



**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
NOVEMBER 17, 2005**

SUBJECT: THE 2006 LEGISLATIVE PROGRAM GOALS AND ACTIVITIES

ACTION: ADOPT THE 2006 FEDERAL AND STATE LEGISLATIVE PROGRAM

RECOMMENDATION

Adopt the proposed 2006 Federal and State Legislative Program.

ISSUE

The Board of Directors annually adopts a legislative program for the upcoming legislative and congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting the agency's authority and the transportation interests of Los Angeles County.

POLICY IMPLICATIONS

The role of the legislative program is to fulfill the agency's goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the state and federal levels. Specifically, the program provides a working framework for staff regarding priorities, goals and activities during the coming legislative cycle. To achieve these goals, staff will implement a legislative strategy of consensus building and coordination with transportation stakeholders throughout the City of Los Angeles, the additional 87 cities in the County, Los Angeles County, the State of California and with Federal officials.

OPTIONS

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in being ill prepared to address the policy and legislative challenges that will arise during the coming year.

FINANCIAL IMPACT

Some of the proposed legislative initiatives may provide additional funding for countywide transportation programs and projects.

BACKGROUND

Each year, staff prepares a legislative program for adoption by the Board of Directors. The program is developed with input from the agency's technical staff and representatives in Sacramento and Washington. This report contains the proposed 2006 Legislative Program. The program will serve as a blueprint and guide for pursuing the authority's legislative proposals and strategies.

In 2005, the agency faced a number of critical legislative challenges. All levels of government are currently working to address the severe economic challenges resulting from federal, state and local government shortfalls. This economic shortfall will likely color discussion and debate on almost every other issue facing the agency in 2006.

In the coming year, the U.S. Congress and the Executive Branch will consider the agency's FY 2007 transportation appropriations requests. In addition, work may continue on the technical corrections bill for the SAFETEA-LU reauthorization bill.

At the state level, the Schwarzenegger Administration and the Legislature will introduce measures at the beginning of the year related to the State Budget, the California Performance Review and the San Francisco Bay Bridge. There will be significant focus and debate on efforts to revive the state's economy and protect and preserve funds allocated for transportation purposes. The 2005-2006 State Legislative session will see a continuation of the unprecedented challenges, as the State Budget is expected to experience continued deficits. The Legislature recently approved a bond measure backed by tribal gaming revenues that will begin to repay loans made from transportation funds. Although these measures will begin the process of reestablishing transportation funding, it is anticipated that the State will continue to seek to utilize transportation funds to balance the budget. Additionally, it is possible that the Governor may recommend mid-year spending reductions. Protecting against the impacts of the State Budget Deficit has become the principle legislative challenge for transportation agencies statewide and represents the main goal of this year's State Legislative Program.

The agency regularly interacts with other transportation commissions and organizations representing transportation stakeholders throughout the region to coordinate services and regional transportation improvements. Regular interaction with these groups allows for coordinated policy development at the state and federal levels. Staff also interacts with business and other organizations to build support and alliances for the agency's initiatives. This effort has been enhanced through the Mobility 21 program. The Legislative Program assumes that this coordination will continue and expand during 2006.

NEXT STEPS

Government Relations staff plans to sponsor comprehensive briefings in Washington, DC and Los Angeles for Los Angeles County's Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees. In Sacramento, Government Relations staff will initiate a briefing for members of the

Legislature as well as personal and committee staff. As always, Government Relations staff will continue to seek input from members and staff on the best strategy to achieve these goals. In addition, Government Relations staff will contact state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with members of our Congressional delegation and key Authorizing and Appropriations staff to keep agency's projects at the forefront. Staff will continue to monitor and track legislative efforts sponsored by other transportation interests and inform the Board of that legislation.

Government Relations will continue to ensure that the agency's legislative priorities and efforts are coordinated with our regional transportation partners, including METROLINK, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

The 2005-2006 State Legislative Session is due to reconvene on January 4, 2006. The U.S. House of Representatives and U.S. Senate are scheduled to return on January 3, 2006 for the second session of the 109th Congress.

ATTACHMENT

Attachment A – Legislative Program

Prepared by:

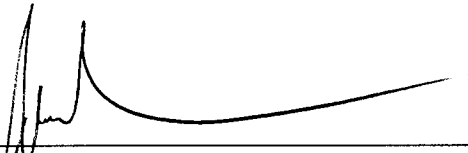
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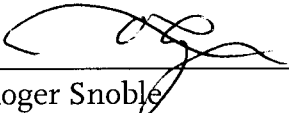
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2006 FEDERAL PROGRAM – 110th CONGRESS

PRIORITY ITEM: Continue to 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 ensure continued appropriations for the Full Funding Grant Agreement for the Eastside Light Rail Line. This effort includes:

GOAL #1: SECURE FUNDING IN THE FY 2007 TRANSPORTATION, TREASURY AND GENERAL GOVERNMENT APPROPRIATIONS BILL

Proposed Activities:

- Secure \$100 million funding for Eastside Light Rail Line Full Funding Grant Agreement; \$10 million funding for clean fuel buses and for bus maintenance facilities improvements and support funding for Los Angeles County Municipal Operators for similar improvements; and secure \$2 million in Intelligent Transportation Systems funding in FY06.
- Explore opportunities to secure federal funds and legislative language to expedite the construction of Metro's next rail priority, the Mid-City Exposition Light Rail Project. Funding sources may be derived from federal bus and rail accounts in the annual transportation appropriations bill and/or funding sources made available in the recently adopted SAFETEA-LU (P.L. 109-59). Should legislation making technical corrections to SAFETEA-LU be considered by the second session of the 109th Congress, Metro will seek to insert language clearly defining that the City of Santa Monica is the final destination of the Mid-City Exposition Light Rail Project.
- Continue to seek federal funding for priority highway, bus and rail projects.

GOAL #2: IDENTIFY LEGISLATIVE IMPLEMENTATION FUNDING OPPORTUNITIES IN SAFETEA LU REAUTHORIZATION PROPOSALS

Proposed Activities:

- Continue to educate Congress on the countywide consensus proposal, which includes principles and priority projects, and resolutions from Mobility-21 for the reauthorization of TEA-21. Continue to distribute copies of legislative proposals to members of California's Congressional Delegation and members of House and Senate authorizing committees.
- Work cooperatively with local governments, local transit agencies, community leaders, business owners, organizations, trade associations, residents and riders groups, as well

as with other transportation agencies throughout the United States to secure funding for transportation projects and operations in Los Angeles County to ensure that transit and highway interests are well represented.

GOAL #3: 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 directly to local transportation agencies, thereby eliminating the need to go through the State.

GOAL #4: ADDITIONAL GOALS

- Work with the Southern California Regional Transit Training Consortium on its FY06 legislative efforts to obtain federal funds to streamline bus maintenance training for alternative fuel buses.
- Work with intercity, commuter and urban passenger rail operators to support improved funding for rail rehabilitation and modernization funds.

2006 STATE PROGRAM

Although the State Budget will dominate the 2005-2006 Legislative Session, the following traditional goals of the Legislative Program will still be maintained. Proposed activities reflect those issues anticipated to come before the State and general principles guiding legislative actions.

GOAL #1 OPPOSE CONTINUED EFFORTS TO BALANCE THE STATE BUDGET BY UTILIZING TRANSPORTATION FUNDING

Proposed Activities:

- Closely monitor state budget negotiations related to the current and next budget year deficit. The legislative strategy should be guided by the following principles:
 1. Preserve long term and immediate funding of Proposition 42 including repayment of loans and suspensions. Initiate legislation in coordination with statewide transportation interests to remove the suspension clause from Proposition 42.
 2. Preserve funds for Los Angeles County transportation projects.
 3. Support additional statewide revenues that would offset any reductions made through a suspension of Proposition 42.
 4. Explore support for reduction of the vote threshold for passage of local sales taxes for transportation.
 5. Support legislation or administrative actions which enhance the state's ability to support the TCRP projects; provide funding priority to projects which are in the more advanced stages of project development; limit funding to non-essential projects and advance development efforts.
 6. Maintain ability to receive repayment of funds advanced for the Metro Orange Line and the Metro Gold Line Eastside Extension.

GOAL #2: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS TO SECURE, PROTECT AND ENHANCE TRANSPORTATION FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

- Work with transportation stakeholders to develop consensus on an infrastructure bond that appropriately allocates funds to Los Angeles County projects and programs.
- Initiate efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, Service Authority for Freeway Emergencies (SAFE), Freeway Service Patrol (FSP), and other important transportation projects and programs. Work

cooperatively with other transit agencies throughout the state, and California Transit Association (CTA) to increase funds for transportation services, projects and programs.

- Work with the Schwarzenegger Administration, the Legislature and other transit agencies on any comprehensive workers compensation reform efforts to ensure that administrative reforms and cost saving measures are included in such proposals.
- Work with the Schwarzenegger Administration to preserve and increase flexibility in the use of transportation funds.
- Work with intercity, commuter and urban passenger rail operators to support improved funding for rail rehabilitation and modernization funds.
- Support legislation and policies that enhance the efficiency of goods movement.
- Work with other county transportation commissions in the region to secure new funding for regional rideshare services.
- Identify and pursue opportunities for funding and to enhance authority where necessary to improve security for customers, employees and property.
- Support efforts to encourage the interoperability of smart card technology while protecting the privacy of our customers.
- Support efforts to encourage smart-growth and transit-oriented development, which also preserve the authority of local agencies.
- Support efforts to clarify the oversight responsibilities of the Public Utilities Commission with respect to rail transit and improve the administration of PUC regulations.

**GOAL #3 SUPPORT LEGISLATIVE AND REGULATORY ACTIONS WHICH
ENHANCE THE ABILITY TO DELIVER TRANSPORTATION SERVICES IN
LOS ANGELES COUNTY**

Proposed Activities:

- Pursue legislation that facilitates the development of highway projects, in cooperation with Caltrans, using the design build contracting method.
- Sponsor legislation that revises and streamlines current procurement processes and policies.

- Advocate for correction of northern and southern California transportation funding inequities through legislative proposals introduced in the Legislature and through administrative actions at the California Transportation Commission. Seek support from other Southern California transportation agencies for specific legislation to correct these inequities through application of the North/South Split on transportation funding programs.
- Support legislation to expand the flexibility of the use of Grant Anticipation Revenue Vehicle Program (GARVEE Bonds).
- Identify and pursue opportunities for additional funding for Southern California transportation projects.
- Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process.
- Support efforts to provide flexibility to agencies with collective bargaining agreements in negotiating meal and rest periods for transit operators.
- Preserve the authority of the agency in regional transportation funding decisions.
- Protect and enhance the authority of local agencies granted through SB 45.
- Work with Governor Schwarzenegger, his Administration, the Legislature and the California Transportation Commission to support initiatives and transportation issues of importance to Los Angeles County. Work with and brief leadership, the chairs and new members of legislative committees and members of the Los Angeles County delegation on transportation issues relative to Los Angeles County and the agency's role.