

# REPORT OF THE CHIEF LEGISLATIVE ANALYST

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DATE: June 4, 2019

TO: Honorable Members of the Rules, Elections, and Intergovernmental Relations Committee

FROM: Sharon M. Tso *Sharon Tso* Council File No.: 19-0002-S74  
Chief Legislative Analyst Assignment No.: 19-05-0439

SUBJECT: Support for performance indicators in regional transportation plans.

CLA RECOMMENDATION: Adopt Resolution (Bonin - Smith) to include in the City's 2019-2020 State Legislative Program SUPPORT for AB 1142 (Friedman) that would require designated transportation planning agencies to include in their regional transportation plans performance indicators trips made by Transportation Network Companies (TNCs) and policies that can increase the utilization of public transit.

## SUMMARY

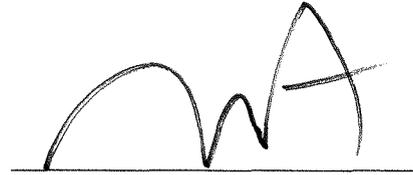
All California metropolitan transportation organizations (MPOs) and regional transportation agencies (RTPAs) are required to conduct long-range planning activities that include transportation goals and actions necessary for project implementation. The long-range plan is known as the RTP and is an important policy document that is based on the unique needs and characteristics of a region. The RTP considers a minimum 20-year horizon and is integrated with local jurisdictions' land use plans. An additional major component of the RTP is the Sustainable Communities Strategy (SCS) that sets forth a vision for growth in a region. The RTP/SCS allow MPOs with a population over 200,000 to consider using performance monitoring indicators to measure plan performance. Performance measures are used to model travel demand and allow the long-range forecasting of transportation network and system level performance, such as walking, biking, transit ridership, carpool mode share, corridor travel times by mode, and percentage of population within a half-mile of a transit stop.

The California Air Resources Board's (CARB) 2018 progress report assessed the progress made by MPOs towards meeting their SCS goals in the last ten years. The report found that California is not on track to meet its greenhouse gas (GHG) reductions targets for the automobile and light truck sector for 2020 and 2035. The primary factor driving up GHGs from the transportation sector is the increasing use of single-occupancy passenger vehicles that began in 2010, including the popularity of Transportation Network Companies (TNCs), such as Uber and Lyft.

On February 21, 2019, Assembly Member Friedman introduced AB 1142, amended on April 1, 2019, that would require MPOs and RTPAs with a population over 200,000 to measure trips made by TNCs in their RTPs performance indicators, as well as policies that can increase the utilization of public transit. AB 1142 would also add numerous public transit performance indicators that MPOs can quantify in the plan. By including new performance indicators, RTPs would better reflect the reality of today's multi-modal transportation system and require additional policies to increase the use of existing transit.

BILL STATUS

5/01/2019 Referred to the Senate Transportation Committee  
4/22/2019 Passed and ordered to the Senate  
4/01/2019 Amended, re-referred to the Assembly Transportation Committee  
3/07/2019 Referred to the Assembly Committee on Transportation  
2/21/2019 Introduced

A handwritten signature in black ink, consisting of a large, stylized 'M' followed by a smaller 'S' and a large 'R' with a horizontal stroke extending to the right.

Maria Souza-Rountree  
Analyst

Attachments:

1. AB 1142
2. Resolution (Bonin – Smith)

SMT:msr

AMENDED IN ASSEMBLY APRIL 1, 2019

CALIFORNIA LEGISLATURE—2019—20 REGULAR SESSION

**ASSEMBLY BILL**

**No. 1142**

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**Introduced by Assembly Member Friedman**

February 21, 2019

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An act to amend Section 65080 of the Government Code, and to amend Section 75125 of, and to add Section 75127.5 to, the Public Resources Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1142, as amended, Friedman. ~~Strategic Growth Council; transportation pilot projects; regional~~ *Regional* transportation plans.

(1) ~~The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters as Proposition 84 at the November 7, 2006, statewide general election, makes \$5,388,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the bond act to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to specified local entities for the purpose of developing, adopting, or implementing a regional plan or other planning instrument with specified elements to support the planning and development of sustainable communities.~~

~~This bill would require the Strategic Growth Council, in consultation with the State Air Resources Board, to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled to support the planning and~~

development of sustainable communities. The bill would require a local entity that receives funding for a pilot project to provide data regarding the reduction of vehicle miles traveled by the project to the board for use in a specified report.

(2) Existing

*Existing* law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators.

This bill would authorize the inclusion of an additional indicator regarding measures to barriers to higher of policies to increase use of existing transit.

Vote: majority. Appropriation: no. Fiscal committee: ~~yes~~-no.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 65080 of the Government Code is  
2 amended to read:  
3 65080. (a) Each transportation planning agency designated  
4 under Section 29532 or 29532.1 shall prepare and adopt a regional  
5 transportation plan directed at achieving a coordinated and balanced  
6 regional transportation system, including, but not limited to, mass  
7 transportation, highway, railroad, maritime, bicycle, pedestrian,  
8 goods movement, and aviation facilities and services. The plan  
9 shall be action-oriented and pragmatic, considering both the  
10 short-term and long-term future, and shall present clear, concise  
11 policy guidance to local and state officials. The regional  
12 transportation plan shall consider factors specified in Section 134  
13 of Title 23 of the United States Code. Each transportation planning  
14 agency shall consider and incorporate, as appropriate, the

1 transportation plans of cities, counties, districts, private  
2 organizations, and state and federal agencies.

3 (b) The regional transportation plan shall be an internally  
4 consistent document and shall include all of the following:

5 (1) A policy element that describes the transportation issues in  
6 the region, identifies and quantifies regional needs, and describes  
7 the desired short-range and long-range transportation goals, and  
8 pragmatic objective and policy statements. The objective and policy  
9 statements shall be consistent with the funding estimates of the  
10 financial element. The policy element of transportation planning  
11 agencies with populations that exceed 200,000 persons may  
12 quantify a set of indicators including, but not limited to, all of the  
13 following:

14 (A) Measures of mobility and traffic congestion, including, but  
15 not limited to, daily vehicle hours of delay per capita and vehicle  
16 miles traveled per capita.

17 (B) Measures of road and bridge maintenance and rehabilitation  
18 needs, including, but not limited to, roadway pavement and bridge  
19 conditions.

20 (C) Measures of means of travel, including, but not limited to,  
21 percentage share of all trips (work and nonwork) made by all of  
22 the following:

23 (i) Single occupant vehicle.

24 (ii) Multiple occupant vehicle or carpool.

25 (iii) Public transit including commuter rail and intercity rail.

26 (iv) Walking.

27 (v) Bicycling.

28 (vi) Transportation network—~~companies:~~ *companies, if*  
29 *appropriate data is available.*

30 (D) Measures of safety and security, including, but not limited  
31 to, total injuries and fatalities assigned to each of the modes set  
32 forth in subparagraph (C).

33 (E) Measures of equity and accessibility, including, but not  
34 limited to, percentage of the population served by frequent and  
35 reliable public transit, with a breakdown by income bracket, and  
36 percentage of all jobs accessible by frequent and reliable public  
37 transit service, with a breakdown by income bracket.

38 (F) Measures of ~~barriers to higher~~ *policies to increase* use of  
39 existing transit, including, but not limited to, frequency of public  
40 transit, ~~lack of sufficient~~ parking facilities near existing public

1 transit, ~~lack of~~ microtransit options to supplement existing public  
2 transit, and ~~lack of sufficient~~ safe facilities for storage of active  
3 transportation equipment.

4 (G) The requirements of this section may be met using existing  
5 sources of information. No additional traffic counts, household  
6 surveys, or other sources of data shall be required.

7 (2) A sustainable communities strategy prepared by each  
8 metropolitan planning organization as follows:

9 (A) No later than September 30, 2010, the State Air Resources  
10 Board shall provide each affected region with greenhouse gas  
11 emission reduction targets for the automobile and light truck sector  
12 for 2020 and 2035, respectively.

13 (i) No later than January 31, 2009, the state board shall appoint  
14 a Regional Targets Advisory Committee to recommend factors to  
15 be considered and methodologies to be used for setting greenhouse  
16 gas emission reduction targets for the affected regions. The  
17 committee shall be composed of representatives of the metropolitan  
18 planning organizations, affected air districts, the League of  
19 California Cities, the California State Association of Counties,  
20 local transportation agencies, and members of the public, including  
21 homebuilders, environmental organizations, planning organizations,  
22 environmental justice organizations, affordable housing  
23 organizations, and others. The advisory committee shall transmit  
24 a report with its recommendations to the state board no later than  
25 September 30, 2009. In recommending factors to be considered  
26 and methodologies to be used, the advisory committee may  
27 consider any relevant issues, including, but not limited to, data  
28 needs, modeling techniques, growth forecasts, the impacts of  
29 regional jobs-housing balance on interregional travel and  
30 greenhouse gas emissions, economic and demographic trends, the  
31 magnitude of greenhouse gas reduction benefits from a variety of  
32 land use and transportation strategies, and appropriate methods to  
33 describe regional targets and to monitor performance in attaining  
34 those targets. The state board shall consider the report before  
35 setting the targets.

36 (ii) Before setting the targets for a region, the state board shall  
37 exchange technical information with the metropolitan planning  
38 organization and the affected air district. The metropolitan planning  
39 organization may recommend a target for the region. The  
40 metropolitan planning organization shall hold at least one public

1 workshop within the region after receipt of the report from the  
2 advisory committee. The state board shall release draft targets for  
3 each region no later than June 30, 2010.

4 (iii) In establishing these targets, the state board shall take into  
5 account greenhouse gas emission reductions that will be achieved  
6 by improved vehicle emission standards, changes in fuel  
7 composition, and other measures it has approved that will reduce  
8 greenhouse gas emissions in the affected regions, and prospective  
9 measures the state board plans to adopt to reduce greenhouse gas  
10 emissions from other greenhouse gas emission sources as that term  
11 is defined in subdivision (i) of Section 38505 of the Health and  
12 Safety Code and consistent with the regulations promulgated  
13 pursuant to the California Global Warming Solutions Act of 2006  
14 (Division 25.5 (commencing with Section 38500) of the Health  
15 and Safety Code), including Section 38566 of the Health and Safety  
16 Code.

17 (iv) The state board shall update the regional greenhouse gas  
18 emission reduction targets every eight years consistent with each  
19 metropolitan planning organization's timeframe for updating its  
20 regional transportation plan under federal law until 2050. The state  
21 board may revise the targets every four years based on changes in  
22 the factors considered under clause (iii). The state board shall  
23 exchange technical information with the Department of  
24 Transportation, metropolitan planning organizations, local  
25 governments, and affected air districts and engage in a consultative  
26 process with public and private stakeholders before updating these  
27 targets.

28 (v) The greenhouse gas emission reduction targets may be  
29 expressed in gross tons, tons per capita, tons per household, or in  
30 any other metric deemed appropriate by the state board.

31 (B) Each metropolitan planning organization shall prepare a  
32 sustainable communities strategy, subject to the requirements of  
33 Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of  
34 Federal Regulations, including the requirement to use the most  
35 recent planning assumptions considering local general plans and  
36 other factors. The sustainable communities strategy shall (i)  
37 identify the general location of uses, residential densities, and  
38 building intensities within the region, (ii) identify areas within the  
39 region sufficient to house all the population of the region, including  
40 all economic segments of the population, over the course of the

1 planning period of the regional transportation plan taking into  
2 account net migration into the region, population growth, household  
3 formation and employment growth, (iii) identify areas within the  
4 region sufficient to house an eight-year projection of the regional  
5 housing need for the region pursuant to Section 65584, (iv) identify  
6 a transportation network to service the transportation needs of the  
7 region, (v) gather and consider the best practically available  
8 scientific information regarding resource areas and farmland in  
9 the region as defined in subdivisions (a) and (b) of Section  
10 65080.01, (vi) consider the state housing goals specified in Sections  
11 65580 and 65581, (vii) set forth a forecasted development pattern  
12 for the region, which, when integrated with the transportation  
13 network, and other transportation measures and policies, will  
14 reduce the greenhouse gas emissions from automobiles and light  
15 trucks to achieve, if there is a feasible way to do so, the greenhouse  
16 gas emission reduction targets approved by the state board, and  
17 (viii) allow the regional transportation plan to comply with Section  
18 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

19 (C) (i) Within the jurisdiction of the Metropolitan  
20 Transportation Commission, as defined by Section 66502, the  
21 Association of Bay Area Governments shall be responsible for  
22 clauses (i), (ii), (iii), (v), and (vi) of subparagraph (B); the  
23 Metropolitan Transportation Commission shall be responsible for  
24 clauses (iv) and (viii) of subparagraph (B); and the Association of  
25 Bay Area Governments and the Metropolitan Transportation  
26 Commission shall jointly be responsible for clause (vii) of  
27 subparagraph (B).

28 (ii) Within the jurisdiction of the Tahoe Regional Planning  
29 Agency, as defined in Sections 66800 and 66801, the Tahoe  
30 Metropolitan Planning Organization shall use the Regional Plan  
31 for the Lake Tahoe Region as the sustainable community strategy,  
32 provided that it complies with clauses (vii) and (viii) of  
33 subparagraph (B).

34 (D) In the region served by the Southern California Association  
35 of Governments, a subregional council of governments and the  
36 county transportation commission may work together to propose  
37 the sustainable communities strategy and an alternative planning  
38 strategy, if one is prepared pursuant to subparagraph (I), for that  
39 subregional area. The metropolitan planning organization may  
40 adopt a framework for a subregional sustainable communities

1 strategy or a subregional alternative planning strategy to address  
2 the intraregional land use, transportation, economic, air quality,  
3 and climate policy relationships. The metropolitan planning  
4 organization shall include the subregional sustainable communities  
5 strategy for that subregion in the regional sustainable communities  
6 strategy to the extent consistent with this section and federal law  
7 and approve the subregional alternative planning strategy, if one  
8 is prepared pursuant to subparagraph (I), for that subregional area  
9 to the extent consistent with this section. The metropolitan planning  
10 organization shall develop overall guidelines, create public  
11 participation plans pursuant to subparagraph (F), ensure  
12 coordination, resolve conflicts, make sure that the overall plan  
13 complies with applicable legal requirements, and adopt the plan  
14 for the region.

15 (E) The metropolitan planning organization shall conduct at  
16 least two informational meetings in each county within the region  
17 for members of the board of supervisors and city councils on the  
18 sustainable communities strategy and alternative planning strategy,  
19 if any. The metropolitan planning organization may conduct only  
20 one informational meeting if it is attended by representatives of  
21 the county board of supervisors and city council members  
22 representing a majority of the cities representing a majority of the  
23 population in the incorporated areas of that county. Notice of the  
24 meeting or meetings shall be sent to the clerk of the board of  
25 supervisors and to each city clerk. The purpose of the meeting or  
26 meetings shall be to discuss the sustainable communities strategy  
27 and the alternative planning strategy, if any, including the key land  
28 use and planning assumptions to the members of the board of  
29 supervisors and the city council members in that county and to  
30 solicit and consider their input and recommendations.

31 (F) Each metropolitan planning organization shall adopt a public  
32 participation plan, for development of the sustainable communities  
33 strategy and an alternative planning strategy, if any, that includes  
34 all of the following:

35 (i) Outreach efforts to encourage the active participation of a  
36 broad range of stakeholder groups in the planning process,  
37 consistent with the agency's adopted Federal Public Participation  
38 Plan, including, but not limited to, affordable housing advocates,  
39 transportation advocates, neighborhood and community groups,  
40 environmental advocates, ~~home builder~~ *homebuilder*

1 representatives, broad-based business organizations, landowners,  
2 commercial property interests, and homeowner associations.

3 (ii) Consultation with congestion management agencies,  
4 transportation agencies, and transportation commissions.

5 (iii) Workshops throughout the region to provide the public with  
6 the information and tools necessary to provide a clear  
7 understanding of the issues and policy choices. At least one  
8 workshop shall be held in each county in the region. For counties  
9 with a population greater than 500,000, at least three workshops  
10 shall be held. Each workshop, to the extent practicable, shall  
11 include urban simulation computer modeling to create visual  
12 representations of the sustainable communities strategy and the  
13 alternative planning strategy.

14 (iv) Preparation and circulation of a draft sustainable  
15 communities strategy and an alternative planning strategy, if one  
16 is prepared, not less than 55 days before adoption of a final regional  
17 transportation plan.

18 (v) At least three public hearings on the draft sustainable  
19 communities strategy in the regional transportation plan and  
20 alternative planning strategy, if one is prepared. If the metropolitan  
21 transportation organization consists of a single county, at least two  
22 public hearings shall be held. To the maximum extent feasible, the  
23 hearings shall be in different parts of the region to maximize the  
24 opportunity for participation by members of the public throughout  
25 the region.

26 (vi) A process for enabling members of the public to provide a  
27 single request to receive notices, information, and updates.

28 (G) In preparing a sustainable communities strategy, the  
29 metropolitan planning organization shall consider spheres of  
30 influence that have been adopted by the local agency formation  
31 commissions within its region.

32 (H) Before adopting a sustainable communities strategy, the  
33 metropolitan planning organization shall quantify the reduction in  
34 greenhouse gas emissions projected to be achieved by the  
35 sustainable communities strategy and set forth the difference, if  
36 any, between the amount of that reduction and the target for the  
37 region established by the state board.

38 (I) If the sustainable communities strategy, prepared in  
39 compliance with subparagraph (B) or (D), is unable to reduce  
40 greenhouse gas emissions to achieve the greenhouse gas emission

1 reduction targets established by the state board, the metropolitan  
2 planning organization shall prepare an alternative planning strategy  
3 to the sustainable communities strategy showing how those  
4 greenhouse gas emission targets would be achieved through  
5 alternative development patterns, infrastructure, or additional  
6 transportation measures or policies. The alternative planning  
7 strategy shall be a separate document from the regional  
8 transportation plan, but it may be adopted concurrently with the  
9 regional transportation plan. In preparing the alternative planning  
10 strategy, the metropolitan planning organization:

11 (i) Shall identify the principal impediments to achieving the  
12 targets within the sustainable communities strategy.

13 (ii) May include an alternative development pattern for the  
14 region pursuant to subparagraphs (B) to (G), inclusive.

15 (iii) Shall describe how the greenhouse gas emission reduction  
16 targets would be achieved by the alternative planning strategy, and  
17 why the development pattern, measures, and policies in the  
18 alternative planning strategy are the most practicable choices for  
19 achievement of the greenhouse gas emission reduction targets.

20 (iv) An alternative development pattern set forth in the  
21 alternative planning strategy shall comply with Part 450 of Title  
22 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations,  
23 except to the extent that compliance will prevent achievement of  
24 the greenhouse gas emission reduction targets approved by the  
25 state board.

26 (v) For purposes of the California Environmental Quality Act  
27 (Division 13 (commencing with Section 21000) of the Public  
28 Resources Code), an alternative planning strategy shall not  
29 constitute a land use plan, policy, or regulation, and the  
30 inconsistency of a project with an alternative planning strategy  
31 shall not be a consideration in determining whether a project may  
32 have an environmental effect.

33 (J) (i) Before starting the public participation process adopted  
34 pursuant to subparagraph (F), the metropolitan planning  
35 organization shall submit a description to the state board of the  
36 technical methodology it intends to use to estimate the greenhouse  
37 gas emissions from its sustainable communities strategy and, if  
38 appropriate, its alternative planning strategy. The state board shall  
39 respond to the metropolitan planning organization in a timely  
40 manner with written comments about the technical methodology,

1 including specifically describing any aspects of that methodology  
2 it concludes will not yield accurate estimates of greenhouse gas  
3 emissions, and suggested remedies. The metropolitan planning  
4 organization is encouraged to work with the state board until the  
5 state board concludes that the technical methodology operates  
6 accurately.

7 (ii) After adoption, a metropolitan planning organization shall  
8 submit a sustainable communities strategy or an alternative  
9 planning strategy, if one has been adopted, to the state board for  
10 review, including the quantification of the greenhouse gas emission  
11 reductions the strategy would achieve and a description of the  
12 technical methodology used to obtain that result. Review by the  
13 state board shall be limited to acceptance or rejection of the  
14 metropolitan planning organization's determination that the strategy  
15 submitted would, if implemented, achieve the greenhouse gas  
16 emission reduction targets established by the state board. The state  
17 board shall complete its review within 60 days.

18 (iii) If the state board determines that the strategy submitted  
19 would not, if implemented, achieve the greenhouse gas emission  
20 reduction targets, the metropolitan planning organization shall  
21 revise its strategy or adopt an alternative planning strategy, if not  
22 previously adopted, and submit the strategy for review pursuant  
23 to clause (ii). At a minimum, the metropolitan planning  
24 organization must obtain state board acceptance that an alternative  
25 planning strategy would, if implemented, achieve the greenhouse  
26 gas emission reduction targets established for that region by the  
27 state board.

28 (iv) On or before September 1, 2018, and every four years  
29 thereafter to align with target setting, notwithstanding Section  
30 10231.5, the state board shall prepare a report that assesses progress  
31 made by each metropolitan planning organization in meeting the  
32 regional greenhouse gas emission reduction targets set by the state  
33 board. The report shall include changes to greenhouse gas  
34 emissions in each region and data-supported metrics for the  
35 strategies used to meet the targets. The report shall also include a  
36 discussion of best practices and the challenges faced by the  
37 metropolitan planning organizations in meeting the targets,  
38 including the effect of state policies and funding. The report shall  
39 be developed in consultation with the metropolitan planning  
40 organizations and affected stakeholders. The report shall be

1 submitted to the Assembly Committee on Transportation and the  
2 Assembly Committee on Natural Resources, and to the Senate  
3 Committee on Transportation, the Senate Committee on Housing,  
4 and the Senate Committee on Environmental Quality.

5 (K) Neither a sustainable communities strategy nor an alternative  
6 planning strategy regulates the use of land, nor, except as provided  
7 by subparagraph (J), shall either one be subject to any state  
8 approval. Nothing in a sustainable communities strategy shall be  
9 interpreted as superseding the exercise of the land use authority  
10 of cities and counties within the region. Nothing in this section  
11 shall be interpreted to limit the state board's authority under any  
12 other law. Nothing in this section shall be interpreted to authorize  
13 the abrogation of any vested right whether created by statute or  
14 by common law. Nothing in this section shall require a city's or  
15 county's land use policies and regulations, including its general  
16 plan, to be consistent with the regional transportation plan or an  
17 alternative planning strategy. Nothing in this section requires a  
18 metropolitan planning organization to approve a sustainable  
19 communities strategy that would be inconsistent with Part 450 of  
20 Title 23 of, or Part 93 of Title 40 of, the Code of Federal  
21 Regulations and any administrative guidance under those  
22 regulations. Nothing in this section relieves a public or private  
23 entity or any person from compliance with any other local, state,  
24 or federal law.

25 (L) Nothing in this section requires projects programmed for  
26 funding on or before December 31, 2011, to be subject to the  
27 provisions of this paragraph if they (i) are contained in the 2007  
28 or 2009 Federal Statewide Transportation Improvement Program,  
29 (ii) are funded pursuant to the Highway Safety, Traffic Reduction,  
30 Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49  
31 (commencing with Section 8879.20) of Division 1 of Title 2), or  
32 (iii) were specifically listed in a ballot measure before December  
33 31, 2008, approving a sales tax increase for transportation projects.  
34 Nothing in this section shall require a transportation sales tax  
35 authority to change the funding allocations approved by the voters  
36 for categories of transportation projects in a sales tax measure  
37 adopted before December 31, 2010. For purposes of this  
38 subparagraph, a transportation sales tax authority is a district, as  
39 defined in Section 7252 of the Revenue and Taxation Code, that  
40 is authorized to impose a sales tax for transportation purposes.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, the California Air Resources Board's (CARB) 2018 progress report on the Sustainable Communities and Climate Protection Act assessed the progress made by metropolitan planning organizations (MPOs) towards meeting their Sustainable Community Strategy goals in the last ten years; and

WHEREAS, the report found that California is not on track to meet its greenhouse gas (GHG) reductions targets for the automobile and light truck sector for 2020 and 2035; and

WHEREAS, the primary factor driving up GHGs from the transportation sector is the increasing use of single-occupancy passenger vehicles that began in 2010, including the popularity of Transportation Network Companies (TNCs), such as Uber and Lyft; and

WHEREAS, on February 21, 2019, Assembly Member Friedman introduced AB 1142 that would require designated transportation planning agencies to include in their regional transportation plans performance indicators to measure trips made by TNCs and policies that can increase the utilization of public transit; and

WHEREAS, including these new performance indicators would better reflect the reality of today's multi-modal transportation system and require additional polices to increase the use of existing transit;

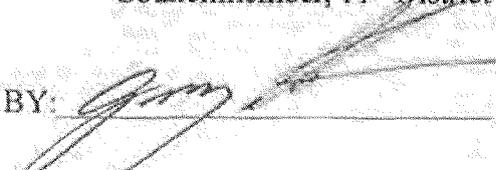
NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this, Resolution, the City of Los Angeles hereby includes in its 2019- 2020 State Legislative Program SUPPORT for AB 1142 (Friedman) that would require designated transportation planning agencies to include in their regional transportation plans performance indicators to measure trips made by Transportation Network Companies (TNCs) and policies that can increase the utilization of public transit.

PRESENTED BY:



MIKE BONIN  
Councilmember, 11<sup>th</sup> District

SECONDED BY:



ORIGINAL

msr

APR 30 2019

