



2004 Legislative Priorities and Policy Initiatives

MOBILITY 21 COALITION LEGISLATIVE PRIORITIES AND POLICY INITIATIVES Federal Legislative Priorities

- Support TEA-21 reauthorization principles and projects included in the previously adopted State of California's and Los Angeles County's consensus programs.
- Increase federal ethanol tax to match other fuels and direct all ethanol tax revenues to the federal Highway Trust Fund.
 - Support Los Angeles County's transportation agencies' FY 2005 Appropriations requests.
 - Support MTA's Full Funding Grant Agreement (FFGA) request for the Metro Gold Line Eastside extension.
 - Support federal and state administrative and legislative actions to better coordinate and reduce redundancies between NEPA (National Environmental Policy Act) and CEQA (California Environmental Quality Act) environmental approvals. Support efforts led by the U.S. Department of Transportation to facilitate timely environmental reviews under NEPA.

State Legislative Priorities

- Oppose any additional transfers of transportation revenues (including the State Highway Account, Prop. 42 revenues, federal transportation funds, and the Public Transit Account) to non-transportation purposes.
- Support a constitutional amendment allowing for a 55% vote requirement for passing local transportation sales taxes.
- Support legislation granting transportation authorities and joint powers authorities autonomy to utilize innovative contracting and financing tools, such as design-build contracting, public-private partnerships and the use of loans and equity investments from public/private entities, without case-by-case legislative signoff.

Local Priority

- Support implementation of an additional half-cent local sales tax for transportation purposes in Los Angeles County according to the terms and conditions of SB 314.

Policy Initiatives

- Improve the countywide transit network to sustain long-term growth, economic vitality, and public safety for the region's system and residents. To ensure coordination with MTA and all Los Angeles County public and private service transportation providers:
 - Create working group composed of representatives from the 14 municipal operators, Metrolink, and private service transportation providers. Develop a public outreach plan to gain input on the transit network system.
 - Initiate a working group composed of representatives from the private, public, and labor sectors to explore solutions to transit work stoppages (legislative initiatives, greater partnering with public and private sector operators, and service efficiency).
- Support MTA's efforts to develop a comprehensive freight movement plan for the region, with an emphasis on short- and long-term operational issues. Support a private-public partnership, including shippers, freight industry carriers, ports, businesses, and public transportation entities, to foster operational flexibility to deal with peak season variations, extended gate hours, extended hours for all entities in the supply chain, truck safety maintenance, better container management, expanding track and intermodal yard capacity, developing emerging technologies, and short-haul rail service.
- Support public safety measures and initiatives on the county's streets and freeways, including the Freeway Service Patrol (FSP), grade separations, traffic management and truck inspection facilities. This includes MTA's efforts to implement a big-rig tow service on the I-710 corridor and expand its passenger vehicle FSP service.
- Work to create flexibility that promotes infill projects (e.g., encourage better incentives for transit-oriented development, affordable housing, modify parking, setback, open space) through the Mobility 21 Smart Growth Partnership.
- Better educate the public about the long-term economic and quality of life benefits related to transportation infrastructure projects:
 - Encourage "big picture" multi-agency presentations for the public that describe a project within a broad transportation infrastructure context.
 - Prior to the introduction of a project, require all agencies involved to develop "guiding principles" for a well-managed infrastructure project. Guiding principles will be used to assure a shared commitment to the project goals, ensure broad stakeholder participation, and maintain the image and integrity of the project.