Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2024-0453, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 27.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JULY 18, 2024

SUBJECT: STATE AND FEDERAL REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE July 2024 State and Federal Legislative Report.

HAHN, BASS, SOLIS, BARGER, DUTRA, AND SANDOVAL AMENDMENT: We move to reaffirm the Board's previous position that the remaining outstanding $500 million in SB 125 funding designated for our region will be distributed as follows:

- $298 million for the Gold Line Foothill Extension to Montclair; and
- $202 million for the Southeast Gateway Line.

DISCUSSION

Executive Management Committee
Remarks Prepared by Raffi Haig Hamparian
Government Relations, Deputy Executive Officer: Federal Affairs

Chair Hahn and members of the Executive Management Committee, I am pleased to provide an update on several key federal matters of interest to our agency. This report was prepared on June 21, 2024, and will be updated, as appropriate, at the Executive Management Committee meeting on July 18, 2024. The status of relevant pending legislation is monitored on the Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/240718%20-%20July%202024%20-%20LA%20Metro%20Legislative%20Matrix.pdf.pdf>, which is updated monthly.

Los Angeles County Congressional Delegation

We are continuing our active outreach to the professional staff for members of the Los Angeles County Congressional Delegation. This includes congressional aides working in both District offices and Capitol Hill offices.

Congressionally Directed Spending Requests

Last month, I was pleased to provide an update to the Board on our agency's efforts to secure federal funding through the Congressionally Directed Spending (CDS) process for our LA Metro Regional Bus Stop Enhancement Program. Metro is encouraged that the following members of Congress submitted CDS requests for the LA Metro Regional Bus Stop Enhancement Program: U.S. Senator Alex Padilla: $5 million, U.S. Senator Laphonza Butler: $5 million; Congresswoman Julia Brownley: $1 million; Congressman Tony Cardenas: $1 million; Congressman Jimmy Gomez: $1 million; and Congresswoman Sydney Kamlager-Dove: $1 million.

Likewise, last month I was pleased to provide the Board with an update with respect to our work in support of the Los Angeles Community College District's effort to secure CDS resources for our successful Go-Pass Program. Metro is encouraged that the following members of Congress submitted CDS requests in support of our Go-Pass Program: U.S. Senator Alex Padilla: $2.46 million and U.S. Senator Laphonza Butler: $2.46 million.
We are deeply appreciative to the Board for supporting these CDS requests and to members of the Los Angeles County Congressional Delegation for their work to advance our funding requests for both the LA Metro Regional Bus Stop Enhancement Program and our successful Go-Pass Program. As Congress proceeds to consider their spending bills for Federal Fiscal Year 2025, we will continue to advocate for these CDS requests and promise to keep the Board informed of our efforts.

Transit Operator Safety

As we have consistently reported to the Board, Metro maintains open lines of communication with the Los Angeles County Congressional Delegation on federal initiatives to enhance transit operator safety. The current surface transportation authorization measure - the Bipartisan Infrastructure Law - will be expiring in September of 2026. This will provide our agency with an opportunity to work with a variety of stakeholders to authorize federal programs to further enhance transit operator safety.

Federal Transit Administration: Capital Investment Grant Program:

Metro's Government Relations team is working closely with U.S. Senator Alex Padilla (D-CA) and Congressman Tony Cardenas (D-CA) to ensure that they remain fully informed on our agency's progress towards securing a Full Funding Grant Agreement for the East San Fernando Valley Transit Project in the coming months.

Likewise, we are working diligently (consistent with Board-direction) to inform members of the Los Angeles County Congressional Delegation that our forward-facing number one priority for the CIG Program is the Southeast Gateway Line. This work has included making sure that members of the U.S. House of Representatives who represent portions of the SGL alignment - Congresswoman Nanette Barragan (D-CA), Congressman Robert Garcia (D-CA), Congressman Jimmy Gomez (D-CA), and Congresswoman Michelle Steel (R-CA) and the State of California's two U.S. Senators - are fully informed on the status of the SGL project - including our goal of receiving a Record of Decision for the project from the FTA this Summer.

U.S. Department of Transportation/2028 Olympic and Paralympic Games

Metro has and continues to work with a diverse number of partners to secure financial support from the federal government for our agency's efforts related to the 2028 Olympic and Paralympic Games. This effort is outlined and informed by our Board-approved 2024 Federal Legislative Program.

This year, we have been working with the appropriate congressional committees to explore how the Fiscal Year 2025 Transportation, Housing and Urban Development bill might include funding for mobility related projects and initiatives tied to the upcoming 2028 Olympic and Paralympic Games.

We also continue to work with the Biden Administration - including the U.S. Department of Transportation and the Build America Bureau - to discuss how funding for mobility-related projects and initiatives tied to the 2028 Olympic and Paralympic Games might be embedded in the Fiscal Year 2026 White House Budget that will be released in early 2025.

EPA/Clean Air Act

As I reported last month, Metro is in close contact with the Los Angeles County Congressional Delegation on matters related to the U.S. Environmental Protection Agency's (EPA) partial disapproval of the Contingency Measure Plan (CMP) - which was crafted by the California Air Resources Board (CARB) in December of 2019 as part of the State Implementation Plan.

Following a visit to Capitol Hill on June 4, 2024, by Metro CEO Stephanie Wiggins, our agency is well aware that a number of key federal stakeholders are working diligently to resolve this matter (EPA disapproval of the CMP) to ensure that federal transportation funding continues to flow to southern California. At present, the EPA is expected to make a final determination with respect to this matter by July of 2024. Our agency will continue to consult with CARB and the South Coast Air Quality Management District to favorably resolve this matter - consistent with the Clean Air Act.

Federal Transportation Grants

Metro is continuing to work in partnership with the Los Angeles County Department of Public works, the Orange County Transportation Authority, Metrolink, and the City of Anaheim in relation to the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) Program. This funding is available through the Inflation Reduction Act. We look forward to the EPA favorably reviewing our CPRG application in the coming months. I am pleased to share that a letter of support for the CPRG request was circulated by Congresswoman Grace Napolitano and secured the support of thirteen members of Congress from across southern California.

Metro is also advancing a major funding request through the Federal Transit Administration's Buses and Bus Facilities and Low or No Emissions Grant Program. The FTA is expected to make an announcement on this grant request by July 9, 2024.

In addition to the CPRG and Zero Emission Bus grant applications, Metro is also advocating for funding through the U.S. Department of Transportation's Mega Grant program for our LinkUS Project. As we always do with our federal grant requests, we are working closely with members of the LA County Congressional Delegation and other key stakeholders to solicit their support for our pending

and future grant applications.

Conclusion:

Chair Hahn and members of the committee, I look forward to expanding on this report at the Executive Management Committee meeting slated for July 18, 2024, with any new developments that may occur over the next several weeks.

Executive Management Committee
Remarks Prepared by Madeleine Moore
Government Relations, Deputy Executive Officer: State Affairs

Chair Hahn and members of the Board, I am pleased to provide an update on several state matters of interest to our agency. This report was prepared on June 21, 2024, and will be updated, as appropriate, at the Executive Management Committee on July 18, 2024. The status of relevant pending legislation is monitored monthly on the Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/240718%20-%20July%202024%20-%20LA%20Metro%20Legislative%20Matrix.pdf.pdf>.

Budget Update

On Saturday, June 15, the Senate and Assembly sent their joint budget proposal to the Governor's office. The joint legislative budget proposal:

- Maintains the $4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) approved in the Budget Act of 2023, but delays $500 million of that from FY 25-26 to FY 26-27. The proposal shifts $839 million of this money from the General Fund to the Greenhouse Gas Reduction Fund. In speaking with Planning Staff, Government Relations staff do not believe these delays and fund shifts will have any negative effects on the two projects Metro submitted for funding (Foothill Extension of the A Line, and Southeast Gateway Line).
- Maintains the $1.1 billion for the formula-based Zero-Emission Transit Capital Program, which Metro is proposing to use for bus electrification. The start of the funding has been delayed by one fiscal year, from FY 23-24 to FY 24-25. Staff do not believe this will negatively impact any projects.
- Maintains all TIRCP Cycle 6 funding approved in the Budget Act of 2022, rejecting a proposal to cut $148 million from this program.
- Rejects the proposed $600 million cut to the Active Transportation Program and fills in the funding with highway funding.
- Rejects the proposed cut to the REAP (Regional Early Action Planning) 2.0 Program.
- The legislative budget proposal does include $350 million in statewide cuts for grade separations, which will cut funding for two Metro grade separation projects.

The bill is currently on the Governor's desk for a signature or veto ahead of the June 27th deadline.

Metro will continue to advocate for our budget priorities throughout the budget process and will have a full update at the time of Committee.

Legislative Update

On June 11, the Senate Transportation Committee, chaired by Senator Dave Cortese (D - San Jose), voted 11-3 to pass AB 3123 by Assemblymember Reggie Jones-Sawyer (D - Los Angeles). AB 3123 is Metro's sponsored bill that would ensure that ethics laws that govern elected officials statewide apply equally to LA Metro's Board of Directors. AB 3123 also clarifies Metro's lobbying definitions and strengthens the role of the Ethics Office. The bill will next be heard in the Senate Elections and Constitutional Amendments Committee on July 2nd. As the bill continues to move through the legislative process, staff will update the Board on its process prior to and on the July Executive Management Committee day.

AB 761 by Assemblymember Laura Friedman (D - Glendale) is a Metro-supported bill which would extend the available Enhanced Infrastructure Financing District (EIFD) tax increment period from 45 years to 75 years for districts intended to fund zero-emission LA Metro transit projects with federal financing through Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. The bill is currently on the Senate floor after passing the Senate Local Government Committee.

Olympics and Paralympics Coordination

Pursuant to the April 2024 Board motion, Building a Cohesive Approach to Los Angeles's Legislative Advocacy for the 2028 Mobility Concept Plan, staff have been in communication with members of the Games Mobility Executives, as well as all local partners, including the County of Los Angeles, to develop and implement a cohesive state and federal legislative advocacy plan to advance Metro's 2028 Mobility Concept Plan. This includes planning convenings of local stakeholders and developing an advocacy framework to ensure strong stakeholder coordination. This framework will include recommendations on improving coordination with the entire LA County legislative delegation and other key Games delivery partners. A full report will be presented at the October 2028 Olympic and Paralympic Games Committee meeting.

State Equity Analysis

Government Relations will continue to work with the Office of Civil Rights, Racial Equity, and Inclusion in reviewing legislation introduced in Sacramento to address any equity issues in proposed bills and the budget process.

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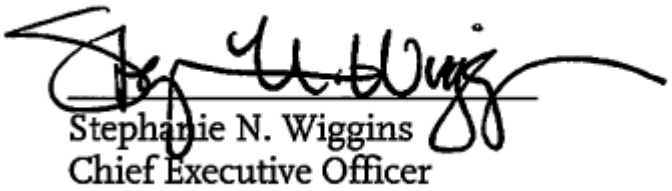

Stephanie N. Wiggins
Chief Executive Officer