



**Metro**

# Daily Brief

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CEO Roger Snoble



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## The BRU's Motion to Reconsider the October 24<sup>th</sup> Order

The BRU's motion is an attempt to get the Judge to reconsider his October 24, 2006 Order denying the extension of the Consent Decree. Although the motion is calendared for November 27, 2006, no hearing will be held that day, unless the court specifically requests oral argument. The court will most likely decide the matter based on the moving and opposing papers of the parties, and issue a ruling by mail. The ruling will not necessarily be issued on November 27th.

The BRU's motion asserts that in order for the court to facilitate its jurisdiction over implementation of the New Service Plan, it is necessary to amend the Judge's October 24, 2006 Order to extend the following portions of the Consent Decree: Joint Working Group; New Bus Service; Special Master; and payment by the MTA of the BRU's attorneys' fees.

The MTA has filed an opposition to the BRU's motion alleging that the motion is improper because reconsideration of a court order is available only if there are new facts or law -- neither of which is the case -- and if the motion were granted it would impose significant costs to the MTA, both in terms of dollars and personnel time.

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## Legislative Analyst's Office Releases Fiscal Outlook

Yesterday, the state's non-partisan Legislative Analyst's Office (LAO) released its [Fiscal Outlook](#) for the State of California. In this report the LAO identified a potential statewide operating shortfall of approximately \$5 billion. This projected deficit is partially offset by an increase in state reserves which could amount to \$3 billion. Under these conditions, the state could be facing a deficit of approximately \$2 billion. Although this is a significant number it is not as large a deficit as we have experienced in prior years.

There are two items in the report that merit highlighting. First, the forecast notes that the state's overall economy is doing well which has been attributed to three factors: 1) growth associated with trade; 2) growth in information related industries such as motion pictures, broadcasting, and recording; and 3) growth in high tech industries such as software, and biotech companies. Two of these three industrial sectors are based in Los Angeles County. The second issue is that the state's population is growing by approximately 465,000 people per year. About  $\frac{3}{4}$  of that growth is expected to come from natural increases in population, not migration.

These two facts drawn from the LAO report support Metro's advocacy efforts in seeking robust funding from the infrastructure bonds. Los Angeles County contains nearly one third of the state's population. We are also home to the economic sectors that contribute to the California's economy and we are the most congested region in the state. As we begin the process of seeking \$1.7 billion in Corridor Improvement Mobility Account funds, these factors will help to justify why Los Angeles is a deserving candidate.

### **Leadership for Key Congressional Transportation Panels in the 110<sup>th</sup> Congress**

As a result of the November general election, Congress is slated to have a number of new chairs for transportation-related panels for its upcoming 110<sup>th</sup> Session. While formal decisions on new committee chairs are still pending in the House, incoming Senate Majority Leader Harry Reid (D-NV) announced earlier this week a full listing of committee assignments for his caucus members. Incoming Senate Minority Leader Mitch McConnell (R-KY) will also announce his party's committee assignments shortly.

In the House of Representatives it is expected that Congressman James Oberstar (D-MN) will chair the Transportation & Infrastructure Committee. It is anticipated that the Chairman of the House Committee on Appropriations will be David Obey (D-WI), who will be taking the panel's gavel from California Congressman Jerry Lewis. The Transportation Appropriations Subcommittee will likely be chaired by Congressman John Olver (D-MA).

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In the U.S. Senate, California's junior Senator, Barbara Boxer, will become chair of the Environment & Public Works Committee (EPW). The Senate EPW Committee will play a major role in crafting legislation to reauthorize SAFETEA-LU. Senator Dianne Feinstein is set to become a senior member of the influential Senate Appropriations Committee, as well. Senator Robert Byrd (D-WV) is widely expected to become chair of the Senate Appropriations Committee. Additionally, Senator Patty Murray (D-WA) is likely to takeover as chair of the Transportation-Judiciary-Housing and Urban Development Appropriations Subcommittee, which controls federal spending on transit and highway projects.

### **Media Attending Today's Metro Gold Line Eastside Extension Tunnel Breakthrough Event**

Numerous media outlets attended today's celebration in Boyle Heights commemorating the completion of one of two 1.7-mile tunnels being constructed as part of the Eastside Extension of the Metro Gold Line. Los Angeles Mayor Antonio Villaraigosa, Board Chair Gloria Molina, Los Angeles City Council Member Jose Huizar, and I all spoke at the event – congratulating the construction crews on a safe and remarkable job. Directors Pam O'Connor, Zev Yaroslavsky and Doug Failing were also present along with Beverly Hills Councilwoman Linda Briskman. Positive stories are expected to air later this afternoon and tomorrow. Media attending today's event included: KABC, KCBS/KCAL, KNBC, KTLA, KTTV, Channel 34, Los Angeles City TV Channel 35, Metro Networks, KCSN radio, KFWB radio, KPPC radio, the *Los Angeles Times*, City News Service, the Eastern Group Newspapers, and *La Opinión*. Media Relations also distributed a [news release](#) announcing the project's major construction milestone.



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