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41

MTA BOARD MEETING
SEPTEMBER 25, 2003

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

**SUBJECT: STATUS OF FEDERAL APPROPRIATIONS
REQUESTS FOR FISCAL YEAR 2004**

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file report on the status of FY04 Federal Appropriations requests.

ISSUE

The purpose of this report is to provide a comprehensive review of the status of the Los Angeles County Metropolitan Transportation Authority's (MTA) effort to secure federal funding in Fiscal Year 2004 for a number of priority projects.

BACKGROUND

The MTA and its federal advocates have advanced a legislative program designed to secure hard and soft earmarks for a number of the Authority's priority projects. This legislative program has been marked by an aggressive presence on Capitol Hill and with Bush Administration officials.

For Fiscal Year 2004 the MTA and its federal advocates sought hard and soft earmarks for the following projects and programs:

- Eastside Light Rail Line: \$70 million in Section 5309 New Starts Funding
- Exposition Light Rail Line: \$11 million for preliminary engineering
- Bus and Bus Facilities: \$20 million
- Intelligent Transportation System: \$5 million for the MTA's Regional Universal Fare System
- Homeland Security Funding: \$11.4 million
- Seek to encourage the Federal Transit Administration to issue an FFGA for the Eastside

The MTA also urged Congress to adopt a robust level of funding (known as a 302b allocation) for the Transportation Appropriations Subcommittees in both the House and Senate.

The goal of securing hard and soft earmarks and securing a FFGA for the Eastside was advanced under the following guiding principles:

- Provide accurate and timely information: The MTA and its federal advocates delivered clear and concise documents, including a series of one-page fact sheets (Attachments A&B), outlining the Authority's

appropriations priorities for Fiscal Year 2004. These documents were hand-delivered to the Los Angeles County Congressional Delegation and to key members of the House and U.S. Senate.

- Promote open channels of communication: The MTA and its federal advocates encouraged Congressional aides to rely on the MTA Government Relations Department as a reliable resource on all transportation-related issues.
- Maintain a high level presence in Washington, DC: The MTA and its federal advocates remain a regular presence on Capitol Hill, holding regular meetings with staff for House and U.S. Senate appropriators and with aides for members of the Los Angeles County Congressional Delegation.
- Focus on influential Transportation Appropriations Committee members and staff: The MTA and its federal advocates remain in regular contact with staff for both the Chairman and Ranking Members of the House and U.S. Senate Transportation Appropriations Committees.

Advocacy in Support of FY04 Appropriations Requests:

To enhance the MTA's effort to secure hard or soft earmarks for its appropriations priorities, the Government Relations Department and its federal advocates have taken the following steps:

- Began 2003 by organizing a briefing on Capitol Hill for all transportation aides working for members of Los Angeles County's Congressional Delegation. The briefing detailed the MTA's appropriations priorities for FY04.
- Traveled to Washington, DC on 12 occasions to meet with key appropriators and Congressional leaders to discuss the MTA's appropriations priorities for FY04 (Attachment C). These meetings have been with the Chairman and Ranking Members of the House and Senate Transportation Appropriations Subcommittees, their aides, and other key Members of Congress.
- Arranged for CEO Roger Snoble to meet with Transportation Secretary Norm Mineta on July 31, 2003 (Attachment D). Mr. Snoble asked the Secretary to urge the Federal Transit Administration to grant a Full Funding Grant Agreement for the Eastside Light Rail Line. On that same day Mr. Snoble also met with U.S. Senator Dianne Feinstein and asked and received her full support for the MTA's appropriations priorities for FY04. Senator Feinstein is one of 29 members of the U.S. Senate's Committee on Appropriations.
- Produced a series of fact sheets clearly outlining the MTA's appropriations requests for FY04. These fact sheets were shared with the Members of Congress who craft the annual transportation appropriations bill (Attachments E&F). These fact sheets were also shared with their professional aides and staff for members of the Los Angeles County Congressional Delegation.
- Held weekly conference calls with our federal advocates to coordinate strategy.

- Produced Monthly Activity Reports to properly track our efforts in support of the MTA's FY04 appropriations requests.
- Sought and continue to seek to create alliances with Members of Congress outside of California who share an interest in the MTA's appropriations request. For example, the Government Relations Department met and continues a positive dialogue with Representative Mike Rogers of Alabama. The Congressman's Congressional District includes the plant where the MTA buses are manufactured. The Congressman has worked to ensure that his home-state colleague and the Chairman of the Senate's Transportation Appropriations Subcommittee – U.S. Senator Richard Shelby – supports the MTA's appropriations request for buses and bus facilities. Likewise, the Government Relations Department has worked with Rep. Carolyn Kilpatrick, whose District includes the company (Detroit Diesel) that manufactures many of the engines for the MTA's buses. The Congresswoman serves on the House Transportation Appropriations Subcommittee.
- Participated in a number of events sponsored by federal advocates for key Congressional appropriators and leaders, i.e. – U.S. Senator Richard Shelby, Representative Ernest Istook and Senator Harry Reid.
- Hosted a visit to Los Angeles by Chairman Ernest Istook in April of 2003. During the tour, the Chairman of House Transportation Appropriations Subcommittee learned more about the MTA and its operations. His visit included a helicopter tour of key transportation corridors in LA County and a tour of the Eastside Light Rail Line alignment.
- Continue to work with Mobility-21 to secure support for the MTA's appropriations requests. An example of this cooperation is a Sample Letter circulated by Mobility-21 to its membership urging them to write to Secretary Mineta and request that a Full Funding Grant Agreement be issued for the Eastside Light Rail Project.
- Meticulous attention was given to "follow-up" after meetings that Roger Snoble and MTA Government Relations staff held with Members of Congress, senior Congressional staffers and Federal Officials. Correspondence reiterating the MTA's FY04 appropriations priorities was forwarded to individuals in a prompt and professional manner.
- Arranged for Roger Snoble to meet with both the Chairman of the U.S. Senate's Transportation Appropriations Subcommittee (Shelby) and the Ranking member of the Subcommittee (Murray) during visits they made to Los Angeles this year.
- Generated talking points in support of granting an FFGA for the Eastside Project. The Government Relations Department shared this document with members of the Los Angeles County Congressional Delegation and requested that they urge the Federal Transit Administration to grant a FFGA for the Eastside Project without delay.

- Regularly communicate with members of the Los Angeles County Congressional Delegation and their aides to keep them abreast of our appropriations priorities and the status of our efforts to secure federal dollars.
- Continue to work closely with Congressman Jerry Lewis (R/CA) and successfully secured his full support for the MTA's effort to secure full funding for the Eastside Light Rail Project. MTA CEO Roger Snoble spoke to Congressman Lewis regarding this matter on August 22, 2003. Representative Lewis is the third ranking Republican on the House Transportation Appropriations Subcommittee.
- Continue to work closely with Congresswoman Lucille Roybal-Allard (D/CA) and her aides to secure full funding and a FFGA for the Eastside Light Rail Project. Representative Roybal-Allard is the only Member of Congress from Los Angeles County who serves on the House Committee on Appropriations.
- Repeatedly engage Secretary Mineta in our effort to secure a FFGA for the Eastside Line by leveraging his longtime association with the project and many local community members who the Secretary knows well, i.e. – Los Angeles Area Chamber of Commerce President Rusty Hammer and Architect Ted Tanaka.

Congressional Letters:

To advance the MTA's appropriations priorities, the Government Relations Department supported the circulation of several Congressional Letters.

1. On April 11, 2003, a letter was sent to the Chairman and Ranking Members of the House and Senate Transportation Appropriations, urging them to support the MTA's appropriations request for Fiscal Year 2004 (Attachment G).
Author: Rep. Lucille Roybal-Allard
Signatories: Representatives David Dreier, Xavier Becerra, Diane Watson, Hilda Solis, Jane Harman, Henry Waxman, Howard Berman, Grace Napolitano, Brad Sherman, Adam Schiff, Linda Sanchez and Howard "Buck" McKeon.
2. On June 13, 2003 a letter was sent to the Chairman and Ranking Members of the Homeland Security Appropriations Subcommittees, urging them to support the MTA's request for \$11.4 million in homeland security funding (Attachment H).
Author: Rep. Jane Harman
Signatories: Representatives Howard Berman, Jerry Lewis, Diane Watson, Xavier Becerra, Henry Waxman and Buck McKeon
3. On July 25, 2003, a letter was sent to Secretary of Transportation Norm Mineta, urging that he encourage the Federal Transit Administration to issue a Full Funding Grant Agreement for the Eastside Light Rail Project without delay (Attachment I)

Author: Rep. Lucille Roybal-Allard

Signatories: U.S. Senators Barbara Boxer and Dianne Feinstein, Representatives Henry Waxman, Howard Berman, Millender-McDonald, Xavier Becerra, Diane Watson, Grace Napolitano, Hilda Solis, Jane Harman, Brad Sherman, Adam Schiff and Linda Sanchez.

Status Report on Transportation Appropriations:

Note: A formal document outlining the MTA's transportation appropriations priorities was distributed to members of the Los Angeles County Congressional Delegation, U.S. Senators Boxer and Feinstein and Congressional appropriators in January of 2003.

On July 11, 2003, the Transportation, Treasury and Independent Agencies Subcommittee of the House Appropriations Committee issued its bill for Fiscal Year 2004. The bill included no money for the Eastside Light Rail Line; \$3.5 million for Bus and Bus Related Facilities for MTA and \$1 million in Intelligent Transportation Systems funding for the MTA Universal Fare System.

On July 24, 2003 the full House Committee on Appropriations passed the Transportation, Treasury and Independent Agencies bill for Fiscal Year 2004. That bill included the same funds mentioned above for MTA projects and added \$10 million for the Eastside Light Rail Project.

On September 3, 2003, the U.S. Senate's Transportation, Treasury and General Government subcommittee marked-up their bill for FY2004. The bill provided \$5 million in New Starts funding for the Eastside Light Rail Line and \$3 million for MTA bus and bus facilities.

On September 4, 2003, the U.S. Senate's appropriations committee approved the subcommittee's Transportation, Treasury and General Government subcommittee bill for FY2004. The bill included the same earmarks, as did the subcommittee passed bill.

On September 9, 2003, the U.S. House of Representatives approve H.R. 2989, the Transportation, Treasury, and Independent Agencies appropriations bill for Fiscal Year 2004. The bill included \$10 million in New Starts funding for the Eastside Light Rail Line, \$3.5 million for MTA bus and bus facilities, and \$1 million in Intelligent Transportation Systems funding.

The full U.S. Senate is expected to consider the Transportation, Treasury and General Government subcommittee bill for FY2004 within the next two weeks.

Status Report on Homeland Security Appropriations:

Note: A formal document outlining the MTA's Homeland Security appropriations request was distributed to members of the Los Angeles County Congressional Delegation, U.S. Senators Boxer and Feinstein and Congressional appropriators in April of 2003.

On June 17, 2003 the U.S. House of Representatives Appropriations Committee approved the FY2004 Homeland Security Appropriations Bill. The bill included no individual earmarks – thus no money specifically for the MTA.¹ The bill was passed by the full House on June 24, 2003.

On July 10, 2003, the U.S. Senate Appropriations Committee unanimously approved the FY 2004 Homeland Security Appropriations Bill. The bill (H.R. 2555) and report (108-86) provide \$28.5 billion and is \$1 billion more than the budget request, excluding funding for bio-defense countermeasures. The bill included no individual earmarks – thus no money specifically for the MTA. The bill was passed by the full Senate on July 24, 2003.

On September 17, 2003, House and Senate negotiators completed work on the Homeland Security Department funding bill. Negotiators on the FY04 Homeland Security appropriations bill agreed to fund the newest federal department at \$29.4 billion in discretionary spending. According to sources on Capitol Hill aides, the conference committee measure (which has not been made public nor has it been voted on in either body), does include earmarks for certain states, among them states represented by senior members of the House and Senate appropriations committees.

Challenges:

- Of the 14 Members of the House of Representatives on the Transportation Appropriations Subcommittee – none are from Los Angeles County and only one is from California; Rep. Jerry Lewis.
- Of the 15 Members of the Senate’s Transportation Appropriations Subcommittee – none are from California.
- Of the 65 members of the full House Committee on Appropriations, only one is from Los Angeles County; Rep. Roybal-Allard.
- Not having a Full Funding Grant Agreement for the Eastside Light Rail Project has handicapped our efforts to secure robust Federal funding.
- As an example of how important having a Chairman from “your” region leading an appropriations subcommittee – the Chairman of the Transportation Appropriations Subcommittee, Ernest Istook of Oklahoma, appropriated \$4.5 for Tulsa, Oklahoma’s bus system. Tulsa has a population of 393,000 people. Los Angeles County, with a population of close to 10 million, received \$3.5 million for its bus system.
- The Transportation Appropriations Bill for FY04 was largely flat-lined, realizing no significant increase in funding over last year’s bill. The transit portion of the bill was set for \$7.2 billion, which is \$52 million over the FY03 amount.
- In an OP/ED written in Carolina Morning News on August 7th, the Chairman of the Transportation Appropriations Subcommittee in the House, Ernest Istook, wrote of his disdain for transit subsidies that “divert” money from highway projects.

¹ Congressional aides have indicated that earmarks may be placed in this bill when the measure goes to conference. MTA Government Relations staff will monitor this issue and vigorously advocate for the \$11.4 million earmark our Authority is seeking should earmarks be placed into the final bill.

NEXT STEPS

The next major Congressional action that will impact the MTA's appropriations request will occur later this month when the full U.S. Senate acts on the Transportation, Treasury and General Government bill Fiscal Year 2004 bill (Attachment I). The MTA and its federal advocates are in close communication with aides for both Senator Shelby (R-AL) (Chairman of the Senate Transportation Appropriations Committee) and Senator Murray (D-WA) (Ranking Member of the Transportation Appropriations Committee) and are urging them to provide the full amount of funds being requested by the Authority in FY04.

The MTA Government Relations staff will keep the Board apprised of when the U.S. Senate acts on the Transportation Appropriations bill for FY04.

The MTA will continue to maintain a positive dialogue with Congressman Jerry Lewis (R-CA), who will likely be the only Member of Congress from California to participate in the Conference Committee on the FY04 Transportation Appropriations bill.

The Government Relations Department will continue to work closely with members of the Los Angeles County Congressional Delegation to leverage their support for our appropriations requests and our drive to secure a FFGA for the Eastside Project.

The MTA Government Relations Department will continue working with U.S. the U.S. Department of Transportation and all advocates of the Eastside Light Rail Line to ensure that a Full Funding Grant Agreement is issued for the Eastside Light Rail Project without delay.²

The MTA has and will continue to engage local, state, and federal officials to support the granting of the Eastside FFGA (Attachment K). The MTA will also continue working with Mobility-21 members and community organizations and individuals who are fully supportive of accelerating the granting of the FFGA.

² An FFGA is vital to receiving robust federal funding. According to an analysis prepared by the MTA's federal advocates, 17 of 18 New Starts Projects with an FFGA's received 100% of the President's requested funding level in the House Transportation Appropriations bill passed on July 24, 2003. The President requested \$55 million for the Eastside Project in his FY04 Budget.

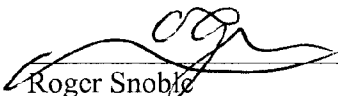
ATTACHMENTS

- A. MTA Fact Sheet on the Transportation Appropriations Request for FY04
- B. MTA Fact Sheet on the Homeland Security Appropriations Request for FY04
- C. A full summary of the meetings held by MTA staff during trips to Washington, DC from December of 2002 to July of 2003.
- D. Correspondence from MTA CEO Roger Snoble following his most recent trip to Washington, DC (July 31, 2003) during which he met with Transportation Secretary Mineta, Federal Transit Administration Administrator Jenna Dorn, Senator Feinstein and key House and Senate appropriations staffers.
- E. Memorandum prepared for the Chairman of the House Committee on Appropriations, Subcommittee on Transportation, Treasury and Independent Agencies, Ernest Istook detailing the MTA's FY04 appropriations requests.
- F. Memorandum prepared for the Chairman and Ranking members of the House and Senate Transportation Appropriations Subcommittees in support of the MTA's request for bus funding in FY04.
- G. Congressional letter in support of the MTA's FY04 transportation appropriations priorities.
- H. Congressional letter in support of the MTA request for \$11.4 million in Homeland Security funding for FY04.
- I. Congressional letter to Transportation Secretary Norm Mineta urging him to grant a Full Funding Grant Agreement for the Eastside Light Rail Project.
- J. A table comparing New Starts Earmarks granted in the House and Senate for for Fiscal Year 2004.
- K. Copies of several letters sent to Secretary Mineta from Mobility-21 members urging him to grant the Eastside FFGA without delay.

Prepared by: Raffi Haig Hamparian, Manager, Federal Affairs: LACMTA Government Relations Department



Maria A. Guerra
Chief of Staff



Roger Snoble
Chief Executive Officer

Fact Sheet

MTA FY2004 Transportation Appropriations Request

January 2003

Issue

- > With Congressional support, the MTA continues to help Los Angeles County alleviate congestion, meet air quality standards and remain competitive in the global economy. Congress' support of our annual transportation appropriations allows the MTA's programs to remain on track. We are seeking Congress' assistance once again this year.

Background

- > The MTA Board of Directors and CEO Roger Snoble will be submitting the MTA's FY 2004 Appropriations request to both the House and Senate Subcommittees on Transportation and Related Agencies of the Committees on Appropriations in the next few weeks.

The MTA will be requesting the following FY 2004 Appropriations:

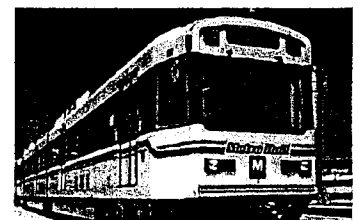
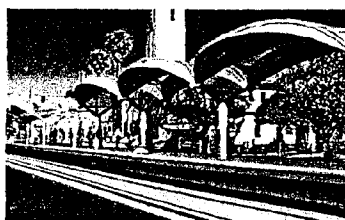
- \$70 million in Section 5309 New Starts Funding for the final design and construction for the Eastside Light Rail project from Union Station through East Los Angeles;
- \$11 million in Section 5309 New Start Funding for preliminary engineering of a light rail project on Exposition Boulevard from downtown Los Angeles to Venice/Robertson;
- \$20 million for MTA and \$24.2 million for Municipal Operators in Section 5309 Bus and Bus Related Funding to assist the MTA with purchasing buses and constructing bus divisions:

 - \$10 million for Metro Rapid Buses serving the Van Nuys, Florence, Crenshaw and Soto corridors;
 - \$10 million for Metro Bus divisions and facilities improvements to support service sector efforts; and,

- \$5 million in Intelligent Transportation System (ITS) Funding. The requested funding is for the implementation of the Regional Universal Fare System for the MTA and several municipal bus operators' service in Los Angeles County.

Comments and Questions

- > It should be noted that we have also identified the need for \$25 million in homeland security funding and enhancements for the MTA and the Municipal Operators. We hope to have access to any federal funding which may become available through the homeland security department budget.
- > If you have any questions, please contact Marisa Yeager 213.922.2262 or Raffi Hamparian 213.922.3769, MTA Government Relations.



Fact Sheet

MTA FY2004 Homeland Security Appropriations Request

April 2003

Issue

- > The MTA is fully committed to ensuring the safety and security of its passengers and staff. The MTA has and will continue to cooperate with the Los Angeles County Sheriff's Department, the Los Angeles Police Department, and other local law enforcement agencies, as well as the FBI and other relevant federal agencies, to counter any anticipated threat to the massive transportation system operated by the MTA. Over 1.3 million people board MTA buses or rail cars on an average weekday.

Background

- > In the aftermath of the September 11, 2001 terrorist attack on America, the MTA moved promptly to conduct a number of security assessments of its transportation assets. These assessments were conducted by the General Accounting Office, the Federal Transit Administration, the American Public Transportation Association, and by the MTA itself. As a result of these security assessments, a number of measures have been taken to strengthen the integrity of the MTA's security plan.

In March of 2003, in response to the outbreak of hostilities in Iraq, the MTA activated its advanced Emergency Operations Center. This move will further enhance the prudent security measures the MTA has already enacted. Following is a list of security needs that were identified in the several security assessments:

- \$11.4 million in Homeland Security funding to improve the MTA's internal communications systems, to install barriers to protect vital MTA assets, institute expanded K-9 and officer patrols, expand closed circuit monitoring of sensitive areas, place chemical and biological detection systems at major bus and rail stations, among other critical needs.

- \$10 million in Homeland Security funding for Los Angeles County's Municipal Bus Operators. These funds would largely be used to acquire cameras and monitoring devices to ensure the safety of passengers and bus operators. Funds would also be used to upgrade mobile communications systems needed in the event of a homeland security threat.

Comments and Questions

- > It should be noted that the MTA's Homeland Security request for Fiscal Year 2004 represents less than one half of 1% of the Authority's overall annual budget. The MTA has taken a pro-active position with respect to enhancing security measures and has largely paid for these improvements with operational funds.

If you have any questions, please contact Marisa Yeager 213.922.2262 or Raffi Hamparian 213.922.3769, MTA Government Relations.



MTA TRIPS TO WASHINGTON, D.C. from December 2002 to July 2003

Date of Trip	MTA Personnel	Reason	Meetings	Comments
12/17/02	CEO and GR staff	Meet with New Advocacy Group	Patton Boggs and Team	Discuss new legislative session and strategy
1/8/03	GR Staff	New Starts Meeting		Met with new Lobbying Team
1/28/03	CEO and GR Staff	Legislative Briefing for our Congressional Delegation	<p>Met with Majority of LAC staff delegation, including staff from Pelosi....</p> <p>Meetings with Member of Congress: Rep. Gary Miller Rep. Lucille Roybal-Allard Rep. Linda Sanchez Rep. Adam Schiff Rep. Juanita Millender-McDonald Rep. Bill Lipinski U.S. Senator Barbara Boxer</p> <p>Meetings with Staff: Alisa Do, Rep. Dreier Victor Castillo, Rep. Roybal-Allard Daniel Chao, Rep. Napolitano John Young, Rep. Millender-McDonald Jim Specht, Rep. Lewis Doug Campbell, Rep. Berman Tim Wood, Rep. Thomas</p>	Met with federal team to discuss federal appropriations for FY03 and FY04

Date of Trip	MTA Personnel	Reason	Meetings	Comments
2/10-12/03	CEO and GR staff	SCAG Transportation Delegation	<p>Jeff Squires, Senate EPW Committee</p> <p>Meetings with Member of Congress:</p> <ul style="list-style-type: none"> - Rep. Earl Blumenauer (OR) - Rep. Ken Calvert - Rep. Jerry Costello (IL) - Rep. Duke Cunningham - Rep. David Dreier - Rep. John Doolittle - Rep. Bob Filner - Rep. Gary Miller - Rep. James Oberstar (MN) - Rep. Nancy Pelosi - Rep. Nick Rahall (WV) - Rep. Lucille Roybal-Allard - Rep. Ed Royce - Rep. Adam Schiff - Rep. Hilda Solis - Rep. Dianne Watson - US Senator Thomas Carper (DE) - US Senator Jack Reed (RI) - US Senator Debbie Stabenow (MI) <p>Meetings with staff:</p> <ul style="list-style-type: none"> - Levon Boyagian, House T&I Committee, Subcommittee on 	

Date of Trip	MTA Personnel	Reason	Meetings	Comments
			<p>Highways and Transit Subcommittee</p> <ul style="list-style-type: none"> - Joyce Rose, House Highways and Transit Subcommittee - Sherry Little and Sarah Kline, Senate Banking Committee - Ruth Van Mark, Senate EPW staff - David Kim and Paul Cunningham, Gov. Davis Office - Dan Chao, Rep. Napolitano - John Young and Francis Nam, Rep. Millender-McDonald - Mike Buchwald, U.S. Senator Feinstein - Laurie Saroff, U.S. Senator Boxer - Tawana Wilkerson, Sarah Kline, Neil Campbell, Senate Banking Committee subcommittee staff <p>Dinner with:</p>	
3/9-12/03	CEO and GR staff	APTA Legislative Conference	<p>Meetings with Members of Congress: Rep. Robert Alderholt (AL)</p>	

Date of Trip	MTA Personnel	Reason	Meetings	Comments
			<p>Rep. Howard Berman Rep. Steny Hoyer Rep. Jerry Lewis Rep. Steve Rothman (NJ) Rep. Brad Sherman Rep. Grace Napolitano Rep. Juanita Millender-McDonald Rep. Gary Miller</p> <p><i>Mtgs. with staff:</i> - Amy Claire Brusch, Rep. Tiahrt (KS) - J.T. Griffen, Rep. Wolf (VA) - Tony Essalih, Rep. Culberson (TX) - John Albaugh, COS Rep. Istook (OK) - Zahava Goldman, Rep. Waxman - Randi Reed, Rep. Burgess (TX) - Peter Chandler and Matt Robinson, Rep. Michael Michaud (ME) Dinner with: Congressional Staff</p>	
3/31/03	GR staff	National Rail Infrastructure Program	Meetings with Staff for LA County Congressional Delegation and aides to Rep.	

Date of Trip	MTA Personnel	Reason	Meetings	Comments
4/6-10/03	CEO and GR staff	Access DC with Los Angeles Area Chamber of Commerce	Bill Lipinski, Jason Tai and Ashley Musselman Meetings with Members of Congress and their staff: Rep. David Dreier Rep. Mike Honda Rep. Bill Lipinski (IL) Rep. Gary Miller Rep. Thomas Petri (WI) Rep. Rahall (VA) Rep. Hilda Solis Rep. James Oberstar (MN) U.S. Senator Barbara Boxer U.S. Senator Patty Murray (WA) U.S. Senator Dianne Feinstein	
4/16-18/03	MTA CEO and GR Staff	Chairman Ernest Istook (OK), House Appropriations Subcommittee on Transportation, Treasury and Government Agencies trip to Los Angeles	Dinner with Rep. Roybal-Allard and Rep. James Oberstar (MN) Met with: Municipal Bus Operators Rep. Lucille Roybal-Allard Rep. Juanita Millender-McDonald Alameda Corridor staff Alameda Corridor East staff Rep. Buck Mckeon Supervisor Mike Antonovich SCAG Members	

Date of Trip	MTA Personnel	Reason	Meetings	Comments
6/4/03	GR staff	New Starts Meeting		
6/24-26/03	GR staff	Meeting with Federal lobbyists and Congressional Members.	<p>Met with Members of Congress: U.S. Senator Thad Cochran (MS) U.S. Senator Richard Shelby (AL)</p> <p>Met with staff: - Paul Doerrer, U.S. Senator Richard Shelby (AL) - Gene Fisher, Rep. Kilpatrick (MI) - Mike Mallone, Rep. Oliver (MA) - Peter Rogoff, U.S. Senator Patty Murray - Ross Mellor, Rep. Miller - Laurie Saroff, U.S. Senator Barbara Boxer - Dan Chao, Rep. Napolitano - Kurt Courtney, Rep. McKeon - Aaron Lewis, Rep. Rohrabacher - Victor Castillo, Rep. Roybal-Allard - Alisa Do, Rep. Dreier - Pamela Franklin, Rep. Schiff - Don Lyster, Rep. Solis</p>	

Date of Trip	MTA Personnel	Reason	Meetings	Comments
			<ul style="list-style-type: none"> - David Flanders, Rep. Harman - Mike Buchwald, U.S. Senator Feinstein - Tim Wood, Rep. Thomas Dinner with Congressional Staff.	
7/10/03	GR Staff	Meeting with Federal Lobbyists and Event with Senator Richard Shelby	Meeting with Senator Richard Shelby	
7/21/03	GR staff	Meeting in Washington DC with USDOT and attend Full Committee Mark Up	Meetings with Staff: Staff for Rep. Mike Honda (Appropriations)	
7/31/03	CEO and GR staff	Meeting with USDOT Secretary Norm Mineta and U.S. Senator Dianne Feinstein	Meetings with: Sheri Little, Senate Banking Committee Joyce Rose, Subcommittee on Transit and Highways John Albaugh, COS for Rep. Ernest Istook & Leigha Shaw, House Transportation Appropriations Subcommittee Elizabeth Lewis, Appropriations aide for Rep. Lewis Dinner with aides for Rep. Roybal-Allard, Senator Boxer and Rep. Millender-McDonald	



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CEO

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August 14, 2003

The Honorable Dianne Feinstein
United States Senate
331 Senate Hart Office Building
Washington, D.C. 20510

Dear Senator Feinstein:

I am writing to express how much I enjoyed our meeting on Thursday, July 31, 2003, to discuss the Eastside Light Rail Project in Los Angeles, California.

Your support in both securing a Full Funding Grant Agreement (FFGA) and gaining a strong earmark (\$70 million) for this worthwhile project in the Senate's Transportation Appropriations bill is very much appreciated.

I was pleased to share with you details of the Eastside Light Rail Project and our readiness to begin construction on this much-anticipated light rail line. If the turnout for the grand opening of our new Metro Gold Line on July 26th and 27th is any guide (close to 200,000 people rode the line in its first two days of operation), the Eastside Project, which will connect to the Pasadena portion at Union Station, will be a major success and will be a credit to those in Congress who supported its construction.

The East Los Angeles community to be served by this light rail project is heavily transit dependent and they desperately need an effective and efficient transit alternative to get to work, school, hospitals, and social services. The Los Angeles County Metropolitan Transportation Authority is ready and eager to begin work on this much-needed project, but needs an FFGA to be granted by the FTA before starting construction on the project. I met with Secretary Mineta just prior to our meeting to discuss this matter. Your continued help in encouraging the Secretary to expedite the granting of this FFGA would be appreciated.

With respect to securing federal funding for this project, we remain determined to secure a robust appropriation for Fiscal Year 2004. Specifically, we are seeking an appropriation of \$70 million, which exceeds the \$55 million for the Eastside Project allocated in the President's Budget for Fiscal Year 2004. We are requesting \$70 million because Congress provided only \$4 million for this project last year, which was dramatically less than what the President had requested in his Fiscal Year 2003 Budget. If we are able to secure a strong earmark for the Eastside Project, through your good offices, we will be able to break ground on this new and exciting light rail line without delay.

The Honorable Dianne Feinstein
United States Senate
August 14, 2003
Page 2 of 2

Lastly, I want to commend your Legislative Aides, Chris Thompson and Nicole Brownlee, for the expert advice and support they have given to us on this matter. Their thoughtful consideration and deliberative review of this project has been of great assistance to our Authority as we attempt to have language appropriating \$70 million for this light rail project included in the Senate Transportation Appropriations bill to be crafted and marked-up next month.

Again, your interest in the Eastside Project is greatly appreciated. I look forward to continuing our positive dialogue on this project and would be pleased to help you in any way possible as the transportation appropriations bill is considered in the Senate.

Sincerely,

A handwritten signature in black ink, appearing to read 'Roger Snoble', written in a cursive style.

Roger Snoble
Chief Executive Officer



August 8, 2003

Roger P. Snoble
CEO

**Metropolitan
Transportation
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Office of the Honorable Ernest Istook
Mr. John Albaugh
Chief of Staff
2404 Rayburn House Office Building
Washington, D.C. 20515

Dear John:

I am writing to express how much I enjoyed our meeting on Thursday, July 31, 2003, to discuss the Eastside Light Rail Project in Los Angeles, California. I appreciate your interest in this matter and was glad that we conferred before my meeting later that day with Secretary Mineta.

I was pleased to share with you details of the Eastside Project and our readiness to begin construction on this much-anticipated light rail line. If the turnout for the grand opening of our new Metro Gold Line is any guide (close to 200,000 people rode the line in its first two days of operation), the Eastside (Gold Line) Project, which will connect to the Pasadena portion at Union Station, will be a major success and will be a credit to those in Congress who supported its construction.

We remain determined to secure an appropriation in the amount of \$55 million for the Eastside Project, which was the amount allocated for this project in the President's Budget for Fiscal Year 2004. Over the course of the next several weeks I will be urging the Senate to earmark this amount for the Eastside Project so that we may break ground on the project as soon as possible.

Again, your interest in the Eastside Project is greatly appreciated. I look forward to continuing our positive dialogue on this project and would be pleased to help you in any way possible as the transportation appropriations bill moves towards conference.

Sincerely,

Roger Snoble
Chief Executive Officer

August 8, 2003



Roger P. Snoble
CEO

**Metropolitan
Transportation
Authority**

One Gateway Plaza
Los Angeles, CA
90012-2952

Phone: 213.922.6888
Fax: 213.922.7447

The Honorable Jennifer L. Dorn
Administrator
Federal Transit Administration
400 Seventh Street, S.W.
Room 9328
Washington, D.C. 20590

Dear Administrator Dorn:

I am writing to express how much I appreciated my meeting with you and Secretary Mineta on Thursday, July 31, 2003, to discuss the status of our effort to secure a Full Funding Grant Agreement (FFGA) for the Eastside Light Rail Project in Los Angeles, California.

First and foremost I want to thank you for the leadership you are providing at the Federal Transit Administration. I can only imagine that being the steward for America's mass transportation system is a difficult job. I appreciate your outstanding efforts to make our nation's mass transit systems more efficient, effective, and safe for riders.

I was pleased to share with you details of the Eastside Project and our readiness to begin construction on this much-anticipated light rail line. I can assure you that the enthusiasm for this project shown by Secretary Mineta's good friend, Ted Tanaka, designer of the planned Little Tokyo/Arts District station, is shared by many people in the City of Los Angeles.

During our meeting, Secretary Mineta commented that the Federal Transit Administration (FTA) is awaiting final delivery of several documents from our Authority. I am glad to share with you that we have provided all of the substantive documentation on the Eastside Project that was being sought by the FTA.

I am confident that with an FFGA the Eastside Project can secure an appropriation in the vicinity of the \$55 million reserved for the Project in President Bush's Fiscal Year 2004 Budget. This would be a major step forward for this project.

I very much appreciate your leadership and interest in securing an FFGA for the Eastside Project. Please do not hesitate to contact me directly at (213) 922-6888 if you have any questions regarding this correspondence.

Sincerely,

Roger Snoble
Chief Executive Officer



August 7, 2003

Roger P. Snoble
CEO

**Metropolitan
Transportation
Authority**

One Gateway Plaza
Los Angeles, CA
90012-2952

Phone: 213.922.6888

Fax: 213.922.7447

The Honorable Norman Y. Mineta
United States Secretary of Transportation
400 Seventh Street, S.W.
Room 10200
Washington, D.C. 20590

Dear Mr. Secretary:

I am writing to express how much I appreciated our meeting on Thursday, July 31, 2003, to discuss our mutual interest in securing a Full Funding Grant Agreement (FFGA) for the Eastside Light Rail Project in Los Angeles, California.

I was pleased to share with you details of the Eastside Project and our readiness to begin construction on this much-anticipated light rail line. I can assure you that the enthusiasm for this project shown by Ted Tanaka, designer of the planned Little Tokyo/Arts District station, is shared by many people in the City of Los Angeles.

During our meeting you commented that the Federal Transit Administration is awaiting final delivery of several documents from our Authority. I am glad to share with you that we have provided all of the substantive documentation on the Eastside Project that was being sought by the FTA.

I am confident that with an FFGA the Eastside Project can secure an appropriation in the vicinity of the \$55 million reserved for the Project in President Bush's Fiscal Year 2004 Budget. This would be a major step forward for this project.

I very much appreciate your leadership and interest in securing an FFGA for the Eastside Project. Please do not hesitate to contact me directly at (213) 922-6888 if you or your aides have any questions regarding this correspondence.

Sincerely,

Roger Snoble
Chief Executive Officer



August 14, 2003

Roger P. Snoble
CEO

**Metropolitan
Transportation
Authority**

One Gateway Plaza
Los Angeles, CA
90012-2952

Phone: 213.922.6888
Fax: 213.922.7447

U.S. House of Representatives
House Committee on Transportation and Infrastructure
Subcommittee on Highways and Transit
c/o Joyce Rose, Professional Staff
B-370A Rayburn House Office Building
Washington, D.C. 20515

Dear Joyce:

I am writing to express how much I enjoyed our meeting on Thursday, July 31, 2003, to discuss the Eastside Light Rail Project in Los Angeles, California and the status of the reauthorization of our nation's surface transportation programs.

I appreciate your interest in the Eastside Project and our broader efforts to improve mobility throughout Los Angeles County. If the turnout for the grand opening of our new Metro Gold Line is any guide (close to 200,000 people rode the line in its first two days of operation), the Eastside (Gold Line) Project, which will connect to the Pasadena portion at Union Station, will be a major success and will be a credit to those in Congress who supported its construction.

Again, your interest in the Eastside Project is greatly appreciated. I look forward to continuing our positive dialogue on this project and would be pleased to help you in any way possible as the reauthorization process moves forward.

Sincerely,

Roger Snoble
Chief Executive Officer



Roger P. Snoble
CEO

**Metropolitan
Transportation
Authority**

One Gateway Plaza
Los Angeles, CA
90012-2952

Phone: 213.922.6888
Fax: 213.922.7447

August 14, 2003

U.S. House of Representatives
Committee on Appropriations, Subcommittee
on Transportation
c/o Leigha Shaw, Professional Staff
2358 Rayburn House Office Building
Washington, D.C. 20515

Dear Leigha:

I am writing to express how much I enjoyed our meeting on Thursday, July 31, 2003, to discuss the Eastside Light Rail Project in Los Angeles, California. I am glad that John Albaugh introduced us and that we had an opportunity to discuss the project before my meeting later that day with Secretary Mineta.

I was pleased to share with you details of the Eastside Project and our readiness to begin construction on this much-anticipated light rail line. If the turnout for the grand opening of our new Metro Gold Line is any guide (close to 200,000 people rode the line in its first two days of operation), the Eastside (Gold Line) Project, which will connect to the Pasadena portion at Union Station, will be a major success and will be a credit to those in Congress who supported its construction.

We remain determined to secure an appropriation in the amount of \$55 million for the Eastside Project, which was the amount allocated for this project in the President's Budget for Fiscal Year 2004. Over the course of the next several weeks I will be urging the Senate to earmark this amount for the Eastside Project so that we may break ground on the project as soon as possible.

Again, your interest in the Eastside Project is greatly appreciated. I look forward to continuing our positive dialogue on this project and would be pleased to help you in any way possible as the transportation appropriations bill moves towards conference.

Sincerely,

Roger Snoble
Chief Executive Officer



August 14, 2003

Roger P. Snoble
CEO

**Metropolitan
Transportation
Authority**

One Gateway Plaza
Los Angeles, CA
90012-2952

Phone: 213.922.6888
Fax: 213.922.7447

Ted Tokio Tanaka Architects
c/o Ted Tanaka, Principal
11307 South Hindry Avenue
Los Angeles, CA 90045

Dear Ted:

I am writing to express how much I appreciated your participation in our meeting with Secretary Mineta on Thursday, July 31, 2003, to discuss the Eastside Light Rail Project. Your presence and participation during the meeting was especially meaningful in our effort to secure a Full Funding Grant Agreement for this worthwhile project.

Clearly, Secretary Mineta respects the fine work you have done in designing the Little Tokyo/Arts District station. I was very pleased that you were able to show him the layout of the station and how it will benefit the surrounding neighborhood, including important institutions like the Japanese American National Museum.

I was also glad to learn that Secretary Mineta fully understands that construction of the Eastside Project will regenerate the economic health of Little Tokyo and a large portion of East Los Angeles.

I look forward to continuing to work with you to ensure that the Eastside Project is built without delay. Again, thank you for making our meeting with Secretary Mineta so productive.

Sincerely,

Roger Snoble
Chief Executive Officer

PATTON BOGGS LLP
ATTORNEYS AT LAW

2550 M Street, NW
Washington, DC 20037-1350
202-457-6000

Facsimile 202-457-6315

MEMORANDUM

To: John Albaugh
From: Kevin O'Neill (Patton Boggs) & Bernie Robinson (Livingston Group)
Date: June 12, 2003
Subject: FY04 Funding Priorities for the Los Angeles County Metropolitan Transportation Authority (LACMTA)

Thank you for the time Chairman Istook and you have spent learning about the outstanding record of transportation programs and services provided by the Los Angeles County Metropolitan Transportation Authority (LACMTA). LACMTA appreciates the Chairman's interest and remains willing to provide any information needed to show how it effectively and efficiently uses the federal funding it receives. As you prepare for markup of the FY04 Transportation/Treasury Appropriations bill, we wanted to highlight our top four funding priorities:

1. **\$70 million in Section 5309 New Starts Funding** for the final design and construction of the Eastside Light Rail project from Union Station to East Los Angeles. President Bush's proposed FY04 Budget includes \$55 million for this project. The pending FFGA for this project is currently being reviewed by FTA and is on track to receive final approval later this year. At least \$55 million is needed in FY04 for this project to remain on schedule and it is LACMTA's top priority.
2. **\$20 million in Section 5309 Bus and Bus Related Facilities Funding** for the purpose of purchasing Metro Rapid Buses serving four existing corridors and for improvements to service and support facilities. We have attached a one pager on MTA's historically low federal bus funding levels to underscore the justification for this funding level in FY04.
3. **\$5 million in Intelligent Transportation System (ITS) Funding** for implementation of a Regional Universal Fare System for the MTA and several municipal bus operators that provide service in Los Angeles County.
4. **\$11 million in Section 5309 New Start Funding** for preliminary engineering of the Mid-City/Exposition Light Rail project linking downtown Los Angeles to the city's Westside. This project would serve one of Los Angeles County's most densely populated corridors.

Please feel free to contact either of us if you have questions about LACMTA's FY04 funding requests. Bernie Robinson can be reached at 289-9881 and Kevin O'Neill can be reached at 457-6136. Thank you again for your consideration of these requests.

WHY LACMTA DESERVES MORE FEDERAL BUS FUNDING

The Los Angeles County Metropolitan Transportation Authority (LACMTA) provides bus service that helps promote mobility, economic growth, and cleaner air. LACMTA's service area has 10 million people, making it the 9th biggest "state" (in terms of population), but our federal funding level for bus services has never reflected the population we serve. We serve 29% of the state's population, but received only 8% of California's \$251 million in Section 5309 federal funding since FY98. During that time, we have never received more than \$4.5 million a single fiscal year. Our **FY04 request for \$20 million** is a reasonable first step in securing the bus capital funds needed to correct past shortfalls and establish an equitable level of federal funding.

Viewed as a State, LACMTA has a low level of total and per capita federal funding.

- Ranks last among all states in per capita funding in FY03 (\$0.35), and last in per capita bus funding from FY98 to FY03 (\$0.33)
- Ranks 42nd among all states in total bus funding from FY98 to FY03 (\$20 million).
- Ranks 40th among all states in FY03 bus funding (\$3.5 million).
- Since FY98, 19 smaller states received \$20 million or more in a *single* fiscal year.
- From FY98 to FY03, LACMTA would have received **\$107.4 million more** if we received the median state per capita bus funding (\$2.14).

LACMTA would receive a huge increase if our funding was on par with our peer states of 7 to 10 million people (MI, NJ, GA, NC and VA).

- These five peer states averaged \$77.6 million in bus funding from FY98 to FY03, nearly four times the \$20 million LACMTA received during the same period.
- Our FY04 appropriation would be \$15.4 million if we simply met the \$1.54 per capita average for our five peer states over the past six fiscal years.
- Our FY04 appropriation would also be \$15.4 million if we simply received the FY03 total bus funding average for our peer states.

LACMTA nets a large increase if it were treated at just the median for bus funding.

- Our FY04 appropriation would be \$24.2 million if we simply received the FY03 state per capita median, which was seven times larger than our FY03 per capita funding.
- Our FY04 appropriation would be \$12 million if we received the median FY03 state funding level, which was 340% higher than our \$3.5 million FY03 appropriation.

LACMTA's population is roughly equivalent to the combined population of Arizona, Nevada, and Oregon, but our historical funding levels pale in comparison.

- All three states received at least double our bus funding (AZ - \$59.2M, NV - \$58.3M, OR - \$44.2M, LACMTA - \$20M) since FY98 and their combined total of \$161.7 million is **eight times the funding LACMTA received to serve the same-sized population.**
- Our FY04 appropriation would be \$30.8 million if we simply met the \$3.08 per capita average for Arizona, Nevada and Oregon over the past six years.

For more information, please contact Kevin O'Neill at Patton Boggs (koneill@pattonboggs.com) or Gary Clark at LACMTA (clarkg@mta.net).

Congress of the United States
Washington, DC 20515

April 11, 2003

The Hon. Ernest Istook
 Chairman, Subcommittee on Transportation,
 Treasury and Independent Agencies
 House Committee on Appropriations
 2358 Rayburn HOB
 Washington, DC 20515

Dear Chairman Istook:

We are writing to express our strong support for the Fiscal Year 2004 funding requests of the Los Angeles County Metropolitan Transportation Authority (MTA).

The MTA is unique among the nation's transportation agencies in that it serves as a transportation planner and coordinator, designer, builder and operator. Equally impressive is the MTA's Los Angeles County service area, which has a population larger than that of 43 States and covers an area of more than 1,400 square miles. Given its massive transportation needs, the MTA has made the following practical and essential requests of the subcommittee.

\$70 million in Section 5309 New Starts Funding for the final design and construction of the Eastside Light Rail project. This innovative light rail project will operate from Union Station through East Los Angeles, serving one of the most transit-dependent areas in the City and County of Los Angeles. When completed, this project will connect to the Gold Line and provide seamless transportation between East Los Angeles, Downtown Los Angeles and Pasadena.

\$11 million in Section 5309 New Starts Funding for the engineering of the Mid-City/Exposition Light Rail Line project. This light rail project would run from Downtown Los Angeles to the oceanside City of Santa Monica.

\$20 million in Section 5309 Bus and Bus Related Discretionary Funding to assist the MTA with purchasing new alternative fuel buses and constructing bus divisions. The MTA currently operates the world's largest fleet of state-of-the-art clean burning fuel buses and is fully committed to expanding its highly successful Metro Rapid Bus program. This funding would be divided in the following manner:

- * \$10 million for the expansion of the Metro Rapid Bus system to serve the Van Nuys, Florence, Crenshaw, and Soto corridors.
- * \$10 million for Metro Bus division and facility improvements.

\$5 million in Intelligent Transportation System Funding. These resources would be utilized to implement the MTA's Regional Universal Fare System (RUFS). The RUFS would permit passengers using a card imbedded with a computer chip to board all MTA buses and trains, and to transfer onto services offered by municipal operators, paratransit and Metrolink without having to be concerned with purchasing a new fare or carrying change.

The year 2003 represents a milestone for the MTA. By July of 2003 the MTA will initiate service on the Metro Gold Line, which will connect the business centers of Los Angeles and Pasadena and is expected to ease traffic congestion on the heavily traveled Pasadena (SR110) and Foothill (I-210) freeways. The line is projected to transport the same number of people as a four-lane freeway during rush hour. This year also has brought the welcome expansion of the MTA's popular Metro Rapid Bus service. Metro Rapid reduces travel time by making fewer stops than regular bus service and by using special transponders to extend green traffic lights long enough for the low-floor, clean burning fuel buses to proceed without delay. New Metro Rapid busses now operate on South Broadway Street and Vermont Avenue, two of the busiest north-south transit corridors in Los Angeles County and complement the highly successful east/west Metro Rapid lines.

The MTA continues to embrace several dynamic and innovative programs that have cemented Los Angeles's reputation as the transportation laboratory for the nation. From its work to enact an RUPS to its distinction as the first transportation agency in the nation to acquire a Compo-Bus (a molded bus body made of lighter weight composite materials), the MTA is taking positive steps forward to effectively and efficiently serve its most valuable clients - its passengers.

Mr. Chairman, we appreciate your subcommittee's past support to meet Los Angeles County's transportation challenges. We urge you to give the MTA the resources needed to overcome these transportation challenges and in the process, enhance the quality of life for our constituents who are among the nearly 10 million people who reside in Los Angeles County.

Sincerely,

Luille Lopez-Allard

David Druin

Karen Bacon

John E. Watson

Hilda L. Solis

Jane Harman

Henry A. Waxman

Arnold L. Berman

Grace J. Napolitano

Brad Sherman

Alan B. Schiff

Linda F. Storch

Buck McKern

Congress of the United States
Washington, DC 20515

June 13, 2003

The Honorable Harold Rogers
 Chairman
 Subcommittee on Homeland Security
 B307 Rayburn House Office Bldg
 Washington, DC 20515

The Honorable Martin Sabo
 Ranking Member
 Subcommittee on Homeland Security
 1016 Longworth House Office Building
 Washington, DC 20515

Dear Chairman Rogers and Ranking Member Sabo:

As you continue consideration of the Fiscal Year 2004 Homeland Security Appropriations bill, we respectfully ask that you include \$11.4 million in homeland security funding being requested for the Los Angeles County Metropolitan Transportation Authority (MTA).

As the transportation planner, coordinator, designer, builder and operator for Los Angeles County - an area of over 1,400 square miles and a population larger than that of 43 states - MTA's security concerns are real and genuine. The MTA operates the nation's third largest bus fleet and a large rail system, which combined, carry over 1.3 million passengers a day. Add to that enormous figure the millions of drivers who travel daily on Los Angeles County's highways and you can understand how the job of ensuring the integrity of the MTA's security operations is neither simple nor inexpensive.

As a result of several security assessments conducted by the Federal Transit Administration, other relevant governmental agencies, and the American Public Transportation Association, the MTA has determined the need to upgrade its security apparatus in a number of important ways. The MTA is prepared to institute a state-of-the-art security plan, which includes improving internal communications systems, installing barriers to protect vital assets, instituting bomb-detecting K-9 patrols, and taking other reasonable and effective measures.

This plan would be consistent with the subcommittee's stated objective of having a fully integrated emergency response network in which the MTA, along with state, county, and local police officers, firefighters and emergency services personnel, have the tools, assets, and intelligence information necessary to respond to any terrorist incident without delay and in a coordinated manner.

We have attached, for your review and consideration, a document that details the specific costs included in the MTA's homeland security plan. Among the highlights:

- **Bus Operations:** the plan seeks to improve bus monitoring systems and enhance perimeter security at facilities,

- Rail Operations: the plan seeks to increase security personnel used to ensure the integrity of the rail system and purchase detection systems for chemical and biological threats;
- MTA Headquarters: the plan seeks to increase both the number of cameras used for monitoring the facility and the number of security personnel used to patrol the building and install barricades in critical areas.

Like the Department of Homeland Security, whose work is clear and complex, the MTA's goal of ensuring the safety of Los Angeles County's massive transportation infrastructure is clear, yet getting the task done has and will continue to be a very tough assignment. We respectfully request your subcommittee provide the resources necessary for the MTA to achieve its worthwhile goal of preventing a potential terrorist strike on Los Angeles County's transportation sector.

We would also like to register our support for the approximately \$10 million in Home-land Security funds being sought by the 16 Municipal Bus Operators in Los Angeles County. The Municipal Bus Operators will be submitting their funding requests individually.

Thank you, Mr. Chairman and Ranking Member Sabo, for consideration our request for \$11.4 million in security funding for MTA.

Sincerely,

<u>Howard F. Berman</u>	<u>Jane Harman</u>
<u>Jimmy Lewis</u>	<u>Ken A. Waxman</u>
<u>Alvin C. Watson</u>	<u>Beck McLean</u>
<u>Gary R. ...</u>	<u>_____</u>
<u>_____</u>	<u>_____</u>

<u>Bus Ops</u>	<u>Rail Ops</u>	<u>Gateway</u>	<u>Total</u>
Cameras/Monitors CNG/Storage Hut Fencing	270,750 12,800 5,440	546,250 18,810 70,000	28,550 1,812,434
Gates	4,200	2,300	70,000 4,200 2,300
Razor wire	531,450	20,000	531,450
Security personnel Vehicles--tactical response (3) Walls	1,668,784 150,000 714,600	1,327,220 250,000	20,000 874,066
		3,000,000	400,000 714,600
Total	3,358,024	5,288,580	3,000,000
		Total	11,414,654

exclusive of a) muni operators and b) an additional 18% add-on for 'soft costs' related to labor and hourly costs of supporting departments such as Purchasing, Contract Administration, Engineering, and several others.

06/11/2003 14:50

Congress of the United States
Washington, DC 20515

July 25, 2003

The Honorable Norman Y. Mineta
 Secretary
 U. S. Department of Transportation
 400 Seventh Street, S.W., Room 10200
 Washington, D.C. 20590

Dear Secretary Mineta:

We are writing to request your assistance in completing the Full Funding Grant Agreement (FFGA) process for the Los Angeles Eastside Light Rail Project (Project). We are concerned that delaying the approval of the application will jeopardize FY04 appropriations funding for the Project. As you know, the Eastside community has been waiting and working on the project for well over ten years.

Recognizing the commitment to Los Angeles and the importance of the Project, the President's FY 2003 budget, submitted to Congress in early 2002, recommended that this Eastside Project receive a FFGA. However, it is now 1½ years since that recommendation, and despite the MTA's good faith efforts to comply with several FTA requests to improve the application, we still do not have a signed FFGA.

The East Los Angeles community served by the Project is heavily transit dependent, with a significant percentage of low-income households, and contains a large Hispanic population. The Eastside community needs and deserves an effective and efficient mode of transportation to get to work, school, hospitals, social services, shopping and entertainment centers. In addition, as a result of your efforts years ago, this Project was designed to also serve Little Tokyo, thereby linking the community to other transit hubs and destinations.

Your personal involvement and assistance is requested to move this project forward and to ensure that FTA completes the FFGA process expeditiously, with the objective of executing the FFGA before the end of the current fiscal year. The Congress and the Administration have both made a commitment to the East Los Angeles community that deserves to be fulfilled, and we appreciate your consideration of our request.

In closing, we appreciate your attention, and we hope your upcoming meeting with MTA CEO Roger Snoble will resolve many of the outstanding issues and expedite the completion of the FFGA process for this critically needed project.

Sincerely,

Lucille Roybal Allard *Dianne Feinstein* *Barbara Boxer*
 LUCILLE ROYBAL-ALLARD, MC SEN. DIANNE FEINSTEIN SEN. BARBARA BOXER

Signatories to DOT Secretary Mineta Letter
LACMTA Eastside Extension Full Funding Grant Agreement
July 25, 2003

Rep. Lucille Roybal-Allard
Sen. Dianne Feinstein
Sen. Barbara Boxer

Rep. Henry A. Waxman

Rep. Hilda L. Solis

Rep. Howard L. Berman

Rep. Jane Harman

Rep. Juanita Millender-McDonald

Rep. Brad Sherman

Rep. Xavier Becerra

Rep. Adam B. Schiff

Rep. Diane E. Watson

Rep. Linda T. Sánchez

Rep. Grace F. Napolitano

Analysis of Senate and House Transportation/Treasury Appropriations Bills for FY2004

The Senate reported bill provides over \$1.3 billion for 52 New Starts Projects. The House passed bill provided \$1.2 billion for 31 New Starts Projects. According to the Federal Transit Administration the following projects have existing Full Funding Grant Agreements.

New Starts Project with FFGA	PresidentFY04	House	Senate
Baltimore, MD – Central Light Rail	\$40	\$40	\$40
BART, San Francisco Airport	\$170	\$100	\$100
Chicago, IL – Douglas Branch	\$85	\$85	\$85
Chicago, IL – Metra Commuter	?	\$52	\$20
Dallas, TX – North Central LRT	\$30.2	\$30.2	\$30.1
Denver, CO – Southeast Corridor	\$80	\$80	\$80
Ft. Lauderdale – Tri-Rail Commuter	\$18.4	\$18.4	\$18.4
Memphis, TN – Medical Center Extension	\$9.2	\$9.2	\$9.2
Minneapolis, MN – Hiawatha Corridor	\$75	\$75	\$75
Newark, NJ – Rail Link	\$22.6	\$22.6	\$22.6
Northern, NJ – Hudson/Bergen LRT	\$100	\$100	\$100
Pittsburgh, PA – PA Stage II	\$30.2	\$32.2	\$30.2
Portland, OR – Interstate MAX LRT	\$77.5	\$77.5	\$77.5
Salt Lake City, UT – UT Medical Center	\$30.7	\$30.7	\$30.7
San Diego, CA – Mission Valley East	\$65	\$65	\$65
San Diego, CA – Oceanside/Escondido	\$48	\$48	\$48
San Juan, PR – Tren Urbano	\$43.5	\$43.5	\$20
Washington, DC – Largo Extension	\$65	\$65	\$65

Pending and Proposed FFGA's/Requested in the President's FY04 Budget

	President FY04	House	Senate
Alaska and Hawaii – Ferry Projects	\$10.3	\$?	\$10.3
Chicago, IL – Ravenswood		\$45	\$10
New York, NY – East Side Access	\$75	\$70	\$10
New Orleans, LA – Canal Street	\$36	\$23.9	\$36
Las Vegas, NV – Resort Corridor	\$40	\$15	\$25
Los Angeles, CA – Eastside LRT	\$55	\$10	\$5
Seattle, WA – Central Link	\$75	\$15	\$75

Non-FFGA/Not Requested in the President's FY04 Budget	House	Senate
Boston, MA – Silver Line BRT	\$3	\$1
Central Phoenix, AZ – East Valley BRT	\$13	\$0

North Carolina – Transit Triangle	\$3	\$9
North Carolina – Charlotte LRT	\$4	\$18
New York, NY – 2 nd Avenue Subway	\$3	\$0
San Francisco, CA – MUNI	\$10	\$0
Washington, DC – Dulles Corridor	\$25	\$25

Additional Earmarks in the Senate for Non-FFGA New Starts Projects:

Birmingham, AL – Transit Corridor: \$6
 Commuter Rail Improvements, DE: \$3
 Ohio – Euclid Corridor Transportation Project: \$15
 Houston – Metro: \$10
 Rhode Island – Integrated Intermodal Project: \$6
 Kenosha, WI – Rail Extension: \$4
 Little Rock, AK – River Rail Project: \$5
 Maine Marine Highway: \$2
 Minneapolis, MN – Northstar Commuter Rail: \$10
 Atlanta, GA – Northwest Corridor BRT: \$4
 Philadelphia, PA – Schuylkill Valley Metro: \$16
 Pittsburgh, PA – Northshore Connector: \$15.8
 Utah – Regional Commuter Rail: \$12
 Scranton, PA – NY City Rail Service: \$5
 California - Silicon Valley Rapid Transit Corridor: \$4
 Stamford, CT – Urban Transitway Phase II: \$7
 New Jersey – TransHudson Midtown Corridor: \$5
 Virginia – VRE Parking Improvements: \$4
 Wilmington, DE – Train Station Improvements: \$2.5
 Beaverton, OR – Commuter Rail: \$6
 Maine – Yarmouth to Auburn Rail Line: \$3



Los Angeles Area
Chamber of Commerce

VIA FACSIMILE 202.366.7202

August 25, 2003

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Dear Mr. Secretary:

As a member of the **Los Angeles County Mobility 21 Coalition**, I would like to express the Los Angeles Area Chamber of Commerce's strong support for the completion of a Full Funding Grant Agreement (FFGA) for the Eastside Light Rail Project in Los Angeles, California.

The Mobility 21 Coalition is a countywide nonpartisan organization of transportation stakeholders and their representatives. The primary mission of the coalition is to educate and advocate for Los Angeles County's transportation priorities at the federal, state and local levels. The Mobility 21 Coalition includes more than 500 businesses, business associations, transportation providers, non-profits, environmental groups, transportation users, and labor officials.

As recognition of his commitment to Los Angeles and the importance of this project, President Bush's FY 2003 Budget recommended that the Eastside Project receive an FFGA. Further, the President's Budget for FY 2004 included \$55 million for the Project. While we are very pleased with the support the Administration has given the project, we are concerned that the Eastside Project has not yet been granted an FFGA by the Federal Transit Administration. Without an FFGA, the project will face significant delays.

The Eastside Project is a six-mile light rail transit system that runs from Union Station in downtown Los Angeles to East Los Angeles, and will serve one of the most transit-dependent populations in the nation. The route would also serve to bring economic vitality to an area where the average annual household income is below \$25,000. According to the Los Angeles County Metropolitan Transportation Authority, construction of the Eastside Project will generate over 45,000 short-term jobs and over 1,000 long-term jobs. From the planned Little Tokyo/Arts District station to its terminus in East Los Angeles, this dynamic, innovative, and much-anticipated light rail line clearly deserves the federal government's support.

Your leadership in securing, without delay, an FFGA for the Eastside Project would be greatly appreciated. We thank you in advance for your consideration and action on this very important matter.

Sincerely,

A handwritten signature in cursive script that reads "Russell J. Hammer".

Russell J. Hammer
President & Chief Executive Officer
and Mobility 21 Coalition Member

cc: The Honorable Dianne Feinstein, U.S. Senator, 202.228.3954 (fax)

August 26, 2003

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590
202.366.7202 Fax

Dear Mr. Secretary:

As a member of the Los Angeles County Mobility 21 Coalition, we would like to express our strong support for the completion of a Full Funding Grant Agreement (FFGA) for the Eastside Light Rail Project in Los Angeles, California.

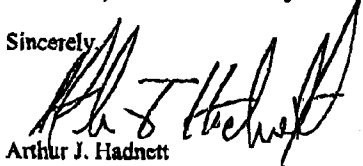
The Mobility 21 Coalition is a countywide nonpartisan organization of transportation stakeholders and their representatives. The primary mission of the coalition is to educate and advocate for Los Angeles County's transportation priorities at the federal, state and local levels. The Mobility 21 Coalition includes more than 500 businesses, business associations, transportation providers, non-profits, environmental groups, transportation users, and labor officials.

As recognition of his commitment to Los Angeles and the importance of this project, President Bush's FY 2003 Budget recommended that the Eastside Project receive an FFGA. Further, the President's budget for FY 2004 included \$55 million for the Project. While we are very pleased with the support the Administration has given the project, we are concerned that the Eastside Project has not yet been granted an FFGA by the Federal Transit Administration. Without an FFGA, the project will face significant delays.

The Eastside Project is a six-mile light rail transit system that runs from Union Station in downtown Los Angeles to East Los Angeles, and will serve one of the most transit-dependent populations in the nation. The route would also serve to bring economic vitality to an area where the average annual household income is below \$25,000. According to the Los Angeles County Metropolitan Transportation Authority, construction of the Eastside Project will generate over 45,000 short-term jobs and over 1,000 long-term jobs. From the planned Little Tokyo/Arts District station to its terminus in East Los Angeles, this dynamic, innovative, and much-anticipated light rail line clearly deserves the federal government's support.

Your leadership in securing, without delay, an FFGA for the Eastside Project would be greatly appreciated. We thank you in advance for your consideration and action on this very important matter.

Sincerely,


Arthur J. Hadnett
Carter & Burgess Unit Manager, and
Mobility 21 Summit Steering Committee

cc: The Honorable Dianne Feinstein, U.S. Senator, 202.228.3954 (fax)



VIA FACSIMILE (202) 366-7202

August 26, 2003

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Dear Mr. Secretary:

As a member of the **Los Angeles County Mobility 21 Coalition**, we would like to express our strong support for the completion of a Full Funding Grant Agreement (FFGA) for the Eastside Light Rail Project in Los Angeles, California.

The Mobility 21 Coalition is a countywide nonpartisan organization of transportation stakeholders and their representatives. The primary mission of the coalition is to educate and advocate for Los Angeles County's transportation priorities at the federal, state and local levels. The Mobility 21 Coalition includes more than 500 businesses, business associations, transportation providers, non-profits, environmental groups, transportation users, and labor officials.

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Your leadership in securing, without delay, an FFGA for the Eastside Project would be greatly appreciated. We thank you in advance for your consideration and action on this very important matter.

Sincerely,


Perry A. Maljish, Senior Vice President, and
Mobility 21 Coalition Member

cc: The Honorable Dianne Feinstein, United States Senator, (202) 228-3954 (fax)

MACTEC ENGINEERING AND CONSULTING, INC.
200 CITADEL DRIVE ■ LOS ANGELES, CALIFORNIA 90040-1554
(323) 889-5300 ■ FAX (323) 721-8700
www.mactec.com



CRENSHAW CHAMBER OF COMMERCE

VIA FACSIMILE 202.366.7202

August 29, 2003

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Dear Mr. Secretary:

As a member of the Los Angeles County Mobility 21 Coalition, we would like to express our strong support for the completion of a Full Funding Grant Agreement (FFGA) for the Eastside Light Rail Project in Los Angeles, California.

The Mobility 21 Coalition is a countywide nonpartisan organization of transportation stakeholders and their representatives. The primary mission of the coalition is to educate and advocate for Los Angeles County's transportation priorities at the federal, state and local levels. The Mobility 21 Coalition includes more than 500 businesses, business associations, transportation providers, non-profits, environmental groups, transportation users, and labor officials.

As recognition of his commitment to Los Angeles and the importance of this project, President Bush's FY 2003 Budget recommended that the Eastside Project receive an FFGA. Further, the President's Budget for FY 2004 included \$55 million for the Project. While we are very pleased with the support the Administration has given the project, we are concerned that the Eastside Project has not yet been granted an FFGA by the Federal Transit Administration. Without an FFGA, the project will face significant delays.

The Eastside Project is a six-mile light rail transit system that runs from Union Station in downtown Los Angeles to East Los Angeles, and will serve one of the most transit-dependent populations in the nation. The route would also serve to bring economic vitality to an area where the average annual household income is below \$25,000. According to the Los Angeles County Metropolitan Transportation Authority, construction of the Eastside Project will generate over 45,000 short-term jobs and over 1,000 long-term jobs. From the planned Little Tokyo/Arts District station to its terminus in East Los Angeles, this dynamic, innovative, and much-anticipated light rail line clearly deserves the federal government's support.

Your leadership in securing, without delay, an FFGA for the Eastside Project would be greatly appreciated. We thank you in advance for your consideration and action on this very important matter.

Sincerely,

Rick J. Conroy, Executive Board Chair and
Mobility 21 Coalition Member

cc: The Honorable Dianne Feinstein, U.S. Senator, 202.228.3954 (fax)

P.O. Box 8193, Los Angeles, CA 90008 • 1(800) 608-7774 • www.CrenshawChamber.com



ANTONIO R. VILLARAIGOSA
COUNCILMEMBER OF THE FOURTEENTH DISTRICT

August 20, 2003

The Honorable Norman Y. Mineta, Secretary
U.S. Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Dear Mr. Secretary:

As a member of the Los Angeles County Mobility 21 Coalition and City Councilmember for much of the project area, I would like to express my strong support for the completion of a Full Funding Grant Agreement (FFGA) for the Eastside Light Rail Project in Los Angeles, California.

The Mobility 21 Coalition is a nonpartisan countywide organization of transportation stakeholders and their representatives whose mission is to educate and advocate for Los Angeles County's transportation priorities at the federal, state and local levels. The Mobility 21 Coalition includes more than 500 businesses, business associations, transportation providers, non-profits, environmental groups, transportation users, public officials and labor officials.

Recognizing the importance of this project, President Bush's FY 2003 Budget recommended that the Eastside Project receive an FFGA. Further, the President's Budget for FY 2004 included \$55 million for the Project. However, we are concerned that the Eastside Project has not yet been granted an FFGA by the Federal Transit Administration. Without such an agreement, the project will face significant delays.

The Eastside Project is a six-mile light rail transit system that runs from Union Station in downtown Los Angeles to East Los Angeles, and will serve one of the most transit-dependent populations in the nation. The route will also serve to bring economic vitality to an area where the average annual household income is below \$25,000. The Eastside Project will generate more than 45,000 short-term and 1,000 long-term jobs. From the planned Little Tokyo/Arts District station to its segment terminus in East Los Angeles, this dynamic, innovative, and much-anticipated light rail line clearly deserves the federal government's support.

Your leadership in securing a FFGA for the Eastside Project would be greatly appreciated. I appreciate your consideration.

Sincerely,

ANTONIO R. VILLARAIGOSA
Councilmember, 14th District
ARV/ljb

cc: The Honorable Dianne Feinstein, U.S. Senator

City Hall Office • 200 N. Spring Street, Room 425 • Los Angeles, CA 90012 • Phone (213) 485-3335 • Fax (213) 847-0680
Boyle Heights Office • 2130 E. First Street, Suite 202 • Los Angeles, CA 90033 • Phone (323) 526-3059 • Fax (323) 526-3066
Eagle Rock/Highland Park Office • 2035 Colorado Boulevard • Los Angeles, CA 90041 • (323) 254-5295 • Fax (213) 485-8788
El Sereno Office • 5150 N. Huntington Drive, Suite 111 • Los Angeles, CA 90032 • (323) 226-1646 • Fax (323) 226-1644

