

Los Angeles County Metropolitan Transportation Authority
2012 Government Relations Legislative Matrix
November 2012

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<u>AB 1446</u> (Feuer)	Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to place before the voters an ordinance to extend Los Angeles Measure R sales tax an additional 30 years	July 2012 - Support Work with Author	Chapter 806
<u>AB 1532</u> (Perez)	Would establish a Greenhouse Gas Reduction Account to fund measures and programs to reduce greenhouse gas emissions	March 2012 - Support	Chapter 807
<u>AB 1600</u> (Torres)	Would allow the Metro Gold Line Foothill Extension Construction Authority to plan, design and construct the Foothill Extension into San Bernadino County	March 2012 - Work With Author	Chapter 189
<u>AB 1706</u> (Eng)	Would amend current law to clarify vehicle axle weight limits	March 2012 - Support Work With Author	Chapter 771
<u>AB 2245</u> (Smyth)	Would exempt certain bike-lane projects from the California Environmental Quality Act (CEQA) process	March 2012 - Support	Chapter 680
<u>AB 2247</u> (Lowenthal)	Would authorize Metro's Transit Court to administratively process violations for illegal vending on our system (Metro Sponsored)	April 2012 - Support Work With Author	Chapter 750
<u>AB 2405</u> (Blumenfield)	Would authorize alternative-fuel vehicles to use the Express Lanes without being subject to a toll	March 2012 - Work With Author	Chapter 674
<u>AB 2440</u> (Lowenthal)	Would amend current law affecting Metro's procurement process (Metro Sponsored)	March 2012 - Support	Chapter 703
<u>AB 2477</u> (Garrick)	Would clarify state law specific to placement of video event recording equipment in vehicles	March 2012 - Support Work With Author	Chapter 375
<u>AB 1229</u> (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	March 2011 - Support	Senate Appropriations Committee
<u>AB 1308</u> (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 Committee
<u>AB 1444</u> (Feuer)	Would establish an expedited judicial process for transit projects subject to environmental lawsuits	Jan 2012 - Support	Assembly Appropriations Committee

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<u>AB 2147</u> (Cedillo)	Would clarify the statutes related to Metro's red-light photo enforcement program	March 2012 – Support	Assembly Transportation Committee

STATE SENATE

<u>SB 1225</u> (Padilla)	Would provide a local control mechanism of Amtrak's Pacific Sufliner (LOSSAN) Corridor	March 2012 – Support	Chapter 802
<u>SB 517</u> (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	Assembly Appropriations Committee
<u>SB 693</u> (Dutton)	Would expand existing state authority for Public Private Partnerships	April 2011- Support Work With Author	Senate Transportation and Housing Committee
<u>SB 862</u> (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
<u>SB 867</u> (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
<u>SB 907</u> (Evans)	Would create the Master Plan for Infrastructure Financing and Development Commission	April 2011- Support	Assembly Jobs, Economic Development and the Economy Committee
<u>SB 910</u> (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 – Support	Enrolled Vetoed by Governor
<u>SB 1117</u> (DeSaulnier)	Would require CTC to prepare a statewide passenger rail transportation plan for adoption by September 2014	April 2012 – Support	Enrolled Vetoed by Governor

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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<u>Moving Ahead For Progress In The 21st Century</u>	MAP-21 <ul style="list-style-type: none"> • 27 month bill – expires on October 1, 2014 / Extends motor fuels tax through October 1, 2015 • Total Funding: \$105 Billion <ul style="list-style-type: none"> ○ Highway Funding: \$39.7 Billion in FY13 and \$40 Billion in FY14 ○ Transit Funding: \$10.5 Billion in FY13 and \$10.7 Billion in FY14 • Includes America Fast Forward Innovative Financial Provision (TIFIA) <ul style="list-style-type: none"> ○ Does not include Qualified Transportation Improvement Bonds (QTIB) 	July 6, 2012 Signed by President into law
<u>HR 2766 (Miller) Breaking Down Barriers (OCTA)</u>	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 House Transportation and Infrastructure: Referred to the Subcommittee on Highways and Transit.
<u>HR 5976 (Waters) Tiger grants For Jobs Creation Act</u>	Would provide a \$1 billion emergency supplemental appropriation for the Transportation Investment Generating Economic Recovery (TIGER) Program over the next two years	June 2012-SUPPORT