



## Board Report

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**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**JANUARY 17, 2019**

**SUBJECT: 2019 LEGISLATIVE PROGRAM**

**ACTION: APPROVE STAFF RECOMMENDATIONS**

**RECOMMENDATION**

ADOPT:

- A. the proposed 2019 Federal Legislative Program as outlined in Attachment A; and
- B. the proposed 2019 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. This year's program is presented in a different format. Based on the direction of the Vision 2028 Strategic Plan we are presenting a Five Year Strategic Legislative Program in addition to our annual goals and objectives. The Five-Year plan lays out general themes as identified in the CEO's Five Point Plan for the agency and will provide the broad policy framework through which our advocacy should be guided. We have incorporated specific activities related to the longer term plan into the goals and activities for next year. 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

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legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California and with Federal officials.

### Federal Recap

In 2018, the agency continued to pursue with vigor our Board approved federal legislative priorities in Washington, D.C. 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. While the FAST Act is authorized through 2020, the White House, U.S. Department of Transportation (USDOT), and Congress worked on a national infrastructure proposal that officials had hoped could inject some much needed investment in surface transportations program as well as implement policies to facilitate project delivery. In February 2018, the White House released a 55 page proposal that sought to leverage \$200 billion in federal funding into \$1.5 trillion of investment in infrastructure projects around the nation.

Metro played an active role in engaging the White House and the U.S. Department of Transportation to advocate for a strong infrastructure plan that could build on the best practices and lessons learned by our agency and the manner in which we are transforming the way Los Angeles County's 10 million residents commute and travel in our region. Additionally, Metro communicated its support for an infrastructure package to the members of the Los Angeles County Congressional Delegation as well as to members of key Congressional Committees that have jurisdiction over infrastructure matters. With regards to the White House's Infrastructure Plan, Congress engaged in a discussion through several hearings on the topic. Unfortunately, Congress could not come to an agreement on a path forward and the policy window to pass a package closed for the remainder of the 115<sup>th</sup> Congress.

Among the challenges that have carried over from the previous year, Congress continued to disagree on annual appropriation bills to fund the various federal agencies and programs. However, Congress and the White House did come to an agreement on setting spending caps for domestic and military budgets for a period of two years. This agreement boosted funding to surface transportation programs that led to large increases in popular programs such as the Federal Transit Administration's (FTA) Capital Investment Grant Program and the BUILD Grant Program. The two-year budget agreement also allowed Congress to complete, for the first time in decades, five of the twelve Fiscal Year 2019 annual appropriation bills and have them signed into law by the President. Unfortunately, the transportation funding bill was one of the seven remaining bills that were extended until December 7, 2018 through a Continuing Resolution. As of the writing of this report, Congress is looking to finalize the remaining bills prior to a new December 21, 2018 deadline. Metro has strongly advocated for a return to regular order in the appropriations process and will continue to do so in the future.

Lastly, Metro worked hard in Washington, D.C. to successfully advance important capital projects through discretionary grant programs. With respect to the Westside Purple Line Extension Section 3, Metro was able to navigate the grant process to gain approval from the FTA to move forward with the project on a timeline that will allow for revenue service well before the 2028 Olympic Games. Metro will continue to work closely with the FTA to gain final approval of a Full Funding Grant Agreement early in 2019. Under the USDOT's Infrastructure for Rebuilding America (INFRA) grant program, Metro was awarded \$47 million for our I-5 Choke Point Relief program that will reduce congestion

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and improve safety along a 13-mile stretch of Interstate-5 near Santa Clarita. Metro was also awarded \$5.4 million in discretionary Bus and Bus Facility. Finally, Metro has pending applications for two projects - SR71 Conversion and I-605/SR91 Interchange Improvement project - through the BUILD Grant Program that is likely to be announced before the end of the year.

In January 2019, Congress will begin the first session of the 116<sup>th</sup> Congress. Metro will continue to work closely with the Trump Administration, USDOT and Congress to gain final approval of a \$1.3 billion Full Funding Grant Agreement for the Westside Purple Line Extension Section 3 and expand on our past successes by working to leverage our local funding to advance transit, highway and other effective mobility projects across Los Angeles County. More specifically, we will be working with members of the Los Angeles County Congressional Delegation and leaders of key Congressional Committees to advance our agency's Rebuilding America initiative - which is detailed in attachment A of this Board Report.

### State Recap

Each year, Metro successfully moves the largest legislative program of any transportation agency in the State of California through the legislative process.

During the first year of the 2017-2018 State Legislative Session, the California Legislature and Governor Brown took a number of bold steps to address the growing infrastructure needs in California. Firstly, after years of debate, the Legislature passed and the Governor signed into law Senate Bill 1 (Beall & Frazier), which is a package of funding and reform that is set to generate \$52 billion over the next ten years. The bill's provisions included new funding for a variety of transportation programs. This bill is the first revision of the gas tax in over 20 years. California's highway system, its local streets and road system and its public transit system has suffered from the inability of the state to address basic state of good repair needs.

The November 2018 election brought about a number of changes and challenges. Specifically, a ballot measure, Proposition 6, aimed to repeal provisions of SB 1 and require a future vote for any increases to transportation taxes and fees. This would have jeopardized the viability of the State's aggressive transportation infrastructure funding plan. Proposition 6 was defeated by a vote of 56.8 percent statewide and 61.1 percent in Los Angeles County. Metro, as the recipient of over \$1.8 billion in funding from SB 1 programs created an informational outreach program to educate members of the public about Metro's plan to build highway and transit projects with the funding. Metro coordinated on regional and statewide outreach by participating in a number of forums, summits and workshops which outlined Metro's plan for building critical infrastructure and supported continued funding for local streets and roads improvements for the County's 88 cities and unincorporated areas.

Following the November 2018 election, the Los Angeles County State Legislative delegation also welcomes five new members. Christy Smith will represent Assembly District 38. In the Senate, new members Susan Rubio (District 22), Maria Elena Durazo (District 24), Bob Archuleta (District 32) and Tom Umberg (District 34) were sworn into office on December 3, 2018. Senate District 33 remains vacant, as Senator Ricardo Lara accepts his new position as Statewide Insurance Commissioner. We anticipate that this seat will be filled in a special election in early 2019.

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With the passage of SB 1 in April 2017, the California Transportation Commission worked to adopt guidelines and provisions for allocating funding statewide. Metro weighed in on a number of issues to establish our priorities as the CTC considered allocation formulas and discretionary grant category provisions. In May 2018, the CTC and CalSTA announced major funding awards for all of the major funding categories under SB 1. Metro was successful in advocating for the award of \$1.82 billion in funding for a number of transit and highway projects.

### **Transit and Intercity Rail Capital Program - \$1.088 Billion**

- Gold Line Foothill Light Rail Extension to Montclair
- East San Fernando Valley Transit Corridor Project
- West Santa Ana Branch Light Rail Transit Corridor project
- Green Line Light Rail Extension to Torrance
- Orange/Red Line to Gold Line BRT Transit Corridor Project
- Vermont Transit Corridor
- Link Union Station Project - \$398 million awarded to Metrolink

### **Local Partnership Program**

- Metro Orange Line Bus Rapid Transit Improvements Project: \$75 million
- La Cañada Flintridge Soundwalls Project: \$5 million

### **Solutions for Congested Corridors Program**

- Airport Metro Connector 96th Street Transit Station Project: \$150 million

### **Trade Corridor Enhancement Program**

- Interstate 5 Golden State Chokepoint Relief Project: \$247 million
- SR-57/60 Confluence: Chokepoint Relief Program: \$22 million
- America's Global Freight Gateway: Southern California Rail Project: 128.6 million
- Interstate 605/State Route 91 Interchange Improvement: Gateway Cities Freight Crossroads Project: \$32 million
- State Route 71 Freeway Conversion Project: \$44 million

On the legislative advocacy front, Metro was successful in the passage of two major pieces of legislation in 2018. Metro sponsored AB 2548 (Friedman) which authorizes Metro to implement a commuter benefits ordinance to work with employers in LA County to meet the State's Greenhouse Gas reduction goals. This legislation received strong support from the business community, environmental justice community and the legislature. AB 1205 (Jones-Sawyer) was introduced to refine aspects of Metro's successful small-business set-aside program and to establish a similar program for medium-sized businesses. Metro has forged ahead in establishing contracting policies and practices that support the development of small businesses in the county, and AB 1205's successful passage is indicative that we are committed to doing more for the economic prosperity of the region overall. AB 1205 received strong support from the small and disadvantaged and minority-owned business community.

One key priority for Metro's ongoing advocacy efforts was and continues to be the continued authorization for Caltrans to pursue and use Public Private Partnerships (P3s). The authorization for Caltrans to use the P3 method to deliver highway projects expired at the end of 2016 and the

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Legislature was unable to come to an agreement over a potential extension of the statute. Metro is working closely with a coalition of stakeholders in Sacramento to continue to urge the Legislature to reauthorize this important tool and Metro's State advocacy team will continue those efforts in next year's Legislative Session. The ability to utilize P3s to deliver projects is vital to the acceleration and delivery of Metro's LRTP and Measure M Highway and Transit priorities. Metro introduced legislation in 2018, AB 1594 (Bloom) that would clarify Metro's ability to utilize P3s and Design-build authority to accelerate project delivery. The legislation was successful in reinvigorating the discussion around P3s and Metro is poised to lead the discussion in the upcoming legislation to determine the direction and educate Sacramento leaders on the need for this authority in the wake of SB 1's new infusion of funding and need to expedite critical transportation projects statewide.

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.

During next year's legislative session, we will continue to monitor efforts to jeopardize funding authorized under SB 1. We will also be working to ensure that the incoming 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.

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 2018 State Legislative Program is outlined in Attachment B). These include but are not limited to:

- Metro is proposing to expand the ExpressLanes network in Los Angeles which will require tolling authorization by the CTC;
- Clarifying the process by which utilities bill Metro and potentially reduce Metro's operating costs;
- Working with the California Public Utilities Commission in leading the effort to establish Metro as a party to the proceedings and California Air Resources Board to advance Metro's Zero Emission Bus Program; 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 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. 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. Additionally, Metro anticipates a conversation to begin on reauthorizing surface transportation programs beyond 2020 when they are set to expire. Metro will play an active role in shaping those discussion and looks forward to advocating for increased investment into transportation programs.

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 new Governor, Caltrans, 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 monitor and track legislative efforts sponsored by other transportation interests and inform the Board of that legislation. 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 2018-2019 two-year State Legislative Session began on December 3, 2018. The 2019 Federal Legislative Session will see both the U.S. House of Representatives and U.S. Senate

scheduled to return January 3, 2019 to convene the 116th Congress.

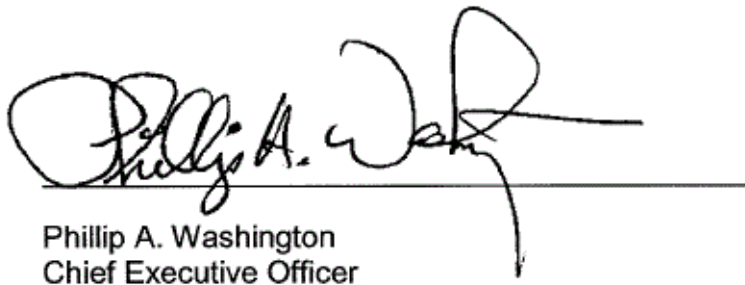
**ATTACHMENTS**

Attachment A - 2019 Federal Legislative Program Goals

Attachment B - 2019 State Legislative Program Goals

Prepared by: Michael Turner, Deputy Executive Officer, State Affairs, (213) 922-2122  
Raffi Hamparian, Senior Director, Federal Affairs, (213) 922-3769  
Michael Davies, Senior Manager, Federal Affairs, (202) 248-5426  
Marisa Yeager, Senior Manager, Federal Affairs, (213) 922-2262  
Desarae Jones, State Legislative Affairs Administrator, (213) 922-2230

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-9777



Phillip A. Washington  
Chief Executive Officer

## **2019 FEDERAL LEGISLATIVE PROGRAM**

### **GOAL #1: PROPOSE TO CONGRESS AND THE TRUMP ADMINISTRATION OUR REBUILDING AMERICA INITIATIVE TO BOLSTER FEDERAL SUPPORT TO ACCELERATE OUR AMBITIOUS CAPITAL PROGRAM THROUGH BOARD-APPROVED TWENTY EIGHT BY 2028 INITIATIVE**

#### Proposed Activities:

Support federal legislation 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.
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) Boost effective and efficient federal workforce development programs to ensure that transportation agencies across the nation have the trained workforce we and they will need to rebuild America's infrastructure.~~
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 CONTINUE THE IMPLEMENTATION OF THE FEDERAL TRANSIT ADMINISTRATION'S CAPITAL INVESTMENT GRANT PROGRAM AND OBTAIN NEW STARTS FUNDING FOR ELIGIBLE METRO TRANSIT PROJECTS**

#### Proposed Activities:

Work with our Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to ensure the continuation of the



federal Capital Investment Grant program (CIG). Congress has voted to fully fund the program and included instruction to continue to advance new transit projects. Metro has and will continue to partner with the Administration to approve a Full Funding Grant Agreement in 2019 for Westside Purple Line Extension (Section 3). The CIG program is vital in assisting Metro to build new high capacity transit projects throughout the region. Metro currently receives funding through this program for the Regional Connector, Westside Purple Line Extension (Section 1) and Westside Purple Line Extension (Section 2). Over the last six years, Metro has secured over \$3 billion through Full Funding Grant Agreements issued by the U.S. Department of Transportation.

**GOAL #3: WORK WITH THE WHITE HOUSE AND CONGRESS TO INITIATE A WHITE HOUSE TASK FORCE FOR THE 2028 OLYMPICS AND PARALYMPIC SUMMER GAMES TO ENSURE STRONG FEDERAL SUPPORT FOR KEY HIGHWAY AND TRANSIT PROJECTS ACROSS LOS ANGELES COUNTY**

Proposed Activities:

Seek the creation of a White House Task Force on the 2028 Olympic and Paralympic Summer Games. Most recently, such a task force was successfully assembled prior to the 2002 Olympic Winter Games held in Salt Lake City, Utah where the federal government provided ample funding (approximately \$1 billion) for highway and transit projects.

**GOAL #4: 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/assembly 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 #5: CONTINUE TO SEEK TO RESTORE OBAMA-ERA REFORMS TO FEDERAL LOCAL HIRE RULES**

Proposed Activities:

Work with the Trump Administration, Congress and the stakeholder community 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. Our agency would work with key stakeholder groups to build support for a new federal Local Hire initiative and seek support for federal legislation to permanently allow local hiring practices on transportation projects using federal funds.

**GOAL #6: 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 applied to these important projects.

**GOAL #7: CONTINUE TO SEEK FUNDING FOR THE PROJECTS IN THE GOODS MOVEMENT ACTION PLAN**

Proposed Activities:

Continue to work with Ports of Long Beach and Los Angeles to seek funding for projects within the Goods Movement Action Plan .

**GOAL #8 SEEK RESTORATION OF TAX BENEFITS ELIMINATED BY THE PASSAGE OF H.R.1 – TAX CUTS AND JOBS ACT**

Proposed Activities:

Work with key local, regional and national stakeholders to restore the Advance Refunding Bonds, commuter tax benefit, and the alternative fuel tax credit provisions.

**GOAL #89: 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. Specifically, the INFRA Grant Program, BUILD Grant Program, Bus and Bus Facilities, and LoNo Grant Program are large, discretionary grant programs that are priority programs for the agency.

**GOAL #9 10: 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 to advocate for all Metro discretionary grant applications which include funding for such programs as transit oriented communities, safety and innovation;
4. Work with the Administration to avoid negative impacts as a result of implementation of tariffs on steel and various rolling stock parts and materials;
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 with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding.

**GOAL #10 11: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO'S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY'S FIVE-POINT PLAN AND THE '28 BY 2028' INITIATIVE**

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. Attachment C outlines Metro's Vision 2028 State and Federal Strategic Goals.

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

Proposed Activities:

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.

**2018 STATE LEGISLATIVE PROGRAM**

**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 protect new transportation related fees or taxes;

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 highway and 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

Advocate for increased and sustained funding for transit under the State's Cap & Trade program categories.

**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; and

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

**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 for Southern California transportation infrastructure and transit oriented 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;

Support any legislation or statewide ballot measure which seeks to constitutionally protect transportation revenues for transportation infrastructure only. We strongly support protections that prohibit using transportation dollars for other purposes;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs; 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, transportation network companies and improve the administration of PUC regulations;

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;

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 and work with implementation of pension reform (PEPRA) so that Metro is able to maintain a stable work force and ensure adequate succession planning;

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 that encourage partnership and data-sharing between transportation network companies and regional transportation authorities;

Support efforts to enhance the use of electronic fare payment or smart card technology;

Explore legislation that would authorize the use of forward facing cameras on Metro's buses and in dedicated bus lanes;

Support efforts to expand the agency's authority to procure, install and operate three-position bike racks on Metro's buses;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operators; 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.

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: 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 #11: 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.

Support streamlining project approvals under Caltrans’ NEPA assignment authority.

**GOAL #12: 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; and

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 #13: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO’S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY’S FIVE-POINT PLAN AND THE ‘28 BY 2028’ INITIATIVE**

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. Attachment C outlines Metro’s Vision 2028 State and Federal Strategic Goals.

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

Proposed Activities:

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 #14: EXPLORE LEGISLATION THAT WOULD ENHANCE METRO'S ABILITY TO DELIVER ITS PROGRAMS AND SERVICES INCLUDING ADVANCING THE 28 BY 2028 INITIATIVE**

Proposed Activities:

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

Explore legislation to update various provisions of Metro's statutes to conform those provisions to those of other agencies.

Explore legislation to clarify Metro's and re-authorize Caltrans' authority to utilize the public-private partnership model to deliver highway and transit projects.

Explore legislation to clarify provisions related to Metro's use of the Design-Build method of project delivery.

Explore legislation to authorize Metro to establish a congestion-pricing pilot on local streets within a specified area in Los Angeles County.

Explore legislation to authorize Metro to levy a fee or regulate Transportation Network Companies that operate within Los Angeles County.