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**December 10, 2007**

**TO: BOARD OF DIRECTORS**

**THROUGH: ROGER SNOBLE**   
**CHIEF EXECUTIVE OFFICER**

**FROM: MATTHEW RAYMOND**   
**CHIEF COMMUNICATIONS OFFICER**

**SUBJECT: REAUTHORIZATION OF SAFETEA-LU IN  
CALENDAR YEAR 2009**

### **ISSUE**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which authorizes federal surface transportation programs and projects nationwide, is set to expire on September 30, 2009. To ensure that the next reauthorization bill fully addresses Los Angeles County's mobility needs, Metro Government Relations will be working to craft a plan of action with the goal of positioning the agency to secure maximum funds from the next generation of surface transportation legislation. Preparing such a plan of action is especially important should Congress move to bolster the health of the Highway Trust Fund, which is expected to become insolvent by next year.

### **BACKGROUND**

The authorization for the federal funding received by Metro annually, both programmatic and project-based, is derived from the surface transportation statute adopted by the U.S. Congress once every six years. The last surface transportation legislation to be adopted by the U.S. Congress was entitled the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). That measure, which was signed into law by President Bush in August of 2005, authorized \$286 billion in transportation funding nationwide through fiscal year 2009.

For Los Angeles County, SAFETEA-LU provided over \$1 billion for highway, transit and other transportation projects and programs. Specifically, the measure included \$495 million in earmarks for transit projects and over \$525 million in earmarks for highways projects in Los Angeles County. The bill included highway formula funding that boosted Metro's share by \$246 million or 18% above the previous transportation reauthorization bill. For transit, the bill's funding formula increased Metro's share by \$158 million or 15% above the previous reauthorization bill.

Notwithstanding Metro's success in SAFETEA-LU, several areas around the country secured enormous amounts of transportation funds relative to their population.

The most prominent example of this was in Kern County, California, where the then-Chairman of the House Committee on Ways and Means, Rep. Bill Thomas (R-22) was able to secure \$726 million in SAFETEA-LU earmarks for transportation projects. With the U.S. Census Bureau listing Kern County with a population of 780,000 residents, the transportation earmarks secured by Congressman Thomas amounted to \$980 for every resident in the county. By comparison, Los Angeles County received \$100 in transportation earmarks for every resident in the county.

### **NEXT STEPS**

To ensure that Metro is prepared well in advance of the expiration of SAFETEA-LU with a reauthorization program that will be presented to Congress and the Executive Branch, Government Relations will lead the creation of a Reauthorization Working Group. The working group will be tasked with generating an action plan to maximize the funds received by Metro from the next transportation authorization bill. The group will be responsible for completing the reauthorization plan of action that will include programmatic and project-based proposals consistent with Metro's Board established priorities. The plan of action developed by this working group will be brought before the Board of Directors for consideration and approval.