

# GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

## AGENDA

Chair – Diane DuBois, MTA Director

January 6, 2010, 4:30 PM  
Gateway Cities COG Offices  
16401 Paramount Blvd.  
Paramount, CA

<b>Item No.</b>	<b>Description</b>	<b>Recommended Action</b>
<b>I.</b>	<b>Call to Order – Self Introductions</b>	
<b>II.</b>	<b>Pledge of Allegiance</b>	
<b>III.</b>	<b>Meeting Minutes of November 4, 2009</b>	Approve
<b>IV.</b>	<b>Reports:</b>	
1.	MTA Board Highlights	Receive & File
2.	MTA Legislative Advocacy Program	Receive & File
3.	Gateway Cities Service Sector Report Dana Coffey - Gateway Cities Service Sector General Manager	Receive & File
4.	Update – I-5 JPA	Receive & File
5.	Update – I-710 EIR/EIS	Receive & File
6.	Update – SR 91/ I-605/I-405 Major Corridor Study	Receive & File
7.	Update – Orangeline Authority	Receive & File
8.	New Business/Date of Next Meeting	Receive & File
9.	Adjournment	

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**Item III**

**Approval of Minutes for the**  
**Meeting of**  
**November 4, 2009**

**Transportation Committee Minutes of**  
November 4, 2009

**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Chair – MTA Director Diane DuBois  
Gateway Cities Office, 16401 Paramount Blvd. , Paramount  
November 4, 2009**

CALL TO ORDER: The meeting was called to order by Diane DuBois at 4:35 p.m. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Diane DuBois – Lakewood, Gordon Stefenhagen – Norwalk, Stan Carroll – La Habra Heights, Ray Harris – Supervisor Knabe's Office, Ken Farfsing – Signal Hill, Brynn Kernaghan – Long Beach Transit, Mohammad Mostahkami – South Gate.

COMMITTEE MEMBERS ABSENT: Gene Daniels – Paramount, Gil Hurtado – South Gate, Fred Latham – Santa Fe Springs, Bill Pagett – Paramount, Eric Shen – Port of Long Beach

OTHERS PRESENT: Kathy Salazar – Montebello, Richard Powers, Karen Heit, Jerry Wood – Gateway Cities COG, Ernest Morales, Dana Coffey, David Hershenson, Michael Sieckert– MTA, Wally Schidler – Gateway Cities Service Sector, Gary Hamrick – Iteris, Michael Kodama – OLDA.

Karen Heit gave the I-5 report on behalf of Yvette Kirrin, I-5 Executive Director. The I-5 JPA reviewed the traffic and staging plans for Valley View Street and Alondra. The JPA is pushing aggressively for \$6.6 million in Measure R funds to construct 16 construction mitigation projects for the I-5 south of Carmenita. Lastly, the JPA is continuing to monitor and support federal legislation (earmarks) to help complete the I-5 EIR (I-605 – I-710)

Jerry Wood gave an update on the I-710 EIR/EIS. He gave credit to local advisory groups for agreeing to use AQMD air quality significance thresholds. He also covered the health risk impact and the construction phasing air quality assessment and potential mitigations. Essentially everything that the CAC recommended was incorporated by the I-710 Project Committee.

He also discussed the SR-9/I-605/I-405 and how it would move forward now that the Measure R Highway Element Funding Program has been worked through and funding identified. Funding would be available in FY2010.

Mike Kodama, Orangeline Development Authority Executive Director, talked about the Orangeline project being approved for inclusion in the newly adopted LRTP. He mentioned the OLDA earmark and it is being processed as well as the need to establish a bench. He also talked about the SCAG Feasibility Study/Alternatives Analysis for the

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Pacific Electric ROA and West Santa Ana Branch in both Los Angeles and Orange Counties being out to bid, with a contract award expected in December.

Director DuBois – lead a discussion about the starting time for the Transportation Committee and that there may be a need for additional time. In the ensuing discussion, sentiment was expressed that an earlier time of 4:00 p.m. is too difficult to make. A suggestion was made that there be a timed agenda.

Director DuBois went on to discuss the LRTP adoption, she discussed the various items that were approved and placed into the Constrained (funded) element. The discussion about Strategic (Unfunded) element projects was held and staff was asked to produce a notice to GCCOG cities to identify additional projects. Ernest Morales discussed the need for the identification of new projects (even at a city level) that aggregate into a strategic plan addressing SB-375.

She discussed the outcome of the Metro Gold Line Eastern Extension Phase II and the refinement of four routes to two; the SR-60 and Whittier Boulevard alignments. These alignments will move through the EIR/EIS process. She reviewed the characteristics of each alignment and some of the flaws associated with each.

She reviewed the adoption of Measure R Local Return Guidelines and Bus operations Measure R capital and operating funds. There will be a notice out to cities to execute the assurances. The MTA will accept the signature of whoever executes the assurances.

She reviewed the Transit Blue Ribbon Committee process, and the reasons as to why this effort is needed to move the transit agenda forward. There is an identified need to rethink transit service.

She thanked individuals who went before the MTA Board and helped to move the COG agenda forward and at the same time being reasonable and supportive of other subregional projects. She discussed the motion that modified the LRTP adoption. She also discussed the COG's credibility and the need to think about the COG and the County as a whole. Start building planning consensus from the bottom up.

She discussed the Breda light rail car procurement affair and how the option approval failed at the eleventh hour providing the MTA with the opportunity for a new RFP.

Mike Sieckert, representing the Gateway Service Sector gave the service sector report, He discussed the opening of the Metro Gold Line Eastern Extension (MGLEE) and gave the opening dates and the grand opening events. He also announced the initiation of the Silver Line service associated with the I-10 and the I-110 congestion reduction project and the revision of the other services that were duplicative. Questions were asked about the MGLEE safety elements requested by Supervisor Molina. Director Dubois said a lot of the items had been taken care of and others were in process. The line has been designated as safe for operations by an independent Peer Review panel.

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Mohammed Mostahkami, raised the issue of graffiti on the railroad ROW. The railroads expect someone else to clean it and the cities don't have funding. Dick Powers offered to look up a research project that examined responsibility.

The meeting adjourned at 5:00.

## **IV. Reports**

### **1. MTA Board Highlights**

**Transportation Committee Agenda of**  
January 6, 2010

**Los Angeles County Metropolitan Transportation Authority (MTA)**  
**November - 2009 - Board Meeting Highlights**

To All Gateway Cities Council of Government Mayors and City Council Members:

December 10, 2009, marked the last MTA Board meeting of the year. The MTA held the November Committee meetings in their usual spot on the third Wednesday and Thursday of the month, but due to the Thanksgiving holiday held the Board meeting over until the second week in December where November committee decisions were ratified and the Board approved December warrants.

The MTA leaves 2009 with some major accomplishments and significant changes and will move forward into 2010 with new challenges and exciting projects.

The beginning of 2009 saw a change in executive leadership at the MTA with the retirement of CEO Roger Snoble and the hiring of Arthur Leahy, CEO of OCTA. The end of 2009 brought some changes in senior management. Carolyn Flowers, Chief Operations Officer, responsible for bus operations left to become CEO of the Charlotte, North Carolina Municipal Bus Lines. Carol Inge, Chief Planning Officer retired. Both of these employees contributed greatly to the success of the MTA over the years. Doug Failing, Caltrans District 7 Director joined the MTA as Chief of Highway Programs and was recently appointed Interim Chief Planning Officer. The Gateway Cities have a great relationship with Doug and look forward to his assistance in managing and promoting highway related project activities.

There have been some structural changes to Metro Bus operations. The Sector staff and General Managers have been incorporated back into the larger bus operations organization and moved back to the MTA headquarters building. This move was designed to reduce costs and make bus operations more efficient by reducing duplication, conflict and overlap in scheduling and transit planning, as well as to provide for closer coordination between sectors. Alex Clifford, Gateway Cities Service Sector General Manager, has been reassigned to coordinate High Speed Rail (HSR) activities for MTA and will continue to work with Gateway cities in the LOSSAN corridor impacted by the HSR project. Dana Coffey, South Bay Service Sector General Manager, has assumed the responsibility for the Gateway Service Sector in addition to South Bay. The Sector Councils will continue to function as before. We will see additional changes made to MTA's organizational structure in 2010 to accommodate Measure R and to respond to the loss of transit operations revenues.

## **Transportation Committee Agenda of January 6, 2010**

Next year will see many of the Measure R promises and projects become reality despite, the bad economy. I look forward to working with all of you and the Gateway Cities Board of Directors during the following year to move our transportation agenda forward.

**Agenda Item # 7** - Execute an amendment to the public/private/partnership (3P) consultant contract to conduct and develop business cases for six initial projects. This contract provides for work to be performed on each of the six candidate projects to define, analyze and develop project elements that will enhance the project's suitability for various approaches to private sector participation. One of the six projects is the I-710 corridor. The corridor is more advanced in the project definition and the consultant team will start to integrate their analysis with the environmental documentation. The 3P analysis will augment the environmental process by providing for studies that were not originally planned until later years.

**Agenda Item # 8** – Approval of the Alternatives Analysis (AA) for the Harbor Subdivision. This report approved the AA for the Harbor Subdivision and authorized the preparation of a Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) for the project in the amount of \$5 million as authorized by previous Board action.

The Harbor Subdivision is one of the MTA-owned Right-Of-Ways (ROWs) that were purchased from either Union Pacific or BNSF railroads in the 1990's for use in reintroducing urban rail transit. Portions of the Harbor Subdivision will be used to build the Crenshaw/LAX line as well as for the Metro Green Line South Bay Extension.

The study recommendation prioritizes segments for construction, with the highest priority being the portion from the existing terminus of the Metro Green Line to the Torrance Regional Transit Center (RTC) (4.6 miles). There are recommendations for sections that enter the Gateway Cities listed as Priority III. They are a segment from the Torrance RTC to Long Beach via Sepulveda Blvd., Willow St., and Los Angeles Union Station to LAX. The study recommends that Light Rail technology and alternative rail technologies (self-propelled railcars) be considered.

**Agenda Item # 9 and #12** – The Item #9 report received and filed the Draft EIR/EIS for the Crenshaw Transit Corridor and adopted the Locally Preferred Alignment (LPA). The Crenshaw Transit corridor runs from the end of the Metro Green Line to the Exposition Line Crenshaw Expo Station. The chosen LPA will utilize light rail technology, although a number of other technologies including Bus Rapid Transit were studied. Portions of the Crenshaw Line anticipate utilization of the Harbor Subdivision. A companion agenda item #12 awarded a \$10.4 million Advanced Conceptual Engineering contract to Hatch Mott McDonald for engineering design in support of the final environmental process.

## **Transportation Committee Agenda of January 6, 2010**

The contract also includes possible future tasks, including preparation of design/build documents and construction support. The Final EIR/EIS is expected to be certified in the Fall of 2010.

There were two Motions associated with the approval of this project. The Advanced Engineering contract approval was amended to include a component for urban design and community integration. This motion added an additional \$1 million to the project. The second motion authorized the study of potentially undergrounding .80 miles of the alignment that does not meet the MTA criteria for grade separation.

**Agenda Item # 14** – Approve LOSSAN MOU. The LOSSAN MOU is the first step in implementing many of the identified improvements for the LOSSAN corridor. The shared vision articulated in the business plan includes improvements in information, fare and scheduling integration, corridor planning and other service improvements. The MOU provides for the hiring of an executive to help guide the improvement program. A budget and cost sharing formula will be brought back to the Board once developed. Cost estimates are \$800k - \$1.2 million for the next 18 months.

**Agenda Item # 31** – Adopt the 2010 Federal and State Legislative Program. Each year, the Board adopts a legislation program for the upcoming legislative and congressional sessions. The federal program sets the following goals:

**Goal #1** – Work to advance the Regional Connector and the Westside Subway Extension through the federal New Starts program and seek funding for the funding gaps in the Crenshaw/LAX Line and the Foothill Extension.

**Goal #2** – Pursue legislative priorities as Congress acts to authorize a new surface transportation bill.

**Goal #3** – Work with Metrolink and regional transportation agencies to support the application of federal funds for positive train control to improve safety.

**Goal #4** – Advocate for the passage of comprehensive climate change legislation with a set-aside for transit and other green programs.

**Goal #5** – Secure funding in the FY-2011 transportation, treasury and housing and urban development appropriations bill.

**Goal #6** – Continue to work to assure that the Los Angeles – Anaheim High Speed Rail project secures funding from the American Recovery and Reinvestment Act (ARRA) and the FY-2011 Transportation, Treasury and Housing and Urban Development appropriations bill.

**Transportation Committee Agenda of**  
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**Goal #7** – Pursue legislative option to protect MTA and other transit agencies from harm in connection with leveraged lease transactions.

**Goal #8** – Secure possible Homeland Safety and Security funding from the Department of Homeland Security.

**Goal #9** - Work to ensure implementation of the 2009 LRTP,

- Pursue strategies and funding opportunities to implement the highway program in the LRTP,
- Work with the Southern California Regional Transit Training Consortium to obtain federal funding to streamline bus maintenance training,
- Support initiatives in Congress that seek to strengthen MTA commitment to a Drug and Alcohol Free Workplace Program,
- Work to clarify language that will include ferryboat miles between Catalina and the mainland into LA County's Urbanized Area Formula (transit funding),
- Work to support the creation of National infrastructure Bank permitting the MTA to leverage Measure R funds,
- Support legislation that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses.

The majority of the Goals for federal advocacy revolve around transit projects and transit funding. Directors Najarian, Knabe and I submitted the following goal that emphasizes working with highway funds.

**Goal #10** - Pursue, as a top legislative priority, efforts to secure federal funding for highways, intermodal facilities and freight movement corridor projects that contribute to regional and national economic recovery through the efficient, environmentally-friendly movement of freight from US ports to the region and the nation. Pursue demonstration funding for the identification of critical freight corridors in Southern California. For example, a demonstration program may involve grants to support the development of corridor development for movement of freight using short-haul hybrid trucks or other zero or low emission vehicles that could be used to improve freight throughput while dramatically reducing harmful emissions.

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The State Advocacy program has nine goals briefly summarized:

- **Goal #1** – Minimize impacts of the expected state budget deficit on transportation funds.
- **Goal #2** - Pursue legislative initiatives aimed at increasing funding for Los Angeles County Transportation Projects.
- **Goal #3** - Support efforts to improve safety on the region's commuter rail system.
- **Goal #4** – Maximize opportunities for funding Los Angeles County's transportation projects and programs through the implementation of Propositions IB and IC.
- **Goal #5** - Coordinate with our local and state partners to incorporate the region's needs in emerging climate change and sustainability programs.
- **Goal #6** - Actively work with state, regional, and local transportation interests to secure, protect and enhance transportation funding and programs statewide.
- **Goal #7** – Support legislative and regulatory actions that enhance the ability to deliver transportation projects and services in Los Angeles County.
- **Goal #8** – Support efforts to implement High Speed Rail in Los Angeles.

## **IV. Reports**

### **2. MTA Legislative Advocacy Program**

**Transportation Committee Agenda of**  
January 6, 2010

**TO:** Transportation Committee  
**FROM:** Diane DuBois, MTA Director  
**BY:** Karen Heit, Transportation Deputy  
**SUBJECT:** MTA Legislative Advocacy Program

**Issue**

In November the MTA approved the elements of the 2010 Legislative Advocacy program, a copy of which is attached. The nine federal goals are briefly summarized here:

**Goal #1** – Work to advance the Regional Connector and the Westside Subway Extension through the federal New Starts program and seek funding for the funding gaps in the Crenshaw/LAX Line and the Foothill Extension.

**Goal #2** – Pursue legislative priorities as Congress acts to authorize a new surface transportation bill.

**Goal #3** – Work with Metrolink and regional transportation agencies to support the application of federal funds for positive train control to improve safety.

**Goal #4** – Advocate for the passage of comprehensive climate change legislation with a set-aside for transit and other green programs.

**Goal #5** – Secure funding in the FY-2011 transportation, treasury and housing and urban development appropriations bill.

**Goal #6** – Continue to work to assure that the Los Angeles – Anaheim High Speed Rail project secures funding from the American Recovery and Reinvestment Act (ARRA) and the FY-2011 Transportation, Treasury and Housing and Urban Development appropriations bill.

**Goal #7** – Pursue legislative option to protect MTA and other transit agencies from harm in connection with leveraged lease transactions.

**Goal #8** – Secure possible Homeland Safety and Security funding from the Department of Homeland Security.

## Transportation Committee Agenda of January 6, 2010

### **Goal #9** - Work to ensure implementation of the 2009 LRTP,

- Pursue strategies and funding opportunities to implement the highway program in the LRTP.
- Work with the Southern California Regional Transit Training Consortium to obtain federal funding to streamline bus maintenance training,
- Support initiatives in Congress that seek to strengthen MTA commitment to a Drug and Alcohol Free Workplace Program,
- Work to clarify language that will include ferryboat miles between Catalina and the mainland into LA County's Urbanized Area Formula (transit funding),
- Work to support the creation of National Infrastructure Bank permitting the MTA to leverage Measure R funds,
- Support legislation that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses.

The majority of the Goals for federal advocacy revolve around transit projects and transit funding. Directors Najarian, Knabe and I submitted the following goal that emphasizes working with highway funds and projects that improve air quality through congestion relief. This Goal and the accompanying project activities are below. This goal was unanimously adopted into the federal legislative program.

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

**Proposed Activities:** Working with surrounding counties, pursue federal funding for improved freight movement from the San Pedro and other Southern California Ports to Southern California and the surrounding Western States. Focus funding priority on highways of national significance, and identified freight corridors with an emphasis on congestion relief, air quality improvement and safety. Encourage potential economic stimulus funding packages to target major freight movement bottlenecks that impede commerce, reduce air quality and compromise public safety. Federal funds should be sought through either formula or project-based funding through any of the following potential funding sources: Projects of National Significance, Metropolitan Mobility and Access Program, new freight program.

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- **Goal #5** - Coordinate with our local and state partners to incorporate the region's needs in emerging climate change and sustainability programs.
- **Goal #6** - Actively work with state, regional, and local transportation interests to secure, protect and enhance transportation funding and programs statewide.
- **Goal #7** – Support legislative and regulatory actions that enhance the ability to deliver transportation projects and services in Los Angeles County.
- **Goal #8** – Support efforts to implement High Speed Rail in Los Angeles County.

**Recommendation:**

It is recommended that the Transportation Committee support the MTA legislative program but work on specific recommendations to support the highway-oriented goal and present this program in terms of Gateway Cities transportation projects to our Congressional delegation.

For the State program, it is critical that we advocate for the restoration and protection of transit operating funds as well as the continued flow of capital funds to support projects like the I-5 corridor projects that are expected to go out to bid later this year.

**Attachment:**

MTA Board - Item #31 Consider Goals and Activities Contained in the 2010 Legislative Program.

**Transportation Committee Agenda of  
January 6, 2010**

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**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

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REVIS<sup>d</sup>#2  
EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE  
November 19, 2009

**SUBJECT: CONSIDER GOALS AND ACTIVITIES CONTAINED IN  
THE 2010 LEGISLATIVE PROGRAM**

**ACTION: ADOPT THE 2010 FEDERAL AND STATE LEGISLATIVE PROGRAM**

**RECOMMENDATION**

Adopt the proposed 2010 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. To achieve these important goals, Government Relations 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.

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## FINANCIAL IMPACT

A number of the proposed state and federal 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. The program is developed with input from the agency's technical staff and representatives in Sacramento and Washington, D.C. This report contains the proposed 2010 Legislative Program. The program will serve as a blueprint and guide for pursuing the authority's legislative proposals and strategies.

In 2009, the agency faced a number of substantial challenges and positive opportunities with the federal government. The challenges included a deteriorating economy, the faltering highway trust fund and a new hostility towards earmarks. These challenges made it increasingly difficult to secure federal transportation funds for Los Angeles County. The positive opportunity was the adoption of the American Recovery and Reinvestment Act of 2009, which provided our agency and county with over \$1 billion for worthwhile transportation projects and programs. The new Obama Administration has expressed a strong interest in bolstering our nation's investment in infrastructure, including for transit projects and highway improvements.

At the State level, our efforts were shaped by the enormous state budget deficit. Government Relations staff worked with the Legislature and our statewide partners to protect transportation funds. In addition, staff worked on critical legislation such as AB 672 (Bass) to establish a Letter of No Prejudice process for Proposition 1B projects and AB 1471 (Eng) that helped to streamline our procurement process. Government Relations staff also worked to successfully obtain from the State a lion share of the American Reinvestment & Recovery Act Funds (ARRA). Metro allocated a majority of these funds to the local cities and is currently working to ensure that we are meeting the federal requirements.

In the coming year, President Obama and the 111<sup>th</sup> Congress will consider the agency's FY2011 transportation appropriations requests. In 2010, Congress may consider legislation designed to replace the surface transportation bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy of Users (SAFETEA-LU) that formally expired on September 30, 2009. The previous reauthorization bill brought over \$3.8 billion to us in project and programmatic funding. At present, several congressional leaders are seeking to adopt a \$450 billion authorization bill, which is nearly double that of SAFETEA-LU.

Last year, the Legislature focused primarily on addressing the growing budget deficit. The Legislature made extensive cuts to critical safety, education, health and social services. Transportation also experienced severe cuts including the elimination of the State Transit Assistance program. Metro along with other transportation interest lobbied

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to preserve Proposition 42. The Legislature did not suspend Proposition 42 however we can expect that it will be on the table for budget negotiations next year.

In addition, we anticipate that the State may have difficulty selling bonds in the current market. However, we are geared to work closely with the California Transportation Commission (CTC), Caltrans and the Legislature to ensure that our transportation bonded projects continue to receive funding.

Also, the California Transit Association (CTA) was victorious in its legal action against the State. The Supreme Court denied the State's petition to appeal and reinforced the Appeals court decision in favor of the CTA. The CTA is now involved in negotiations with the State to discuss compliance with the Court ruling.

In the coming year, we expect the budget deficit to continue to dominate the legislative agenda. However, with the passage of Proposition 1A, there are new opportunities for funding with the California High Speed Rail Authority.

The Government Relations team will continue its outreach program with the City of Los Angeles. Staff will continue to cultivate relationships with the members of the Los Angeles City Council. Staff will continue to monitor significant policy matters that move through the City's legislative process. ~~In addition, We~~ will continue to take proactive steps to minimize impacts and exposure to us and ensure that our interests are considered and protected. **In addition, Government Relations will continue to work with the subregions in the County of Los Angeles. We will work with Planning and Board Members representing the corridor to address concerns of the cities in the subregions.**

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 federal and state 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 2010.

## **NEXT STEPS**

Government Relations staff plans to sponsor a number of briefings in Washington, D.C. and Los Angeles for Los Angeles County's Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees. We will place an especially strong emphasis on briefings for professional staff members working for House and Senate committees with primary responsibility for authoring a new surface transportation bill to replace SAFETEA-LU.

In Sacramento, Government Relations staff will initiate briefings for members of the Legislature as well as personal and committee staff. Government Relations staff will

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work with 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 our 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 our 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.

In addition, Government Relations will pursue state and federal legislative initiatives that promote the efficient and rapid delivery of Measure R projects as well as leverage Measure R funds for additional state and federal transportation resources, and to form a coalition to protect state revenues.

The 2009-2010 State Legislative Session is due to reconvene in January. The U.S. House of Representatives and U.S. Senate are scheduled to return in January 2010 for the second session of the 111<sup>th</sup> Congress.

Prepared by:

Michael Turner  
Manager, State Affairs

Raffi Hamparian  
Manager, Federal Affairs

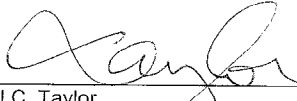
Marisa Yeager  
Administrator, Federal Affairs

Patricia Torres Bruno  
Administrator, State & Local Affairs

Arthur Henry  
Manager, Local Affairs

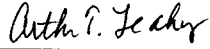
Attachment A – Legislative Program

**Transportation Committee Agenda of  
January 6, 2010**



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Paul C. Taylor  
Deputy Chief Executive Officer



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Arthur T. Leahy  
Chief Executive Officer

# Transportation Committee Agenda of January 6, 2010

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## ATTACHMENT A

### 2010 FEDERAL PROGRAM – 111<sup>th</sup> CONGRESS

#### **GOAL #1: WORK TO ADVANCE THE REGIONAL CONNECTOR AND THE WESTSIDE EXTENSION – THROUGH THE FEDERAL NEW STARTS PROGRAM WHILE CONCURRENTLY AND CONSISTENT WITH BOARD POLICY, ENDEAVOR TO IDENTIFY NON-NEW STARTS FEDERAL FUNDING TO CLOSE THE FUNDING GAPS ON THE GOLD LINE FOOTHILL EXTENSION AND CRENSHAW/LAX TRANSIT CORRIDOR.**

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

#### **GOAL #2: PURSUE LEGISLATIVE PRIORITIES AS CONGRESS ACTS TO AUTHORIZE A NEW SURFACE TRANSPORTATION BILL FOLLOWING THE EXPIRATION OF SAFETEA-LU**

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

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inclusion of a provision in the authorization bill that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses.

### **GOAL #3: WORK WITH METROLINK AND REGIONAL TRANSPORTATION AGENCIES TO SUPPORT THE APPLICATION OF FEDERAL FUNDS FOR POSITIVE TRAIN CONTROL TO SIGNIFICANTLY IMPROVE THE SAFETY OF COMMUTER RAIL SERVICE IN LOS ANGELES COUNTY AND ADJOINING COUNTIES.**

#### Proposed Activities:

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

### **GOAL #4: ADVOCATE FOR THE PASSAGE OF COMPREHENSIVE CLIMATE CHANGE LEGISLATION WITH A SET-ASIDE FOR TRANSIT AND OTHER GREEN TRANSPORTATION PROGRAMS**

#### Proposed Activities:

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

### **GOAL #5: SECURE FUNDING IN THE FY 2011 TRANSPORTATION, TREASURY AND HOUSING AND URBAN DEVELOPMENT APPROPRIATIONS BILL**

#### Proposed Activities:

Work in close coordination with officials at the U.S. Department of Transportation, Members of Congress, California State Legislators, Board Members, local officials, and all other interested parties to secure preliminary engineering funds for the Regional Connector and the Westside Extension;

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Work to identify non-New Starts funding to close the funding gaps on the Gold Line Foothill Extension and Crenshaw/LAX Transit Corridor;

Work to ensure that the Los Angeles-Anaheim High Speed Rail segment receives substantial funding in the final bill;

Work to secure Transportation Investment Generating Economic Recovery (TIGER) grants be allocated to worthwhile transportation grants in Los Angeles County should they be funded through the FY 2011 Transportation, Treasury and Housing and Urban Development appropriations bill;

Work to explore opportunities to secure Small Starts/Very Small Starts funding for our agency;

Secure \$10 million in funding for bus maintenance facilities improvements, support funding for Los Angeles County Municipal Operators; and secure federal funding through the Housing & Urban Development Department's Economic Development Initiative program for enhancements to our existing bus and rail network; and

Continue to seek federal funding for priority highway, bus and rail projects.

## **GOAL #6: CONTINUE TO WORK TO ASSURE THAT THE LOS ANGELES-ANAHEIM HIGH SPEED RAIL (HSR) LINE SECURE ROBUST FUNDING FROM THE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009 AND THE THE FY 2011 TRANSPORTATION, TREASURY AND HOUSING AND URBAN DEVELOPMENT APPROPRIATIONS BILL**

### Proposed Activities:

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

## **GOAL #7: VIGOROUSLY PURSUE LEGISLATIVE OPTIONS TO PROTECT METRO AND OTHER TRANSIT AGENCIES FROM FINANCIAL HARM IN CONNECTION WITH LEVERAGED LEASE TRANSACTIONS**

### Proposed Activities:

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

## **GOAL #8: SECURE POSSIBLE HOMELAND SAFETY AND SECURITY FUNDING FROM THE DEPARTMENT OF HOMELAND SECURITY.**

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## 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; and

Work to encourage Congress to provide robust funding for federal transportation security grants to be allocated by the Federal Transit Administration and not the Transportation Security Administration.

## **GOAL #9: ADDITIONAL GOALS**

Aggressively advocate for a long-term extension of the alternative fuels excise tax credit, which expires on December 31, 2009;

### **Work to ensure implementation of Metro's Board adopted Long Range Transportation Plan (LRTP);**

### **Pursue strategies and funding opportunities to implement the Highway Program in the LRTP;**

Work with the Southern California Regional Transit Training Consortium on its FY2011 legislative efforts to obtain federal funds to streamline bus maintenance training for alternative fuel buses;

Work to support initiatives in Congress that seek to strengthen our commitment to a Drug and Alcohol Free Workplace Program; and

Work to ensure that the upcoming transportation authorization bill, or any other relevant legislation, clarifies that ferryboat miles between mainland Los Angeles and Catalina Island are counted for purposes of Los Angeles County's annual apportionment from the Section 5307 Urbanized Area Formula Program (UAFP).

Work to support the creation of a National Infrastructure Bank (H.R.2521/DeLauro) that will permit our agency to leverage Measure R dollars.

Work to support legislation (H.R. 2746/Carnahan) that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses.

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## 2010 STATE LEGISLATIVE PROGRAM

The FY10-2011 State Budget deficit is expected to be significantly worse than the FY 2009-10 budget. Last year, the Legislature had to modify the budget several times to reflect the growing budget deficit. Given the economic downturn coupled with the State's mounting deficit, we can expect that such budget deficits will continue into the future. It is further anticipated that the State will consider suspensions of Proposition 42 allowed by the State Constitution to address the budget deficit. This issue will dominate the legislative agenda and could threaten our long-term ability to increase mobility in Los Angeles County. The chronic budget deficits will continue to plague the State's ability to sell bonds. Metro's projects and programs may be impacted if the State cannot allocate bond dollars for Proposition 1B.

Our state legislative program will be "shaped" by the continuing state budget deficits and will be oriented towards protecting existing local resources and to create new sources of funding for a sustainable transportation system.

### **GOAL #1: MINIMIZE IMPACTS OF THE EXPECTED STATE BUDGET DEFICIT ON TRANSPORTATION FUNDING**

Vigorously oppose the continued use of transportation funds to balance the state budget;

Communicate the message that continued use of transportation funds to balance the state budget adversely impacts our long-term ability to improve mobility in Los Angeles;

Pursue opportunities to seek repayment of any transportation funds used to offset the state budget deficit including as part of the CTA lawsuit negotiations;

Ensure implementation of trailer bill language protecting half of Public Transportation Account Spillover revenues;

Explore legislative protections for all Public Transportation Account revenues; and

Protect Prop. 42 from suspension by the Governor and Legislature

### **GOAL #2: PURSUE LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS**

These measures include but are not limited to:

Work with statewide partners on any efforts to implement a pollution fee relating to the reduction of greenhouse gas emissions;

Work with state and regional partners to support container fee legislation;

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Oppose any legislation that would redirect local fees or funds to other jurisdictions in the State, such as container fees imposed by the San Pedro Bay ports, or greenhouse gas fees; and

Support legislation that would enhance opportunities for Infrastructure Financing Districts;

**Work to ensure implementation of Metro's Board adopted Long Range Transportation Plan (LRTP); and**

**Pursue strategies and funding opportunities to implement the Highway Program in the LRTP.**

### **GOAL #3: SUPPORT EFFORTS TO IMPROVE SAFETY ON THE REGION'S COMMUTER RAIL SYSTEM**

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area;

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations, and double tracking single track portions of Metrolink's service area;

Support legislation requiring the railroad industry to implement enhanced safety measures on the nation's commuter rail and freight network; and

Support actions by the Public Utilities Commission which would allow or approve implementation of automatic train control systems.

### **GOAL #4: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF PROPOSITIONS 1B AND 1C**

Work with Caltrans and the California Transportation Commission to ensure that Proposition 1B funds flow to Metro projects;

Work with the Los Angeles County Delegation to ensure that bond implementation legislation allocates a fair share of funding to Los Angeles County;

Support projects submitted through the California Transportation Commission process; and

Support full allocation of Propositions 1B and 1C in future budget actions.

### **GOAL #5: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS**

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Monitor implementation of AB 32 and SB 375;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies;

Support initiatives that promote demand management and other greenhouse gas reduction strategies;

Support efforts to encourage smart growth and transit oriented developments, which also preserve the authority of local agencies;

Support legislative efforts to include environmentally sensitive and clean air programs in our region, particularly with regards to regional transit planning efforts; and

Support new initiatives that encourage the use of advanced, environmentally friendly technologies in new transit facility development, such as upgrading existing facilities with solar power and building new facilities to high environmental and clean air standards.

## **GOAL #6: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS TO SECURE, PROTECT AND ENHANCE TRANSPORTATION FUNDING AND PROGRAMS STATEWIDE**

Work with the Schwarzenegger Administration to preserve and increase flexibility in the use of transportation funds;

Identify and pursue opportunities for additional funding for Southern California transportation projects;

Support 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, including the California Transit Association (CTA), to secure and increase funds for transportation services, projects and programs;

Work with the Schwarzenegger Administration, the Legislature and other transit agencies on any workers' compensation reform efforts to ensure that administrative reforms and cost saving measures are included in such proposals;

Support efforts to secure new funding for regional rideshare services; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

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### **GOAL #7: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE THE ABILITY TO DELIVER TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY**

Support efforts to clarify the oversight responsibilities of the Public Utilities Commission with respect to rail transit and improve the administration of PUC regulations.

Support efforts to broaden the use of design-build and public private partnerships;

Work with the Administration, CTC and Caltrans to 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;

Explore legislation authorizing the use of design-build on soundwall projects in Los Angeles County;

Oppose legislation that would seek to restructure the Metro Board of Directors;

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;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Sponsor legislation that creates efficiencies and streamlines administrative processes, such as procurement and environmental regulations; and

Pursue legislation to implement a Small Business Enterprise (SBE) program on competitively bid contracts.

### **GOAL #8: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY**

Ensure timely implementation of Proposition 1A;

Support actions necessary to construct the Los Angeles to Anaheim segment; and

Maximize HSR funding opportunities.