

Los Angeles County Metropolitan Transportation Authority
2011-2012 Government Relations Legislative Matrix
July 2011

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
Bills are currently being introduced at this time.			
	The November 2010 election saw the passage of both Propositions 22 and 26. Proposition 26, in particular could have devastating impacts on transportation funding because it included a retroactivity clause that could invalidate the sales tax-gas tax swap. Since the election, transportation advocates and members of the Legislature have engaged in discussions regarding the impact of these propositions. One possible resolution to these concerns is to re-enact the set of legislation enacted in 2010. Staff recommends that the Board of Directors adopt a set of principles that would reenact this package.	January 2011 - Support	Pending Budget Committee Action
AB 145 (Galgiani)	Would create the Department of High Speed Trains in the Business Transportation and Housing Agency, retains the Board as the governing entity of the Department and grants to the Department the powers necessary to complete the project	June 2011 – Work with Author	Hearing 8/15/2011 Senate Appropriations
AB 426 (Lowenthal)	Would authorize MTA’s Transit Court to pursue a specific administrative process and also requires the revenues from fines collected from offenses on our system to be deposited in the MTA’s general fund.	March 2011 – Support	Chaptered - 100
AB 427 (Pérez)	Would authorize operators that receive funds from the account for intercity passenger rail systems and commuter rail systems to also be eligible for funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies.	April 2011- Work With Author	Hearing 8/15/2011 Senate Appropriations
AB 650 (Blumenfield)	Would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century.	March 2011 – Support	Hearing 8/15/2011 Senate Appropriations
AB 845 (Ma)	Would codify a portion of the California Transportation Commission (CTC) High-Speed Passenger Train Bond Program Guidelines. An act to add Section 2704.76 to the Streets and Highways Code, relating to transportation bond funds.	May 2011 - Support	Hearing 8/15/2011 Senate Appropriations
AB 892 (Carter)	Would delete the repeal date of January 1, 2012, thereby extending the operation of these provisions indefinitely.	April 2011- Support	Hearing 8/15/2011 Senate Appropriations

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AB 1229 (Feuer)	Would authorize the California Transportation Finance Authority to direct the Treasurer to utilize unrestricted moneys held by the California Transportation Finance Authority to subsidize the payment of interest by those local or regional agencies on revenue bonds issued by those agencies pursuant to these provisions.	March 2011 – Support	Hearing 8/15/2011 Senate Appropriations
AB 1308 (Miller)	Would allow for Continuous Appropriations from the Highway Users Tax Account in the Transportation Tax Fund in any year in which the Budget Act has not been enacted by July 1 st .	April 2011- Support	Assembly Appropriations
AB 1164 (Gordon)	Would authorize the California Department of Transportation (Caltrans) to loan certain unused federal funds to bond funded projects with repayment to be made when state bonds are sold.	July 2011 – Staff Recommend a Board SUPPORT IF AMENDED position	Hearing 8/15/2011 Senate Appropriations

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STATE SENATE

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	The November 2010 election saw the passage of both Propositions 22 and 26. Proposition 26, in particular could have devastating impacts on transportation funding because it included a retroactivity clause that could invalidate the sales tax-gas tax swap. Since the election, transportation advocates and members of the Legislature have engaged in discussions regarding the impact of these propositions. One possible resolution to these concerns is to re-enact the set of legislation enacted in 2010. Staff recommends that the Board of Directors adopt a set of principles that would reenact this package.	January 2011 - Support	Pending Budget Committee Action
SB 214 (Wolk)	Would repeal the infrastructure financing districts requirement of voter approval and authorizes the legislative body to create the district, adopt the plan, and issue the bonds by resolutions, these districts must cease on or before 40 years.	April 2011- Work With Author	Assembly Local Government
SB 517 (Lowenthal)	Would move the existing California High-Speed Rail Authority into the Business Transportation and Housing Agency, requires reappointment of the Authority board and places ethics restrictions on the Authority.	June 2011 – WORK WITH AUTHOR	Hearing 8/17/2011 Assembly Appropriations
SB 582 (Emmerson)	Would authorize a metropolitan planning organization jointly with the local air quality management district to adopt a commute benefit ordinance.	April 2011- Neutral Work With Author	Vetoed by Governor
SB 693 (Dutton)	Would expand existing state authority for Public Private Partnerships.	April 2011- Support Work With Author	Senate Transportation and Housing Committee
SB 862 (Lowenthal)	Would establish the Southern California Goods Movement Authority consisting of representatives from specified entities.	April 2011- Oppose Work With Author	Senate Transportation and Housing Committee
SB 867 (Padilla)	Would establish the Build California Bonds Program to be administered by the California Transportation Finance Authority.	March 2011 – Support	Senate Transportation and Housing Committee

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STATE SENATE

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SB 907 (Evans)	Would create the Master Plan for Infrastructure Financing and Development Commission	April 2011- Support	Assembly Jobs, Economic Development and the Economy Committee
SB 910 (Lowenthal)	Would create standards for vehicles attempting to pass bicycles on a highway and penalty amounts for a violation. Would require the driver of a vehicle, when passing a bicyclist, to allow three feet of space between the vehicle and the bicyclist when a road does not have adequate width to accommodate motorist and bicyclist.	July 2011 – Staff Recommend a Board SUPPORT position	Assembly Appropriations

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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p><u>Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU)</u></p>	<p>Metro has worked with regional and statewide stakeholders to build a broad consensus on fundamental principles to incorporate in the authorization legislation that will replace SAFETEA-LU. This consensus is outlined in the <u>Southern California Surface Transportation Reauthorization Consensus Document</u> and the <u>California Consensus on Federal Transportation Authorization Plan</u> that are included in this board report. Metro’s authorization priorities are accurately captured in these two documents and can be squarely placed in four distinct categories:</p> <ul style="list-style-type: none"> ▪ Funding: Metro’s goal is to dramatically increase the amount of federal funding dedicated to the next surface transportation bill. SAFETEA-LU failed to deliver the resources necessary to dramatically improve mobility in Los Angeles County. ▪ Reform of Existing Programs: For example, Metro is seeking a dramatic reform of the New Starts and Rail Modernization Programs which fund the creation new transit systems and help maintain rail cars on our current rail system. ▪ Endorse the creation of a Goods Movement Trust Fund: This new fund, modeled after the existing Highway Trust Fund, would include a return to source clause to ensure that resources from this fund would be used in areas most impacted by the movement of goods, like Los Angeles County. ▪ Priority Metro Projects: Seek the inclusion of Metro priority projects in the authorization bill to replace SAFETEA-LU. 	<p>April 2009 Support</p> <p>Currently bill extended until September 2011</p>
<p><u>Statewide Transportation Principles</u></p>	<p>The California Consensus on Federal Transportation Authorization is a broadly worded document that outlines seven critical areas of special concern to our state with respect to the new surface transportation authorization bill to be considered by Congress later this year. Given the need to secure a general consensus among statewide stakeholders, this document does not delve into specifics. Rather, it represents broad agreement on a basic set of principles that all major transportation stakeholders in California can support in the months to come. Below is a summary of the seven principles outlined in the California Consensus on Federal Transportation Authorization plan.</p> <ol style="list-style-type: none"> 1. Ensure the financial integrity of the Highway and Transit Trust Funds. 2. Rebuild and maintain California’s existing network of highways and bridges and transit systems. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Establish a special federal program to improve congestion in major metropolitan areas. 5. Strengthen the federal commitment to safety and security, consistent with California’s existing Strategic Highway Safety Plan. 6. Provide federal funding to mitigate the air, water and other environmental impacts of transportation projects. 7. Streamline federal regulations in order to streamline project delivery for highway and transit projects. 	<p>April 2009 Support</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 8/4/2011

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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p><u>Southern California Reauthorization of Federal Surface Transportation Principles by Stakeholders and Transportations Commissions of San Diego, Riverside, San Bernardino, Orange and Ventura Counties, along with the Ports of Los Angeles and Long Beach, Los Angeles World Airports, SCRRA (Metrolink) and Southern California Association of Governments</u></p>	<p>Metro staff has been working closely with transportation agencies in the counties of Orange, Riverside, San Bernardino, San Diego and Ventura, and with the Southern California Association of Governments, Southern California Regional Rail Authority (Metrolink) and the South Coast Air Quality Management District to prepare a document outlining a regional, Southern California-specific agenda for the legislation that will replace the existing surface transportation authorization bill, the Safe Accountable Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). We also are collaborating with Mobility 21 to ensure that the broad consensus on the authorization of a new transportation bill is extended to stakeholders in the private sector, including area Chambers of Commerce.</p> <p>Below is a summary of the eight principles outlined in the Southern California Authorization Consensus Document.</p> <ol style="list-style-type: none"> 1. Encourage a strong federal commitment to rail security, including assistance in instituting Positive Train Control on the Metrolink rail network. 2. Support the reforms needed to ensure a reliable and viable federal source of funding for transportation projects and programs. 3. Support the establishment of a dedicated source of funding for a national goods movement program. 4. Encourage additional support for programs, like the Congestion Mitigation and Air Quality Program that simultaneously improves our environment and reduces congestion. 5. Ensure that transportation related discretionary funds are distributed based on proven performance measures so precious resources are not spent on weak programs and projects. 6. Reform the New Starts and Small Starts programs. 7. Support the creation of a new federal program for major metropolitan areas. 8. Increase the effectiveness of federal programs related to seniors and the disabled, bicycle-pedestrian paths, transit oriented development, clarify federal rules related to public private partnerships among other recommended reforms. 	<p>April 2009 Support</p>
<p>LACMTA Innovative Financing Proposals</p>	<p>A wide range of organizations, Senate and House Elected officials and Obama Administration representatives have received LACMTA information on our innovative financing proposal to accelerate our highway and transit projects.</p>	<p>Within LACMTA 2011 Legislative program December 9, 2010 Support</p>
<p>HR 1123 (Richardson)</p>	<p>H.R. 1123 would raise the authorized amount from TIFIA from the current level of \$122 million annually to \$375 million for each of the fiscal years 2011 through 2015. It also increases the maximum TIFIA share of project financing from the current rate of 33% to 49%. And, finally it authorizes the U.S. Department of Transportation to offer a limited hedge to protect TIFIA project sponsors receiving an upfront contingent credit commitment.</p>	<p>April 2011-Support</p>

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Breaking Down Barriers (OCTA)	OCTA began a dialogue with congressional leaders and representatives of the U.S. Department of Transportation (USDOT) to explore the subject of expediting the current federal project delivery process. This dialogue was initiated during the current economic downturn and in the context of finding a path forward where projects that are currently tied up in "red tape" can move to construction, thereby enabling employment opportunities for thousands of southland residents and thousands of other workers across the nation whose livelihood is directly tied to the construction of transportation projects. OCTA labeled their effort to expedite the federal project delivery process: Breaking Down Barriers.	April 2011-Support