



2010 Federal Legislative Program

Los Angeles County Metropolitan Transportation Authority

In 2010, Metro will face a number of substantial challenges and positive opportunities with the Federal Government. The challenges include an uncertain economy, the faltering Highway Trust Fund and a new hostility towards earmarks. The positive opportunities may include the adoption of a second stimulus bill with supplemental federal resources for transit and highway projects and hopes that Congress will pass a multi-year surface transportation authorization bill.

Metro will vigorously pursue federal legislative initiatives that promote the efficient and rapid delivery of projects being funded through Measure R, a half cent sales tax approved by Los Angeles County voters in November of 2008. Simultaneously, we will seek to leverage Measure R funds for additional federal transportation resources.



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SPECIAL ITEM:

Work to support legislation that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses



Goal 1

Work to advance the Regional Connector and the Westside Subway Extension through the federal New-Starts program while concurrently, and consistent with board policy, endeavor to identify Non-New Starts federal funding to close the funding gaps on the Gold Line Foothill Extension and Crenshaw/LAX Transit Corridor

- > **Proposed Activities:** Work with our Congressional Delegation, transportation leaders in the House, Senate and the U.S. Department of Transportation to move the Regional Connector and the Westside Subway Extension formally into the New Starts program. We are seeking Preliminary Engineering funds in the FY2011 Appropriations Bill, and then our goal will be to secure an Early Systems Work Agreement for both projects by September of 2011. Parallel to this effort, we will aggressively seek Non-New Starts federal funding including, but not limited to, funds made available through a prospective climate change bill, second stimulus package or surface transportation authorization bill.



Goal 2

Pursue legislative priorities as Congress acts to authorize a new surface transportation authorization bill following the expiration of SAFETEA-LU

- > **Proposed Activities:** In order to increase the amount of programmatic and project funds derived by us through SAFETEA-LU (\$3.8 billion), Government Relations has worked to generate a set of consensus principles that will be used as a guide as members of California's Congressional Delegation and members of House and Senate authorizing committees begin consideration of a new surface transportation bill. We will aggressively encourage authorizers in the House and Senate to adopt a bill that includes robust funding increases, particularly for the New Starts program, the Congestion Mitigation and Air Quality Program, reform of the rail modernization program, a strong goods movement program, implementation of a new Public Private Partnership program (P3), High-Speed Rail, and other federal programs that benefit our agency. We will regularly visit Capitol Hill to encourage members of the Los Angeles County Congressional Delegation who serve on transportation authorization committees to advance our specific project and programmatic priorities. We will continue to strengthen the consensus on authorization principles we have generated with Mobility 21 stakeholders in Orange, Riverside, San Bernardino and Ventura counties. We will continue to work cooperatively with local governments, local transit agencies, community leaders, business owners, organizations, trade associations like the American Public Transportation Association, transit rider groups, as well as with other transportation agencies throughout the United States to secure funding for transportation projects and operations in Los Angeles County in the next authorization bill. We will work to support the inclusion of a provision in the authorization bill that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses.



Goal 3

Work with Metrolink and regional transportation agencies to support the application of federal funds for positive train control to significantly improve the safety of commuter rail service in Los Angeles County and adjoining counties

- > **Proposed Activities:** Work in close cooperation with U.S. Senators Feinstein and Boxer, members of the Los Angeles County Congressional Delegation and other key congressional stakeholders to ensure that rail safety provisions included in H.R. 2095 (which was signed into law on October 16, 2008) are aggressively implemented by the U.S. Department of Transportation. Among the important provisions in this new law is a mandate to implement Positive Train Control on all commuter and freight rail providers by, at the very latest, 2015. The law also provides an authorization of \$50 million annually to fund the implementation of Positive Train Control systems nationwide.

Goal 4

Advocate for the passage of comprehensive climate change legislation with a set-aside for transit and other green transportation programs

- > **Proposed Activities:** Ensure that any climate change legislation that establishes a “cap and trade” program to encourage the reduction of greenhouse gas emissions include a substantial set-aside of cap and trade proceeds for transit and transportation investments. We will continue to urge the House and Senate to include language similar to H.R. 1329/S.575, “The Clean Low-Emissions Affordable New Transportation Equity Act” (CLEAN-TEA) in any climate change legislation adopted by Congress and signed into law by the President. Under CLEAN-TEA, ten percent of the revenue from a climate change bill would be used to create a more efficient transportation system and lower greenhouse gas emissions through strategies including funding new or expanded transit or passenger rail, supporting development around transit stops, and making neighborhoods safer for bikes and pedestrians.



Goal 5

Secure funding in the FY2011 Transportation, Treasury and Housing and Urban Development Appropriations bill

- > **Proposed Activities:** Work in close coordination with officials at the U.S. Department of Transportation, Members of Congress, California State Legislators, Board Members, local officials, and all other interested parties to secure preliminary engineering funds for the Regional Connector and the Westside Subway Extension
- > Work to identify Non-New Starts funding to close the funding gaps on the Gold Line Foothill Extension and Crenshaw/LAX Transit Corridor
- > Work to ensure that the Los Angeles-Anaheim High-Speed Rail segment receives substantial funding in the final bill
- > Work to secure Transportation Investment Generating Economic Recovery (TIGER) grants be allocated to worthwhile transportation grants in Los Angeles County, should they be funded through the FY2011 Transportation, Treasury and Housing and Urban Development Appropriations bill
- > Work to explore opportunities to secure Small Starts/Very Small Starts funding for our agency
- > Secure \$10 million in funding for bus maintenance facilities improvements, support funding for Los Angeles County Municipal Operators, and secure federal funding through the Housing and Urban Development Department’s Economic Development Initiative Program for enhancements to our existing bus and rail network
- > Continue to seek federal funding for priority highway, bus and rail projects



Goal 6

Pursue, as a top legislative priority, efforts to secure federal funding for highways, intermodal facilities and freight movement corridor projects that contribute to regional and national economic recovery through the efficient, environmentally-friendly movement of freight from U.S. ports to the region and the nation. Pursue demonstration funding for the identification of critical freight corridors in Southern California. For example, a demonstration program may involve grants to support the development of corridor development for movement of freight using short-haul hybrid trucks or other zero or low emission vehicles that could be used to improve freight throughput while dramatically reducing harmful emissions

- > **Proposed Activities:** Working with surrounding counties, pursue federal funding for improved freight movement from the Los Angeles/Long Beach Port Complex to the Southern California region and the rest of the United States. Focus funding priority on port access projects, highways of national significance, inland ports, and identified freight corridors with an emphasis on congestion relief, air quality improvement and safety.





Goal 7

Continue to work to assure that the Los Angeles-Anaheim High-Speed Rail (HSR) line secure robust funding from the American Recovery and Reinvestment Act (ARRA) of 2009 and the FY2011 Transportation, Treasury and Housing and Urban Development Appropriations Bill

- > **Proposed Activities:** Work to ensure that the federal government provides substantial funding to the LA-Anaheim HSR segment in both the allocation of ARRA funds and through the annual appropriations process
- > This work will involve close cooperation with the HSR Authority, local, state and federal officials in Los Angeles County, the Orange County Transportation Authority and the local communities that will be impacted by this proposed project



Goal 8

Vigorously pursue legislative options to protect Metro and other transit agencies from financial harm in connection with leveraged lease transactions

- > **Proposed Activities:** Obtain legislative language directing the Department of the Treasury and/or Federal Reserve to serve as replacement guarantor for remaining lease transactions, thereby preventing any possibility of triggering a technical default



Goal 9

Secure possible homeland safety and security funding from the Department of Homeland Security

- > **Proposed Activities:** Support increased funding for improved safety and security systems on Metro bus and rail facilities and Municipal Bus Operators' bus facilities. These funds are available through competitive grants issued by the U.S. Department of Homeland Security
- > Work to encourage Congress to provide robust funding for federal transportation security grants to be allocated by the Federal Transit Administration and not the Transportation Security Administration



Goal 10

Additional Goals

- > Aggressively advocate for a long-term extension of the alternative fuels excise tax credit, which expired on December 31, 2009
- > Work to ensure implementation of Metro's Board adopted Long Range Transportation Plan (LRTP)
- > Pursue strategies and funding opportunities to implement the Highway Program in the LRTP
- > Work with the Southern California Regional Transit Training Consortium on its FY2011 legislative efforts to obtain federal funds to streamline bus maintenance training for alternative fuel buses
- > Work to support initiatives in Congress that seek to strengthen our commitment to a Drug and Alcohol Free Workplace Program
- > Work to ensure that the upcoming transportation authorization bill, or any other relevant legislation, clarifies that ferryboat miles between mainland Los Angeles and Catalina Island are counted for purposes of Los Angeles County's annual apportionment from the Section 5307 Urbanized Area Formula Program (UAFP)
- > Work to support the creation of a National Infrastructure Bank (H.R.2521/DeLauro) that will permit our agency to leverage Measure R dollars
- > Work to support legislation (H.R. 2746/Carnahan) that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses

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