



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

December 7, 1998

TO: MTA BOARD OF DIRECTORS

FROM: JULIAN BURKE
CHIEF EXECUTIVE OFFICER

SUBJECT: PROPOSED LEGISLATIVE PROGRAM FOR 1999-2000

Attached is the proposed Government Relations Legislative Program for 1999-2000. This is being submitted as a "draft" board box item before finalization.

Due to the fact that the MTA Board of Directors is not scheduled to meet in December, the Government Relations staff will begin preliminary work on the initiatives contained in this report in order to meet legislative deadlines for submitting bills. All potential authors will be informed that the initiatives are draft proposals and that it is anticipated the board will finalize the program in January 1999.

The final version of the Legislative Program will be considered at the January 1999 EMC meeting.

Final Draft



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TO: BOARD OF DIRECTORS

**FROM: JULIAN BURKE
CHIEF EXECUTIVE OFFICER**

**SUBJECT: CONSIDER GOALS AND ACTIVITIES CONTAINED IN THE
1999-2000 LEGISLATIVE PROGRAM**

RECOMMENDATION

Staff recommends the Board of Directors support the proposed 1999-2000 Legislative Program.

FINANCIAL IMPACT

Many of the proposed legislative initiatives may provide additional funding for countywide transportation programs and projects. In addition, some proposals may streamline rules and regulations at the MTA to facilitate the timely, cost-effective delivery of transportation services.

BACKGROUND

Each year staff prepares a legislative program for adoption by the MTA Board of Directors. The program is developed with input from MTA technical staff and MTA contract lobbyists. This report contains the proposed 1999-2000 MTA Legislative Program. The program will serve as a guide for pursuing the authority's legislative proposals and strategies.

The role of the MTA Legislative Program is to fulfill the agency's goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the regional, local, state and federal levels. To achieve these goals, Government Relations staff will implement a legislative strategy of consensus building and coordination with transportation interests throughout Los Angeles County, the State of California and at the federal level.

Final Draft

In 1999, the MTA will face several legislative challenges. At the federal level Congress and the Administration will consider the MTA's FY 2000 appropriations and obtain the maximum level of funding through programs in the Transportation Equity Act of the 21st Century (TEA-21).

On the state level, there may be additional "clean-up" legislation for SB 45 (Kopp/1997), the STIP reform bill. Legislators may continue to introduce measures relating to the MTA board structure and authority. The proposed program also identifies several agency initiatives to secure additional funding and streamline processes.

Regionally, the Southern California Association of Governments (SCAG) has begun updating and revising the Regional Transportation Plan (RTP). The MTA regularly interacts with other transportation commissions throughout the region to coordinate services and regional transportation improvements. Regular coordination with these agencies allows for coordinated policy development at the local, state and federal levels.

Locally, the MTA will continue to work to maintain and enhance support with local governments in coordination with the goals contained within the Federal and State Legislative Program. We will also continue to work with the 88 cities throughout Los Angeles County on many crucial issues and to provide information and develop support for transportation programs and services.

ATTACHMENTS

Attachment A: 1999-2000 Legislative Program

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FINAL DRAFT

1999-2000 LEGISLATIVE PROGRAM

The purpose of the Legislative Program is to identify the necessary legislative actions needed at the federal, state, regional and local level to further the objectives of the MTA.

1999 FEDERAL PROGRAM

GOAL #1: SECURE FUNDING IN THE FY 2000 DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT.

Proposed Activities:

- Obtain FY 00 funding for the Metro Red Line Segment 3, North Hollywood project consistent with the North Hollywood MOS-3 Full Funding Grant Agreement (FFGA) and the MTA's Restructuring Plan.
- Assist in obtaining \$8 million in FY 99 appropriations for the Regional Transit Alternatives Analysis for the East Side and Mid-Cities corridors consistent with the FY 99 Conference Report language and \$3 million in FY 99 appropriations for clean fuel buses.
- Obtain FY 00 additional funding for clean fuel buses to support compliance with the consent decree and for bus maintenance facilities improvements.
- Continue to work with interested parties to maintain the viability of fixed guideway systems for the East Side and Mid-Cities corridors.
- Work cooperatively with other regional transportation agencies to secure funding for transportation projects in Los Angeles County.
- Continue strong third party advocacy including community leaders, business owners, residents and riders.

GOAL #2: CONTINUE TO MONITOR LEGISLATION AND FUNDING OPPORTUNITIES THROUGH PROGRAMS IN THE TRANSPORTATION EQUITY ACT OF THE 21 CENTURY (TEA-21) .

Proposed Activities:

- Support American Public Transit Association (APTA) policy positions aimed at supporting funding for transit and reducing federal mandates and duplicative regulations.

Transit Issues:

- Seek to improve the MTA's position into a higher tier for Section 5309 rail modernization funding to increase funding for our metro rail system.
- Support efforts of private Non-Profit ADA service providers relating to Section 13(c) of the Federal Transit Act.
- Support legislative efforts to give MTA greater flexibility in using federal CMAQ funds for transit service which includes major service expansions on existing transit lines. This would assist the MTA in its efforts to meet the requirements set forth in the Consent Decree.
- Expand the proposed FHWA rule on "design-build" to cover transit projects and bus facilities.

Highway Issues:

- Seek language to ensure that soundwalls are listed as an eligible expenditure for FHWA funds.

GOAL #3: ACTIVELY IDENTIFY AND MAXIMIZE ADDITIONAL FEDERAL FUNDING SOURCES

Proposed Activities:

- Obtain Congressional support on MTA's appeal to the Federal Emergency Management Agency (FEMA) for the reimbursement of approximately \$23 million spent to mitigate damage caused by the Northridge Earthquake.
- Oppose any legislation that would require government agencies to participate in the federal Social Security system. Currently, non-contract and Teamster employees are not required to be members of social security. The annual financial impact on the MTA is estimated at \$5.5 million.
- Obtain targeted funding such as ADA, "Access to Jobs" initiative and the Clean Air Act.
- Ensure that the Los Angeles County's ferry boat mileage is counted in the National Transit Database (NTD) and in formulas for urbanized grants and allocations.
- Make the operation of transportation libraries an eligible category under Transportation Enhancements.

FINAL DRAFT

1999 STATE PROGRAM

GOAL # 1: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS TO SECURE, PROTECT AND ENHANCE TRANSPORTATION FUNDING AND PROGRAMS STATEWIDE.

Proposed Activities:

- Initiate legislation to provide state funding of the 1989 Retrofit Soundwall List.
- Initiate legislative efforts to provide for a state and local sales tax exemption on rolling stock purchases.
- Seek a budget appropriation of \$250,000 for a Los Angeles County demonstration project which would provide for a coordinated approach on graffiti abatement with a council composed of representatives from transit agencies, law enforcement, schools, Caltrans and local jurisdictions.
- Seek, in cooperation with transportation entities, amendments to SB 45 (1997) to provide for the following: 1) The north/south split based on the U.S. Decennial Census; 2) Controls on Caltrans project support costs by providing alternatives to those costs; 3) Ensure that the allocation of Regional Surface Transportation Program (RTSP) funds to regions is in keeping with the ISTEA/SB1435 practice of splitting the minimum guarantee funds between the State Highway Account and the regions; 4) Increase the number of intercity rail corridors eligible for intercity rail funding and provide that intercity rail funding is subject to the north/south split; and, 5) other issues deemed important for the programming of transportation resources, including but not limited to, the more effective use of flexible federal funding through the Surface Transportation Program (STP).
- Initiate legislation to increase the fines for rail transit right-of-way violations, making them comparable with "red-light running" and HOV fines, and provide that a portion of the right-of-way violations be returned to the rail transit authority for safety and security programs.
- Initiate legislation to add misuse of "bicycles" to the list of infractions on transit property under Penal Code 640(b)(10).
- Explore discussions on amending the State Constitution to provide that state gas tax funding can be used for the purchase of rolling stock.
- Work with the California Transit Association and other transit interests in securing additional dedicated funding for transportation requirements necessitated by Welfare-to-Work legislation.

- Support efforts of SCAG and other county transportation commissions in the region to secure new funding for regional core rideshare services and to support legislation which provides employers with state tax credits for subsidizing rideshare programs, transit passes and/or vanpools for their employees.
- Seek funding for eligible projects from state Petroleum Violation Escrow Account (PVEA) funds. MTA projects could include the purchase of clean-fuel vehicles, the development of fueling stations or other projects in accordance with the criteria established by this program.

GOAL #2: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS WHICH ENHANCE THE MTA'S ABILITY TO DELIVER TRANSPORTATION SERVICES IN LOS ANGELES COUNTY.

Proposed Activities:

- Actively oppose any legislation which restructures the MTA Board of Directors or imposes state control over local decision-making.
- Sponsor legislation relating to MTA's procurement authority, including:
 - ◆ Raising the threshold for small purchases from \$1,000 to \$2,500, consistent with federal requirements;
 - ◆ Raising the formal advertising and bidding threshold on non-public works contracts from \$25,000 to \$40,000;
 - ◆ Adding bus procurement as an eligible item under the MTA's "unique and specialized" purchases subject to competitive negotiation.

FINAL DRAFT

1999 REGIONAL AND LOCAL PROGRAM

GOAL #1: ESTABLISH AND MAINTAIN SUPPORT AND EFFECTIVE LIAISON WITH LOCAL ELECTED OFFICIALS, REGIONAL AGENCIES, POLICY BOARDS AND MUNICIPAL ORGANIZATIONS TO SECURE, PROTECT AND ENHANCE TRANSPORTATION FUNDING FOR COUNTYWIDE TRANSPORTATION PROGRAMS.

Proposed Activities:

- Work with elected officials in the City of Los Angeles, the 87 cities in Los Angeles County and regional agencies regarding:
 - ◆ FY 2000 Transportation Appropriations
 - ◆ Bus System Improvements
 - ◆ RTAA Findings & Project Implementation
 - ◆ STIP Amendment
 - ◆ Call for Projects
- Develop effective communication, coordination and cooperation with regional agencies, all cities in Los Angeles County and other local government entities to enhance the delivery of transportation services and projects.
 - ◆ Work closely with the Los Angeles City Council Members and staffs relating to the MTA/City of Los Angeles agreement on MOS 3;
 - ◆ Cooperate with the Pasadena Blue Line Construction Authority;
 - ◆ Support the progress of the Alameda Corridor project;
 - ◆ Provide information to local jurisdictions on Proposition 218, relating to local Benefit Assessment Districts;
 - ◆ Work with appropriate MTA staff to encourage and foster cooperation between local jurisdictions' bicycle programs;
 - ◆ Work with appropriate MTA staff on issues relating to Soundwall Retrofit policies;
 - ◆ Coordinate with SCAG in the revisions to the Regional Transportation Plan;
 - ◆ Work with appropriate MTA staff on issues relating to subregional governance;
 - ◆ Work with the appropriate MTA staff in the development of the Call for Projects; and,
 - ◆ Gather support from the California Contract Cities Association, the League of California Cities - Los Angeles County Division, the Southern California Association of Governments, and the Independent Cities Association relative to the MTA's position on local control, regional issues and pending state and federal legislation.
- Advocate and garner support among MTA's local funding partners for the federal and state programs within the MTA's 1999-2000 Legislative Program.

ATTACHMENT A

- Through the use of Legislative Briefs, informal briefings and public hearings provide local elected officials, regional and municipal organizations with information regarding MTA's policies and project funding.
- Regularly meet with the California Contract Cities Association (CCA), League of California Cities - Los Angeles County Division, Independent Cities Association (ICA), Valley Industry & Commerce Association (VICA), Southern California Association of Governments (SCAG), Councils of Governments (COG's), Regional Transportation Agency Coalition (RTAC), Northern Corridor Cities, the Los Angeles Area Chamber of Commerce, and other key chambers of commerce on the MTA's transportation issues and projects to gain their support.