

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

GOVERNMENT RELATIONS
 2009/2010 STATE AND FEDERAL LEGISLATIVE MATRIX
 July 2009

STATE SENATE

BILL/AUTHOR	DESCRIPTION	METRO POSITION	STATUS
<u>SB 545 (Cedillo)</u>	Which would require a subsurface route for the I-710 Gap Closure project.	WORK WITH AUTHOR	Assembly Transportation Committee
<u>SB 632 (Lowenthal)</u>	Which would require the Ports of Los Angeles, Long Beach and Oakland, by July 1, 2010, to assess their infrastructure and air quality improvement needs, including assessing the total cost for these projects and identifying potential sources of funding for them.	WORK WITH AUTHOR	Assembly Appropriations Committee
<u>SB 652 (Huff)</u>	Which would establish that the Alameda Corridor-East Construction Authority and the San Gabriel Valley Council of Governments shall be considered political subdivisions of the State, and that these entities may be applicants for state or federal funds for projects within their jurisdiction.	OPPOSE – WORK WITH AUTHOR	Senate Transportation and Housing Committee
<u>SB 716 (Wolk)</u>	Which would allow farm-worker vanpools to be an eligible program for Transportation Development Act (TDA) funding.	NEUTRAL	Assembly Transportation Committee

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STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	METRO POSITION	STATUS
<u>AB 113 (Portantino)</u>	Require the Department of Transportation (Caltrans) to sell state-owned property along the unconstructed areas of the State Highway Route 710 (north of the 10)	OPPOSE	Assembly Transportation Committee
<u>AB 672 (Bass)</u>	Establishes a Letter of No Prejudice (LONP) process for projects funded through Proposition 1B.	SUPPORT – SPONSOR	Senate Transportation and Housing Committee
<u>AB 798 (Nava)</u>	Establishes the California Transportation Financing Authority (CTFA) to facilitate construction of transportation projects including authority to approve tolling projects.	SUPPORT	Senate Transportation and Housing Committee
<u>AB 1072 (Eng)</u>	Make permanent the formula for allocating Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) funds.	SUPPORT	Senate Transportation and Housing Committee
<u>AB 1243 (B. Lowenthal)</u>	Which would create the South East Los Angeles County Commercial Vehicle Network Development and Advisory Committee to address truck in that area.	SUPPORT	Senate Transportation and Housing Committee
AB 1361 (Portantino)	Which would seek to restrict truck traffic in State Route 2 (Angeles Crest Highway) in the wake of the tragic runaway truck crash that killed two County residents on April 1, 2009.	SUPPORT	Senate Appropriations
<u>AB 1381 (Pérez)</u>	Makes technical changes to existing authority for congestion pricing program.	SUPPORT – SPONSOR	Senate Appropriations
<u>AB 1403 (Eng)</u>	Which would eliminate the \$1 million cap on TDA funds for the Southern California Association of Governments (SCAG).	SUPPORT	Senate Transportation and Housing Committee
<u>AB 1471 (Eng)</u>	Makes technical corrections and streamlines our current procurement process.	SUPPORT – SPONSOR	Senate Transportation and Housing Committee

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto
Note: "Status" will provide most recent action on the legislation and current position in the legislative process.

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FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<p>REAUTHORIZATION OF THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION EQUITY ACT – A LEGACY FOR USERS (SAFETEA-LU)</p>	<p>Metro has worked with regional and statewide stakeholders to build a broad consensus on fundamental principles to incorporate in the authorization legislation that will replace SAFETEA-LU. This consensus is outlined in the <u>Southern California Surface Transportation Reauthorization Consensus Document</u> and the <u>California Consensus on Federal Transportation Authorization Plan</u> that are included in this board report. Metro’s authorization priorities are accurately captured in these two documents and can be squarely placed in four distinct categories:</p> <ul style="list-style-type: none"> ▪ Funding: Metro’s goal is to dramatically increase the amount of federal funding dedicated to the next surface transportation bill. SAFETEA-LU failed to deliver the resources necessary to dramatically improve mobility in Los Angeles County. ▪ Reform of Existing Programs: For example, Metro is seeking a dramatic reform of the New Starts and Rail Modernization Programs which fund the creation new transit systems and help maintain rail cars on our current rail system. ▪ Endorse the creation of a Goods Movement Trust Fund: This new fund, modeled after the existing Highway Trust Fund, would include a return to source clause to ensure that resources from this fund would be used in areas most impacted by the movement of goods, like Los Angeles County. ▪ Priority Metro Projects: Seek the inclusion of Metro priority projects in the authorization bill to replace SAFETEA-LU. 	<p>SUPPORT</p>

<p>STATEWIDE TRANSPORTATION STAKEHOLDERS AND TRANSPORTATIONS COMMISSIONS OF SAN DIEGO, RIVERSIDE, SAN BERNARDINO, ORANGE AND VENTURA COUNTIES, ALONG WITH PORTS OF LOS ANGELES AND LONG BEACH, LOS ANGELES WORLD AIRPORTS, SCRRA (METROLINK) AND SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS</p>	<p>The California Consensus on Federal Transportation Authorization is a broadly worded document that outlines seven critical areas of special concern to our state with respect to the new surface transportation authorization bill to be considered by Congress later this year. Given the need to secure a general consensus among statewide stakeholders, this document does not delve into specifics. Rather, it represents broad agreement on a basic set of principles that all major transportation stakeholders in California can support in the months to come. Below is a summary of the seven principles outlined in the California Consensus on Federal Transportation Authorization plan.</p> <ol style="list-style-type: none"> 1. Ensure the financial integrity of the Highway and Transit Trust Funds. 2. Rebuild and maintain California’s existing network of highways and bridges and transit systems. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Establish a special federal program to improve congestion in major metropolitan areas. 5. Strengthen the federal commitment to safety and security, consistent with California’s existing Strategic Highway Safety Plan. 6. Provide federal funding to mitigate the air, water, and other environmental impacts of transportation projects. 7. Streamline federal regulations in order to streamline project delivery for highway and transit projects. 	<p>SUPPORT</p>
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<p>REAUTHORIZATION OF FEDERAL SURFACE TRANSPORTATION FUNDING BILL</p>	<p>Metro staff has been working closely with transportation agencies in the counties of Orange, Riverside, San Bernardino, San Diego and Ventura, and with the Southern California Association of Governments, Southern California Regional Rail Authority (Metrolink) and the South Coast Air Quality Management District to prepare a document outlining a regional, Southern California-specific agenda for the legislation that will replace the existing surface transportation authorization bill, the Safe Accountable Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). We also are collaborating with Mobility 21 to ensure that the broad consensus on the authorization of a new transportation bill is extended to stakeholders in the private sector, including area Chambers of Commerce. Below is a summary of the eight principles outlined in the Southern California Authorization Consensus Document.</p> <ol style="list-style-type: none"> 1. Encourage a strong federal commitment to rail security, including assistance in instituting Positive Train Control on the Metrolink rail network. 2. Support the reforms needed to ensure a reliable and viable federal source of funding for transportation projects and programs. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Encourage additional support for programs, like the Congestion Mitigation and Air Quality Program that simultaneously improves our environment and reduces congestion. 5. Ensure that transportation related discretionary funds are distributed based on proven performance measures so precious resources are not spent on weak programs and projects. 6. Reform the New Starts and Small Starts programs. 7. Support the creation of a new federal program for major metropolitan areas. 8. Increase the effectiveness of federal programs related to seniors and the disabled, bicycle-pedestrian paths, transit oriented development, clarify federal rules related to public private partnerships, among other recommended reforms. 	<p>SUPPORT</p>
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