Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2019-0725, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 38.

EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2019

SUBJECT: 2020 LEGISLATIVE PROGRAM

ACTION: APPROVE STAFF RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECEIVING the State and Federal Legislative Report;

B. ADOPTING the proposed 2020 Federal Legislative Program as outlined in Attachment A; and

C. ADOPTING the proposed 2020 State Legislative Program as outlined in Attachment B.

ISSUE

The Board of Directors adopts, on an annual basis, a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. Pursuant to the Vision 2028 Plan, we will continue to evaluate and consider long term goals for the agency as outlined in the plan. Specific activities related to the longer term Vision 2028 plan are incorporated into the goals and activities for the upcoming state and federal legislative sessions. We will continue to work with the implementing departments within Metro to develop the broader objectives and will bring to the Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

DISCUSSION

Policy Implications

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and

Washington, D.C. To achieve these important goals, Government Relations staff will implement a long-term legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California and with Federal officials. The Legislative Program directs staff to monitor and engage in a number of legislative and advocacy efforts. The Government Relations Legislative Matrix, (Attachment C) which is updated and presented to the Board monthly, highlights a number of bills of interest to the agency.

Federal Recap

In 2019, our agency continued to pursue our Board-approved federal legislative priorities in Washington, DC. Federal transportation programs continued to be administered under the latest surface transportation authorization bill, the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. While the FAST Act is authorized through September 30, 2020, the White House and the U.S. Congress had hoped last year to craft and adopt into law a bold new national infrastructure proposal that would serve to modernize America's surface transportation networks - both rail and highways. Much of this effort followed the framework set out in 2018 by the White House to inject over $1 trillion in funding into infrastructure investments that also included infrastructure outside of the scope of surface transportation investments. The political barriers that largely prevented a deal between the White House and Congress in 2018 also remained the primary reason an infrastructure package agreement was not reached in 2019. Notwithstanding the ongoing gridlock on a new infrastructure package, we are encouraged by the fact that in the two-year budget deal struck by Congress and the White House that set spending levels for domestic and non-domestic spending, funding for U.S. Department of Transportation programs received a boost above what was authorized in the FAST Act. This welcome development resulted in additional funding being distributed nationwide through formula grant programs that directed additional resources to priorities such as state of good repair and bus infrastructure.

On the topic of the surface transportation reauthorization legislation, the Chair of the House Transportation and Infrastructure Committee - Peter DeFazio (D-OR), took over the Committee at the beginning of 2019 with the goal of working with the White House on an agreement for a revenue source to fund a large increase in transportation infrastructure investments. Since no agreement has been reached with the White House, Chairman DeFazio has not yet started a detailed discussion with respect to reauthorizing the current surface transportation bill, the FAST Act. On the Senate side, one committee, the Environment and Public Works Committee, has approved a five-year authorization bill for federal highway spending that largely leaves in place the same programs currently authorized under the FAST Act. The remaining three Senate Committees with jurisdiction over the next surface transportation bill - Banking, Commerce, and Finance - have yet to begin work on their sections of a reauthorization bill. Many in Washington, DC believe that if Congress does not move to pass a reauthorization bill in the first few months of 2020, the issue will likely be put on the "back burner" until after the 2020 Presidential Election. If Congress is unable to approve a new reauthorization bill, it is likely that a continuing resolution of the FAST Act will be approved for a period that allows lawmakers to revisit the issue sometime in 2021. Adopting a continuing resolution is viewed by some as an undesirable outcome and one that is counter to the primary messaging

points made to Congress by transit agencies - that by not approving long-term authorization bills, Congress and the Administration are increasing uncertainty that negatively impacts the delivery of large transportation projects that require multi-year funding and planning.

Among the challenges that have carried over from the previous year, the U.S. House of Representatives and U.S. Senate continued to disagree on annual appropriation bills to fund the various federal agencies and programs. Despite the two-year budget deal that many had hoped would smooth the path to passage of annual appropriations bills, Congressional action on spending measures has been inconsistent. While the U.S. House of Representatives did approve all twelve of their annual appropriations bills, the U.S. Senate was only able to move a few bills through the Senate Appropriations Committee by the end of the Federal Fiscal Year 2019. As of the writing of this report, the Federal Government is operating on a Continuing Resolution through November 21, 2019. Metro continues to work closely with our Los Angeles County Congressional Delegation to advocate for the priorities included in the House and Senate Appropriations bills that would benefit our agency.

Lastly, Metro worked hard in Washington, DC to successfully advance our capital projects through discretionary federal grant programs. With regards to Section 3 of the Westside Purple Line Extension, we continue to be engaged directly with the Federal Transit Administration (FTA) and the U.S. Congress to ensure that the project remains on a timeline that will allow for revenue service before the 2028 Olympic Games. Metro will continue to work closely with the FTA and Congress to gain final approval of a Full Funding Grant Agreement for the Westside Purple Line Extension (Section 3).

In January 2020, Congress will begin the second session of the 116th Congress. Metro will continue to work closely with the Trump Administration, USDOT and Congress to leverage our local funding to advance transit, highway and other effective mobility projects across Los Angeles County. (The complete 2019 Federal Legislative Plan is outlined in Attachment A.)

State Recap

During the first year of the 2019-2020 State Legislative Session, the California Legislature and Governor Newsom faced a number of legislative proposals that focused on that state's climate change goals, transportation projects and funding. A number of proposals focused on revisiting the implementation of Senate Bill 1 funding programs. Senate Bill 1 was passed in 2017 after years of work and compromise to bring over $5 billion in new transportation funding to the state. California's highway system, its local streets and road system and its public transit system have suffered from the inability of the state to address basic state of good repair needs, and SB 1 is the legislature's commitment to prioritizing these growing needs. The California Transportation Commission (CTC)

and California State Transportation Agency (CalSTA) are each charged with allocating and programming SB 1 funding throughout the state.

This legislative session, our advocacy efforts focused heavily on a number of proposals that would have negatively impacted a number of Metro's programs and projects. One proposal was introduced to change how the state's Active Transportation Program was administered. Senate Bill 152 (Beall) was introduced in an effort to shift Active Transportation discretionary funding from a competitive to a formula based program. Pursuant to the 2019 State Legislative Program the Board communicated the need to preserve the funding programs established under SB 1 and ensure that Los Angeles County received its fair share of funding. Los Angeles County has a disproportionate share of disadvantaged communities as well as an immense need for investments in active transportation. Supporters of SB 152 (Beall) intended to shift the programming authority away from the CTC in response to the CTC prioritizing funding for a number of projects in disadvantaged communities. Metro staff communicated the Board's proposed amendments to SB 152 and ultimately the bill was held in the Appropriations Committee and did not move forward.

One key priority for Metro's ongoing advocacy efforts was and continues to be privacy issues related to Metro's tolling authority and Express Lanes program implementation. Privacy issues will continue to be of central concern to the Legislature overall and this issue will continue to be a cross-cutting concern across Metro's services and programs.

Senator Ben Allen authored SB 664, proposing policy changes that would clarify certain provisions in statute related to Metro's operations of the ExpressLanes. These policy changes sought to create stronger privacy protections for toll customer data, clarify provisions related to interoperability among toll operators, and improve certain aspects related to citations and toll collection. The 2019 State Legislative Program Goals provided staff with the direction to support legislation that enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy. The Board has also directed staff, through the adoption of the 2019 State Legislative Program goals to support legislation that amends the CA Streets and Highways Code that impact Metro's interoperability with other California Toll agencies. The bill was amended significantly by the Assembly Transportation Committee and Committee on Privacy and Consumer Protection. The bill has been assigned to be heard by the Committee on Privacy and Consumer Protection and the Judiciary Committee. We will continue to work to advance this measure. In doing so we will work with the all of the tolling agencies in California, the Chairs of the respective committees, leadership and the Los Angeles County Delegation to ensure that accurate information is available to decision makers and to ensure that we are able to maintain interoperable programs while protecting travelers' personally identifiable information.

Our work with the Los Angeles County Legislative Delegation has borne fruit with the Governor's appointment of two new Los Angeles-based Commissioners to the California Transportation

Commission (CTC). We will continue to work with the delegation to ensure that Los Angeles County receives a proportionate share of state transportation funds.

SB 277 (Beall) - Senator Jim Beall authored SB 277, which included provisions that would change how the state administers the Local Partnership Program. This program funds road maintenance, rehabilitation and other transportation improvement projects. In 2018, Metro received $80 million in SB 1 funds through the competitive process of the Local Partnership Program for Soundwalls in La Cañada-Flintridge and for the Metro Orange Line Improvements Project. SB 277 would have shifted program funding from a competitive and formula split to a majority formula allocation. The Self Help Counties Coalition proposed amendments related to the funding formula and submitted a letter of support for the legislation. Pursuant to the Board-adopted 2019 State Legislative program goals - staff will work to ensure that SB 1 funding for Los Angeles County is preserved. The bill was vetoed by the Governor.

AB 752 (Gabriel) - Assemblymember Jesse Gabriel introduced AB 752, legislation that would require that lactation rooms be made available for patrons at certain transit facilities throughout the state. Pursuant to Board direction, staff has worked with the author and the coalition of California Transit Association members to prepare amendments to the legislation to ensure for safety, security and minimal operational impacts. LA Union Station has been identified as a station that would be required to have a lactation facility on the premise. The bill was signed into law by the Governor.

AB 784 (Mullin) - Assemblymember Kevin Mullin authored AB 784, legislation that would exempt certain public agencies from state sales tax on the sale, storage and use of zero emission buses. The bill includes provisions that protect revenues generated by local sales tax measures. The exemption from state sales tax would sunset in January 2024. The bill also provides that the Legislative Analyst's Office will review the effectiveness of the sales tax exemption program as it relates to transit agencies transition to zero-emission fleets. Metro successfully advocated for the bill's passage. The bill was signed into law by the Governor.

AB 1560 (Friedman) - Assemblymember Laura Friedman authored AB 1560, legislation that would clarify the definition of "bus rapid transit" and "major transit stop" in the statute that outlines the state's CEQA process and protections. Staff worked with the author and bill supporters to provide technical feedback on the provisions outlined in the bill. The bill was signed into law by the Governor.

An additional priority for Metro's ongoing advocacy efforts include the need to provide certainty and stability to our power supply as we work to meet the agency's ambitious Zero-emission Bus Plan.

During next year's legislative session, we will continue to monitor efforts to jeopardize funding authorized under SB 1. We will also be working to ensure that the gubernatorial administration addresses the need for critical transportation infrastructure and housing policies that help LA County to address our long term sustainability goals.

As in previous years, our State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation in support of the Board-adopted Legislative program, Vision 2028, 28 by 2028, Zero-Emission Bus Plan and LRTP goals. State advocacy efforts will also continue to support Metro's Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC.

In addition to the above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (the entire 2020 State Legislative Program is outlined in Attachment B). These include but are not limited to:

Clarifying Metro's procurement statutes;

Expanding Metro's authority to install forward-facing cameras on its bus fleet to enforce bus-only lanes;

Clarifying the process by which CEQA is implemented with respect to Metro's transit and affordable housing development projects;

Clarifying statutes related to Metro's Express Lanes program implementation and tolling authority;

Exploring how Enhanced Infrastructure Financing District authorization and other value capture strategies can be leveraged as a funding tool for Metro's projects;

Implementation of AB 5 (Gonzalez) and evaluating its potential impacts on Metro's programs;

Working with the California Public Utilities Commission and the California Air Resources Board to advance Metro's Zero Emission Bus Program;

Working with the Gubernatorial Administration and key leadership in ensuring that the Governor's Executive Order on Sustainability and the federal SAFE Vehicle Rule do not jeopardize funding for Metro's projects; and

Supporting the allocation of cap and trade funds to Los Angeles County.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have an impact on safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Government Relations staff will continue to regularly sponsor briefings in Washington, D.C. and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees. We have and will continue to place a strong emphasis on briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills. Metro looks forward to continuing to be an active stakeholder as Congress takes action on reauthorizing surface transportation programs beyond 2020, when the FAST Act is set to expire. Metro has played an active role in shaping

preliminary discussions on a new surface transportation bill and will forcefully advocate for our Board-approved Rebuilding America initiative to be embedded in any new transportation bill or infrastructure stimulus measure.

In Sacramento, we will continue to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders including, the Governor, new Caltrans Director, California Transportation Commission, and the California State Transportation Agency.

Government Relations staff will initiate briefings for the Gubernatorial Administration, members of the Legislature as well as committee staff. We will also 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 new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to engage in strategic advocacy and legislative efforts related to a number of transportation issues and inform the Board of those efforts. Pursuant to the Board adopted Board Advocacy Plan we will also work closely with the Board to utilize Board member's relationships and experience in legislative matters.

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

The second year of the 2019-2020 State Legislative Session will commence on January 6, 2020. The U.S. House of Representatives and U.S. Senate are scheduled to return from their winter recess in January 2020 to convene the final year of the 116th Congress.

ATTACHMENTS

Attachment A - 2020 Federal Legislative Program
Attachment B - 2020 State Legislative Program

Attachment C - Legislative Matrix

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ATTACHMENT A

2020 FEDERAL LEGISLATIVE PROGRAM

GOAL #1: PROPOSING TO CONGRESS AND THE TRUMP ADMINISTRATION OUR REBUILDING AMERICA INITIATIVE TO BOLSTER FEDERAL SUPPORT FOR OUR AGENCY'S GOAL TO ACCELERATE OUR AMBITIOUS CAPITAL PROGRAM

Proposed Activities:

Support federal legislation that embraces our Rebuilding America initiative that sets forth five key goals for Congress and the Trump Administration to adopt in order to strengthen federal transportation programs. These five goals are:

1. Increasing the length of future surface transportation authorization bills to increase the certainty needed by our agency and other transportation entities to appropriately plan for the future.

2. Increase the federal gas tax to address the federal Highway Trust Funds' solvency issues.

3. Authorize America Fast Forward Transportation Bonds to provide a powerful new finance tool for transportation agencies to use when financing major capital projects.

4. Expand and reform the Projects of National and Regional Significance program – first authorized in SAFETEA-LU.

5. Increase federal support for proven workforce development programs that will ensure Metro and other transportation agencies continue to have a skilled workforce for our expanding transportation systems.

GOAL #2: WORK TO BOLSTER THE FEDERAL TRANSIT ADMINISTRATION'S CAPITAL INVESTMENT GRANT PROGRAM AND OBTAIN NEW STARTS FUNDING FOR ELIGIBLE METRO TRANSIT PROJECTS

Proposed Activities:

Continue to work with our Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to bolster funding for the federal Capital Investment Grant program (CIG). Congress has voted to fully fund the program and included instructions to continue to advance new transit projects. Metro has and will continue to partner with the Administration to approve a Full Funding Grant Agreement in the near future for Westside Purple Line Extension (Section 3). The CIG program is vital in assisting Metro to build new high capacity transit projects throughout the region. Metro currently receives funding through this program for the Regional

Connector, Westside Purple Line Extension (Section 1) and Westside Purple Line Extension (Section 2). Over the last six years, Metro has secured over $3 billion through Full Funding Grant Agreements issued by the U.S. Department of Transportation. Additionally, Metro will continue to advocate for the reform of the CIG program to allow for great efficiency in project delivery.

GOAL #3: WORK WITH THE U.S. DEPARTMENT OF TRANSPORTATION TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES

Proposed Activities:

Historically, the U.S. Department of Transportation has played a vital role in assisting and coordinating with regional transportation agencies to ensure enhanced mobility during the Olympic and Paralympic Games held in the United States. Metro will continue to coordinate and work with officials at the U.S. Department of Transportation to ensure the free flow of information on the many mobility enhancing projects being built and being planned across Los Angeles County by our agency.

GOAL #4: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Work to encourage federal support for our CEO's goal of creating a Center of Transportation Excellence within Los Angeles County – which would result in having a rolling stock production facility in Los Angeles County. Our agency will, consistent with the relevant Los Angeles County Board of Supervisors resolutions, closely collaborate with Los Angeles County's CEO and their professional staff, in addition to other municipal leaders, in identifying viable locations, both short and long-term, for an industrial complex to potentially include rail and bus manufacturing plant in Los Angeles County. This complex may also include, but not be limited to, suppliers of rail and bus parts, a rail test track and a climate controlled facility for testing purposes.

GOAL #5: CONTINUE TO SEEK TO RESTORE OBAMA-ERA REFORMS TO FEDERAL LOCAL HIRE RULES

Proposed Activities:

Work with the Trump Administration, Congress and other relevant stakeholders to restore Obama-era Local Hire reforms. Included in this effort would be our agency making the case that local hire programs do not impact competition based on evidence from Metro's experience with the Local Hire Pilot Program. Included in this effort, Metro will work to also support legislation, such as the Build Local, Hire Local Act, to be approved by Congress and signed into law by the President.

GOAL #6: CONTINUE TO WORK WITH METROLINK TO SUPPORT FUNDING FOR STATE OF GOOD REPAIR AND CORE CAPACITY PROJECTS

Proposed Activities:

Work to support Metrolink's board approved State of Good Repair and Core Capacity project list by ensuring federal funding applied to these important projects. Additionally, Metro will support programs that benefit commuter rail through the next surface transportation authorization bill.

GOAL #7: CONTINUE TO SEEK FUNDING FOR THE PROJECTS IN THE GOODS MOVEMENT ACTION PLAN

Proposed Activities:

Continue to work with Ports of Long Beach and Los Angeles and other key stakeholders to seek funding for projects within the Goods Movement Action Plan.

GOAL #8: SEEK RESTORATION OF TAX BENEFITS ELIMINATED BY THE PASSAGE OF H.R.1 – TAX CUTS AND JOBS ACT

Proposed Activities:

Work with key local, regional and national stakeholders to restore the Advance Refunding Bonds, commuter tax benefit, and the alternative fuel tax credit provisions.

GOAL #9: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR U.S. DOT GRANT PROGRAMS

Proposed Activities:

Organize strategic advocacy plans in coordination with local and regional stakeholders as well as Los Angeles County's Congressional Delegation to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. These grant applications would be for, but not limited to, the INFRA Grant Program, BUILD Grant Program, Bus and Bus Facilities, and the LoNo Grant Program

GOAL #10: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY IMPROVE HOMELESSNESS

Proposed Activity:

Consistent with Board directives, Metro will support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies.

GOAL #11: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO'S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY'S FIVE-POINT PLAN

Proposed Activities:

The Metro Vision 2028 Plan is the agency-wide strategic plan that creates the foundation for transforming mobility in LA County over the next 10 years. Future advocacy efforts will be guided by the Board-approval of the specific Vision 2028 activity.

Metro's Five-Point Plan outlines how Metro's programs and initiatives aim to: • Implement Mobility Innovation • Capture the Hearts and Minds of the People • Embrace Equity • Foster Continuous Improvement • Step into Leadership Voids

Monitor legislation that would impact Metro's ability to implement the strategic goals outlined in Vision 2028; Monitor legislation that would impact Metro's ability to implement the aspects of the Five Point plan; and Support legislation and initiatives that would increase Metro's ability to implement Vision 2028 and the Five-Point Plan.

GOAL #12: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws.

2. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;

3. Work to advocate for all Metro discretionary grant applications which include funding for such programs as transit-oriented communities, safety and innovation;

4. Work with the Administration to avoid negative impacts as a result of implementation of tariffs on steel and various rolling stock parts and materials;

5. Work to support funding for active transportation such as bikeshare and other first/last mile mobility solutions;

6. Work closely with the Administration and USDOT on regulations and proposed rulemakings that impact Metro.

7. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations.

8. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding.

ATTACHMENT B

2020 STATE LEGISLATIVE PROGRAM GOALS

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS IN THE STATE WITH EXISTING COMMITMENTS

Proposed Activities:

Protect Metro's key fund sources;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues which have been funded by the sales tax on diesel fuel;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs; and

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1.

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

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;

Work with statewide partners on any efforts to develop new transportation-related fees or taxes to fund mobility improvements in Los Angeles County;

Support legislation that authorizes, clarifies or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles;

Support legislation that protects Metro's authority to collect dedicated local sales tax revenues and clarifies the State's implementation of the Wayfair Decision;

Monitor the California Department of Tax and Fee Administration's efforts to implement the Wayfair Decision; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO'S BOARD-ADOPTED LONG-RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for highway and transit projects.

GOAL #4: SUPPORT EFFORTS TO IMPROVE SAFETY ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

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

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.

GOAL #5: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP AND TRADE PROGRAMS

Proposed Activities:

Ensure Cap & Trade funds are allocated to transportation, that Los Angeles County receives a proportionate share; and

Advocate for increased and sustained funding for transit under the State's Cap & Trade program categories.

GOAL #6: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32 and SB 375 (including sustainable community strategies and related initiatives/ documents);

Work in partnership with the California Air Resources Board (CARB), California Transit Association (CTA), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

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

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

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

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

Monitor legislation and regulatory actions that would affect redevelopment, housing and regional planning efforts statewide and in Los Angeles County;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan.

GOAL #7: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Work with Governor Newsom's Administration to preserve and increase flexibility in the use of transportation, development, and housing funds;

Identify and pursue opportunities for additional funding for Southern California transportation infrastructure and transit oriented development projects;

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Support formula distribution of the State's FSP program funding that addresses Los Angeles County's population, congestion levels and service performance;

Oppose any efforts to modify Senate Bill 1 (Beall, 2017) programs that would reduce funding for Los Angeles County;

Support any legislation or statewide ballot measure which seeks to constitutionally protect transportation revenues for transportation infrastructure only. We strongly support protections that prohibit using transportation dollars for other purposes;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs; and

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

GOAL #8: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit;

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;

Support legislation that would support or enhance Metro's long-term plans for energy resiliency;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations;

Monitor and work with implementation of pension reform (PEPRA) so that Metro is able to maintain a stable work force and ensure adequate succession planning;

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts to enhance the use of electronic fare payment or smart card technology;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operations; and

Support legislation and funding opportunities that support the Board approved Twenty-Eight by 2028 initiative.

GOAL #9: OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOPORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION.

Proposed Activities:

Support legislation that:

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends or clarifies California vehicle code sections to authorize Metro to enforce occupancy requirements in the ExpressLanes;
4. Amends Streets and Highways codes that impact Metro's interoperability with other California toll agencies.
5. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
6. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
7. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.
2. Negatively impact financial viability and local control of ExpressLanes revenues.
3. Limit Metro's ability to expand the ExpressLanes network.

GOAL #10: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY END HOMELESSNESS AND ADVANCE SYSTEM, SAFETY AND LAW ENFORCEMENT GOALS

Proposed Activities:

Support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies;

Monitor legislation and funding opportunities that impact and incentivize the development of affordable and transit-adjacent housing;

Support legislation or administrative actions that would designate Metro's transit system as critical infrastructure to prioritize funding and align agency policies; and

Monitor legislation, initiatives and programs that would impact Metro's system safety and law enforcement activities.

GOAL #11: SUPPORT EFFORTS TO ESTABLISH AND IMPLEMENT A COUNTYWIDE COMMUTER TAX BENEFIT ORDINANCE AND TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Proposed Activities:

Monitor legislation that would enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options and that would strengthen Metro's ability to carry out a countywide TDM program.

Support legislation and explore funding opportunities that would allow for Metro to establish a robust and comprehensive Transportation Demand Management program;

Support CARB's efforts to implement the State of California's Parking Cash-Out law for worksites within Los Angeles County; and

Support legislation that would expand authority for Metro or other entities to establish Commuter Benefit Programs.

Explore legislative remedies to establish or expand Los Angeles County's existing Commuter Benefits Programs.

GOAL #12: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds;

Support legislation that preserves “book-end” funding for early-action projects identified as vital to the delivery of the HSR project in Southern California;

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved; and

Support streamlining project approvals under Caltrans’ NEPA assignment authority.

GOAL #13: SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State’s Trade Corridor Enhancement Program;

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology.

GOAL #14: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO’S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY’S FIVE-POINT PLAN AND THE ‘28 BY 2028’ INITIATIVE

The Metro Vision 2028 Plan is the agency-wide strategic plan that creates the foundation for transforming mobility in LA County over the next 10 years. Future advocacy efforts will be guided by the Board-approval of the specific Vision 2028 activity.

Metro’s Five-Point Plan outlines how Metro’s programs and initiatives aim to:

- Implement Mobility Innovation

- Capture the Hearts and Minds of the People
- Embrace Equity
- Foster Continuous Improvement
- Step into Leadership Voids

Proposed Activities:

Monitor legislation that would impact Metro's ability to implement the strategic goals outlined in Vision 2028; and

Monitor legislation that would impact Metro's ability to implement the aspects of the Five-Point plan.

GOAL #15: SPONSOR LEGISLATION THAT WOULD ENHANCE METRO'S ABILITY TO DELIVER ITS PROGRAMS AND SERVICES INCLUDING ADVANCING THE 28 BY 2028 INITIATIVE

Explore legislation to streamline and clarify electrical utility billing for Metro.

Explore legislation that would clarify provisions of the EIFD statute to fund Metro's projects.

Explore legislation that would clarify provisions of CEQA to enhance Metro's ability to deliver Measure M, Twenty-Eight by 2028 and affordable housing projects.

Proposed Activities:

Sponsor legislation that would authorize the use of forward facing cameras on Metro's buses and in dedicated bus lanes.

Sponsor legislation to update various provisions of Metro's procurement statutes to conform those provisions to those of other agencies.

Attachment C

http://libraryarchives.metro.net/DB_Attachments/2019-0725_Attachment_C_LA_Metro_Legislative_Matrix.pdf