



## Board Report

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### EXECUTIVE MANAGEMENT COMMITTEE OCTOBER 15, 2015

**SUBJECT: STATE AND FEDERAL REMARKS**

**ACTION: RECEIVE AND FILE**

**RECEIVE AND FILE State and Federal Remarks.**

#### DISCUSSION

**Executive Management Committee  
Remarks Prepared By Michael Turner  
Government Relations Director, State Affairs  
Prepared on September 22, 2015**

The legislature adjourned for interim recess on September 11. The following summarizes the final set of actions taken on transportation related legislation in the last week of session.

#### **SPECIAL SESSION FUNDING PROPOSAL**

On Thursday of the week prior to the end of session a one page summary of a transportation special session funding proposal was released. This proposal had the support of the Governor and Speaker Atkins but did not have the support of the Republican Caucuses in the Senate and Assembly. The proposal contained many elements such as transit and goods movement funding as well as extension of the P3 authority and transportation loan repayments which were agency advocacy goals. Metro staff also worked with the Los Angeles Times and supported the proposal resulting in a positive editorial. On Monday of the last week of session a 73 page trailer bill was released. Staff identified changes in the bill affecting transit funding and loan repayments and began advocacy to correct those.

On Wednesday of the last week of session, the Governor and Legislative leaders announced that there was no agreement on SB 350 (De Leon) as well as the two special session funding proposals and that the special sessions would be continued.

Legislative leaders also announced that conference committees would be established for the Extraordinary Sessions but as of the writing of this report the committee membership has not been identified. A letter from our Chair was issued on Wednesday to the entire Los Angeles County Legislative Delegation urging their consideration of the proposal and urging improvements. The Extraordinary Sessions are not subject to the legislative deadlines and calendar of the regular session. The Legislature may reconvene in Extraordinary Session at any time and consider

legislation.

A conference committee has been established and the committee will begin to hold hearings in mid-October. Hearings will be held around the state.

After Wednesday's press conference the Legislature began consideration of the remaining bills Metro's Advocacy team worked to secure passage of the following measures with the following votes.

### **SB 767 (DE LEON) - METRO SALES TAX AUTHORITY**

After working with closely with the pro tem's office and Assembly Member Santiago, SB 767 was considered on the Assembly floor and approved. The measure was then transmitted back to the Senate for concurrence in amendments made in the Assembly.

Since then staff have sought support letters on SB 767 we are pleased to report that there has been a strong outpouring of support for the legislation and over 150 individuals and organizations have communicated their support for the bill including:

- EnviroMetro - letter is signed by 15 organizations.
- Our Chair's letter
- Mayor Garcetti
- LA Chamber
- LA Building and Construction Trades
- Move LA
- California Transit Association
- Mobility 21 - Mobility 21 has received other letters from their members and over 50 members have responded to the action alert and communicated their support to the Governor through that.
- City of Santa Monica
- Investing in Place

This bill is now on the Governor's desk for his consideration.

### **AB 726 (NAZARIAN) - LONGER BUSES ON THE METRO ORANGE LINE.**

During September Metro staff resolved last minute concerns raised by Caltrans.

In the last week of session staff secured the final floor vote in the Senate and the concurrence vote in the Assembly. This bill is now on the Governor's desk for his consideration.

### **AB 194 (FRAZIER) - REAUTHORIZATION OF HIGH OCCUPANCY TOLL (HOT) LANE APPROVAL PROCESS/AB 914 (BROWN) - HOT LANE PROJECT IN SAN BERNARDINO**

AB 194 is modeled on legislation sponsored by Metro last year and is co-joined with AB 914 which authorizes HOT lane projects in San Bernardino. Working with a coalition of advocates including the Self Help Counties Coalition, San Bernardino, Orange and Riverside Counties, Metro was able to secure the final floor votes in the Senate and the concurrence votes in the Assembly for both bills. This bill is now on the Governor's desk for his consideration.

### **AB 1250 (BLOOM) - BUS WEIGHTS -**

After a three year effort we were finally able to recalibrate the weight limits in state law to both address the concerns of our municipal partners and create a weight limit structure that works for the transit industry. On Thursday, the Senate Transportation and Housing Committee, at which Metro's advocacy team spoke in favor, the bill was unanimously approved and then we secured a final floor vote in the Senate and concurrence vote in the Assembly.

Throughout the year, Government Relations worked with the Administration of Governor Brown to ensure that the Administration was fully briefed on the positions of the Board of Directors. Signature request letters were delivered immediately upon the beginning of the Interim recess. Staff had previously delivered a veto request letter for the one bill. This bill is now on the Governor's desk for his consideration.

**(AB 210- Gatto) on which we have requested a veto.** This bill has been vetoed by the Governor.

**Executive Management Committee  
Remarks Prepared By Raffi Haig Hamparian  
Government Relations Director, Federal Affairs**

Chairman Ridley-Thomas and members of the Executive Management Committee, I am pleased to provide an update on a number of federal affairs impacting our agency. This report was prepared on September 22, 2015 and will be updated, as appropriate, at the Executive Management Committee meeting.

**Surface Transportation Authorization Bill:**

The U.S. Senate recently passed a six-year surface transportation authorization bill called the Developing a Reliable and Innovative Vision for the Economy Act (DRIVE Act - H.R. 22). The bill authorizes \$361 billion over six-years for federal transportation programs. However, the legislation as passed by the U.S. Senate only included funding for three of the six years authorized under the legislation. Overall, the bill provides 11.4% growth for highway programs and 15.4% growth for transit programs. The DRIVE Act provides a marker for the U.S. House of Representatives, which is expected to mark-up their own surface transportation authorization bill next month that can then be conferenced with the Senate's version. The DRIVE Act represents the most substantial federal policy proposal to pass either branch of Congress since the adoption of MAP-21 on June 29, 2012. Please find here a summary of some of the major programs and policies embedded in The DRIVE Act.

This week, we have issued a Board Box to all Board Members that provides a brief summary of a number of policy positions embedded in the DRIVE Act.

The U.S. House of Representatives, through the House Committee on Transportation and Infrastructure, Chaired by Congressman Bill Shuster (R-PA), will likely try to mark-up their own surface transportation authorization bill next month. Provided that legislation is adopted by the committee and then passed by the full House, both the DRIVE Act and the House passed bill would then be deliberated in a conference - which may result in a conference report - that would face an up

or down vote (no amendments) in both the House and Senate. Metro's Government Relations Department will continue to closely track the surface transportation authorization bills in both the House and Senate and will also continue to engage with federal legislators and their senior aides to ensure that the final surface transportation authorization bill presented to President Obama reflects the priorities of our Board-approved 2015 Federal Legislative Program.

### **Fiscal Year 2016 Appropriations Bill:**

Earlier today, leaders of the U.S. Senate released the text of a continuing resolution that would keep federal agencies, like the U.S. Department of Transportation, fully funded through December 11, 2015. Without congressional action on a continuing resolution, the U.S.

Government would face a shutdown as the end of the federal fiscal year - September 30th - nears. The continuing resolution provides funding at annual rate of \$1.017 trillion - which is consistent with the topline discretionary spending limit established by the Budget Control Act for Fiscal Year 2016. The Office of Management and Budget is closely monitoring the fiscal impact of a potential government shutdown and/or the passage by Congress of a continuing resolution. Based on the actions of Congress, it is very likely that the OMB will offer guidance to federal agencies, like the U.S. Department of Transportation, on how federal funds should be apportioned in the event a short-term continuing resolution is adopted by Congress and signed into law by the President. Our Government Relations staff will continue to closely monitor this matter to ensure that our agency's interests are safeguarded and advanced - consistent with our Board-approved 2015 Federal Legislative Program.

### **TIGER Grants:**

We continue to wait to learn whether our two TIGER grant applications - Rail to Rail and All-Door Bus Boarding projects will be funded by the U.S. Department of Transportation. We will keep the Board apprised of this matter without delay when the U.S. Department of Transportation makes its announcement on TIGER grants that will be funded by the federal government this year.

### **Local Hire:**

We are continuing to work with the Obama Administration and Members of Congress, including Congresswomen Karen Bass and Grace Napolitano, to advance our Board-approved policy of reforming federal Local Hire rules.

This concludes my remarks before the committee. I would welcome the opportunity to answer any questions you Mr. Chairman or members of this committee may have.


## **ATTACHMENTS**

Attachment A - Legislative Matrix

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