 01-OCT-16		Project Schedule Report												Data Date: 01-Oct-16																							
Activity Name	Finish																																				
		<table style="width: 100%; text-align: center; border-collapse: collapse;"> <tr> <td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td><td>2025</td><td>2026</td><td>2027</td> </tr> <tr> <td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td> </tr> </table>												2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027																									
Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q																									
Record of Decision	09-Aug-12 A																																				
Contract Procurements	30-Sep-15 A																																				
Advanced Utility Reloc.	02-Jan-17																																				
Right-of-Way	31-Mar-17																																				
Final Design - DB	10-Apr-17																																				
Construction	09-Jun-23																																				
Testing/Pre-Rev. Svc.	07-Nov-23																																				
Forecast RSD	08-Nov-23																																				
FFGA RSD	31-Oct-24																																				

Primary Baseline
 Remaining Work
 ◆ Milestone
 Actual Work
 Critical Remaining Work

Westside Purple Line Extension Section 1 Project Current/Forecast Project Cost Status by SCC

DOLLARS IN THOUSANDS

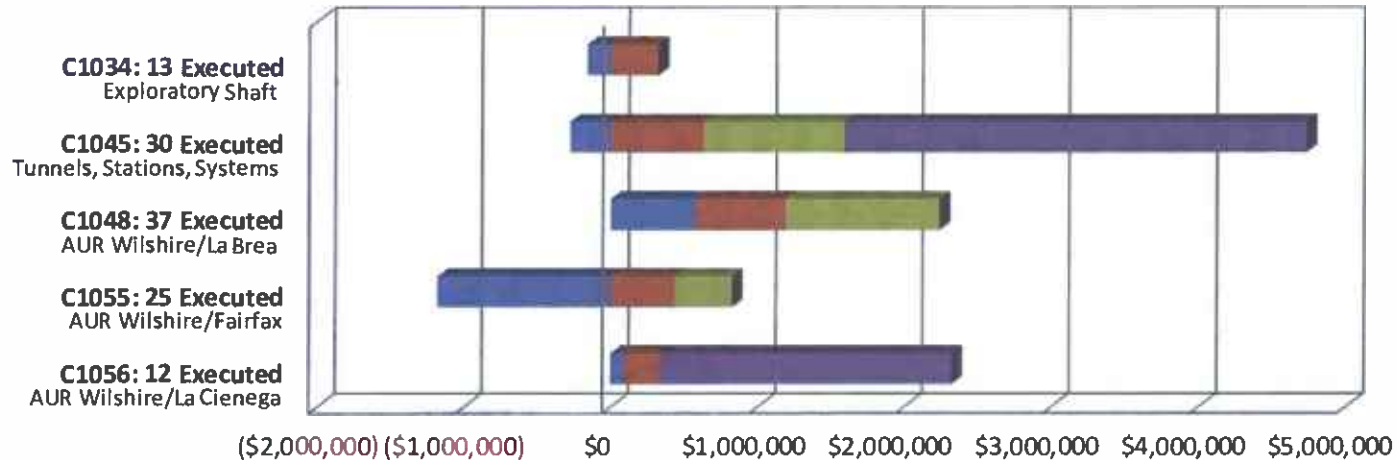
SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST*	CURRENT FFGA BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	565,080	380,680	380,970	18,614	387,938	7,258
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	435,145	30,059	440,621	8,640
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	34,198	529	39,327	1,655
40	SITWORK & SPECIAL CONDITIONS	139,820	745,771	770,743	408,301	790,436	44,665
50	SYSTEMS	123,579	111,625	98,008	9,156	113,574	1,949
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,707,730	1,719,064	466,659	1,771,896	64,166
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	162,830	153,406	190,036	54,932
70	VEHICLES	160,196	160,196	-	-	145,493	(14,703)
80	PROFESSIONAL SERVICES	410,342	410,926	261,564	216,056	414,075	3,149
SUBTOTAL (10-80)		2,220,629	2,413,955	2,143,458	836,121	2,521,499	107,544
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	241,112	208,579
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
TOTAL PROJECT (10-100)		2,821,957	2,821,957	2,143,458	836,121	3,093,675	271,718

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 2016 PLUS PENDING INVOICES FROM PB, WEST, C1045, C1056, AND C1078

* CURRENT PROJECT BUDGET LESS CONCURRENT NON-FFGA ACTIVITIES

Westside Purple Line Extension Section 1 Project Current Contract Modifications Summary

Contract Modifications (MODs) by Cost Level

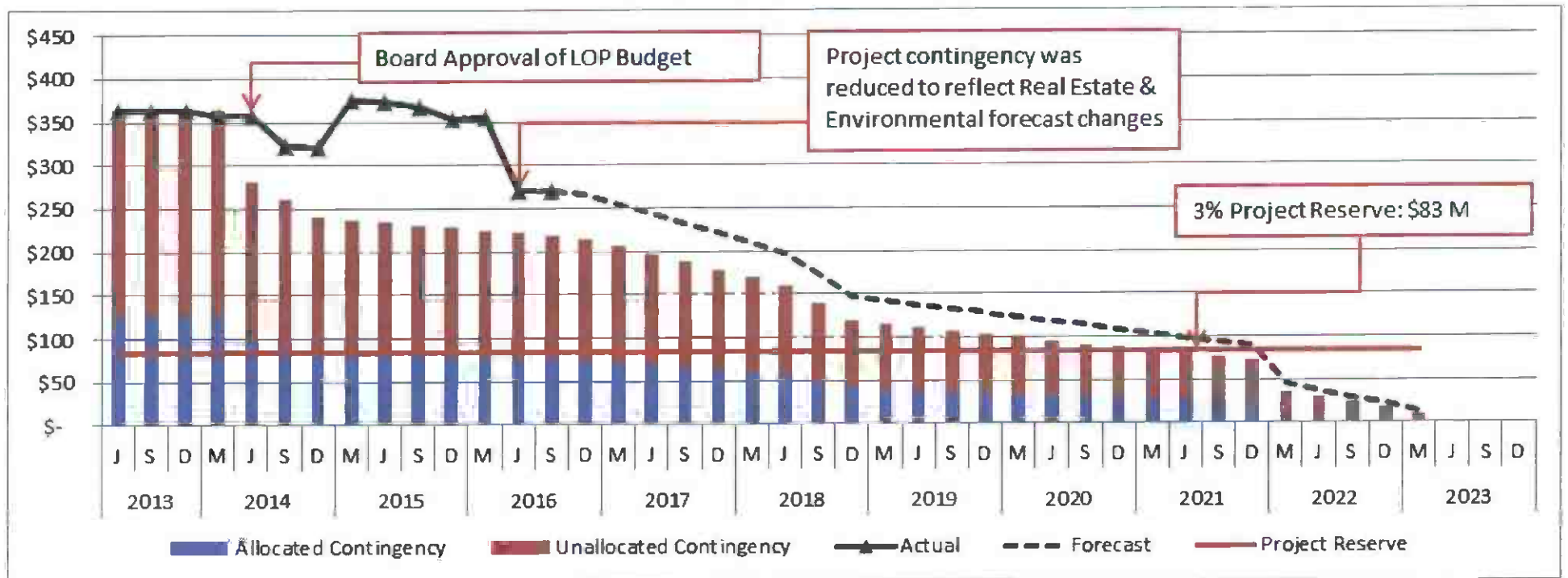


	C1034 13 Executed	C1045 30 Executed	C1048 37 Executed	C1055 25 Executed	C1056 12 Executed	Total
■ Under \$100K	(164,288)	(281,256)	574,448	(1,179,119)	95,719	(954,495)
■ \$100K to \$250K	321,000	626,791	616,809	436,190	245,024	2,245,814
■ \$250K to \$1M	-	960,911	1,050,980	390,709	-	2,402,600
■ Over \$1M	-	3,150,000	-	-	1,983,179	5,133,179
Total Contract MODs	156,712	4,456,446	2,242,237	(352,220)	2,323,922	8,827,098
Contract Award Amount	6,487,020	1,636,418,585	6,181,000	14,430,000	20,250,000	1,683,766,605
% of Contract MODs	2.4%	0.3%	36.3%	-2.4%	11.5%	0.5%

Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount.

Risk analysis and risk allocation through early pre-construction activities and design services during construction have enabled Metro to successfully manage the current Section 1 construction contracts.

Westside Purple Line Extension Section 1 Project Project Cost Contingency Drawdown



Westside Purple Line Extension Section 1 Project Progress Update

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



Clark Construction Group/Gruen Associates 30% Design Submittal Soil excavation, backfill and compaction at Division 20 MOW

- Notice-To-Proceed for Contract C1078 was issued to Clark Construction Group on September 30, 2015. The current final design status of the MOW/NRV Building is at 85% complete.
- The Design Advisory Working Group met on June 9, 2016 and accepted the 30% Design Submittal. The Artist contract was awarded on September 27, 2016 to allow the presentation of artwork/architecture integration concept to the Design Advisory Working Group on November 9, 2016.
- The property purchase agreement for the Chalmers property exchange was approved at the June 2016 MTA Board Meeting. Right-of-entry to do construction work will be executed between Chalmers and Metro.
- All shoring installation is complete for both the northern and southern portions of the site. Soil excavation, backfill and compaction continues. Permits have been obtained for the sanitary sewer relocation. LABOE approval for the storm drain relocation is expected in November 2016.

Westside Purple Line Extension Section 1 Project City of Beverly Hills Memorandum of Agreement (MOA)

Memorandum Of Agreement (MOA)

- Beverly Hills City staff is reviewing the current negotiated version of the Memorandum of Agreement (MOA) with various members of the Beverly Hills City Council. Approval by the Beverly Hills City Council is anticipated in December 2016 and approval by the MTA Board is anticipated at the January 2017 Board meeting.

Westside Purple Line Extension Section 1 Project Progress Update

Advanced Utility Relocations, Stations, Tunnels and Systems



Work at the La Brea Station site - South Muck Shaft



Piling at Wilshire / Fairfax Station site

- Weekend closures at the Wilshire/La Brea Station site to install deck panels have been completed. There were 22 weekend closures initially planned to perform this work. This work was completed in 16 weekend closures, six weeks ahead of schedule on October 17, 2016.
- Hanging of existing utilities from under the installed deck panels is underway at the Wilshire/La Brea Station site.
- Excavation for the Wilshire/La Brea Station that commenced on October 12, 2016 continues beneath the concrete deck.
- 3rd Party utility relocations at the Wilshire/Fairfax Station were completed on October 21, 2016.
- Wilshire/Fairfax pile installation which began on August 18, 2016 continued on the north side of Wilshire Boulevard, with the plan to switch piling operations to the south side of Wilshire Boulevard on the weekend beginning November 19, 2016.
- Demolition of the buildings acquired at the Wilshire/La Cienega Station staging areas began in September 2016 with the planned completion scheduled to occur in November 2016 .
- Tunnel Boring Machines (TBMs) are being fabricated for delivery in late 2017. Tunneling is planned to begin in early 2018.

Westside Purple Line Extension Section 1 Project Disadvantaged Business Enterprise (DBE) Status

Contract C1045 Westside Purple Line Extension, Section 1 Design-Build

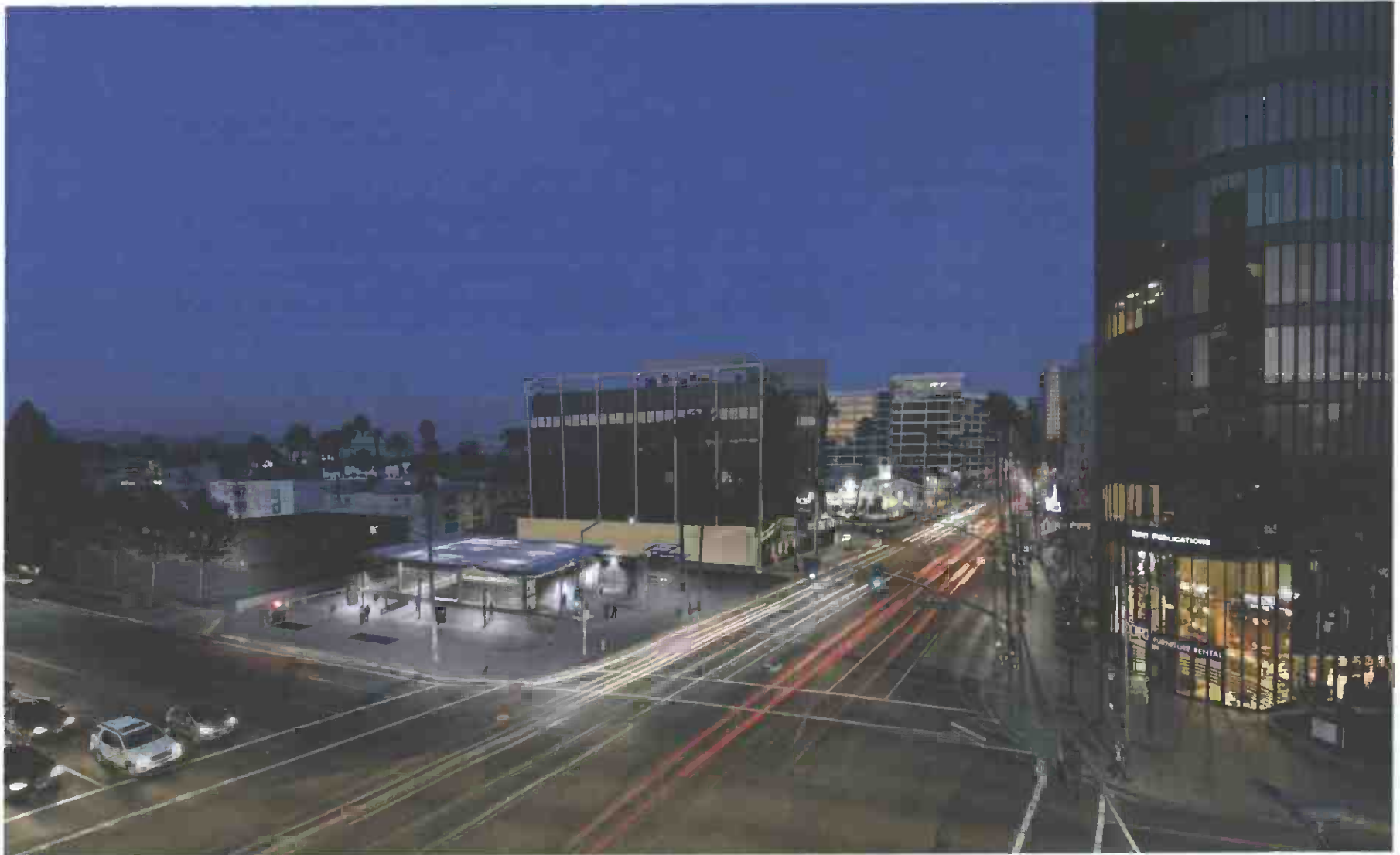
(Reporting Data as of September 2016)

- DBE Goal – Design 20%
- Current DBE Commitment \$12,923,604.88 (20.25%)
- Current DBE Participation \$9,010,750.25 (16.10%)
- Fourteen (14) Design DBE subcontractors have been identified for Design
- DBE Goal – Construction 17%
- Current DBE Commitment \$258,940,454.57(17%)
- Current DBE Participation \$18,995,727.13 (5.32%)
- Sixty (60) Construction DBE subcontractors have been identified to-date

Westside Purple Line Extension Section 1 Project Top Risks & Mitigations

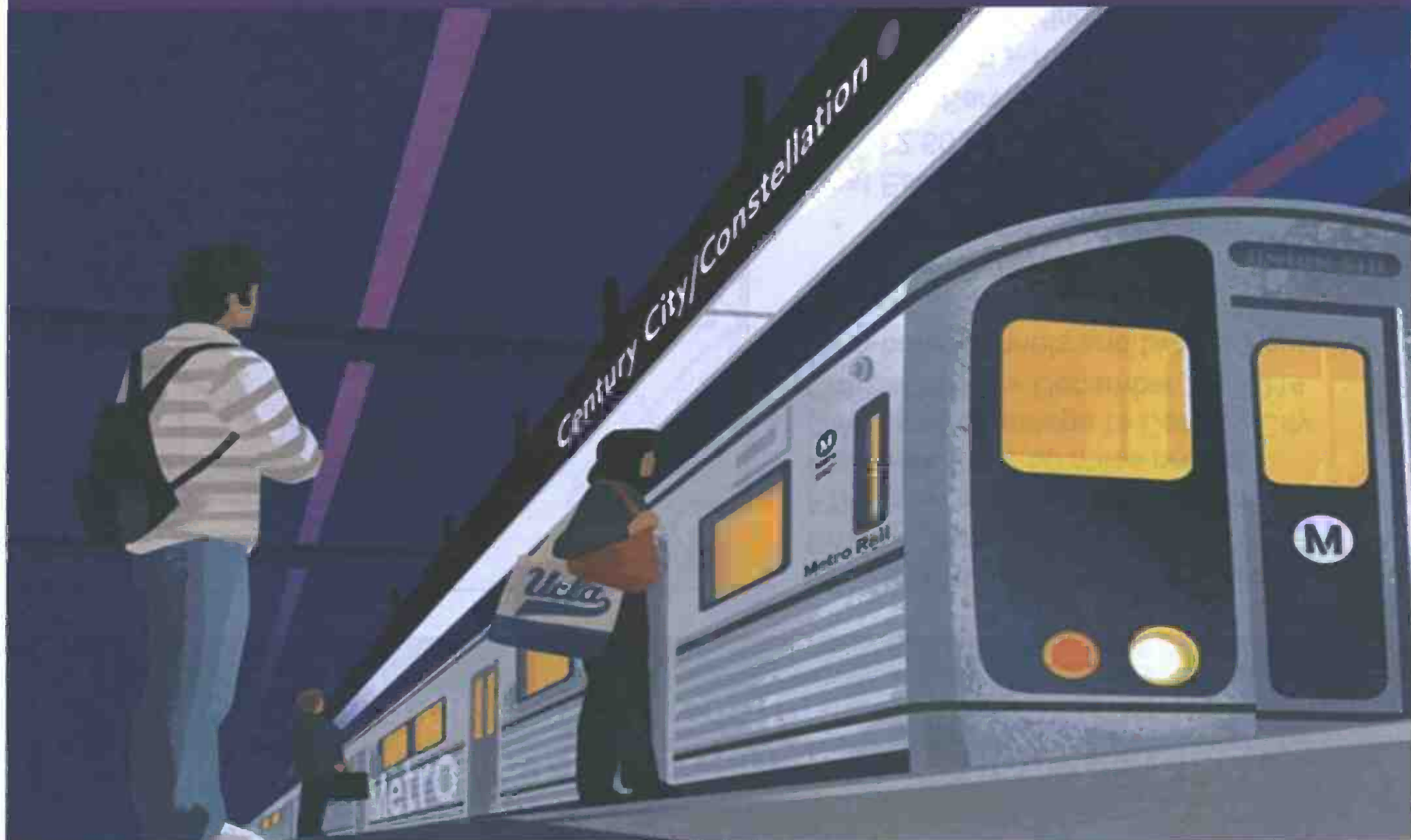
Risk ID	Risk Description	Risk Mitigation	Risk Score
633	Cost of ROW acquisitions exceeds the FFGA SCC Line Item.	<ol style="list-style-type: none"> 1. Metro's Life of Project Budget includes contingency that covers the increase. The Risk Score will remain as "high" until the \$3.15 billion Life of Project Budget is reconciled with the \$2.82 billion FFGA Budget. 2. Approval by FTA on property sales and whether the sales revenue can be allocated back to Project budget. 	15
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.	<ol style="list-style-type: none"> 1. DB contractor to comply with all requirements in the FEIS regarding air quality, noise and vibration issues and any other local ordinances requirements. 2. DB Contractor has mitigation measures in place. 3. The Wilshire/La Brea decking operation completed in 16 weekends versus a planned 22 weekends. 	9
628	Systems integration with existing Purple Line at Wilshire/Western Station.	<ol style="list-style-type: none"> 1. STS to perform a systems workshop to include PMOC and Metro. [Completed] 2. Contractor complying with Systems Integration Plan. [In Progress] 	8
256	Potential cost and schedule impact for building settlement and damage from underground construction and potential dewatering difficulties.	<ol style="list-style-type: none"> 1. Additional geotechnical investigations to be conducted during Final Design. 2. Conducted analysis for 2 stations 3. A modified contingency plan is under development for Wilshire/Fairfax and Wilshire/La Cienega stations. 	7.5

Westside Purple Line Extension Section 1 Project

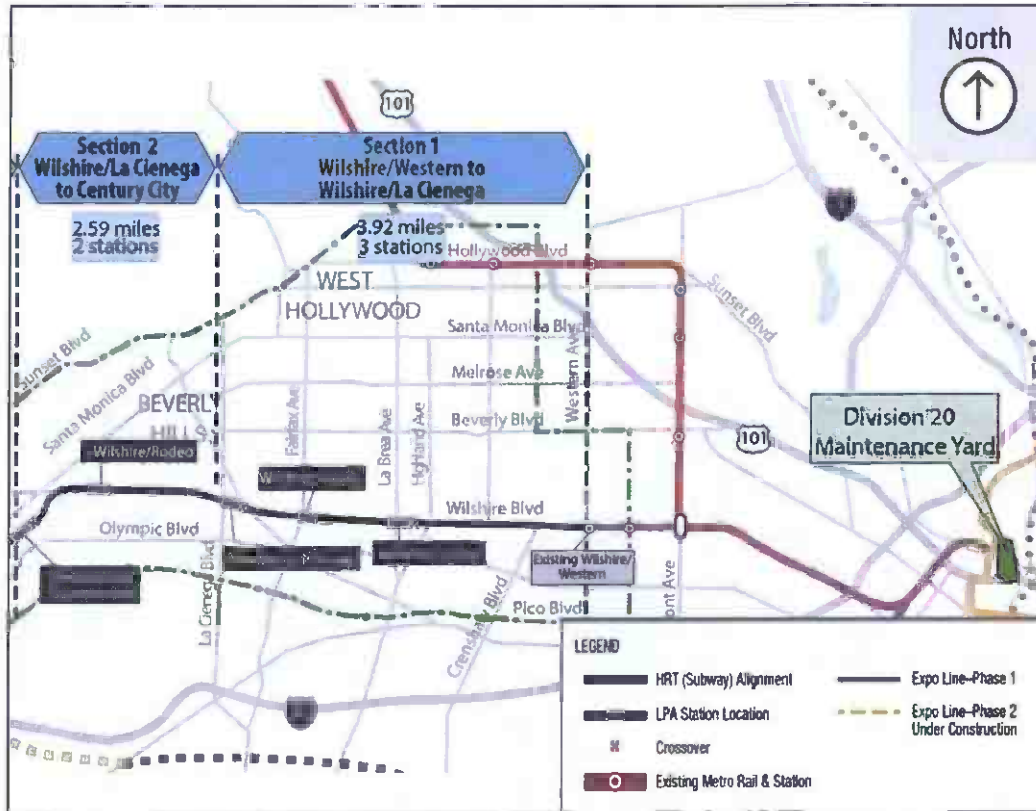


C1045 Design/Build Contract Computer-Generated Rendering of Wilshire/La Cienega Station

Westside Purple Line Extension Section 2 Project
FTA Quarterly Review Meeting
December 7, 2016



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



- FTA Record of Decision for entire 9-mile Project - August 9, 2012
- FTA entry into New Starts Engineering Phase for the 2.59 miles project (Wilshire/La Cienega to Century City Constellation) – December 31, 2014
- Twin-bored tunnels and two new subway stations
 - Wilshire/Rodeo
 - Century City Constellation
- Cost Estimate
 - \$2.50 Billion
- Revenue Service Date
 - Forecast – August 2025
 - FFGA (Pending) – December 2026

Westside Purple Line Extension Section 2 Project Commitments of Local Agency Funds

Funding and Approvals

- Metro is Seeking New Starts Funding and a TIFIA Loan for the second Section (2.59 miles) of the Westside Purple Line Extension Project. The funding sources for the total Project Budget are:
 - Federal New Starts \$1,187 million
 - Measure R \$781 million
 - TIFIA Loan \$307 million
 - CMAQ \$169 million
 - Other Funds \$55 million
 - **Total: \$2,499 million**
- TIFIA application submitted to the U.S. Department of Transportation on September 7, 2016.

Westside Purple Line Extension Section 2 Project D/B Contract C1120 Procurement Status/ FFGA Schedule/CMSS

- CMSS Proposals received April 5, 2016.
- C1120 Proposals received June 1, 2016.
- CMSS Contract Notice of Intent to Award was issued on October 6, 2016.
- FFGA anticipated approval in December 2016.
- C1120 Contract award anticipated in January 2017.

Westside Purple Line Extension Section 2 Project Advanced Utility Relocations (AUR) and Third Party Coordination

Wilshire/Rodeo Station

- Final SCE WTCP and Design Plans have been submitted to COBH.
- SCG & AT&T 100% WTCPs and SCG 100% Plans have been submitted to COBH, pending comments.
- Received comments from COBH for the AT&T 100% Plans.

Century City Constellation Station

- Telecom joint trench – Construction began on September 6, 2016. Installation of the communications ductbank is in progress. Completion of cable pulling/splicing is anticipated in June 2017.
- Received DOT comments on Final SCG WTCP.



Joint Trench Construction at Constellation Blvd

Westside Purple Line Extension Section 2 Project Current Project Cost Status

DOLLARS IN THOUSANDS

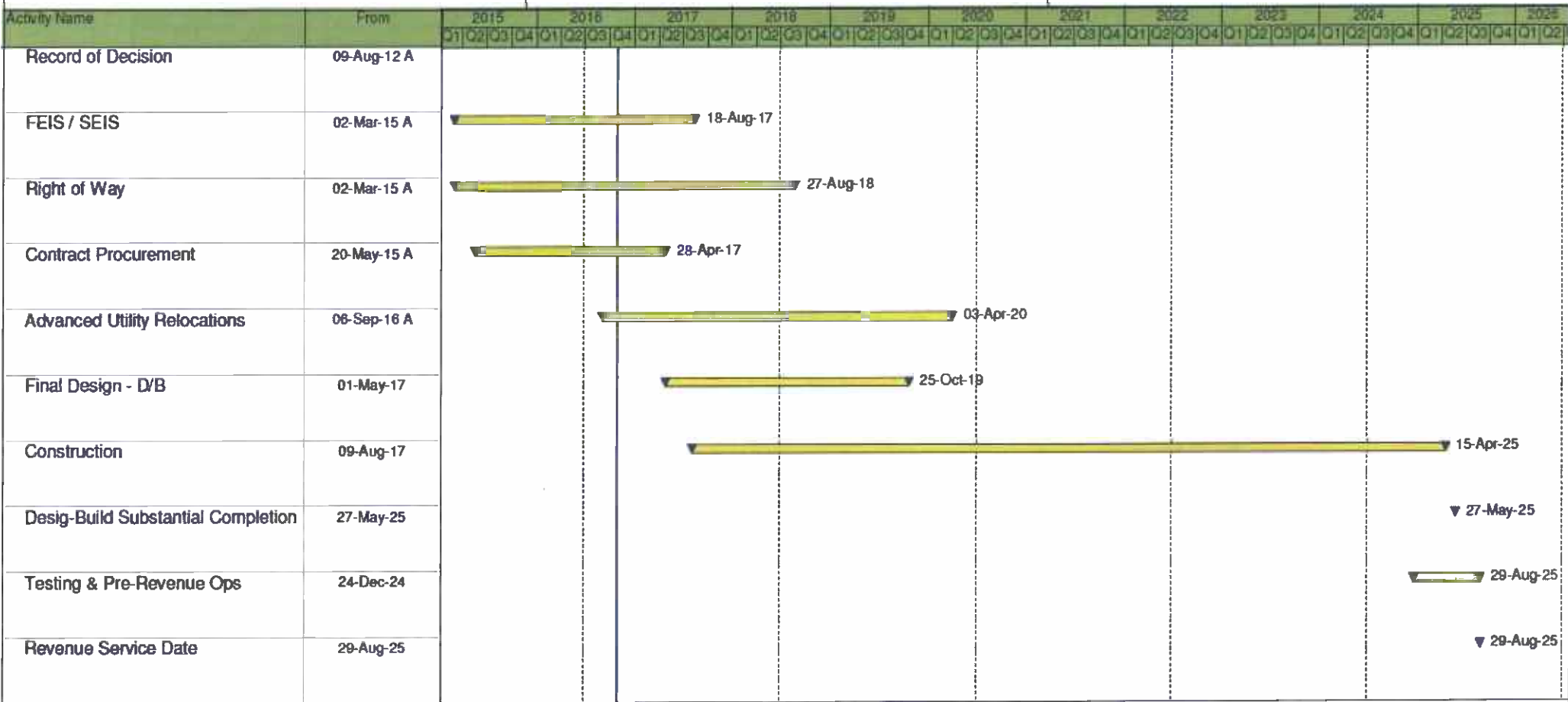
SCC CODE	DESCRIPTION	CURRENT ESTIMATE	COMMITMENTS	EXPENDITURES	CURRENT FORECAST
10	GUIDEWAY & TRACK ELEMENTS	385,323	-	-	385,323
20	STATIONS, STOPS, TERMINALS, INTERMODAL	517,378	-	-	517,378
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-
40	SITework & SPECIAL CONDITIONS	406,955	7,347	217	406,955
50	SYSTEMS	96,734	-	-	96,734
CONSTRUCTION SUBTOTAL (10-50)		1,406,389	7,347	217	1,406,389
60	ROW, LAND, EXISTING IMPROVEMENTS	312,422	166,839	82,849	312,422
70	VEHICLES	85,351	-	-	85,351
80	PROFESSIONAL SERVICES	383,941	64,609	48,264	383,941
SUBTOTAL (10-80)		2,188,104	238,795	131,330	2,188,104
90	UNALLOCATED CONTINGENCY	222,441	-	-	222,441
100	FINANCE CHARGES	88,695	-	-	88,695
TOTAL (10-100)		2,499,240	238,795	131,330	2,499,240

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 2016 PLUS PENDING PB INVOICE

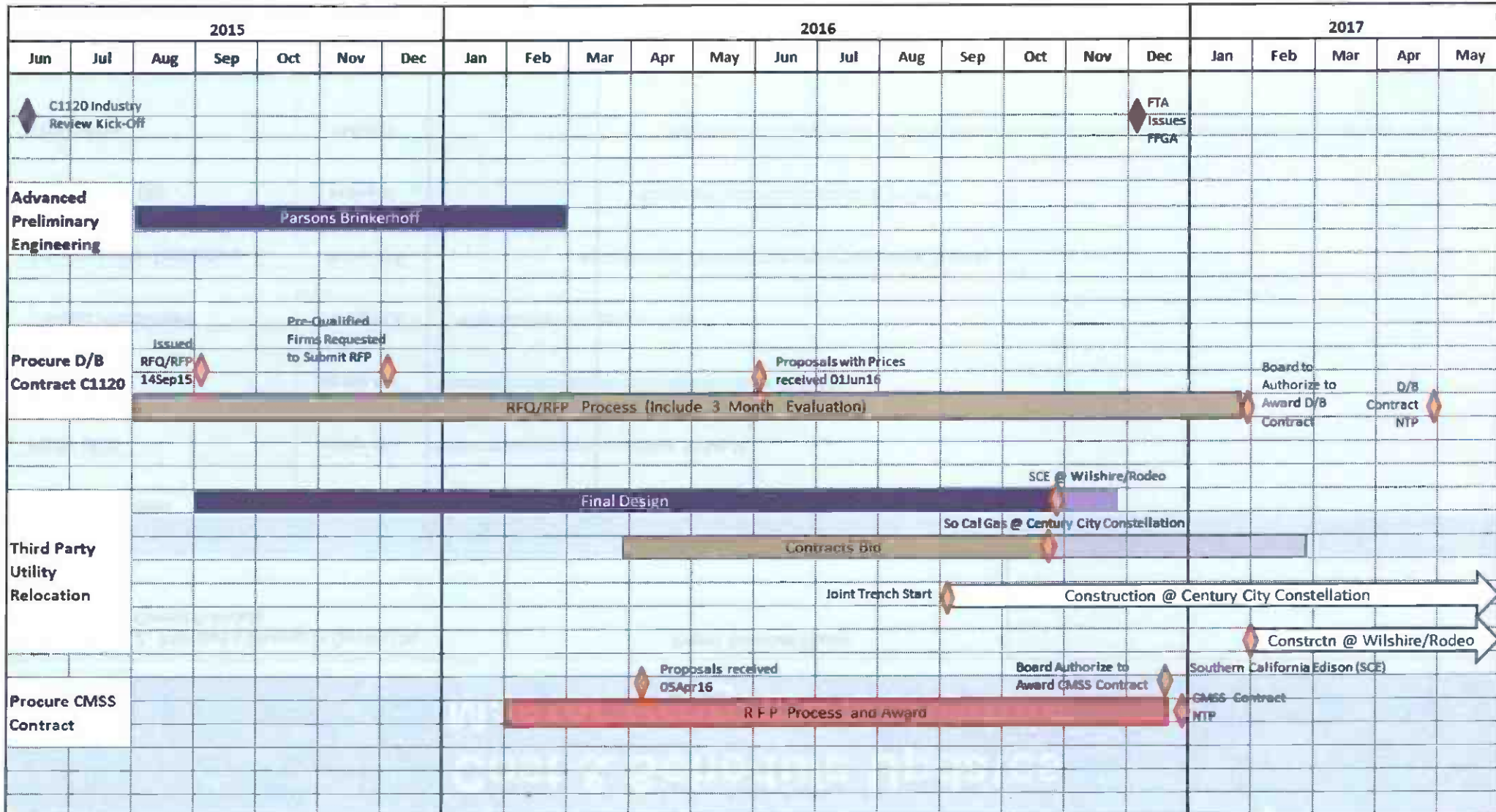
Westside Purple Line Extension Section 2 Project Cost & Schedule Updates Master Program Schedule

WPLE Section 2 - Wilshire/La Cienega to Century City
Constellation - Current Schedule

Project Schedule Report



Westside Purple Line Extension Section 2 Project Cost & Schedule Updates Near-Term Critical Activities Schedule



Westside Purple Line Extension Section 2 Project Risk/Risk Register Status

Risk ID	Risk Description	Risk Mitigation	Risk Score
125.2	Utility relocations could delay construction.	<ol style="list-style-type: none"> 1. Work with City and Utility Owners to expedite obtaining permits, and complete design and construction on schedule. 2. Packaged AUR with DB Contract. 3. Advance designs and DB Contract to 85% complete. 	13.5
33.2	Acquisition of property goes to condemnation and/or legal battle and project is delayed.	<ol style="list-style-type: none"> 1. Current project schedule accounts for additional time required for condemnation. 	10.5
281.2	Resource availability may be over burdened and construction activities cannot occur concurrently, as envisioned, leading to schedule delays and increased project costs.	<ol style="list-style-type: none"> 1. Metro has reviewed construction durations in ACE/PE through constructability and industry review and adjusted Project schedule and cost estimate accordingly. 	9
593	Delay to Metro procurement process.	<ol style="list-style-type: none"> 1. Apply lessons learned from Section 1 procurement process. 2. Develop Procurement Plan. 	9
126.2	Private utility companies may have resource constraints for meeting project schedule.	<ol style="list-style-type: none"> 1. Maintain close coordination with utility companies and resequence utility work as necessary. 	9

Westside Purple Line Extension Section 2 Project

Discussion

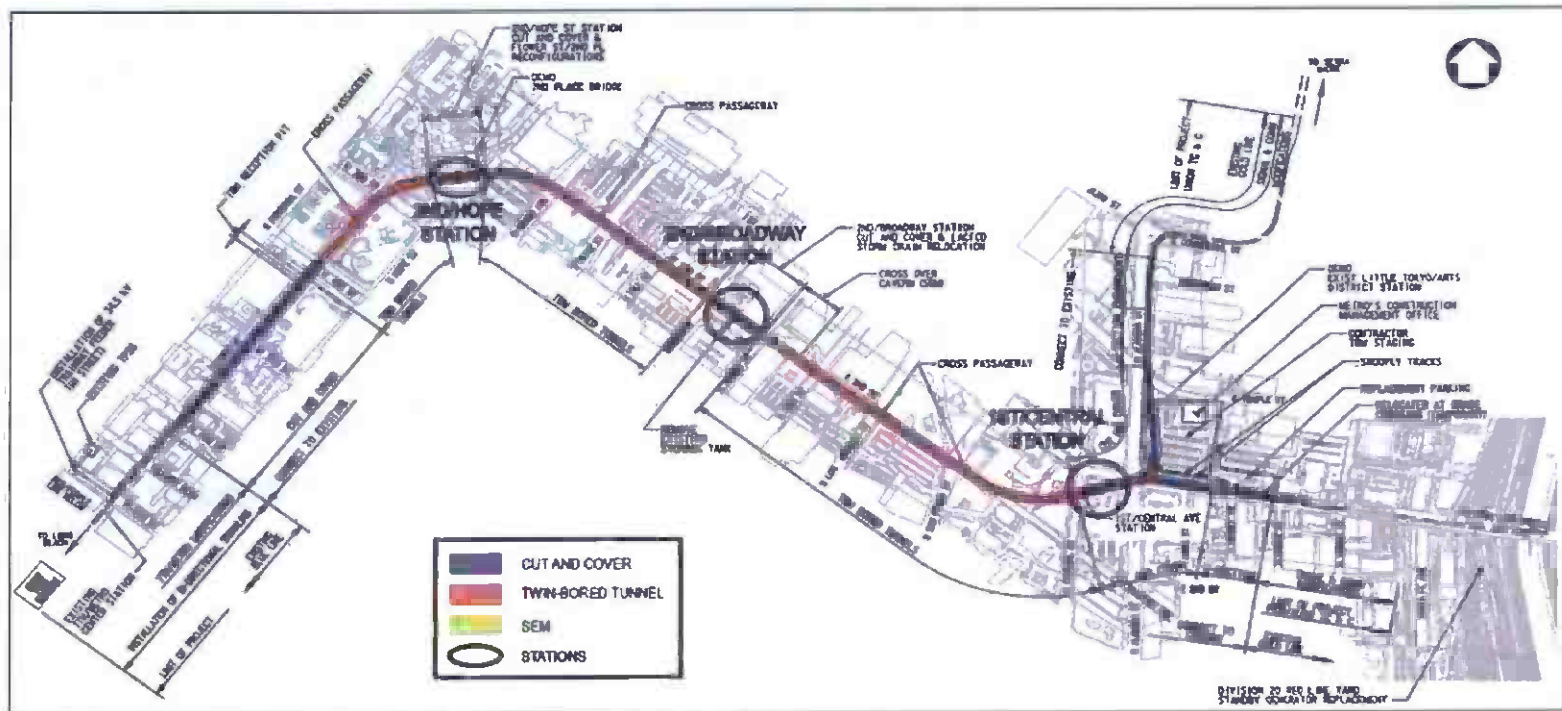


Wilshire/Rodeo Station

Regional Connector Transit Corridor FTA Quarterly Review – December 7, 2016



Project Description



1.9 mile Link Connecting Blue & Expo Lines with Gold Line
3 New Stations
\$1.599 Billion (Life of Project Budget)
90,000 Daily Project Transit Trips
17,700 Daily New Transit Trips

Executive Summary

- Overall Project Progress at 24.9% vs. 38.0%
- Final Design at 94.5% vs. 100%
- Construction Progress at 19.8% vs. 33.7%
- Total Work Hours (Aug) for C0980 and C0981 contracts is 1,096,666. Seven (7) recordable injuries with a RIR of 1.28
- Reached “Steady State” at 1st/Alameda and 2nd/Broadway
- Held TBM Lowering Ceremony on October 19th
- Significant progress with contractor on re-baselined schedule
- Major design issues have been resolved

Major Issues

- Schedule Reconciliation
- 6th/Flower Power Assets
- Fan Plant/East-end Bus Bridges

Design Update

Final Design Activities

DESIGN UNIT	SUBMITTAL STATUS	SUBMITTAL DATE (ESTIMATED)
DU02 – Flower Cut & Cover	60%	01/30/17
DU02 – Wye Cut & Cover	85%	11/15/16
DU03 – Bored Tunnel/SEM/X-Passage	AFC	10/13/16
DU04 – Civil Segment 1 and 2 (Segment A)	85%	10/14/16*
DU04 – Civil Segment 3 and 4 (Segment B)	85%	12/11/16
DU06 – 2 nd and Hope Station	AFC	11/15/16
DU06 – 2 nd and Hope Pedestrian Bridge	30%	10/31/16
DU07 – 2 nd and Broadway Station	AFC	11/29/16
DU07 – 2 nd and Broadway Invert/Walls	AFC	09/23/16**
DU08 – 1 st and Central Station	AFC	09/15/16**
DU11 – Train Control	AFC	10/30/16
DU12 – Communication	100%	10/30/16

*Submittal still pending.

**Returned Rejected, Revise, Resubmit.

Construction Update

1st/Central/Alameda/Wye

1st/Central/Alameda/Wye

- Implemented “Steady State” and re-opened 1st/Alameda
- Continue excavation of TBM Pit and Wye towards 1st/Central Station
- Completed three invert concrete pours
- Began track level work of station invert



Concrete pours of invert slab



Continued excavation at Wye

Construction Update

2nd/Broadway



2nd/Broadway restoration in preparation for street re-opening



"Steady State" implementation complete

2nd/Broadway

- Re-opened northbound and southbound Broadway and implemented 2nd Street Phase 1 mid-block closure on October 15th
- Pile installation is 64% complete
- Work continues on 12" and 8" waterlines in the 2nd/Spring intersection
- Began installation of tie-backs at station hammerhead

Construction Update

2nd/Hope

2nd/Hope

- Installation of Level 3 walers completed and excavation is continuing to Level 4
- Drilling and installation of tie-backs continue at Level 5 on north and south side of station box



Installation of 3rd Level walers below Hope Street decking



Installation of temporary Alimak manlift system 8

Construction Update Flower Street



Decking preparations at 4th/Flower Intersection



Excavation at Tie-Back Removal Shaft

Flower Street

- Began deck beam installation at 4th/Flower on October 14th
- Waterline work south of 6th Street continues
- Continue excavation at Tie-back Removal Shaft
- Began work on temporary power sub-station at 5th/Flower

Cost and Schedule Update

Cost Analysis (FFGA)

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)
 PERIOD ENDING SEP 2016
 DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	280,622	217,443	206,909	50,171	217,523	80
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	225,929	219,929	19,149	226,384	455
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	485,056	459,276	282,749	496,152	11,096
50	SYSTEMS	69,667	74,599	63,689	2,059	74,149	-450
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,003,028	949,803	354,127	1,014,208	11,180
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	74,151	46,386	74,208	0
70	VEHICLES	16,275	16,275	16,275	1,678	16,275	0
80	PROFESSIONAL SERVICES	261,455	275,944	247,287	191,817	277,398	1,454
	SUBTOTAL (10-80)	1,239,963	1,369,456	1,287,517	594,009	1,382,090	12,634
90	UNALLOCATED CONTINGENCY	135,399	71,409	0	0	58,775	-12,634
100	FINANCE CHARGES	27,571	7,115	0	0	7,115	0
	TOTAL PROJECT (10-100)	1,402,932	1,447,980	1,287,517	594,009	1,447,980	0

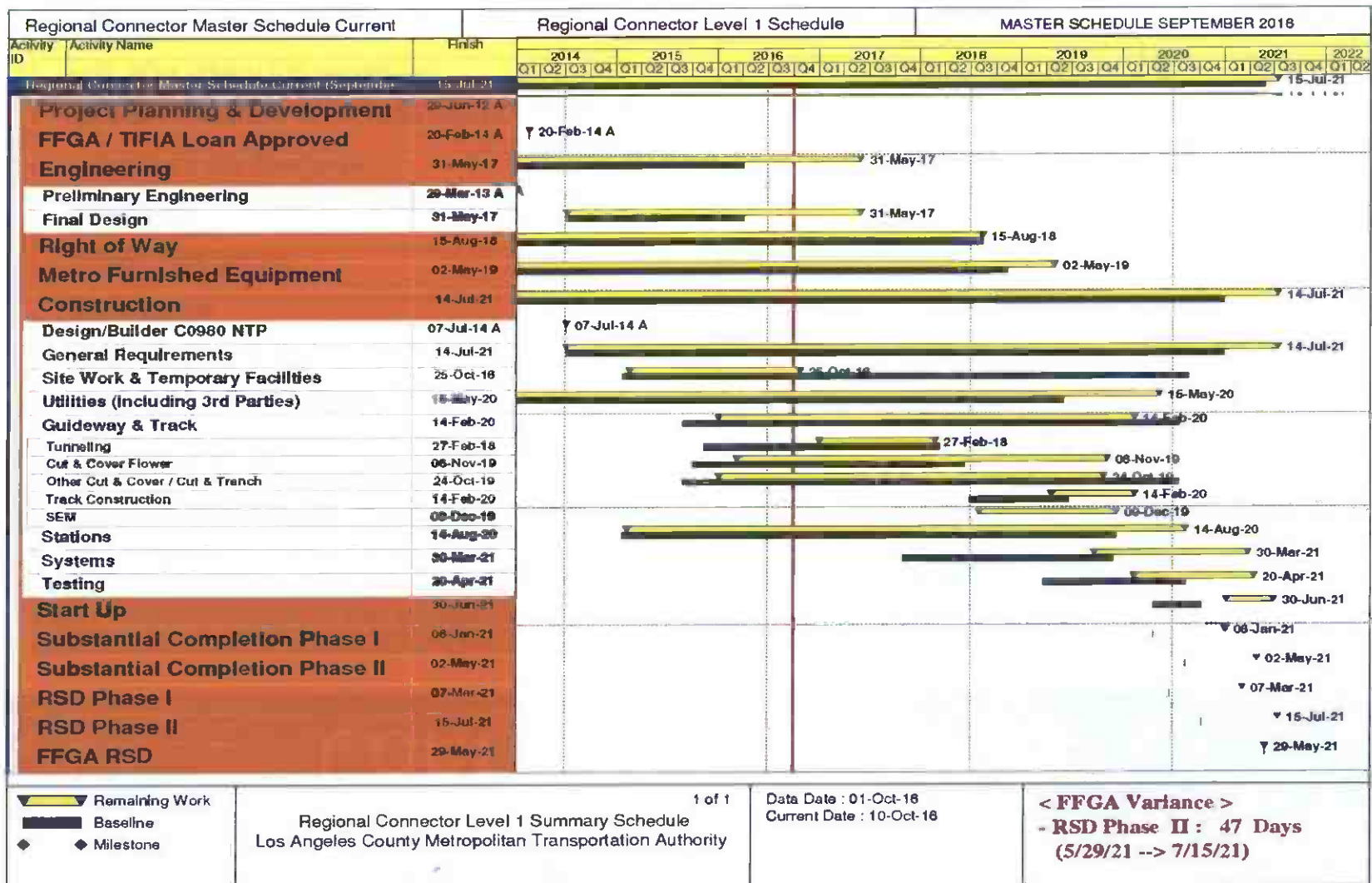
Note: Expenditures reflects FIS incurred cost through Sep 2016 plus pending invoices from RCC, CPJV and Arcadis.

Cost and Schedule Update

Contingency Status

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT			
FFGA PROJECT CONTINGENCY DRAWDOWN			
STATUS AS OF SEPTEMBER 2016			
	UNALLOCATED CONTINGENCY	ALLOCATED CONTINGENCY	TOTAL
CONTINGENCY	\$ 78,525,029		\$ 78,525,029
Design Build RCC Contract		\$ 31,322,871	\$ 31,322,871
Private Utilities		\$ -	\$ -
Environmental Planning		\$ -	\$ -
C0980: Mods		\$ (9,903,345)	\$ (9,903,345)
Prof. Svcs: Labor Compliance	\$ (1,915,465)	\$ -	\$ (1,915,465)
Connector Partnership Joint Venture (CPJV)	\$ (4,025,020)		\$ (4,025,020)
Prog. Mgmt Support (Hill International)	\$ (125,726)		\$ (125,726)
Community Relations	\$ (200,000)		\$ (200,000)
Legal Services	\$ (750,000)		\$ (750,000)
Safety Equipment & Supplies	\$ (99,420)	\$ -	\$ (99,420)
REMAINING CONTINGENCY	\$ 71,409,398	\$ 21,419,526	\$ 92,828,924
% Contingency	4.93%	1.48%	6.41%

Cost and Schedule Update Summary Schedule



Risk Assessment Status

Top 5 Risks (September 2016)

Risk ID	Risk Description	Risk Score	Action Items
296	6th and Flower utility interference (DWP utilities) may cause delay.	20	<ol style="list-style-type: none"> 1. Pothole investigation 2. Final relocation design 3. Review construction interface / impact to/from piling and water relocation operations 4. Initiate Caltrans Permit 5. Compare cost and scope for 2nd/Broadway utility relocation.
213	Law suits at Flower Street may delay the Project and increase costs.	17.5	<ol style="list-style-type: none"> 1. Strict compliance of MMRP requirements. 2. Review of RCC plans and activities. 3. Outreach to stakeholders. 4. Meeting weekly with Bonaventure to share work plans and discuss concerns/requests.
313	TBM recovery pit delay	15	<ol style="list-style-type: none"> 1. Sunday variance approval 2. Extended work hour approval 3. Resequencing excavation 4. Board meeting week of 10/17 to discuss acceleration work.
307	City agency review and approval time for traffic management plans (TMP), traffic control plans (TCP) and permits may continue to delay project schedule.	10	<ol style="list-style-type: none"> 1. Ride-out Design Units 4 & 5 reviews 2. Outline data needs to RCC/MM 3. Conduct fact-finding
291	City agency review and approval time for traffic management plans (TMP), traffic control plans (TCP) and permits may continue to delay project schedule.	7.5	<ol style="list-style-type: none"> 1. Metro Execs to interface with City of LA counterparts to gain support and commitment for timely approvals. 2. Bi-weekly meetings with DOT/BOE/Mayor's Staff/LAPD to conduct preliminary review of street closures requests.

Disadvantage Business Enterprise

Contract C0980 Regional Connector Transit Corridor Design-Build (Reporting Data as of August 31, 2016)

Design	<ul style="list-style-type: none"> • DBE Goal • Current DBE Commitment • Current DBE Participation • Twelve (12) Design DBE sub-consultants have been identified to date 	<p>20%</p> <p>\$11.3M (22.63%)</p> <p>23.14%</p>
Construction	<ul style="list-style-type: none"> • DBE Goal • Current DBE Commitment • Current DBE Participation • Fifty-two (52) Construction DBE sub-consultants have been identified to date 	<p>18%</p> <p>\$157.1M (18%)</p> <p>19.03%</p>

Questions?



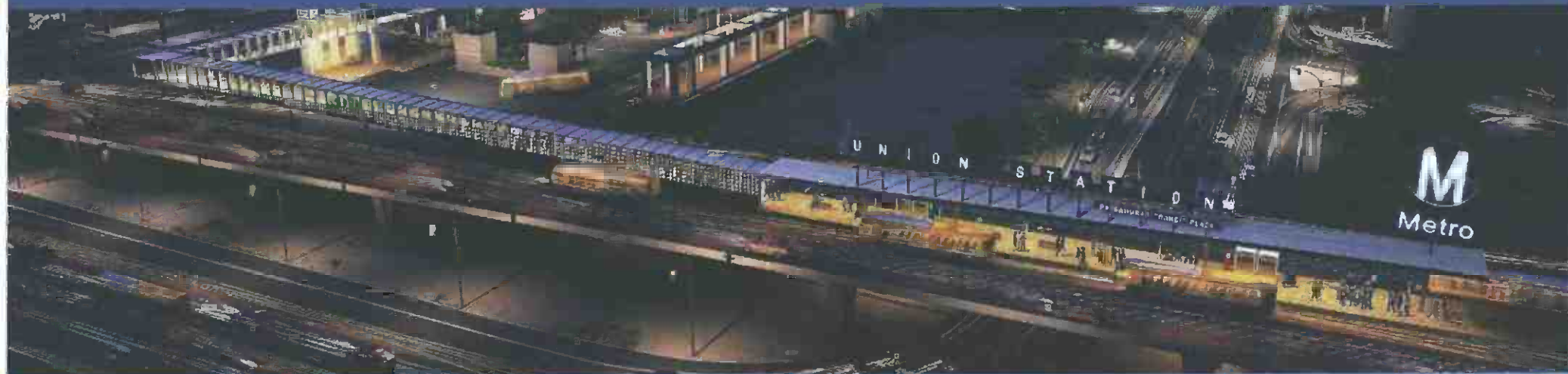
Patsaouras Plaza Bus Station

FTA Quarterly Review – December 7, 2016



Patsaouras Plaza Bus 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 Bus 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	6,004,000	25,857,000	422,000
S	SPECIAL CONDITIONS	750,000	2,517,000	1,005,000	123,000	1,810,000	(707,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	9,024,000	7,180,000	5,887,000	9,700,000	676,000
PC	PROJECT CONTINGENCY	2,817,000	2,817,000	-	-	2,426,000	(391,000)
TOTAL PROJECT		30,984,000	39,793,000	33,781,000	12,014,000	39,793,000	-



Expenditures through September 30, 2016



Patsaouras Plaza Bus Station

Issues With Potential to go Above \$100,000


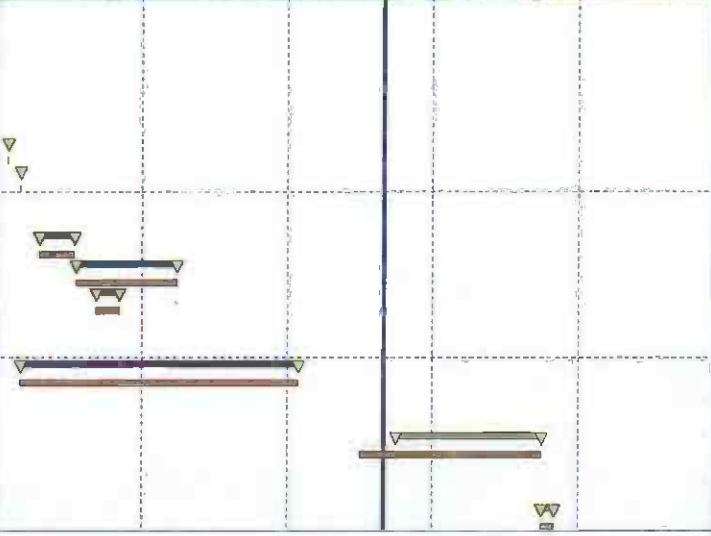











- The contractor has submitted Claims that have all been reviewed and rejected by Metro.
- No active change orders over \$100,000.



Patsaouras Plaza Bus Station

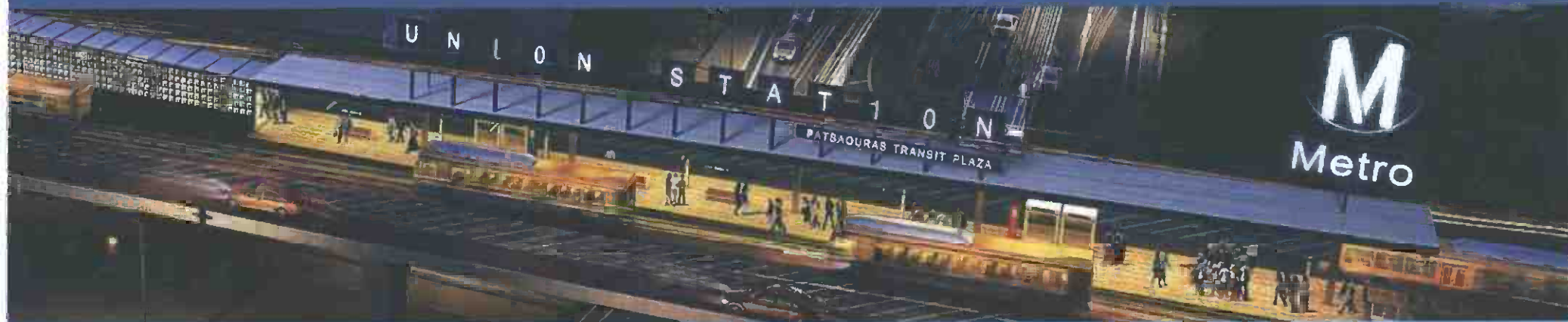
Project Schedule

	C0970 - Union/ Patsaouras Plaza Station	September 2016 vs. Approved Re-Baseline				10-Nov-16 09:22				
<small>Activity Name</small>	<small>Re-Baseline Start</small>	<small>Re-Baseline Finish</small>	<small>Start</small>	<small>Finish</small>	<small>2014</small>	<small>2015</small>	<small>2016</small>	<small>2017</small>	<small>2018</small>	
C0970 - Union/Patsaouras Plaza	28-Feb-14	01-Dec-17	28-Feb-14 A	01-Dec-17						
Key Milestones	28-Feb-14	30-Apr-15	28-Feb-14 A	30-Apr-15 A						
Contract Milestones / Summary	28-Feb-14	31-Mar-14	28-Feb-14 A	31-Mar-14 A						
Contract Award	28-Feb-14	28-Feb-14	28-Feb-14 A	28-Feb-14 A						
Notice to Proceed (NTP)	31-Mar-14	31-Mar-14	31-Mar-14 A	31-Mar-14 A						
Required & Furnishes Permits	20-May-14	30-Apr-15	20-May-14 A	30-Apr-15 A						
Caltrans Encroachment Permit Survey	20-May-14	11-Aug-14	20-May-14 A	11-Aug-14 A						
Caltrans Encroach Permit Pothole	15-Aug-14	30-Apr-15	15-Aug-14 A	30-Apr-15 A						
Caltrans Encroachment Permit Construction	08-Oct-14	03-Dec-14	08-Oct-14 A	03-Dec-14 A						
Final Design	31-Mar-14	29-Feb-16	31-Mar-14 A	29-Feb-16 A						
Final Design	31-Mar-14	29-Feb-16	31-Mar-14 A	29-Feb-16 A						
Construction	01-Aug-16	01-Nov-17	31-Oct-16							
Construction	01-Aug-16	01-Nov-17	31-Oct-16*	TBD						
Project Substantial Completion	02-Nov-17	01-Dec-17								
Project Substantial Completion	02-Nov-17	01-Dec-17	TBD	TBD						



Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Current Quarter Update



- **Design Status.** Busway (structures): AFC design package approved by Caltrans Structures Group. Pedestrian Ramp/Bridge/Station (structures): AFC design package submitted to Caltrans for approval. Civil/Roadway: AFC design package submitted to Caltrans for approval. Final design of pedestrian walkway/stairs/elevator tower within Metro Right-of-Way has been submitted for Metro review and approval.
- **Environmental.** All Metro related environmental documents have been reviewed and approved. Caltrans currently reviewing the Supplemental PSR/PR.
- **Right of Way.** R/W Certification acquired from Caltrans regarding project's real estate and utility issues.
- **Schedule.** September update submitted by contractor rejected by Metro, due to non-compliance with Contract specification.



Metro



Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Concerns



- Vignes Ramps Closure Traffic Control Plan
- Ramirez Street Closure Traffic Control Plan
- OHL's Health and Safety Plan
- OHL's Lead Compliance Plan



Patsaouras Plaza Bus Station

Activities for Next Quarter



- Remove Edge of Deck/Install Temporary Median Barrier
- Roadway Plans Approved for Construction
- Pedestrian Ramp and Bridge Approved for Construction
- Metro R/W Architectural/Walkway/Elevator/MEP Approval
- Supplemental PSR/PR Approval
- Vignes Ramps Closure
- Ramirez Street Closure
- OHL HASP and LCP approval
- Initiate utility relocation work
- Start construction on Bent 1



Metro



Patsaouras Plaza Bus Station Construction Photos



Reconfigured Lanes



Dewatering System



Sewer Connection



Temp Median Barrier



**Median Barrier
Demolition Debris**



**Demolition
Equipment**



Metro



FTA Quarterly Planning Update

December 7, 2016






Metro Planning Report

- Measure M Update
- Small Starts Projects
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Eastside Transit Corridor Phase 2
 - Airport Metro Connector – 96th Street Transit Station
- TIGER VI Planning Grant Project
 - Willowbrook/Rosa Parks Station Master Plan Implementation Project
 - Eastside Access Improvements
- TIGER VII Planning Grant Projects
 - Rail to Rail Active Transportation Corridor Connector Project
- Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project



Measure M Update

Transportation Plan Roadmap

	OCTOBER 2015	NOVEMBER— DECEMBER 2015	JANUARY— MARCH 2016	APRIL— JUNE 2016	JULY— SEPTEMBER 2016	OCTOBER— DECEMBER 2016
EXPENDITURE PLAN 	> Plan Framework	> Finalize Framework	> Evaluate Project Sequencing	> Finalize Project Sequencing	> Submit Ballot Measure	WE ARE HERE  ELECTION NOV 8, 2016
STAKEHOLDER & COMMUNITY OUTREACH 	> COG Coordination > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Public meetings > Survey > Focus Groups > Community Workshops > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Voter Information Begins	
EDUCATION 	> Annual Report > Launch LRTP Website	> Education Campaign Begins	> Quality of Life Report	> Telephone Town Halls	> Voter Information Begins	
BOARD ACTIVITIES 	> Framework Presented	> Action on Framework	> Expenditure Plan Draft Released	> Final Expenditure Plan Action		

Metro Rapid System Gap Closure Lines



Metro Rapid System Gap Closure Lines

Transit Signal Priority

Corridor	Status*	Next Steps
South Sepulveda (Last 25% in Culver City)	Completed – City of Los Angeles (75% of corridor) Culver City completed contract negotiation with selected contractor; drafting construction contract	December 2016 – Award construction contract June-December 2018 – Complete installation**
Torrance-Long Beach	Construction completed; undergoing system testing September 2016 – Completed system testing	N/A
Venice	Completed	N/A
Atlantic	Completed	N/A
Garvey-Chavez	Completed	N/A
West Olympic	Completed	N/A

* All TPS is operational, except the Culver City segment of Sepulveda

** Combined with City's SmartBus project

Metro Rapid System Gap Closure Lines Shelter Implementation

Status

- September 12th – Culver City awarded contract for 8 shelters
- December 2016 – City of Torrance release of RFP for up to 29 shelters (anticipated)
- Contacted 8 cities for 58 locations to determine interest in shelter implementation
 - Three cities expressed interest for 10 locations

Next Steps

- March 2017 – Torrance award contract (anticipated)
- Execute funding agreements with three interested cities (10 locations) for second phase of countywide shelter implementation



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	\$24,044,301	\$18,231,407	\$23,121,925
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 3,314,761	\$1,650,000*
TOTAL	\$29,204,301	\$29,204,301	\$21,546,167	\$24,771,925

*Forecast to complete for Gap Closure shelters only

East San Fernando Valley Transit Corridor

Status

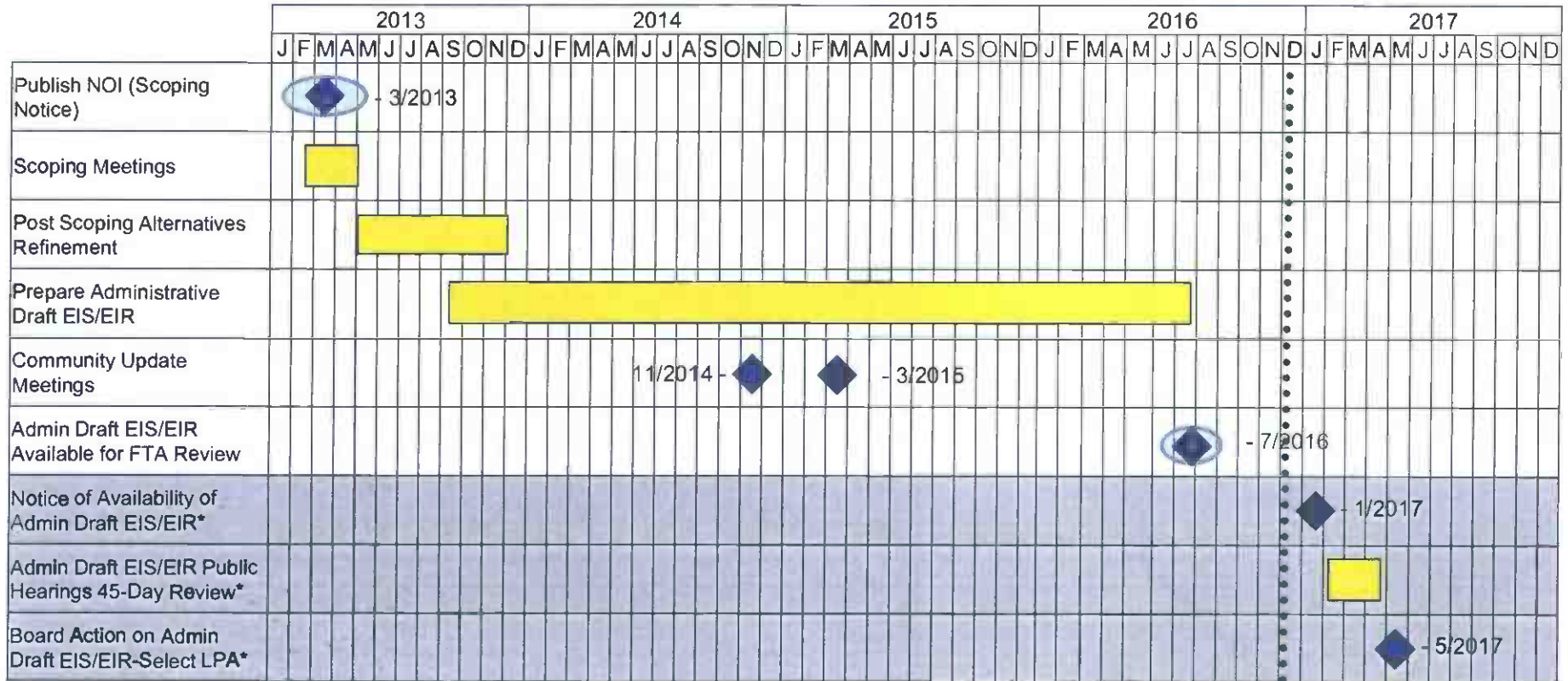
- Administrative Draft EIS/EIR
 - Revised document with FTA
 - FTA to send concurrence letter to State Historic Preservation Officer (SHPO)
- Community Outreach:
 - Greater San Fernando Valley Chamber of Commerce
 - Latino Expo

Next Steps

- January 2017 – Public release of Draft EIS/EIR



East San Fernando Valley Transit Corridor Draft EIS/EIR Schedule



◆ = Milestone Date

○ = FTA Action

* = Pending FTA Concurrence

Last Revised: 11/2016

Eastside Transit Corridor Phase 2

Status

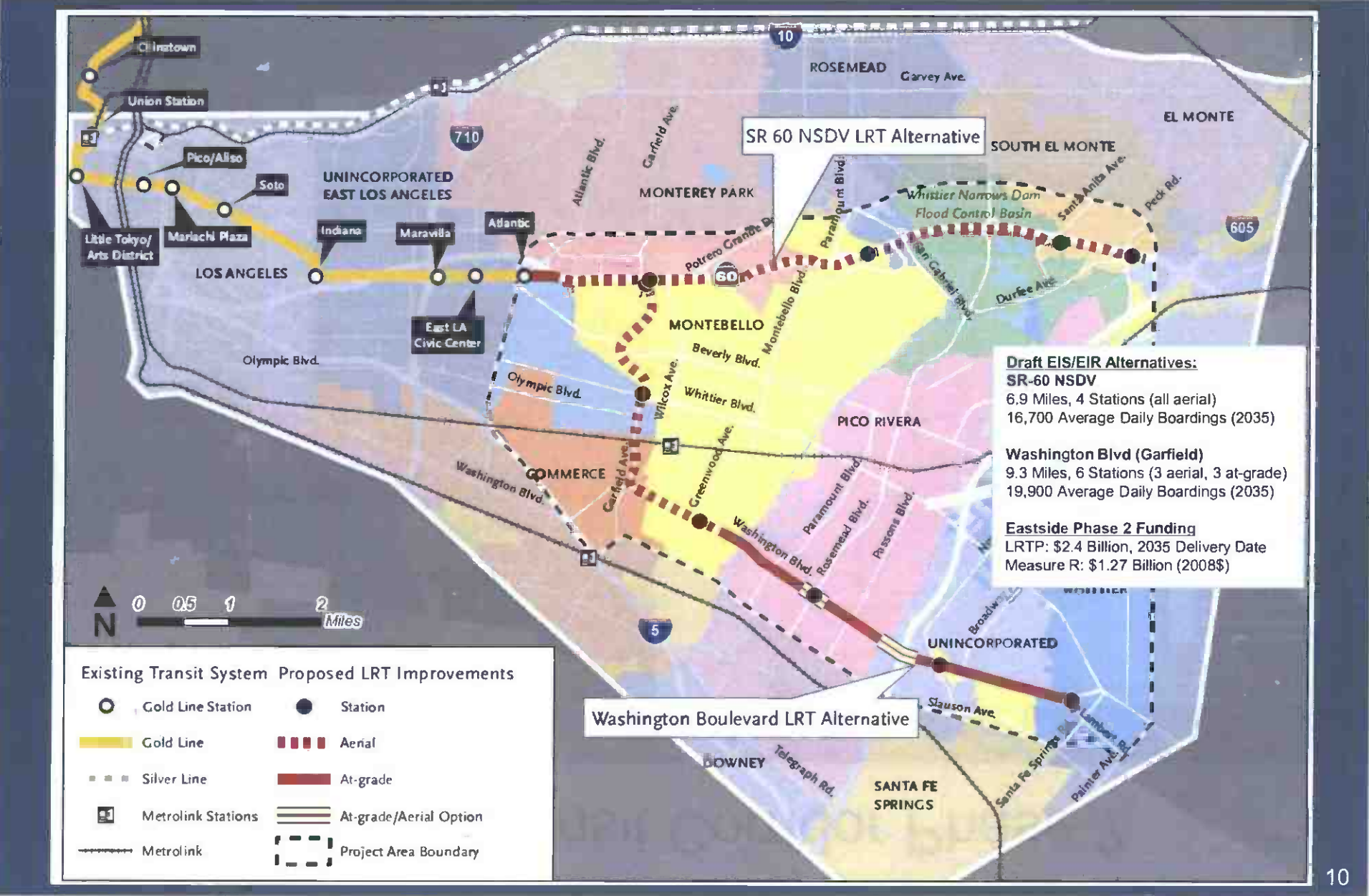
- Continued:
 - Technical Study to address comments from Cooperating and Participating agencies
 - Caltrans
 - Southern California Edison (SCE)
 - US Army Corps of Engineers (USACE)
 - US Environmental Protection Agency (USEPA)
 - California Department of Fish and Wildlife (CDFW)
 - Advancing conceptual designs for five new North/South configuration concepts for Washington Alternative
- Briefings with:
 - SR-60 Coalition (monthly)
 - Washington Blvd Coalition (monthly)
 - Tour with City of Commerce elected officials
 - East LA stakeholder meeting
- Coordination with West Santa Ana Branch to Eastside Phase 2 Connection Study



Next Steps

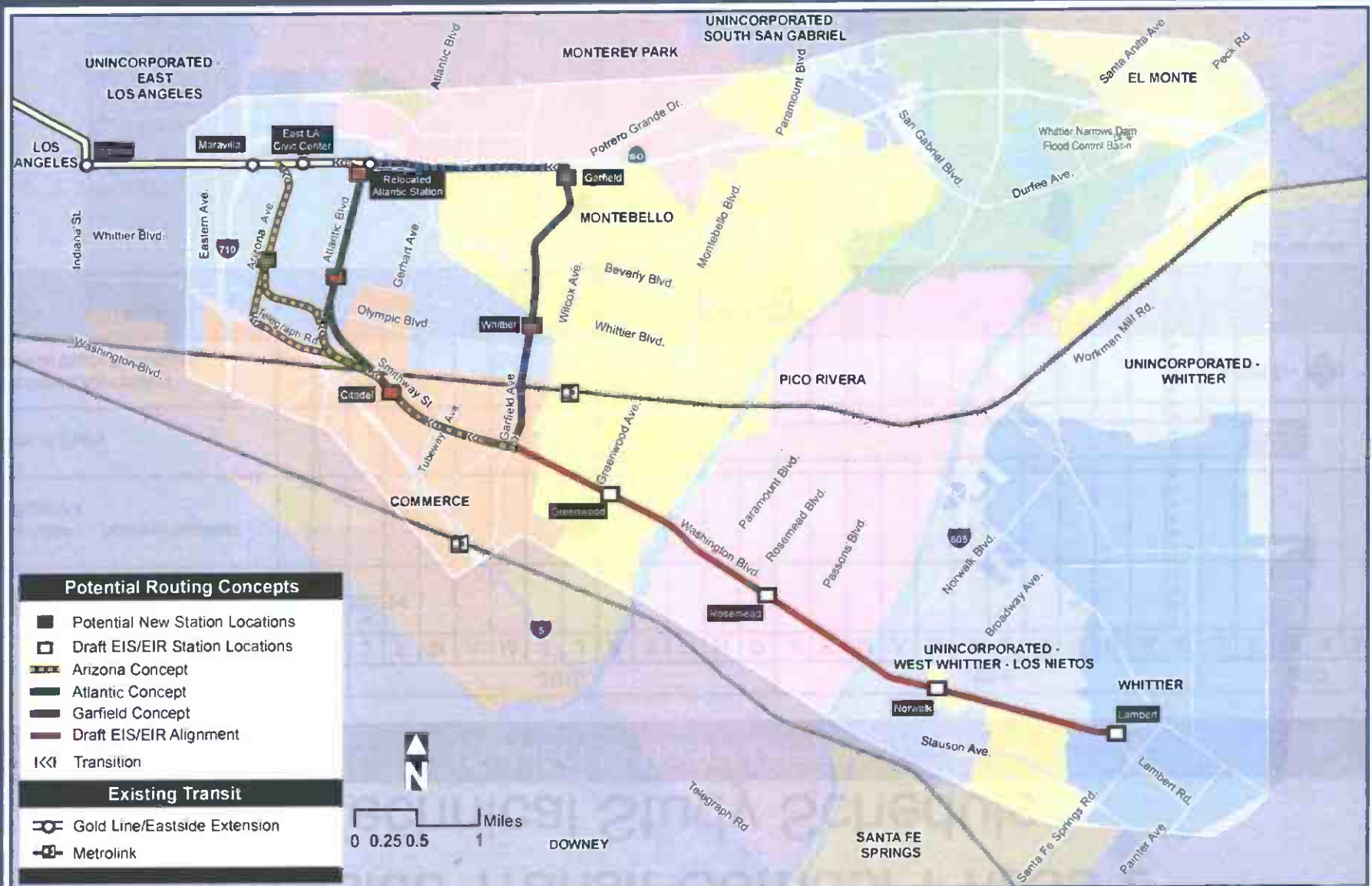
- February 2017 – Additional round of community meetings
- April 2017 – Complete Technical Study

Eastside Transit Corridor Phase 2



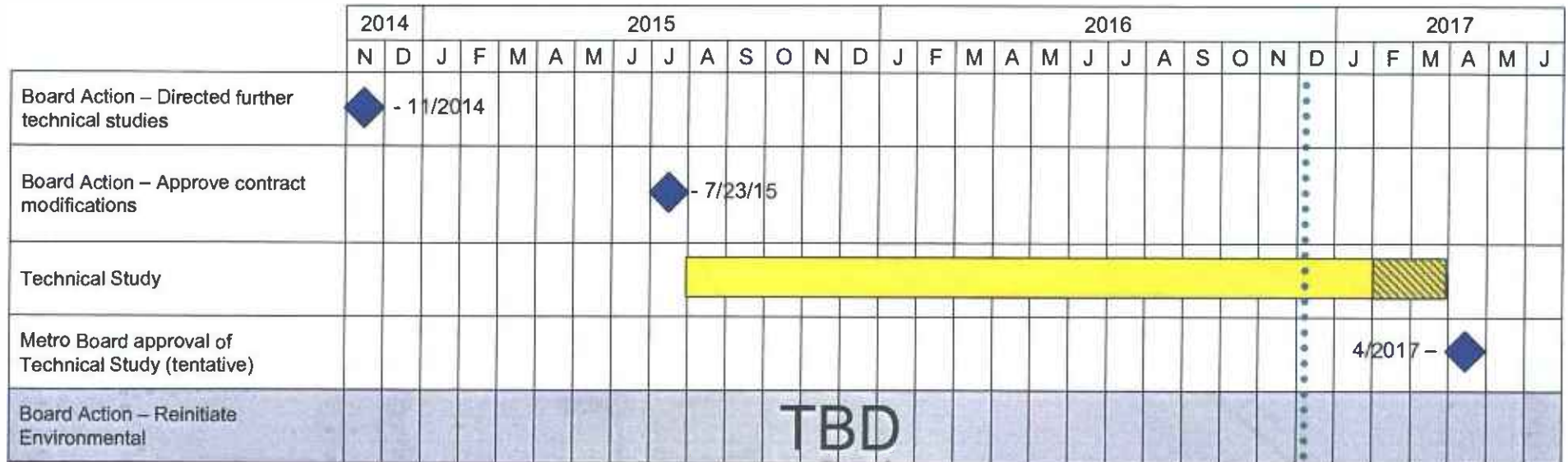
Eastside Transit Corridor Phase 2

Washington Blvd Routing Concepts Under Study



Eastside Transit Corridor Phase 2 Technical Study Schedule

(Subject to Board Direction)



Last Revised: 11/2016

◆ = Milestone Date

Airport Metro Connector - 96th Street Transit Station

Status

- Environmental Review Process
 - December 1st – Metro Board certify EIR (anticipated)
 - Preparing Categorical Exclusion for NEPA documentation
- Architectural and Engineering Design Services
 - Continuing Schematic Design
- Crenshaw/LAX Accommodations
 - Completed 100% Civil and Systems Designs
 - Completed 55% Train Control Design
 - Started Construction



Airport Metro Connector - 96th Street Transit Station

Environmental Review Process: Project Components

- Three at-grade Light Rail Transit Platforms served by Crenshaw/LAX and Metro Green Lines
- Bus plaza
- Bicycle hub
- Pedestrian plaza(s)
- Passenger pick-up/drop-off area
- Transit center/Terminal building (“Metro Hub”)



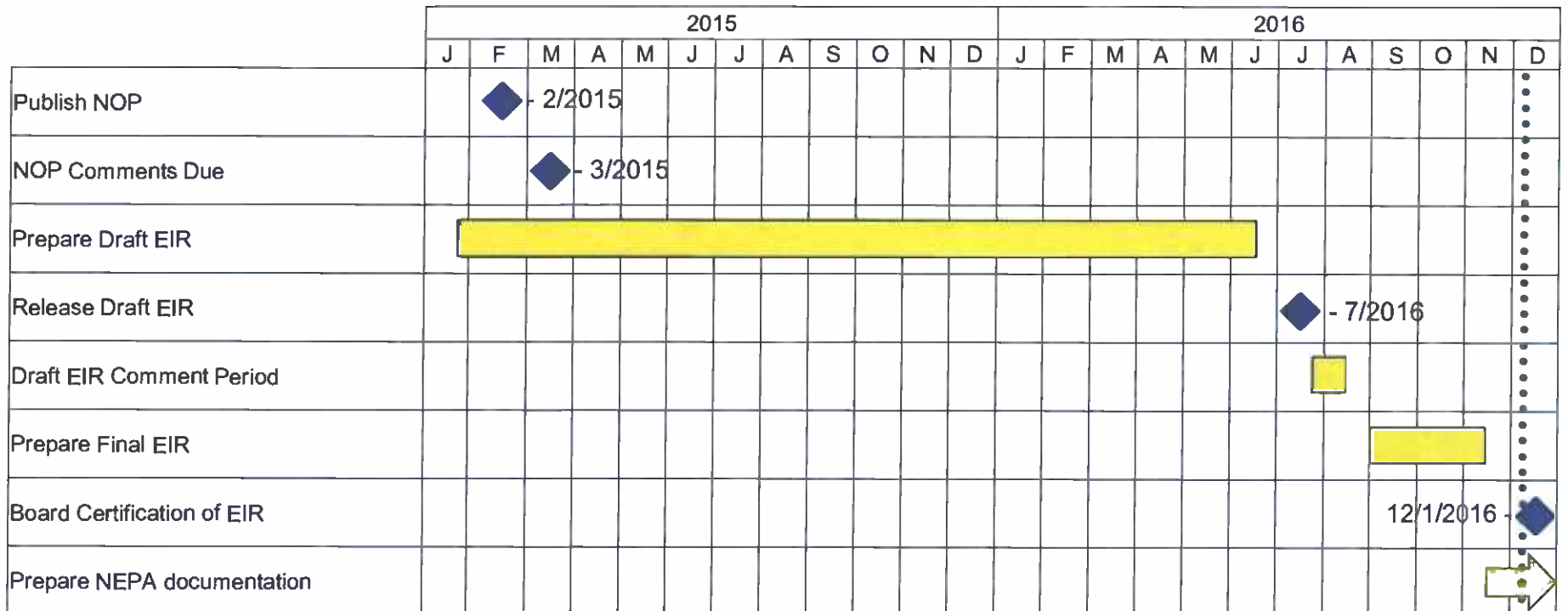
* APM is being cleared by LAWA

Airport Metro Connector - 96th Street Transit Station

Next Steps

- Early 2017 – Complete CE
- March/April 2017 – Complete Schematic Design
- Continue coordination with:
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard

Airport Metro Connector - 96th Street Transit Station Schedule



= LAWA Milestones



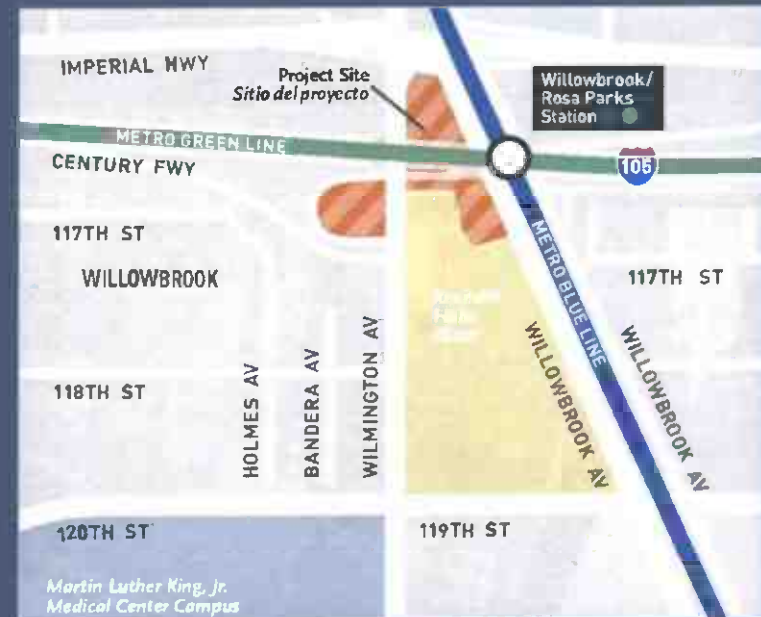
= Milestone Date

Last Revised: 11/2016

Willowbrook/Rosa Parks Station Master Plan Implementation Project

Status

- Advanced design to 30% complete and completed Metro peer review
- Completed Rough Order of Magnitude (ROM) cost estimate and value engineering for 30% design
- Issued revised offer for parcel acquisition and tenant improvements to LA County Community Development Commission (CDC) and Kimco



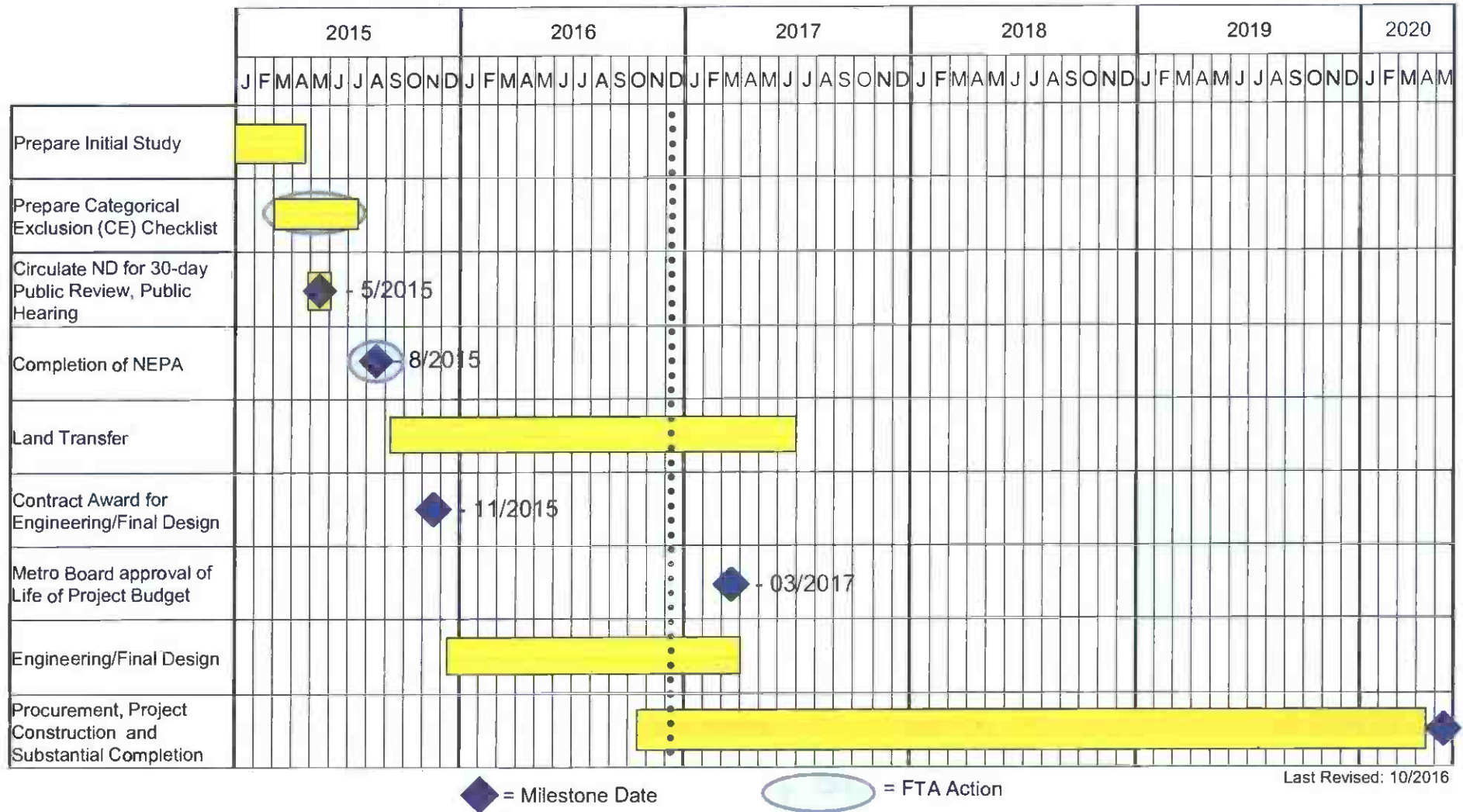
Willowbrook/Rosa Parks Station Master Plan Implementation Project

Next Steps

- Complete 60% Preliminary Engineering plan set
- Continue to coordinate third party review and permitting
- Continue negotiations for parcel acquisition with LA County Community Development Commission (CDC) and Kimco
- March 2017 – Metro Board approval of Life of Project Budget (anticipated)



Willowbrook/Rosa Parks Station Master Plan Implementation Project



Willowbrook/Rosa Parks Station Master Plan Current Project Budget and Expenditures

Funding Source	Current Budget
TIGER VI Discretionary Funds	\$10,250,000
Local (TIGER Match)	\$16,000,000
Other Local Funds	\$28,300,000
Local - Preliminary Engineering	\$4,000,000
State Active Transportation Program	\$2,900,000
MSRC	\$2,500,000
Expresslanes Net Toll Revenue	\$2,000,000
County CDC (in-kind land value)	\$750,000
TOTAL BUDGET	\$66,700,000

Activities	Approved Budget	Current Budget	Expenditures To Date
Blue Line Improvements	\$4,747,240	\$4,747,240	\$0
Green Line Improvements	\$14,417,979	\$14,417,979	\$0
New Construction	\$16,642,913	\$16,642,913	\$0
Bus and Shelter Improvements	\$3,462,904	\$3,462,904	\$0
Parking Improvements	\$3,555,068	\$3,555,068	\$0
Circulation Improvements	\$4,844,679	\$4,844,679	\$0
Site-Wide Improvements	\$3,236,024	\$3,236,024	\$0
Preliminary Engineering and Final Design	\$4,281,888	\$4,281,888	\$2,254,728
Contingency (10%)	\$5,518,878	\$5,518,878	\$0
Land Transaction	\$4,650,000	\$4,650,000	\$0
Tenant Relocation	\$1,300,000	\$1,300,000	\$2,500
TOTAL	\$66,657,573	\$66,657,573	\$2,257,228

Eastside Access Improvements

Status

- September/October 2016 – Met with Community Stakeholders
- Executed Amended Master Cooperative Agreement with City of Los Angeles Departments for staff review of improvements

Next Steps

- Further design to 30%
 - Submit to City for Review
- Ongoing meetings with City Departments
- November 2017 – Award construction contract (anticipated)



Eastside Access Improvements Santa Fe Avenue by SCI ARC

Before

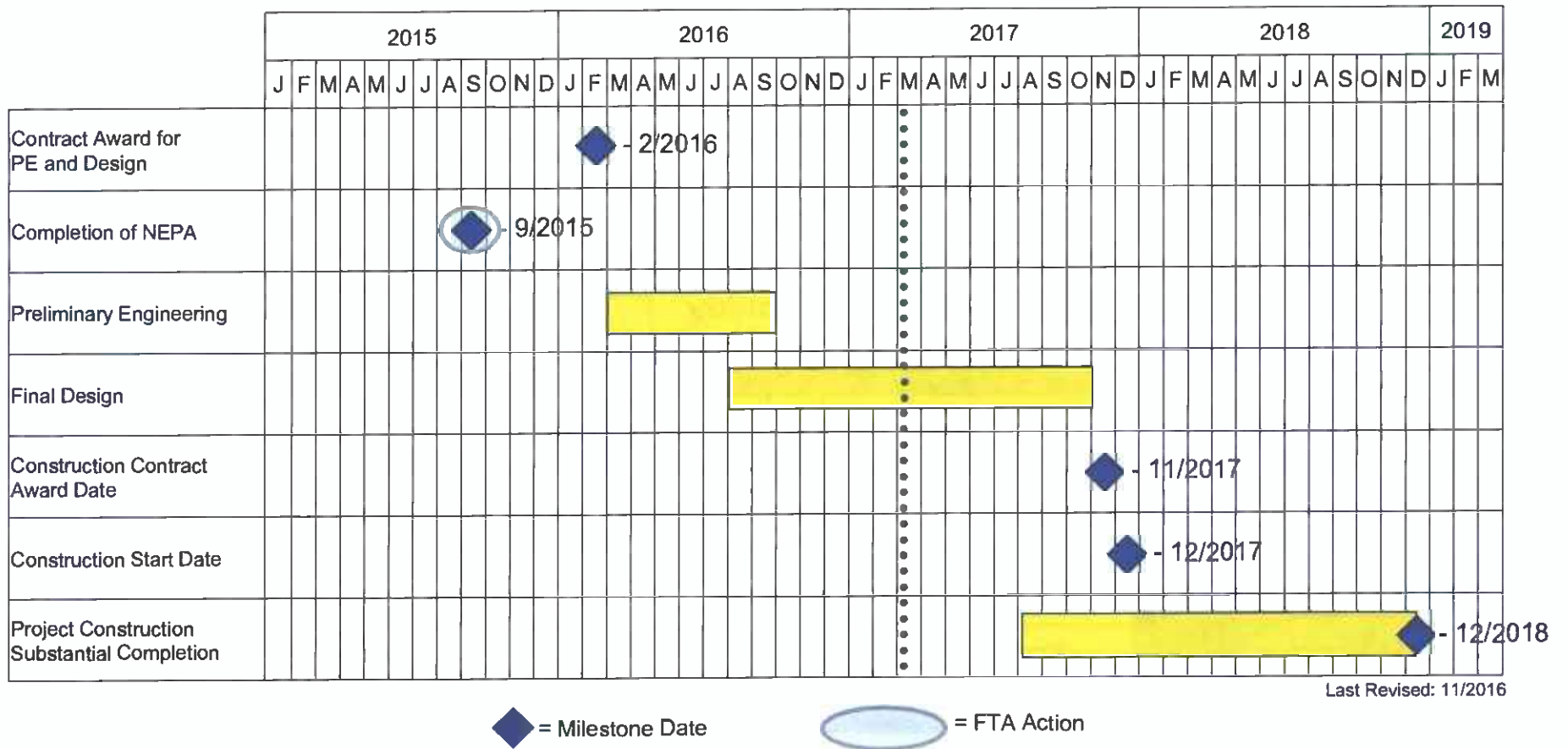


After (new bike lanes)



Metro

Eastside Access Improvements Project Schedule



Last Revised: 11/2016

Metro Eastside Access Improvements

Current Project Budget and Expenditures

Funding Source	Current Budget
TIGER VI Discretionary Funds	\$11,800,000
Local Funds	\$5,000,000
TOTAL BUDGET	\$16,800,000

Activities	Approved Budget	Current Budget	Expenditures To Date
Signage	\$95,000	\$95,000	\$2,263
Landscaping	\$295,000	\$295,000	7,027
Pedestrian Access / Walkways	\$7,855,000	\$7,855,000	\$188,468
Bicycle Access	\$8,555,000	\$8,555,000	\$203,782
TOTAL	\$16,800,000	\$16,800,000	\$401,540

Rail to Rail Active Transportation Corridor (ATC) Connector Project

Status

- September 2016 – Met with Technical and Community Advisory Committees
- Developing Environmental Clearance and Preliminary Engineering
- Coordination with Crenshaw/LAX Team for interface with Fairview Heights Station

Next Steps

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



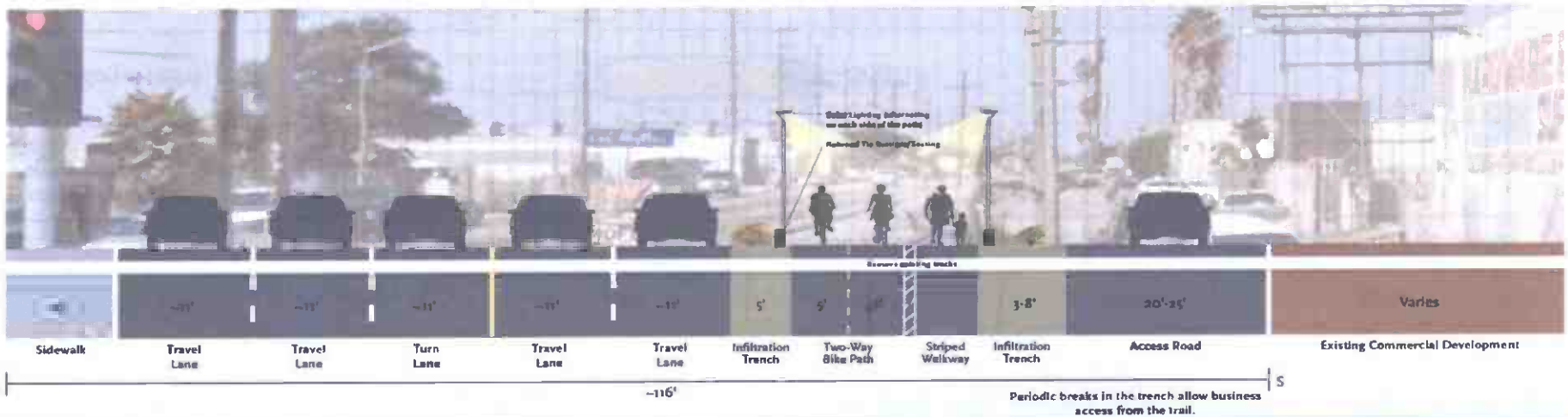
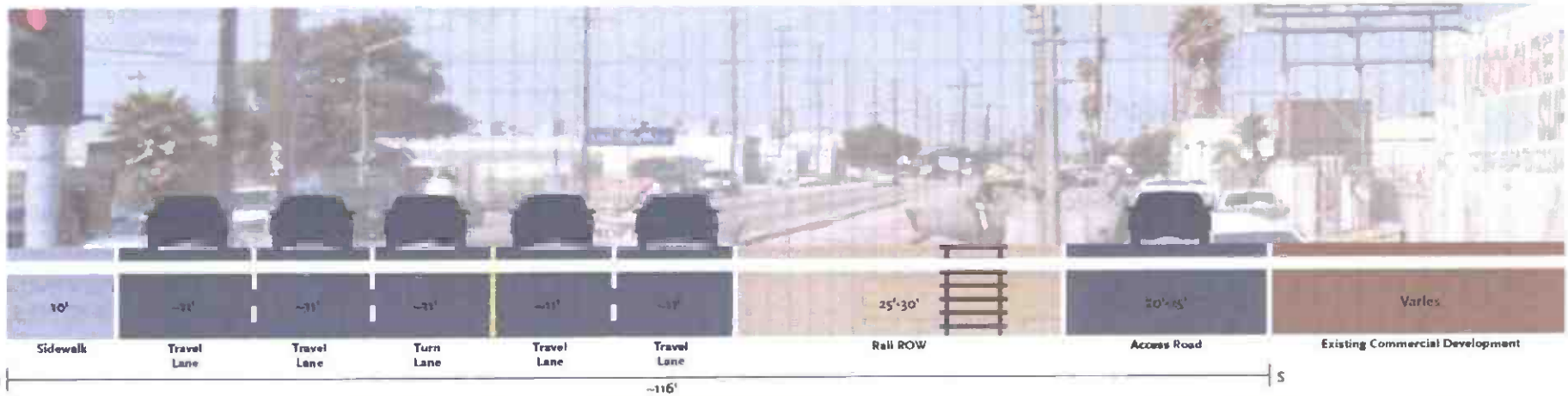
Rail to Rail ATC Connector Project Corridor Development

Existing Condition

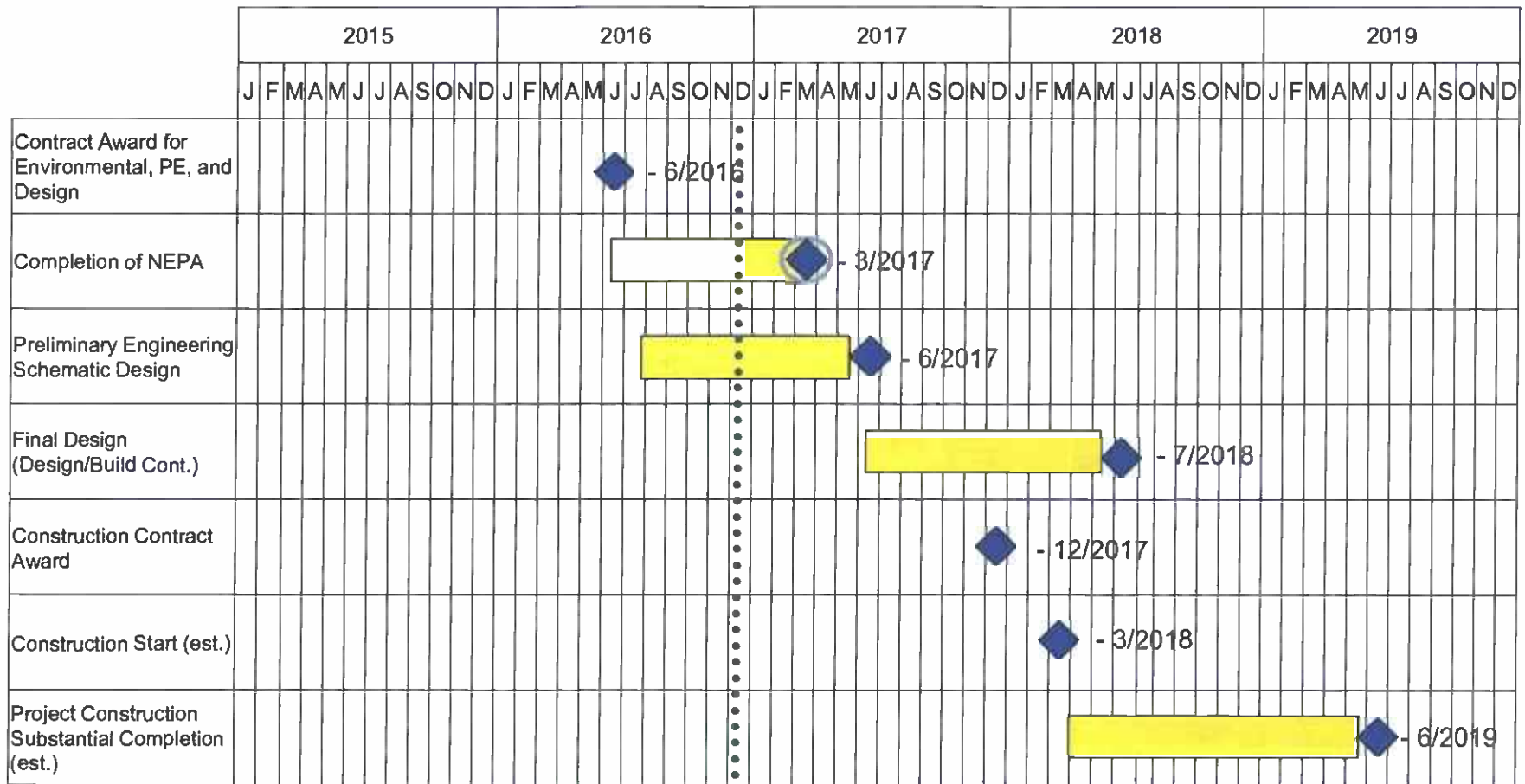


Corridor Development Renderings

Rail to Rail ATC Connector Project Corridor Development Renderings



Rail to Rail ATC Connector Project Schedule (est.)



Last Revised: 11/2016

◆ = Milestone Date

○ = FTA Action

Rail to Rail ATC Connector Project

Current Project Budget and Expenditures

Funding Source	Current Budget	Expenditures To Date
TIGER VII Discretionary Funds	\$15,000,000	\$0
ATP Cycle II	\$8,236,000	\$0
Local Funds	\$10,800,000	\$0
TOTAL BUDGET	\$34,126,000	\$0

Milestones

PROJECT		NOI/NOP	Admin Draft to FTA	NOA	LPA
CEQA/ NEPA	East San Fernando Valley Transit Corridor	Mar-13	Jul-16	Jan-16	May-16
	Eastside Transit Corridor Phase 2 ¹	Jan-10	Dec-13	Aug-14	TBD
CEQA	Airport Metro Connector ²	Feb-15	N/A	Jun-16	Jun-14
NEPA	Airport Metro Connector	N/A	Dec-16	N/A	Jun-14

¹ November 2014 Board approved completion of further technical studies

² Categorical Exclusion under NEPA pending

TIGER PROJECTS (CEQA/NEPA) ³		Environmental Completion	Project Completion
VI	Willowbrook/Rosa Parks Station Master Plan Implementation Project	Aug-15	May-20
	Eastside Access Improvements	Sep-15	Dec-18 ⁴
VII	Rail to Rail Active Transportation Corridor Connector Project	Mar-17	Jun-19

³ Expected environmental document per NEPA is a Categorical Exclusion

⁴ Project Construction Substantial Completion



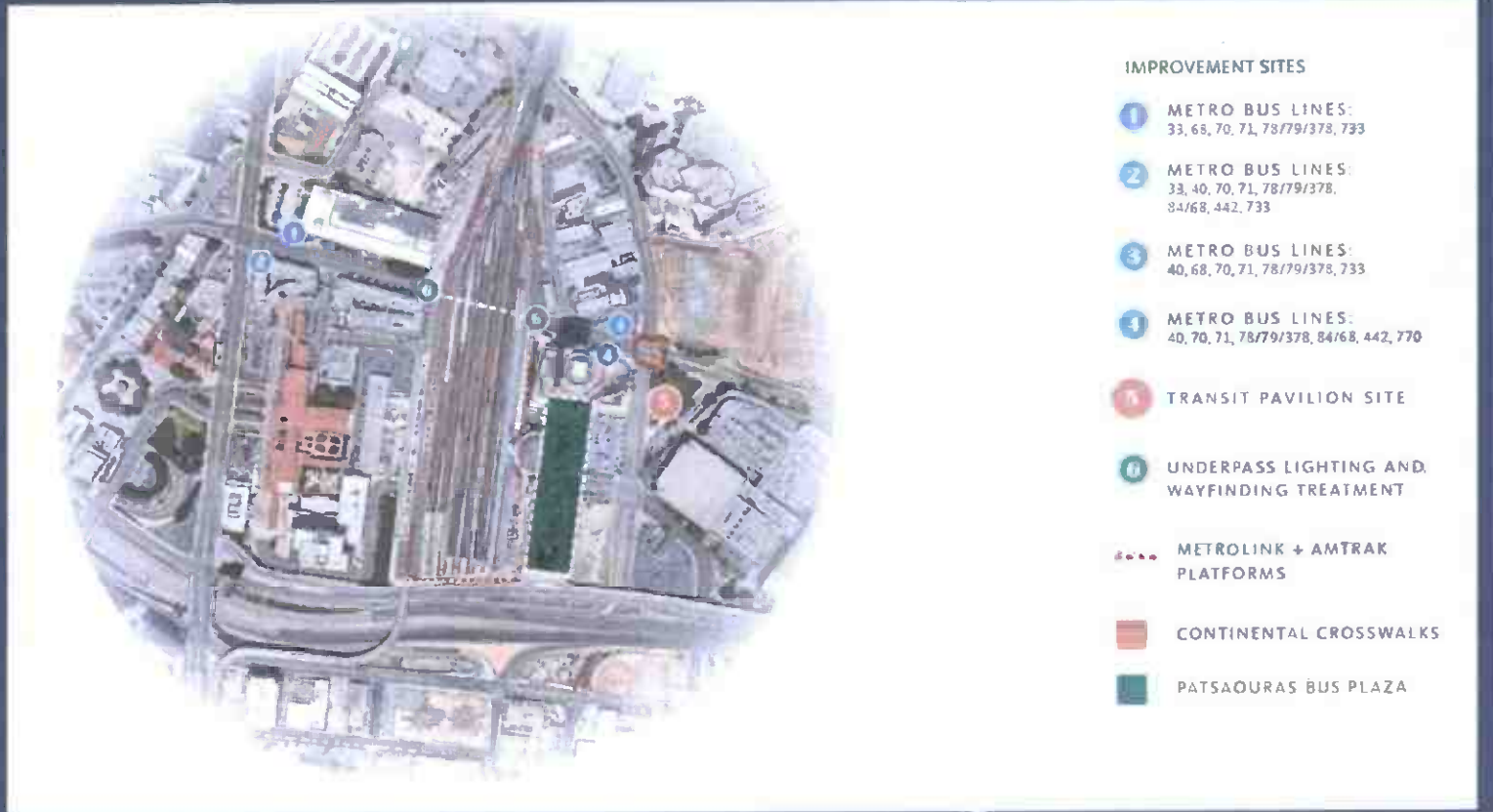
Cesar Chavez Bus Stop Improvements Project

Status

- Grant executed
- Design procurement completed
- Metro / City kick off meeting held
- Outreach in progress
- Design Visioning in process

Next Steps

- Winter 2016/ 2017
 - Select design and present to community
 - Advance design to 85% drawings
 - Begin construction procurement process

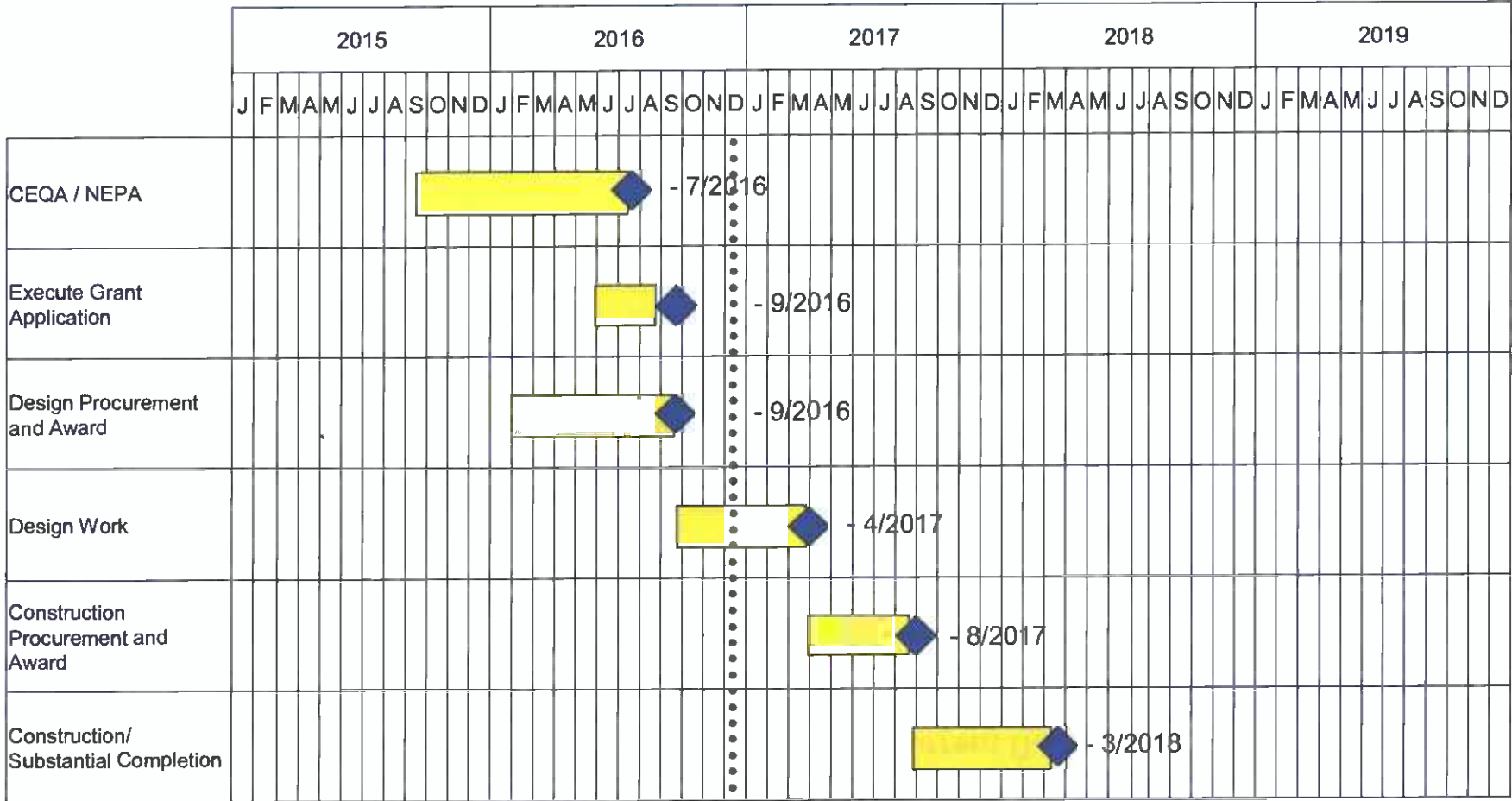


Metro

Cesar Chavez Bus Stop Improvements Project Conceptual Site Plan – Site



Cesar Chavez Bus Stop Improvements Project Schedule (est.)



◆ = Milestone Date

○ = FTA Action

Last Revised: 11/2016

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	Current Budget Estimate	Expenditures To Date
Design	\$342,849	\$0
Construction	\$1,742,848	\$0
TOTAL	\$2,085,697	\$0

**Los Angeles County
Metropolitan Transportation Authority**

P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting

Reporting Period: Aug 2016 - Oct 2016

Presentation Date: December 7, 2016



Metro

P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

- KinkiSharyo International (KI) completed Production Conformance Testing and shipping inspections on the following cars and shipped to Green Line Shop to perform post shipment inspection and vehicle-level qualification testing:

Car Number	Shipment Dates
1042	August 5, 2016
1043	August 13, 2016
1044	August 20, 2016
1045	August 27, 2016
1046	August 31, 2016
1047	September 8, 2016
1048	September 16, 2016
1049	September 23, 2016
1050	September 29, 2016
1051	October 6, 2016
1052	October 13, 2016
1053	October 20, 2016
1054	October 25, 2016

- Final assembly work continues on Cars No. 1055-1071 in Palmdale, CA.



P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

Commissioning Sites (Metro Gold, Blue & Green Lines)

- Conditional Acceptance for Pilot Cars 1 & 2 has been delayed per KI's August 2016 Schedule Update. There are two main reported reason for the delay:
 - a) A prolonged duration for the 4,000 Mile Operational Test.

Production Conformance Tests & 1,000 miles Acceptance burn-in

- Metro had Conditional Accepted forty two cars as of Oct 31, 2016 where ten (10) and thirty two (32) Cars are currently available for revenue service at Gold/Foothill Line and Expo Lines respectively.
- KI continues with the vehicle-level Production Conformance (Routine) testing on the remaining shipped Cars at Green and Expo Lines.

P3010 Light Rail Vehicle Acquisition Program

PROGRAM STATUS

Schedule

- The production schedule submitted by KI's Monthly Schedule Update Report remained disapproved by Metro. KI submitted the schedule recovery plan separately in early August 2016 was disapproved. KI is to revise and resubmit the plan.
- The Base Buy final car delivery is forecasted to be on March 27, 2017.
- A total of forty two (42) P3010 cars have been Conditional Accepted with Cars 1040 & 1047 being the last two.

Design Validation

- Production Baseline Design Reviews: 100% Completed.
- First Article Inspections (FAIs): 100% Completed.
- Design Qualification Tests: 98.5% Completed.
- Safety Certification Required Document: 99% Completed.
- Contract Deliverables Requirements List (CDRL), 91.5% submitted,



P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Base Buy)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (BASE BUY)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Base Buy			
78 LRV's	\$268,427,613.00	\$184,747,619.65	\$83,679,993.35
Spare Parts	\$20,069,679.00	\$0.00	\$20,069,679.00
Special Tools	\$819,258.00	\$0.00	\$819,258.00
Diagnostic Test Equipment	\$2,683,041.00	\$0.00	\$2,683,041.00
Base Buy Training	\$1,366,776.00	\$129,844.10	\$1,236,931.90
Manuals	\$675,512.00	\$0.00	\$675,512.00
Performance Bond	\$8,714,500.00	\$8,714,500.00	\$0.00
On-Site Engineer	\$1,679,366.00	\$681,794.10	\$997,571.90
Vehicle Sub-Total	\$304,435,745.00	\$194,273,757.85	\$110,161,987.15
Contingency Sub-Total	\$10,704,091.00	\$5,373,918.62	\$5,330,172.38
VEHICLE TOTAL	\$315,139,836.00	\$199,647,676.47	\$115,492,159.53
LACMTA			
MTA Administration	\$5,886,472.00		
PROFESSIONAL SERVICES AND ADMINISTRATION			
ELEMENT (PROFESSIONAL SERVICES)	LRV PROJECT BUDGET (LOP)	LRV PROJECT LOP BUDGET INVOICED TO DATE	LRV PROJECT LOP BUDGET REMAINING
Professional Services (Element A)	\$21,208,749.00	\$12,730,149.66	\$8,478,599.34
Professional Services (Element B)	\$8,378,885.00	\$2,332,260.43	\$6,046,624.57
CONSULTANTS TOTAL	\$29,587,634.00	\$15,062,410.09	\$14,525,223.91

P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Options #1 & #4)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 1 & 4)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Options 1 & 4 (97 LRVs)	\$323,798,891.00	\$41,175,967.40	\$282,622,923.60
Spare Parts	\$27,332,000.00	\$0.00	\$27,332,000.00
Special Tools	\$943,789.00	\$0.00	\$943,789.00
Diagnostic Test Equipment	\$2,080,181.00	\$0.00	\$2,080,181.00
Training		\$0.00	
Manuals		\$0.00	
Performance Bond	\$12,166,783.00	\$12,166,783.00	\$0.00
On-Site Engineer			
Vehicle Sub-Total	\$366,321,644.00	\$53,342,750.40	\$312,978,893.60
Contingency Sub-Total	\$18,604,375.00	\$864,597.85	\$17,739,777.15
VEHICLE TOTAL	\$384,926,019.00		\$330,718,670.75
LACMTA			
MTA Admin Option 1 & 4	\$3,048,674.00		

Note: P3010 Life Of Project (LOP) TOTAL (Base Buy, Options #1 & #4 and Options #2 & #3) is \$972 Million

P3010 Light Rail Vehicle Acquisition Program

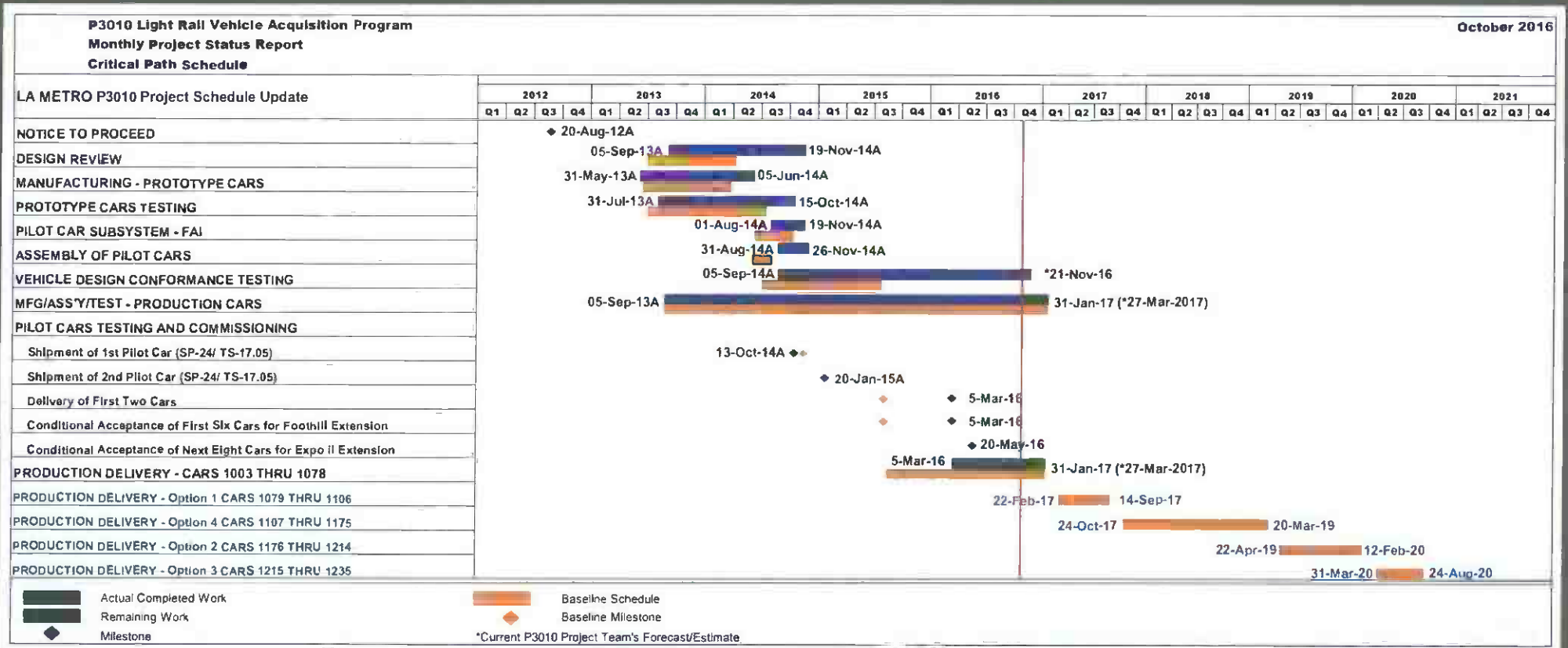
PROJECT BUDGET (Options #2 & #3)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 2 & 3)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Options 2 & 3 (60 LRVs)	\$214,370,373.96	\$24,080,898.87	\$190,289,475.09
Spare Parts	\$15,821,024.40	\$0.00	\$15,821,024.40
Special Tools	\$389,434.57	\$0.00	\$389,434.57
Diagnostic Test Equipment	\$1,416,049.63	\$0.00	\$1,416,049.63
Training			
Manuals			
Performance Bond	\$7,921,238.44	\$0.00	\$7,921,238.44
On-Site Engineer			
Vehicle Sub-Total	\$239,918,121.00	\$24,080,898.87	\$215,837,222.13
Contingency Sub-Total	\$15,869,912.00		\$15,869,912.00
VEHICLE TOTAL	\$255,788,033.00		\$231,707,134.13
LACMTA			
MTA Admin Option 2 & 3	\$7,211,967.00		

Note: P3010 Life Of Project (LOP) TOTAL (Base Buy, Options #1 & #4 and Options #2 & #3) is \$972 Million

P3010 Light Rail Vehicle Acquisition Program

PROJECT SCHEDULE



P3010 Light Rail Vehicle Acquisition Program

CONTRACT MODIFICATIONS (Initiated by KI)

RFC #	DESCRIPTION	STATUS
19	Reflective Decals	Metro is in the position to issue the contract mod once internal process is complete.
20	Wayside Data Communication Equipment	KI requested this to be on hold
21	Brake Cut-out access in LRV skirt opening	Metro target full execution by 11/14/16
22	Windshield Wiper	Metro target full execution by 11/14/16
23	Car Paint	Metro is in the position to issue the contract mod once internal process is complete.
26	Emergency Brake Rates	KI in process of developing proposal

 = CM Executed by Metro

Note: Information is accurate as of October 31, 2016.

P3010 Light Rail Vehicle Acquisition Program

TOP FIVE POTENTIAL RISKS

Risk Description	Risk Mitigation
<p>Final Assembly Site – Potential workforce challenges including not being able to obtain qualified personnel to perform quality work within aggressive FA schedule.</p>	<ol style="list-style-type: none"> 1. Perform early training on acquired staff, clearly define working expectations, and allocate flow time for corrective actions. 2. Metro to work closely with KI FA team to identify potential open items, establish quality verification process and standards, allocate additional on-site personnel to mitigate schedule slippage due to re-works and re-tests.
<p>Design Conformance Testing (DCT) - DCT is performed on Metro property prior to vehicle acceptance and could take longer than expected due to availability of testing track.</p>	<ol style="list-style-type: none"> 1. Perform early coordination with Operations and Planning on the qualification test logistics and yard needs. 2. Perform close continuous coordination with Operations and Planning during the test period especially the track-time and personnel availability/conflict.
<p>Aggressive Schedule - Overly aggressive project schedule may be impossible for both Metro and KI to implement.</p>	<ol style="list-style-type: none"> 1. Prepare and maintain master integrated schedule for implementation of all interfacing capital projects. 2. Stagger project implementation schedule, i.e., avoid overlap of procurement cycles.
<p>Contract Modification Process – Changes initiated by either party during design review process could potentially cause delay or claims.</p>	<ol style="list-style-type: none"> 1. Identify and define potential “Needs” and “Wants” in the early stages of the project phase. 2. Engage customers and stakeholders for early/critical review sessions.
<p>Implementation of the Quality Assurance program is not well planned and as a result is not effective. This could result in problems during testing and ultimately in revenue service.</p>	<ol style="list-style-type: none"> 1. Metro to work closely with KI to ensure Quality Assurance (QA) is strictly implemented and checked off against checklists for each production process in the Quality Assurance Program Plans (QAPP). 2. Metro will also dispatch auditor(s) on a periodic basis to ensure QA is being addressed in critical locations.

P3010 Light Rail Vehicle Acquisition Program

ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

Final Assembly Site

- KI to continue assembly work and routine testing on Cars in Palmdale, CA.
- KI to continue shipment, delivery and Conditional Acceptance of Cars. Four Cars per month ship rate is targeted for the upcoming months.

Commissioning Site

- KI to continue vehicle-level routine testing on Cars at Green and Expo Lines.
- KI to address open items prior to completing the remaining 4,000 Mile Operational Test.
- KI to continue mitigation efforts on performance items, specifically the Communication system.

Safety Certification

- KI to complete/submit the remaining 1% of the test reports.
- KI to complete and submit the final documents required for Safety Certification review and final approval.



Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review
December 7, 2016



Metro

New Heavy Rail Vehicle Program

- **PROJECT STATUS**
 - Board Action on December 1, 2016 to award Contract to CRRC MA.
- **PROJECT BUDGET**

BASE ORDER SUMMARY	HRV PROJECT BUDGET	BUDGET INVOICED TO DATE	BUDGET REMAINING	ESTIMATE AT COMPLETION
BASE ORDER 64 VEHICLES	\$178,395,869	\$0	\$178,395,869	\$178,395,869
PROFESSIONAL SERVICES	\$20,500,000	\$1,789,577	\$18,710,423	\$20,500,000
MTA ADMINISTRATION	\$11,933,752	\$1,048,405	\$10,885,347	\$11,933,752
VEHICLE SUBTOTAL	\$210,829,621	\$2,840,900	\$207,991,639	\$210,829,621
CONTINGENCY	\$21,878,546	\$0	\$26,453,000	\$21,878,546
CONTINGENCY SUBTOTAL	\$21,878,546	\$0	\$21,878,546	\$21,878,546
TOTAL PROJECT	\$232,708,167	\$2,840,900	\$229,870,185	\$232,708,167



Metro

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 \$232.7 million. LACMTA intends to exercise up to five Options.

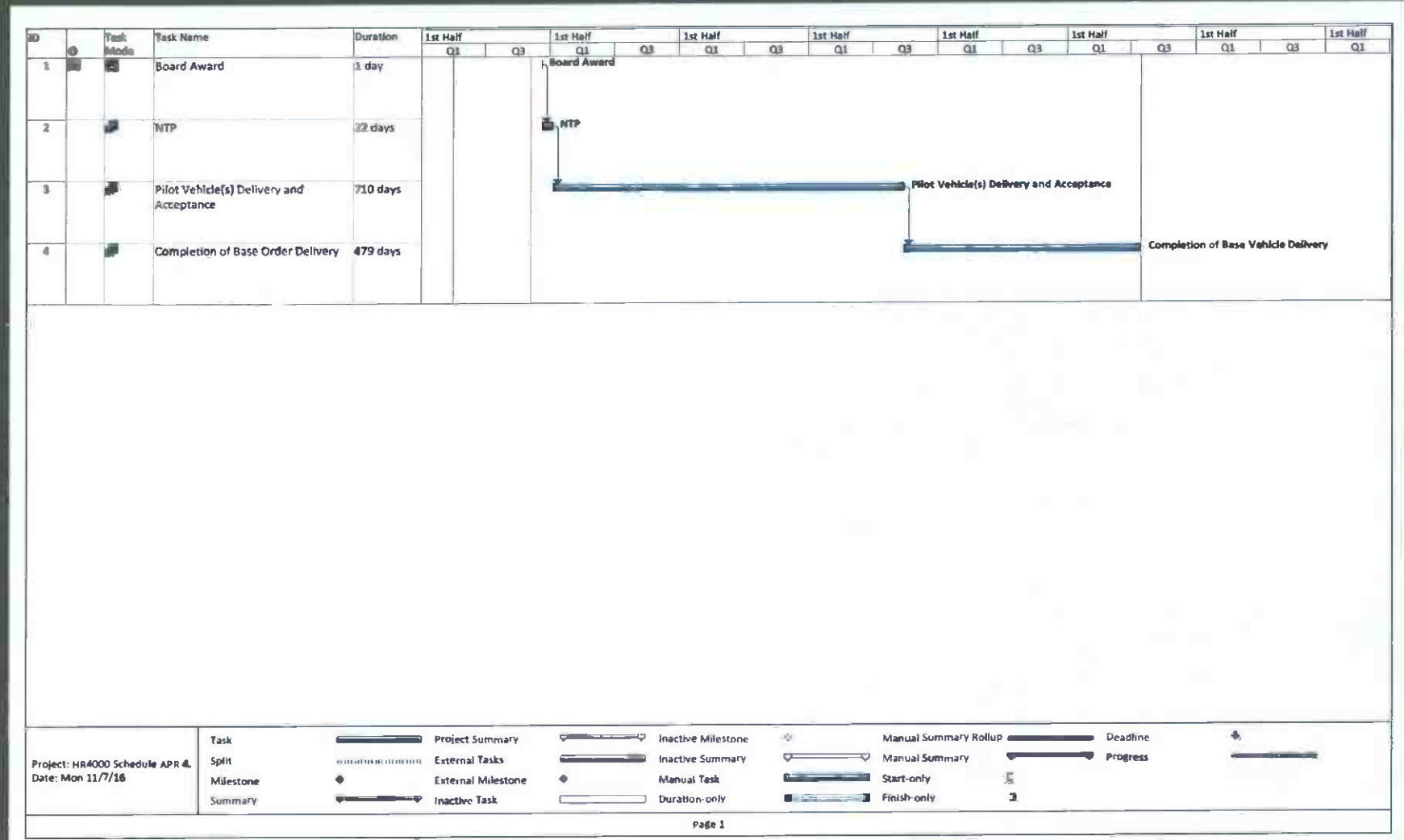
- **Options:**

- 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



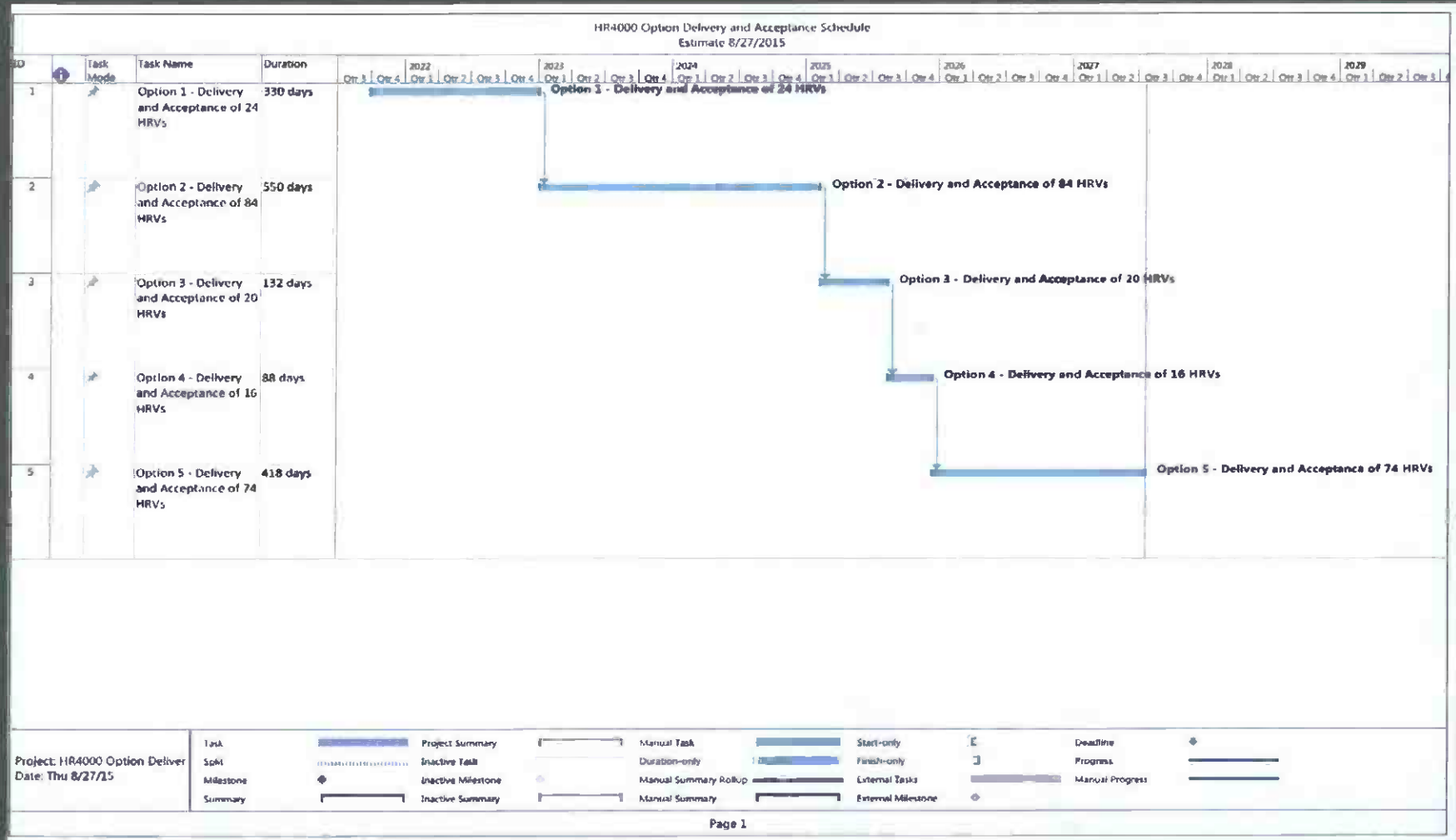
New Heavy Rail Vehicle Program

- SCHEDULE (DRAFT) – BASE ORDER



New Heavy Rail Vehicle Program

- SCHEDULE (DRAFT) – OPTIONS



New Heavy Rail Vehicle Program

RISK MANAGEMENT

Risk ID	Risk Type	Risk Description	Date	Cost	Time	Prob	Risk Score	Risk Owner	Mitigation Strategy	Action Items	Cost	Time	Prob	Risk Score After Mitigation
1	Engineering	Technology Transfer might be an issue	07-Nov-16	3	3	3	9	Contractor	Mitigate	1. Use lessons learned from LACMTA projects and other Transit Agencies 2. Closely monitor Contractor plans for Technology Transfer.	1	2	2	4
2	Operations	Resources and track availability may be a constraint for LACMTA and delay the Contractor in delivering Vehicles	25-Jan-16	2	3	3	7.5	LACMTA	Mitigate	1. LACMTA will coordinate closely with competing projects to avoid conflicts and resource availability. 2. LACMTA will consider some preliminary testing to be performed in the yard. 3. Contractor to perform static, functional and dynamic testing before delivering Vehicles to ensure that LACMTA yard is a Commissioning Site.	2	2	2	4
3	External	Protest could delay Award and NTP.	25-Jan-16	2	3	3	7.5	LACMTA	Mitigate	1. Follow established and proven LACMTA Proposal Evaluation process.	1	2	2	3
4	Construction	New Carbuilder, new final assembly facility may delay vehicle delivery	25-Jan-16	4	3	2	7	LACMTA	Mitigate	1. Use lessons learned from LACMTA projects and other Transit Agencies 2. Closely monitor Contractor plans for facility design and construction.	3	3	2	6
5	Engineering	Contractors may not be able to meet the required maximum weight.	25-Jan-16	1	3	3	6	Contractor	Mitigate	1. LACMTA is considering alternative materials that meets the performance requirements 2. LACMTA will re-examine the weight restriction 3. LACMTA will reiterate that Vehicles delivered shall meet the Weight Limit outlined in the Technical Specification.	1	3	2	4
6	Engineering	Fire Suppression System will be the first application in the US	25-Jan-16	1	2	2	3	LACMTA	Mitigate	1. Coordinate closely with internal LACMTA stakeholders and Consultant Subject Matter Experts (SMEs) to direct Contractor to an acceptable design solution.	1	2	2	3



Metro

New Heavy Rail Vehicle Program

- **COMMERCIAL TERMS AND CONDITIONS**
 - **CRRC Commitment to Metro's Local Employment Program:**
 - CRRC will create new jobs in California and will invest in a corresponding LA County facility to manufacture HR4000 system components
 - CRRC has committed to paying \$38,395,972 in wages and benefits to new workers
 - 10% of all new jobs must go to targeted disadvantaged workers
- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Board approval of recommended Awardee
 - Metro to issue NTP to Rail Vehicle Contractor
 - Project Kick-off

FTA Quarterly Review Action Item Report – August 31, 2016

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
2-8/31	Open	Metro to notify the PMOC/FTA of future Heavy Rail Vehicle Acquisition Program Risk Meetings.	LACMTA	Cop Tran	10/31/16
3-8/31	Open	Metro to provide the FTA/PMOC a copy of the Metro Ridership Survey results.	LACMTA	Drew Phillips	11/30/16
4-8/31	Open	Metro to provide the FTA/PMOC local employment data for the Heavy Rail Vehicle Acquisition Program.	LACMTA	Cop Tran	11/30/16
5-8/31	Open	Metro Planning to include an expenditure report for local funds and TIGER VI funds in the FTA Quarterly Review Meeting presentation for the Willowbrook/Rosa Parks Station Master Plan Improvement Project.	LACMTA	Therese McMillan	12/7/16
1-8/31	Closed	Metro to forward the FTA/PMOC a copy of the September 29, 2016 P3 Kick-Off Meeting notice.	LACMTA	Brian Boudreau	9/23/16
6-8/31	Closed	Metro to include the Eastside Access Improvements Project and the Willowbrook/Rosa Parks Station Master Plan Improvement Project under the Construction Reports section of the FTA Quarterly Review Meeting Agenda.	LACMTA	Therese McMillan/ Cindy Smouse	12/7/16