

**Board Report**

File #: 2020-0734, **File Type:** Federal Legislation / State Legislation (Position)**Agenda Number:** 35.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 19, 2020****SUBJECT:2021 LEGISLATIVE PROGRAM****ACTION:APPROVE STAFF RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2021 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2021 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 goals outlined in the Long-Range Transportation Plan (LRTP), Equity Platform, Vision 2028 Plan, and other board directives, we will continue to evaluate and consider long term strategic advocacy and legislative goals for the agency as outlined in the plan. 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 <http://libraryarchives.metro.net/DB_Attachments/201110%20-%20November%202020%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](http://libraryarchives.metro.net/DB_Attachments/201110%20-%20November%202020%20-%20LA%20Metro%20Legislative%20Matrix.pdf), which is updated and presented to the Board monthly, highlights a number of bills of interest to the agency.

Federal Recap

In 2020, our agency continued to aggressively 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. The FAST Act was set to expire September 30, 2020, and the House of Representatives did pass a new five-year reauthorization bill (H.R. 2 - The Moving Forward Act), but agreement with the Senate and White House could not be reached leading to a one-year extension of the FAST Act.

The FAST Act now expires on September 30, 2021. H.R. 2 - championed by the Chair of the House Transportation and Infrastructure Committee Peter DeFazio (D-OR) - if enacted, would have made historic investments into transit and rail programs as well as institute broad reforms of federal transportation policies. In 2021, the outcome of the election will weigh heavily on which direction federal funding and policy moves regarding transportation infrastructure. If Democrats remain in control of the House - which as of this writing appears to be the case - H.R. 2 will likely be a framework for efforts to pass a long-term surface transportation reauthorization bill.

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. While the U.S. House of Representatives approved nearly all their annual appropriations bills - including the Transportation, Housing, and Urban Development Appropriations Bill, the U.S. Senate was unable to approve any of their 12 annual appropriations bills. As of the writing of this report, the Federal Government is operating on a Continuing Resolution through December 11, 2020. 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 were successful in advocating for completion of another Full Funding Grant Agreement in the amount of \$1.3 billion through the Federal Transit Administration's Capital Investment Grant Program. The completion of the Full Funding Grant Agreement for Section 3 put Metro on the path to have the project in revenue service prior to the 2028 Olympic and Paralympic Games being hosted by the City of Los Angeles. In 2021, Metro will continue to aggressively prioritize and strongly advocate for the pillar projects and other important transit capital projects to be included in the pipeline for future awards of funding through the Capital Investment Grant Program.

In January 2021, Congress will begin the first session of the new 117th Congress. Metro will continue to work closely with the Administration, the U.S. Department of Transportation and Congress to leverage our local funding to advance transit, highway and other effective mobility projects across Los Angeles County. (The complete 2021 Federal Legislative Plan is outlined in Attachment A)

State Recap

During the 2020 State Legislative Session, the California Legislature and Governor Newsom worked to bring the state's economy back after devastating wildfires and sought recovery during the COVID-19 pandemic. The legislature passed a number of proposals that focused on that state's climate change goals, transportation projects, workforce recovery and funding. To respond to the rapidly changing nature of the pandemic, the Legislature had to completely change the way they do business. The legislature moved to approve remote voting for members due to health precautions, the State Capitol had extremely limited in-person capacity, policy committees made accommodations for remote testimony and presentations. Due to extended recess, the legislature made an unprecedented decision to shorten the legislative session and leadership from both the Assembly and Senate urged members to focus their legislative portfolios on COVID-19 relief, wildfire recovery and other pressing issues. The Governor's timely executive orders, and the state legislature's emphasis on economic recovery and relief, high-speed rail, wildfires and climate change pointed to the need to prioritize the state's recovery following widespread wildfires and ongoing impacts from the COVID-19 pandemic across industries.

This legislative session, our advocacy efforts focused heavily on the bills that the Metro Board directed staff to pursue through the 2020 Legislative Program goals and a number of proposals that would have impacted a number of Metro's programs. Metro's 2020 State Legislative priorities focused on seeking additional funding and policy changes to accelerate Metro's Four Pillar projects, clarification with respect to Metro's design-build authority, enhancing bus-only lane enforcement, and extending certain exemptions to spur affordable housing development. 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. Due to the shortened legislative session, a number of our sponsored proposals did not move forward during the session.

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 2020 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 2020 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. Metro staff continues to remain engaged in discussions to ensure that the future expansion of Metro's ExpressLanes network is successful. 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 additional Southern California-based Commissioners to the California Transportation Commission (CTC). Hilary Norton, representing the Los Angeles area, has been elected Chair of the CTC. This legislative session, a number of Transit and Intercity Rail Capital Program funds were awarded in Los Angeles County, along with other Senate Bill 1 discretionary grants. We will continue to work with State leadership and the legislative delegation to ensure that Los Angeles County receives a proportionate share of state transportation funds.

Despite the shortened session and the need to narrow legislative priorities in both houses, two key CEQA reform bills passed the legislature this year, Senate Bill 288 (Wiener) and Senate Bill 757 (Allen). Metro also supported the California Transit Association's efforts to seek state and federal relief funding and policy changes to help transit agencies continue to operate throughout the COVID pandemic and subsequent substantial ridership losses. Below is a summary of the major legislation relevant to Metro's work that moved through the legislative process this year.

- **SB 757 (Allen/Atkins):** This Metro-sponsored legislation was the first CEQA streamlining legislation of its kind for public transit, and would have granted the AB 900 (2011) shortened CEQA litigation period to key environmental leadership transit projects. Unfortunately, since SB 995 (Atkins) did not pass, SB 757 was vetoed by the Governor.
- **SB 288 (Wiener):** This bill included provisions to expand statutory CEQA exemptions for key active transportation, bus rapid transit and other capital projects. The bill was signed into law - and Metro staff are evaluating potential projects that could be considered for the new CEQA exemptions under this bill.
- **AB 2337 (Bloom):** This Metro-sponsored legislation would have authorized Metro to pilot a program that allowed for front-facing cameras on our buses in order to capture parking violations in bus-only lanes. The bill was put on hold at the author's request due to COVID.
- **AB 1350 (Gonzalez), AB 2012 (Chu), and AB 2176 (Holden):** This trio of bills shared a common goal, to encourage transit agencies to establish free student and senior transit pass programs. Metro's Board of Directors took "Work With Author" positions on all of these bills. AB 1350 was subsequently substantially amended to address high school diploma attainment during the COVID-19 crisis, while AB 2012 and AB 2176 did not move forward in the committee process.
- **ACA 5 (Weber):** This Assembly Constitutional Amendment would repeal Section 31 of Article I of the California Constitution. Section 31 of Article I was added to the Constitution through the passage of Proposition 209 in 1996, which prohibited affirmative action programs in public education, contracting, and employment. Metro's Board took a Support position on this bill. The bill passed the legislature and was on the November 2020 General Election ballot as Proposition 16. Proposition 16 failed to pass.

Metro staff were also regularly engaged in discussions around COVID-19 relief bills for public employers that would have impacted our workforce. The list below outlines bills reviewed by multiple departments of Metro staff.

- **AB 3216 (Karla):** This would clarify provisions related to the re-hiring and retention of employees of certain industries (airports/hotels/etc) that were laid off due to the COVID-19 state of emergency. This bill was vetoed by the Governor.
- **SB 1159 (Hill):** This would define new provisions for injury or death related to COVID-19. This

bill was signed by the Governor.

- **AB 685 (Reyes):** This would create new OSHA provisions for providing notice to employees with possible exposure to COVID-19. This bill was signed by the Governor.
- **SB 1383 (Jackson):** This would add new employer requirements regarding unpaid leave and would amend the California Family Rights Act (CFRA) to require employers in the state to provide unpaid leave. This bill was signed 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. Metro staff have been engaged in discussions with LADWP and Southern California Edison to plan for future needs on a regular basis. Most recently, staff has worked to clarify Metro's Essential Use Designation to ensure power supply in the event of a major event or power shutoff. Next year, staff will work to engage the California Public Utilities Commission (CPUC) on these issues and will continue to ensure that statewide policy decisions do not hinder the final plans for the Zero-emission Bus Plan roll out.

During next year's legislative session, we will continue to monitor statewide recovery policy and funding efforts. 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. Staff will also engage in discussions and advocate for state policies and funding opportunities as the Board approves directives to implement new initiatives that would address Metro's goals to implement the Equity Platform, Fareless System Initiative, Better Bus, and Affordable Housing.

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 2021 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;
- Clarifying provisions of Metro's authorizing statute that would affect Metro's ability to

implement fare-capping or a fareless transit system;

- 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 Orders on Sustainability align with Metro's plans; 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 (virtual) 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 and with officials in the incoming Administration. 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 the surface transportation authorization bill - the FAST Act - which expires on September 30, 2021. Metro has played an active role in shaping 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, 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 first year of the 2021-2022 State Legislative Session will commence on December 7, 2020. The U.S. House of Representatives and U.S. Senate are scheduled to begin the 117th Congress this coming January, 2021.

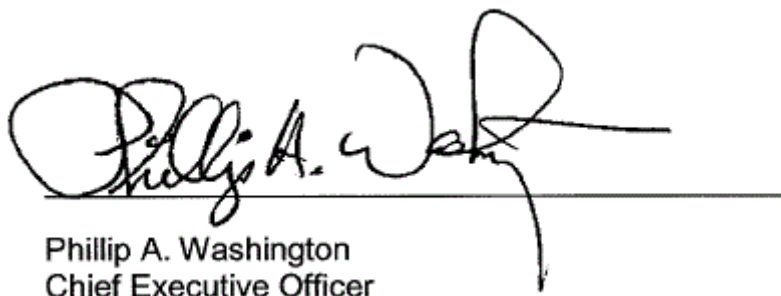
ATTACHMENTS

Attachment A - 2021 Federal Legislative Program

Attachment B - 2021 State Legislative Program

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2021 FEDERAL LEGISLATIVE PROGRAM

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

Proposed Activities:

Support federal surface transportation authorization legislation (that will replace the FAST Act that expires on September 30, 2021) 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 and decisively increases funding for the federal New Starts program as reflected in the Invest in America Act.
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 the Los Angeles County Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to bolster funding – through the appropriations process - for the federal Capital Investment Grant program (CIG). Additionally, work to reform the program to improve the application process. The CIG program is vital in assisting Metro to build new high capacity transit projects throughout Los Angeles County. Metro currently receives funding through this

program for the Westside Purple Line Extension (Section 1), Westside Purple Line Extension (Section 2), and the Westside Purple Line Extension (Section 3). Over the last decade, Metro has secured over \$5 billion through Full Funding Grant Agreements and TIFIA loans 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 work with officials at the White House and the U.S. Department of Transportation to ensure the free flow of information on the opportunity for the federal government to fund the many mobility enhancing projects being built and being planned across Los Angeles County by our agency.

GOAL #4: SEEK TO RESTORE OBAMA-ERA REFORMS TO FEDERAL LOCAL HIRE RULES

Proposed Activities:

Work with the 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 that was introduced in the 116th Congress.

GOAL #5: 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 is applied to these important projects. Additionally, Metro will support programs that benefit commuter rail through the next surface transportation authorization bill.

GOAL #6: SUPPORT REFORMS TO FEDERAL POLICIES AND FUNDING THAT WOULD BENEFIT METRO'S NEXTGEN INITIATIVE

Proposed Activities:

Continue to seek reforms to federal programs that support bus operations as well as increase funding for both formula and discretionary bus grant programs that can strengthen our agency's NextGen initiative.

GOAL #7: 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 #8: 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 #9: 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 #10: 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 #11: 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 with the Administration to avoid negative impacts as a result of implementation of tariffs on steel and various rolling stock parts and materials;
4. Work to support funding for active transportation such as bikeshare and other first/last mile mobility solutions;
5. Work closely with the Administration and USDOT on regulations and proposed rulemakings that impact Metro;
6. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations;
7. Work to create and implement a federal program that supports Metro's Fareless Transit Initiative, including but not limited to, supporting legislation like the Freedom to Move Act that was introduced in the 116th Congress.
8. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding;

9. Support legislation that would create new financial incentives to facilitate the development of affordable housing around transit;
10. Seek to ensure tax benefits and credits that are important to Metro remain in the U.S. tax code.
11. Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities.

2021 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 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

Support Legislation that would allocate additional Cap & Trade funds to support key Metro priorities, such as Metro's transit capital program, zero-emission bus conversion and fare-free transit.

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;

Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities; and

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

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 and policy reform for Southern California transportation infrastructure and transit oriented and affordable housing 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;

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

Support or sponsor legislation that would create new financial incentives, including and expansion of the welfare exemption for units covenanted at up to 120% of Area Median Income, to facilitate the development of affordable housing around transit; 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 the implementation of pension reform (PEPRA) so that Metro is able to maintain a stable work force and ensure adequate succession planning;

Monitor the implementation of AB 5 (Gonzalez, 2019) and continue to evaluate the potential impacts on Metro's programs and services.

Support legislative efforts that would provide certain exemptions for the taxicab industry and disabled access transportation operators from the provisions outlined in AB 5 (Gonzalez, 2019);

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 SUPOORT 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.
8. Explore and support legislation that would authorize Metro to expand the use of pricing in Los Angeles County in partnership with local municipalities.

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, SECURITY 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 security and law enforcement activities.

GOAL #11: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY

Proposed Activities:

Support legislation, initiatives, and programs that aim to –

- Reduce the costs and time to deliver affordable housing
- Complement Metro's TOC Policy (including anti-displacement and anti-gentrification policies);
- Stabilize and enhance housing affordability in existing communities; and
- Provide resources to Metro, LA County jurisdictions and other partner agencies to develop land use policies that support equitable transit-oriented communities;

Support legislation and funding opportunities that incentivize and support the development of affordable and transit-adjacent housing;

Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;

Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development grants; and,

Seek to program modifications that recognize Metro’s land discount as a significant contribution to affordable projects.

GOAL #12: 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 #13: 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 #14: 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 #15: SUPPORT LEGISLATIVE ACTIONS AND FUNDING THAT WILL ENHANCE TRANSIT CUSTOMER EXPERIENCE, INCLUDING SUPPORT FOR POLICIES AND FUNDING THAT WILL HELP METRO TO IMPROVE BUS SERVICE AND THE CUSTOMER EXPERIENCE

Proposed Activities:

Support legislation and explore potential funding mechanisms that would impact Metro’s ability to implement the goals and objectives in studies currently underway at Metro, such as the Better Bus Initiative and improving the customer experience; and

Support legislation that supports Metro’s goals of achieving equity and expanding access to transit for riders in LA County’s disadvantaged communities.

GOAL #16: SPONSOR LEGISLATION THAT WOULD ENHANCE METRO'S ABILITY TO DELIVER ITS PROGRAMS AND SERVICES

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

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

Support or sponsor legislation that would create new financial incentives, including and expansion of the welfare exemption for units covenanted at up to 120% of Area Median Income, to facilitate the development of affordable housing around transit.

Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's commercial leasing and real property disposition and ground leasing for transit-oriented developments and affordable housing.

Proposed Activities:

Sponsor legislation that would clarify provisions of CEQA to enhance Metro's ability to deliver Measure M projects and affordable housing projects.

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.

Sponsor legislation to amend provisions in state law to support the implementation of the CEO's potential Fareless System Initiative Recommendations.