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Metro is on the move.

Los Angeles County
Metropolitan Transportation Authority
2009 Federal Legislative Program



Metro™

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GOAL 1

Work with Metrolink and regional transportation agencies to support legislation that would, in both the short and long term, significantly improve the safety of commuter rail service in Los Angeles County and adjoining counties

- > Join forces with Metrolink and its member agencies to secure FY10 appropriations to implement positive train control on Metrolink.
- > Ensure that rail safety provisions included in H.R. 2095 (signed into law on October 16, 2008) are aggressively implemented by the U.S. Department of Transportation.



GOAL 2

Advance key priorities in the upcoming authorization of SAFETEA-LU

- > Advocate for a major restructuring of two major transit programs, the New Starts Program and Fixed Guideway Modernization Program.
- > Pursue mechanisms to expedite and streamline project delivery.
- > Focus efforts on establishing a robust federal goods movement program.
- > Leverage Measure R funds to obtain greater levels of investment for Los Angeles County.
- > Build on the \$3.86 billion in highway and transit formula and discretionary funds allocated to Los Angeles County in SAFETEA-LU.



GOAL 3

Secure funding in the FY10 Transportation, Treasury and Housing and Urban Development Appropriations Bill

- > Obtain the final installment of New Starts funds for the Metro Gold Line Eastside Light Rail Line consistent with its Full Funding Grant Agreement.
- > Secure Small Starts funding for the Wilshire Boulevard Bus Rapid Transit project, based on full funding of the U.S. Department of Transportation's FY09-10 financial commitments.
- > Secure \$10 million in funding for bus maintenance facilities improvements, support funding for Los Angeles County Municipal Operators; and secure federal funding through the Housing & Urban Development Department's Economic Development Initiative Program for enhancements to our existing bus and rail network.
- > Continue to seek federal funding for priority highway, bus and rail projects.



GOAL 4

Vigorously pursue legislative options to protect Metro and other transit agencies from financial harm in connection with leveraged lease transactions

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

- > Pursue other legislative options as necessary to ensure that Metro and other transit properties are not adversely impacted by the credit downgrade of AIG and other insurance firms. Given the near impossibility of finding a suitable replacement for AIG and other downgraded firms in light of deteriorating conditions in the financial marketplace, transit systems that entered into lease agreements such as Metro are at great risk for substantial financial harm without federal intervention.



GOAL 5

Advocate for the passage of comprehensive climate change legislation

- > Ensure that any climate change legislation that establishes a “cap and trade” program to encourage the reduction of greenhouse gas emissions include a substantial set-aside of cap and trade proceeds for transit and transportation investments.



GOAL 6

Secure possible homeland safety and security funding from the U.S. Department of Homeland Security

- > Support increased funding for improved safety and security systems on Metro bus and rail facilities and Municipal Bus Operators’ bus facilities. These funds are available through competitive grants issued by the U.S. Department of Homeland Security.
- > Work to encourage Congress to provide robust funding for federal transportation security grants to be allocated by the Federal Transit Administration and not the Transportation Security Administration.



GOAL 7

Additional goals

- > Aggressively advocate for a long-term extension of the alternative fuels excise tax credit, which expires on December 31, 2009.
- > Work with the Southern California Regional Transit Training Consortium on its FY10 legislative efforts to obtain federal funds to streamline bus maintenance training for alternative fuel buses.
- > Work to support initiatives in Congress that seek to strengthen our commitment to a Drug and Alcohol Free Workplace Program.



SPECIAL ITEM:

Continue efforts to ensure that the economic recovery legislation being considered by Congress and President Obama maximizes the amount of recovery funds allocated to Southern California in order to improve mobility for Los Angeles County’s 10 million residents.



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