SUBJECT:   STATE LEGISLATION

ACTION:   ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

A. AB 620 (Hernandez) – Metro ExpressLanes – OPPOSE
B. AB 726 (Nazarian) – Higher Capacity Buses on the Metro Orange Line – SUPPORT
C. AB 7545 (Ridley-Thomas) – Tax Relief for Businesses Impacted by Transit Project Construction – SUPPORT
D. AB 1265 (Perea) – Public Private Partnerships Sunset Extension – SUPPORT
E. SB 391 (Huff) – Increased Penalties for Assaults Against Transit Employees – SUPPORT
F. SB 413 (Wiekowski) – Transit System Usage Violations – SUPPORT
G. SB 767 (De Leon) – Metro’s Sales Tax
H. AB 914 (Brown) – San Bernardino County Express Lanes

ATTACHMENTS

A. AB 620 (Hernandez)
B. AB 726 (Nazarian)
C. AB 754 (Ridley-Thomas)
D. AB 1265 (Perea)
E. SB 391 (Huff)
F. SB 413 (Wiekowski)
G. SB 767 (De Leon)
H. AB 914 (Brown)
I. H-Board Motion, March 19, 2015

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Staff recommends that the Board of Directors adopt an oppose position on AB 620.

ISSUE

AB 620 would place certain new requirements on the Metro ExpressLanes Low Income Assistance program. As currently drafted, AB 620 would:

- Further define participation in the Metro ExpressLanes Equity Program to specifically include low and moderate income commuters and transit users as defined in state law.
- Require that hardship exemptions from tolls shall be granted to commuters who meet certain public assistance programs.

DISCUSSION

At the March 2015 Board meeting, the Board adopted a motion by Directors Fasana and Ridley-Thomas (Attachment H) relative to the Metro ExpressLanes program, that directed staff to “oppose any legislation that could negatively impact Metro’s ability to operate its current program or proceed with future ExpressLanes related efforts until Board adoption of the ExpressLanes policy”. Current law requires Metro to maintain an Equity Program that stipulates that Metro work with affected communities to provide mitigation measures that include reduced toll charges and toll credits to commuters. AB 620 is, in effect, further defining the income groups that would participate in this program and specifying that hardship exemptions from tolls be provided to certain income groups. As such, AB 620 is defining in more detail the requirements of a program which Metro is already implementing as part of the ExpressLanes program through the provision of toll credits to low-income account holders.
Staff has been working with the Assemblymember to address the language of the bill, and at this point, we have primarily shared information regarding the structure of Metro's existing program and discussed potential impacts from the bill. Overall, the goal of Metro's ExpressLanes program is to improve mobility for all commuters in the two corridors in which the project is located. Converting the High Occupancy Vehicle Lane into a High Occupancy Toll (HOT) lane utilizes a variable pricing system that allows single occupant drivers the option, to buy a space in the HOT lanes as opposed to remaining in the General Purpose lanes. The purpose of the variable pricing mechanism is to better manage the traffic flow in the lanes, not to generate revenue. In addition to this conversion, Metro has invested significant toll revenue in the transit services that traverse these corridors.

In detailing the income groups and the requirement that hardship exemptions shall be provided to specific income groups, AB 620 further defines the requirements of a program that is already in state law. Existing law recognizes the importance of allowing the operating agency to determine the details associated with the program. The provisions of AB 620 are rather prescriptive in expanding the toll credits required by the program with potential negative impacts on the ExpressLanes. Requiring hardship exemptions to certain income groups could increase the usage of the lanes by non-paying users, thus limiting the ability to efficiently manage congestion and resulting in less capacity available for toll paying customers, thereby reducing the toll revenues that are available for operations and maintenance of the ExpressLanes as well as the provision of transit services in the corridor. Moreover, the provisions of AB 620 would significantly impair Metro's ability to secure the financing necessary to extend or implement additional ExpressLanes, among other transportation improvements.

To date, the ExpressLanes have generated enough revenue to pay for operations, maintenance, transit and ExpressLanes improvements, as well as a Net Toll Revenue Grant which funded transportation improvements proposed by corridor jurisdictions that benefit the corridors.

Staff recommends that the Board of Directors oppose the legislation.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed the legislation to identify an impact to safety at Metro and have found that the measure has no negative impacts on safety.

FINANCIAL IMPACT

The legislation could negatively impact the toll revenue from the ExpressLanes program requiring the ExpressLanes to compete with other programs for limited transportation dollars. Additionally, the legislation would adversely impact Metro's ability to seek financing to extend or implement new ExpressLanes corridors.
ALTERNATIVES CONSIDERED

Staff has considered adopting a Work with Author position. However, that recommendation would be inconsistent with the direction provided in the motion adopted by the board in March.

NEXT STEPS

Should the Board decide to adopt an oppose position on this bill, staff will work with the author on this legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.
BILL: AB 726

AUTHOR: ASSEMBLY MEMBER NAZARIAN (D-SHERMAN OAKS)

SUBJECT: BI-ARTICULATED BUSES ON METRO ORANGE LINE

STATUS: PENDING COMMITTEE REFERRAL

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board approve a support position on AB 726 which would allow Metro to operate bi-articulated buses up to 82 feet in length along the Los Angeles Metro Orange Line (MOL).

ISSUE

Existing law allows articulated buses up to 60 feet in length to operate on the MOL and provide Metro the flexibility needed to address the growing demands of public transportation in the Greater San Fernando Valley.

This bill would:

- Alleviate congestion and offer Metro the flexibility to operate buses up to 82 feet in length along the MOL Right of Way.

DISCUSSION

In 1991, Metro purchased the Southern Pacific Burbank Branch. After 15 years of examining potential transportation alternatives, Metro constructed Bus Rapid Transit (BRT) along the entire Southern Pacific Burbank Branch route, which is currently known as the Metro Orange Line. Today, much like light rail, the 18-mile MOL runs on dedicated bus lanes and uses a dedicated right-of-way with stations approximately at one mile intervals.
Since the construction of the MOL, the Valley has outgrown the BRT system. When BRT was determined to be the preferred alternative, Metro estimated that MOL ridership would average 16,000 riders on weekdays. But, as of September 2012, average ridership was 31,787 — almost double the initial estimate. Ridership on the MOL continues to grow rapidly each year. However, current MOL operation has headway restrictions that limit how many standard articulated buses can operate there. Therefore, bi-articulated buses could allow for expansion of capacity on this line. Bi-articulated buses can have up to 80 passenger seats, which would translate into an operating capacity of 112 passengers.

Bi-articulated buses currently operate in South America (primarily Brazil) and in Europe (Germany, Holland, Switzerland). The most common bi-articulated bus designs are about 82' in length.

**DETERMINATION OF SAFETY IMPACT**

Bi-articulated buses would be restricted to running exclusively on the MOL Right-of-Way, and would be segregated from other vehicles. On the MOL Right-of-Way, the extended length of these vehicles is not expected to have any impact on safety.

**FINANCIAL IMPACT**

If enacted, this measure has no direct cost impact. If Metro were to purchase the larger 80’ buses in the future, they would likely be more expensive to purchase than the 60’ buses currently operated on the MOL, but there would be a combination of either operational cost savings and/or increased passenger capacity due to using higher capacity buses. Given current operational (headway) constraints, using higher capacity buses could be among the lower cost options for increasing passenger capacity on this corridor.

**ALTERNATIVES CONSIDERED**

Staff has considered adopting either an oppose or neutral position on the bill. However, an oppose position would be inconsistent with past Board positions and a neutral position would foreclose Metro’s ability to enact legislation that could improve mobility in our region.

**NEXT STEPS**

Should the Board decide to adopt a support position on this bill, staff will work with the bill author to pursue passage of the legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.
BILL: AB 754-5

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

SUBJECT: BUSINESS TAX EXEMPTION DURING RAIL CONSTRUCTION

STATUS: ASSEMBLY COMMITTEE ON REVENUE AND TAXATION

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a support position on AB 754-5 which would provide an exemption from certain state taxes to small businesses adjacent to the Crenshaw/LAX Corridor, Regional Connector and Westside Subway extension projects.

ISSUE

AB 754-5 is Metro's sponsored measure which would provide an exemption from certain state taxes to small businesses adjacent to the Crenshaw/LAX Corridor, Regional Connector and Westside Subway extension projects.

Specifically, AB 754-5 would:

- Exempt small businesses, located adjacent to the Crenshaw/LAX Corridor, Regional Connector and Westside Subway extension projects, from the state sales tax during the period in which these projects are under construction.

DISCUSSION

In the Fall of 2014 the board approved the creation of the Business Interruption Fund. At that time, the Board directed staff to seek legislation that would temporarily reduce or waive taxes and fees imposed on impacted businesses during transit-related construction activities for the Crenshaw/LAX Light Rail, Regional Connector and Purple Line Westside Extension projects. Staff has worked with Assemblymember Ridley-Thomas to develop the legislation.
Generally speaking, the state imposes three major taxes which include corporate, personal and sales taxes, in addition to various fees that may be imposed on businesses. In developing this legislation, staff looked at other similar proposals that have been introduced in the Legislature. In the past, the Legislature has considered so-called “sales-tax holidays” as an incentive to patronize businesses during certain periods. This model could be one such relief to businesses impacted by Metro’s transit project construction. Under this proposal, businesses would not be required to assess sales taxes on goods purchased at their stores. This would obviously benefit retail establishments; however, businesses are also subject to paying sales tax when they buy certain goods, so this relief could apply to those purchases and provide an extra benefit.

The concept of granting tax relief during transit construction is clearly innovative. As such, this legislation is expected to evolve significantly. As of the drafting of this report, a number of variables are still evolving. These variables include the addition of other taxes and fees from which businesses could be exempted, defining what it means to be adjacent to a construction project and identifying fees that could be waived. Additionally, the Board will need to consider if the local transportation taxes imposed by Metro should be included in this proposal.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed the legislation to identify any impacts to safety at Metro and have found that the measure has no negative impacts on safety.

FINANCIAL IMPACT

The financial impact from this proposal would be primarily to state funds as the legislation exempts businesses from state taxes and fees. Should the Board opt to include the local sales taxes, then there would be some reduction in revenues from those taxes.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. However, an oppose or neutral position would be inconsistent with past Board positions.

NEXT STEPS

Should the Board decide to adopt a support position on this bill, staff will work with the author to pursue passage of the legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.
ATTACHMENT D

BILL: AB 1265

AUTHOR: ASSEMBLYMEMBER PEREA (D-FRESNO)

SUBJECT: PUBLIC PRIVATE PARTNERSHIPS SUNSET EXTENSION

STATUS: ASSEMBLY

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board approve a support position on AB 1265 which would remove the sunset date and allow Public Private Partnership (PPP) agreements to continue to be an option for transportation infrastructure beyond January 1, 2017.

ISSUE

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities for certain transportation projects until January 1, 2017. These agreements may include charging certain users of those projects tolls and user fees.

This bill would:

- Remove the sunset date for Public Private Partnership agreements and allow PPPs to continue to be an option for transportation infrastructure beyond January 1, 2017.

DISCUSSION

The proposed legislation would extend legislative authority and continue to provide expansion of design-build contracting authority to additional state facilities. The 2009 legislation authorized up to 15 design-build transportation projects, under prescribed
circumstances. The original P3 enabling legislation authorized the California Department of Transportation (Caltrans) and local and regional transportation agencies to enter into an unlimited number of PPP agreements until January 1, 2017.

Extending this law would allow Metro to further develop its PPP program encouraging private investment and development for projects that would otherwise be difficult to build using standard design-bid-build procurement methodology.

In July 2014, the Board approved a PPP Unsolicited Proposal Policy, the procedures for which were submitted to the Board in February 2015. Metro has an agency-wide focus on innovation, including support of alternative delivery methods. Authorizing this legislation is a key component to the success of these efforts.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed the legislation to identify any impacts to safety at Metro and have found that the measure has no negative impacts.

FINANCIAL IMPACT

There is no immediate financial impact related to Metro's support of this legislative action.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. However, an oppose position would be inconsistent with past Board positions and a neutral position would foreclose Metro's ability to enact legislation that could improve mobility in our region.

NEXT STEPS

Should the Board decide to adopt a support position on this bill, staff will work with author to pursue passage of the legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.
RECOMMENDATION

Staff recommends that the Board of Directors adopt a Support position on SB 391 which will increase penalties for assaults committed against transit employees.

ISSUE

SB 391 is a Metro sponsored measure which would increase the penalties for assaults committed against transit employees. Specifically, SB 391 would:

- Expand the categories of transit employees that fall under the transit specific assault provisions in the Penal Code.
- Double the penalties in state law from one year in jail and $10,000 in fines to two years in state prison and $20,000 in fines.
- Remove the discretion of judges to sentence offenders to probation.

DISCUSSION

Metro's 2015 State Legislative Program directed staff to seek legislation that would increase the penalties for assaults committed against transit employees. Under current law, the minimum sentence for assaults is one year in jail and a fine of $10,000. Due to a variety of factors including overcrowding in the jail and prison system, offenders who are convicted spend very little time in jail according to the data available to Metro.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed the legislation to identify any impacts to safety at Metro and have found that the measure has no negative impacts on safety.
FINANCIAL IMPACT

Metro experiences a number of financial impacts from this activity. However, whatever money may be saved by the agency pales in comparison to relieving the personal toll that an assault has on Metro Employees. Protecting our employees and relieving them of impacts of being assaulted is invaluable.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. However, an oppose or neutral position would be inconsistent with past Board positions.

NEXT STEPS

Should the Board decide to adopt a support position on this bill, staff will work with the author to pursue passage of the legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.
BILL: SB 413
AUTHOR: SENATOR WIECKOWSKI (D-HAYWARD)
SUBJECT: PRIORITY SEATING ON PUBLIC TRANSIT
STATUS: SENATE TRANSPORTATION & HOUSING COMMITTEE
ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a support position on SB 413. This bill would amend existing law and make it a violation for failing to yield seating reserved for persons with disabilities or seniors on public transit; clarify noise violations on transit properties; and authorize transit agencies to use an administrative process to cite and process minors in violation of specified prohibited acts.

ISSUE

Existing law authorizes public transportation agencies to impose and enforce administrative penalties for certain adult passenger misconduct, (e.g.: fare evasion, smoking where prohibited, unauthorized sale of goods) on a public transit facility or vehicle.

This bill would:

- Allow transit agencies to make it a violation, subject to a fine of up to $250, for failing to yield reserved seating for the elderly or disabled on transit vehicles.

- Allow transit agencies to use an administrative process to cite minors in the same manner as adults for violations on transit properties or vehicles, including such acts as fare evasion, disturbing the peace and smoking and eating/drinking where prohibited.

- Clarify what constitutes a noise violation on transit property and require law enforcement to first give a warning to an individual reported to be disturbing another passenger before issuing a citation.
DISCUSSION

The Federal American's with Disabilities Act (ADA) mandates that transit systems designate seats in each bus and rail vehicle for individuals with disabilities or seniors. In addition, some seats on buses and railcars must be lifted to a vertical position in order to accommodate wheelchairs or other mobility devices. Although the ADA requires these seats to be identified, the Federal legislation does provide transit systems with any enforcement tools such as administrative penalties or fines. As a result, able-bodied passengers can refuse to yield these seats to individuals with disabilities, persons in wheelchairs or seniors. This can result in passengers in mobility devices not being allowed to board, or seniors and persons with disabilities being required to stand while younger and able-bodied persons occupy the reserved seats.

This legislation would give Metro the ability to add language to the current notices that would state that failing to give up the seat when requested may result in a fine. Enforcement of the state law, and issuing tickets would not be the responsibility of bus and rail operators.

Metro frequently receives complaints from seniors, individuals with disabilities or persons using mobility devices that able-bodied passengers will not yield the reserved seats. Metro has already taken additional efforts to reinforce the reservation of the seats. This includes adding new decals, special blue fabric on the seats and blue flooring, but the problem of people not yielding the seats on request still occurs.

Other transit systems report similar problems. In Denver, the Regional Transit District (RTD) recently settled a lawsuit that alleged that the system was not doing everything within its power to encourage able-bodied patrons to yield their seats. Several systems such as the New York MTA and Portland Trimet already have fines of up to $250 for persons who do not yield the reserved seats on request of agency employees.

DETERMINATION OF SAFETY IMPACT

The purpose of this legislation is to increase compliance with the placards that advise passengers that specific seats are reserved for individuals with disabilities and seniors. It is safer for seniors and individuals with disabilities to ride our vehicles while seated. This legislation should help more seniors and persons with disabilities to find seats resulting in a safer ride and a reduction in personal injuries and claims against Metro.

FINANCIAL IMPACT

The only financial impact would be the production and installation of updated decals including a reference to the state legislation. This can be accomplished within current budget and additional funds will not be required.
ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. However, an oppose or neutral position would be inconsistent with past Board positions.

NEXT STEPS

Should the Board decide to adopt a support position on this bill, staff will work with author to pursue passage of the legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.
RECOMMENDATION

Staff recommends that the Board of Directors adopt a support position on SB 767 which would authorize Metro to place a sales tax measure on a future ballot.

ISSUE

When the Board adopted the 2015 state legislative program, it authorized staff to pursue legislation which would authorize Metro to place a sales tax measure on a future ballot. State Senate President Pro Tem Kevin De Leon has agreed to author that measure.

SB 767 would:

- Authorize Metro to place a sales tax measure on a future ballot.
- Specify that the measure include an expenditure plan that identifies the projects and programs to be funded by the tax and limits Metro's administrative costs to 1.5% of total revenues.
- Authorizes Metro to bond against future proceeds from the tax.
- Exempts the new tax from the cap on locally imposed sales taxes.

DISCUSSION

SB 767 is Metro's sponsored measure to place a sales tax on a future ballot. Consistent with principles established by the Board in the past, the bill has been structured to provide the basic and simple authorization to place a measure on the ballot and does not identify in state law the specific projects and programs to be included in the measure.
The bill has four basic elements: the authorization to place the measure on the ballot, the requirement to have an expenditure plan, the authorization to bond against future revenues and the exemption from the cap on local taxes. Each of these is an essential element in the authorization of the tax.

Metro is currently engaged in an extensive outreach process of working with our local stakeholders to develop the next measure. This process is continuing and will continue as the Legislature considers SB 767. It is anticipated that attempts will be made to include specific projects in state law as a mandate to Metro to fund these projects. Since the passage of the legislation authorizing Measure R, the Board has maintained that the state legislation authorizing the tax should not pick or mandate projects but should be a straightforward authorization. Including projects in state law would violate the principle of the board but it would also violate the extensive process that has been put in place to solicit input from our local stakeholders.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed the legislation to identify any impacts to safety at Metro and have found that the measure has no negative impacts on safety.

FINANCIAL IMPACT

The measure could have a significant impact on funding for projects and programs in that it could create funding for a variety of projects and programs throughout Los Angeles County.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. However, an oppose or neutral position would be inconsistent with past Board positions.

NEXT STEPS

Should the Board decide to adopt a support position on this bill, staff will work with the author to pursue passage of the legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.
ATTACHMENT H

BILL: AB 914

AUTHOR: ASSEMBLY MEMBER CHERYL BROWN (D-WEST COVINA)

SUBJECT: EXPRESS LANES ON INTERSTATE 10 AND INTERSTATE 15 IN SAN BERNARDINO COUNTY

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE REFERRAL

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board approve a support position on AB 914 which would authorize the San Bernardino Associated Governments (SANBAG) to implement Express Lanes on Interstate 10 and Interstate 15 in San Bernardino County. These new lanes would expand the network of Express Lanes in Southern California, could ultimately link to the express lanes in Los Angeles County and could further improve mobility in our region.

ISSUE

AB 914 would grant SANBAG the authority to implement an express lane program in the county on the I-10 and the I-15 corridors.

DISCUSSION

SANBAG has been studying mobility options in San Bernardino which could improve mobility and accommodate growth in the Inland Empire. San Bernardino County’s population has grown to over 2.1 million and is projected to reach 3.4 million by 2060. The I-10 and I-15 corridors are among the most congested in San Bernardino and congestion is expected to grow significantly.

The areas around I-10 and I-15 corridors are increasingly urbanized, so future expansion projects could result in significant impacts to the community. These routes are also utilized as important recreational and goods movement corridors, seeing up to 47,500 trucks per day combined. As a result, SANBAG has explored alternative ways of managing congestion that will serve the growing needs in these corridors. SANBAG has determined that the creation of Express Lanes in these corridors is a viable mobility solution and is seeking legislation to authorize this program.
While the ExpressLanes in Los Angeles County do not currently reach the border of Los Angeles County with San Bernardino County, the long term planning for ExpressLanes includes the ability to expand our current program and link them to other such projects in our region. Metro's ExpressLanes program has also been developed to be interoperable with other programs in the state.

**DETERMINATION OF SAFETY IMPACT**

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

**FINANCIAL IMPACT**

The measure would have a no significant financial impact on the agency. Metro would still retain the discretion to fund the expansion of our ExpressLanes program.

**ALTERNATIVES CONSIDERED**

Staff has considered adopting a neutral position on the bill. However, a neutral position would be inconsistent with past Board positions.

**NEXT STEPS**

Should the Board decide to adopt a support position, staff will communicate that position.
The I-10 and I-110 ExpressLanes have proven to be a success by improving the management of traffic within the corridors resulting in legislation that granted the MTA the authority to indefinitely operate, maintain and administer the program.

Through adoption of several motions, the Metro Board has communicated its desire to utilize congestion pricing through conversion of High Occupancy Vehicle lanes to High Occupancy Toll (HOT) lanes/ExpressLanes as a means of improving the reliability of the highway network while generating revenue to operate and maintain the ExpressLanes as well as enhance transit services and implement transportation projects within the corridors where funding is generated.

In July 2014, the Metro Board approved a motion directing staff to begin the development of planning studies for conversion of I-105 High Occupancy Vehicle (HOV) lanes between I-605 and I-405/LAX/Seplveda to High Occupancy Toll lanes/ExpressLanes as well as to study extending the I-110 ExpressLanes southerly to the I-405/I-110 interchange.

In November 2014, the Metro Board directed the CEO to develop the Los Angeles County ExpressLanes Strategic Plan, currently under development and slated to return to the Board in June 2015.

The 2015 legislative agenda contains several proposed bills that have the potential to impact the agency's ability to continue to operate the current ExpressLanes as well as finance and implement additional High Occupancy Vehicle (HOV) to High Occupancy Toll (HOT) lane conversions. While the authors of these bills are well-intentioned, a piecemeal approach that proposes changes to specific freeway corridors without assessing the impact of the proposed changes on a more comprehensive basis (including, safety, congestion relief, efficiency and revenues) could negatively impact the efficiency of the highway network as well as Metro's ability to continue to operate existing ExpressLanes and implement additional ExpressLanes.

WE THEREFORE MOVE that the MTA Board Direct the CEO to:

1. Develop a comprehensive list of proposed bills with the potential impact of limiting Metro's ability to pursue implementation of future ExpressLanes identified as part of the LA County ExpressLanes Strategic Plan for distribution at the April 2015 Executive Management Committee.
2. Expeditiously develop an overarching policy on HOV/HOT/ExpressLanes based on analysis that can guide the agency's position on proposed legislation.
3. Oppose any legislation that could negatively impact Metro's ability to operate its current program or proceed with future ExpressLanes related efforts until Board adoption of the ExpressLanes policy.