

Meeting Date: September 1, 2010

Committees:

Operations Committee
External Affairs Committee
Board of Directors

Planning Committee
Finance and Audit Committee
Financing Corporation

SUBJECT: Consider Receiving Monthly Updates on Federal, State, Regional, and Local Legislation and Related Actions

RECOMMENDED ACTION: Briefing Item Recommended Motion

Fiscal Impact:

None

Background/Discussion:

FEDERAL LEGISLATION UPDATE

1) Livable Communities Act

The Senate Banking, Housing, and Urban Affairs Committee passed the Livable Communities Act, a proposal to create more sustainable and energy-efficient communities. The bill, sponsored by Chairman Christopher Dodd, provides a series of planning and project implementation grants for communities to help plan and coordinate initiatives to develop affordable housing and public transit solutions. The bill authorizes \$475 million for development of plans for land use, housing and public transportation and provides \$2.2 billion for development of affordable housing supported by accessible public transportation. Part of the bill authorizes the creation of a new HUD office, Office of Sustainable Housing and Communities, to work across government agencies to foster a coordinated and comprehensive approach to community development. The next step for the Livable Communities Act will be the Senate floor, possibly during the fall session.

2) Emergency Transit Funding Authorization Bill

Emergency Transit Funding bill has not seen any activity since it was introduced by Senator Chris Dodd in late May.

3) Make it in America Act of 2010

Congressman Garamendi recently introduced a bill that would amend title 49, United States Code, to eliminate waivers to Buy America to strengthen the requirement that steel, iron, and manufactured goods used in a capital project are produced in the United States. Phased over a four year transitional period, the bill requires the federal

government and any state government buying renewable technologies with federal funds to purchase renewable sources of energy grown, produced, or manufactured with 100% domestic content. It also requires any company taking advantage of the Investment Tax Credit and the Production Tax Credit to buy 100% domestic content within four years after the bill becomes law. Transit groups plan to provide feedback to Garamendi's office as this could hinder the transit industry due to insufficient quantities of domestically produced and manufactured fuel sources in the US to meet alternative fuel demands.

STATE LEGISLATION UPDATE

Refer to Attachment 1 and 2 for Legislative Report and Legislative Matrix from Suter, Wallauch, Corbett and Associates respectively.

Prior Relevant Board Actions/Policies:

None

Attachments:

Attachment 1: Legislative Report from Suter, Wallauch, Corbett and Associates

Attachment 2: Legislative Matrix

Attachment 3: FY 2009-10 State Advocacy Program

Attachment 4: FY 2009-10 Federal Advocacy Program

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Date Prepared: August 19, 2010

August 20, 2010

TO: Ryan "Rocky" Fernandez, President, and
Members of the Board

Mary King, Interim General Manager

Beverly Greene, Acting Assistant General Manager, External Affairs & Communications

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

What Budget?: It's the 50th day into the fiscal year and neither Legislative Leaders nor the Governor are feeling public pressure to move forward on Budget negotiations. Legislative Leaders aren't meeting with each other and they certainly aren't meeting with the Governor. The State isn't paying private vendors, and is delaying Medi-Cal reimbursements and Cal Grants. However, both houses of the Legislature have been busy passing bills to be sent to the Governor prior to the end-of-session deadline of August 31st, but without a budget, session will certainly drag on.

At the end of July the Senate and Assembly leadership did announce an agreement between the houses on a budget proposal. This updated jobs budget may have the support of both Dem caucuses but still lacks any Republican support. The proposal includes the following elements:

- More Cuts – totaling \$8.3 billion
- Suspends for two years corporate tax breaks (\$2 billion)
- Reforms state taxes by increasing taxes that are federally deductible and lowering taxes that are not. According to the plan, this would result in a net tax decrease for everyone who itemizes their federal returns. The plan includes:
- Lowers the state sales tax to 3.5%, for a revenue drop of \$8.4 billion. This would not affect local sales taxes and the diesel sales tax would not be reduced in order to maintain the funding commitment for public transit in the gas tax swap.
- Raises VLF to 1.65%, for a revenue gain of \$1.5 billion, and
- Raises personal income tax rates by 1%, except for the lowest and highest brackets. The plan also keeps in place the .25% income tax surcharge enacted last year.
- Minimal realignment – The proposal would block grant \$375 million in new VLF funds to counties to keep "wobbler" offenders at the local level. If a county wants to send a wobbler offender to state prison, the county must pay for it.
- Education is funded at \$52 billion. In addition, Prop 98 would be suspended in order to eliminate any legal or Constitutional questions.
- Questionable assessments – assumes receipt of \$4.1 billion in federal funds
- Oil severance tax is imposed that will generate \$600 million.

IOUs: State Controller John Chiang announced yesterday at the Sacramento Press Club luncheon that he would begin issuing IOUs in two to four weeks to avoid running out of cash in October. IOUs could be issued for goods and services provided to the state, tax refunds, Cal Grants, and the State portion of some social services programs. Counties would not receive the State portion of CalWORKs grants, drug and alcohol programs, or mental health programs.

Unlike last year, the State can't blame IOUs on a revenue shortage, it stems solely from the lack of a budget. Budget passage would allow the Controller to sell Revenue Anticipation Notes to sustain cash reserves through the fiscal year, as is done annually.

Furloughs: In a victory for the Governor, the California Supreme Court gave him the authority to furlough state workers for 3 days a month while the court reviews whether he has the authority to do so. The Governor estimates that the furloughs affecting 150,000 state workers save the State \$150 million a month.

State Controller's Office: State Controller John Chiang released his monthly report this morning stating that July's revenues were below the Governor's May Revision estimates by \$91 million, or 1.9 percent. Chiang again urged passage of a budget to address the coming cash shortage. His report stated the following:

- The Legislature passed and the Governor signed a series of scheduled payment deferrals earlier this year. That legislation calls for an October education deferral to be accelerated into September if necessary to maintain the State's cash flow. When that payment is deferred in September, the State is projected to maintain safe cash levels into October.
- Yet without a balanced budget that allows the State to begin its regular cash-flow borrowing, the State may still have to take extreme measures to manage cash, including IOUs, by late August or early September.
- Personal income tax revenues were \$210 million (-6.6%) below estimates. Corporate taxes were up \$86 million (37.4%), and sales taxes came in \$69 million (6.6%) above estimates.
- Expenditures were running \$963 million ahead of estimates through July 31. The State's \$13.7 billion cash deficit is being covered entirely by internal borrowing.

City of Bell Fallout: During the past week a package of bills has emerged in response to revelations that Bell city officials received compensation packages exceeding \$1 million per year, and the City Council received a salary of \$100,000 for part time work. These measures will add to the administrative burden to comply with these requirements. The main organizations, such as CSAC and the League of Cities, are proposing clarifying amendments but they are not taking a support or oppose position on these measures. The following bills have been amended so far:

AB 1955 (De La Torre): This measure would require charter and general law cities to be penalized by the state if they pay city council salaries higher than allowed in general-law cities. Pay in excess of the amount specified in statute would be slapped with a 50 percent personal income tax and the city's redevelopment agency would be restricted from approving new plans or

issuing new debt. This would not apply to a charter city if the city council salaries are adopted by ordinance or approved by the voters as part of a charter amendment.

AB 827 (De La Torre): This bill would target the benefit packages of “excluded employees.” Excluded employees is generally defined as a non-union employee that reports directly to the legislative body, and includes persons who are contracted with the local agency or an at will employee. This bill would prohibit an employment contract from containing automatic salary increases in excess of a COLA, automatic renewals and banning severance payments of greater than 12 months' salary. In addition, AB 827 would require any raise in excess of a COLA to be adopted at a public meeting and must be accompanied by a performance review. The performance review would be available for public review.

AB 2064 (Huber): Requires the Legislature and any city, county, special district, school district and joint powers authority to post on its Website the salaries of its elected members or appointed officials and specified employees. The specified employees include city management, general managers, county administrators and “other similar chief administrative officer[s] or executive officer[s].”

SB 501 (Correa): Requires officials of cities, counties, special districts, school districts and joint powers agencies to file an annual statement that discloses their compensation to the public. This would basically apply to any person who is currently required to submit a Form 700. Specifically, the bill directs the Secretary of State to develop a form to disclose total compensation. The bill currently defines compensation as including salaries and stipends paid, expense reimbursements, employer's cost for benefits, and any other monetary or nonmonetary perquisites provided.

AB 194 & AB 192: Both of these bills have not been amended yet. AB 192 is expected to contain provisions that require a city to pay the higher pension payments that stem from hiring an employee away from another local government by offering exorbitant pay. AB 194 will be amended to cap the amount of salary that can be used to determine pension payments for certain employees hired after January 1, 2011.

SB 1320: Has been approved by the Assembly and the Senate and it is on its way to the Governor. The bill has been amended to include AC Transit, Santa Clara VTA, Foothill Transit, Long Beach Transit, and Sacramento RT. In addition, Assembly members Bonnie Lowenthal, Mike Eng, Ed Hernandez, Dave Jones, and Jim Beal were added as co-authors. SB 1320 will be held in enrollment for a few days in order to give the Governor until September 30th to take action on this bill.

Board Action Items

Bills	Subject	Status	Recommended Position
AB 1955 (De La Torre) (D) Public officers: incompatible offices	<p>AC Transit adopted an oppose position on AB 1955 when it proposed to add confusing examples of when offices are considered incompatible.</p> <p>In response to the City of Bell scandal, AB 1955 was gutted and amended to place restrictions on the salaries paid to city council members and impose penalties if the salaries exceed the specified caps. However, the penalties would not be imposed if the salaries are adopted by an ordinance or through a voter approved charter amendment.</p> <p>Since AB 1955 only applies to cities, and the prior content of the bill has been removed, the AC Transit Board should consider changing its position from Oppose to Watch.</p>	SENATE L. GOV. – DEAD – Prior Version	AC Transit – Oppose Recommendation: Watch

Board Positions

Bills	Subject	Status	Client - Position
AB 497 (Block)(D) Vehicles: high- occupancy vehicle lanes: used by physicians.	This bill would exempt a vehicle driven by a physician in response to an emergency from the HOV lane occupancy requirements. AB 497 failed passage in the Senate Transportation & Housing Committee last year. Although it is unlikely to move forward, the bill was granted reconsideration.	SENATE T. & H. -- DEAD	AC Transit - Oppose
AB 726 (Nielsen)(R) Transportation capital improvement projects.	AB 726 remains in the Senate Transportation & Housing Committee. This bill would place in statute the ability to program STIP funds for local road maintenance projects. The CTC has allowed for STIP funds to be used for maintenance projects, but this policy decision by the CTC is based on the availability of STIP funds.	SENATE T. & H. -- DEAD	AC Transit - Oppose
AB 744 (Torrico)(D) Transportation: toll lanes:	In short, AB 744 would authorize MTC to develop and operate a network of high occupancy toll (HOT) lanes in the Bay Area. <i>We have been told that this bill will not be moving forward.</i>	SENATE APPR. SUSPENSE FILE -- DEAD	AC Transit - Support If Amended

Express Lane Network.			
AB 1747 (Galgiani)(D) High-Speed Rail Authority.	AB 1747 would authorize the Authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains.	SENATE RULES	AC Transit - Support
AB 2324 (John A. Perez)(D) Transit: public transit facilities.	AB 2324 generally expands the application of trespassing and possessing certain weapons laws at airports and seaports to also include public transit facilities. The bill creates new misdemeanors and recasts fines and punishments for crimes committed upon public transit vehicle stations. The definition of a public transit system includes vehicles such as buses and shuttles.	SENATE THIRD READING	AC Transit - Support
ACA 9 (Huffman)(D) Local government bonds: special taxes: voter approval.	This measure remains on the Assembly Floor Inactive File. ACA 9 was introduced last year to amend the Constitution to lower the voter threshold for local bonds and special taxes from 2/3 to 55%.	ASSEMBLY INACTIVE FILE	AC Transit - Support
ACA 15 (Arambula)(D) transportation projects: special taxes: voter approval.	This measure remains on the Assembly Floor Inactive File. ACA 15 was introduced last year to lower the voter threshold from 2/3 to 55% to enact a special tax that will fund transportation projects.	ASSEMBLY INACTIVE FILE	AC Transit - Support
SB 82 (Hancock)(D) Community colleges: parking and transportation fees.	SB 82 was unanimously approved by the Assembly Higher Education Committee. This proposed to update and revise the amounts community colleges may charge for parking and transportation services. This bill is sponsored by the Peralta Community College District. With respect to transit passes, the bill raises the cap from \$60 per semester to \$70 per semester that can be imposed for transportation services. The bill also includes language stating the total fees shall not exceed the amount necessary to reimburse the district in providing the transportation services. The bill would also allow the governing board of the district to annually increase the fee to cover inflation.	ASSEMBLY THIRD READING	AC Transit - Support
SB 535 (Yee)(D) Vehicles: high-occupancy	SB 535 was amended and approved by the Assembly. As amended this bill would extend for six months	Enrollment - To the Governor	AC Transit - Oppose

vehicle lanes.	from January 1, 2011 to July 1, 2011, the sunset date that that exempts a specified number of hybrid vehicles (Prius vehicles) from the HOV lanes occupancy requirements. The bill would also allow the DMV to issue only 40,000 stickers that exempt advanced technology partial zero-emission vehicles (AT PZEV) (such as the Chevy Volt) from the HOV lane occupancy requirements. The AT PZEV stickers would be available starting January 1, 2012 and sunset on January 1, 2015. The bill also extends the sunset date for the use of white stickers, which are available for electric and some natural gas vehicles from January 1, 2011 to January 1, 2015.		
SB 810 (Leno)(D) Single-payer health care	SB 810 was approved by the Assembly Health Committee on a party line vote. The bill now moves to the Assembly Appropriations Committee. This bill establishes the California Healthcare System, an entity that would attempt to provide affordable and comprehensive health care coverage for all.	ASSEMBLY THIRD READING.	AC Transit - Support
SB 1299 (Lowenthal) (D) Vehicles: vehicle miles traveled fee (VMT).	SB 1299 was held on the Senate Appropriations Suspense File due to the cost of the study. This bill will not be moving forward this session. This bill requires the Department of Motor Vehicles to develop and implement, by January 1, 2012, a pilot program designed to assess various issues associated with implementing a VMT fee.	SENATE APPR. Held on Suspense File -- DEAD	AC Transit - Support
SB 1318 (Committee on Transportation and Housing) Transportation.	SB 1318 is the Senate Transportation & Housing Committee's Omnibus bill. This bill was amended on April 14 th to include the technical correction to AC Transit's Board compensation statute. Section 4 of the bill clarifies that attendance is for all scheduled and noticed <i>regular</i> board meetings.	Enrollment - To the Governor	AC Transit - Support
SB 1320 (Hancock)(D) Transit fare evasion and passenger misconduct: administrative adjudication.	SB 1320 has been approved by the Assembly and the Senate and it is on its way to the Governor. The bill has been amended to include AC Transit, Santa Clara VTA, Foothill Transit, Long Beach Transit, and Sacramento RT In addition, Assembly members Bonnie Lowenthal, Mike Eng, Ed Hernandez, Dave Jones, and Jim Beal were added as co-authors. SB 1320 will be held in enrollment for a few days in order to give the Governor until September 30 th to take action on this bill. SB 1320 authorizes AC Transit, and the other specified operators, to adopt and enforce an	Enrollment - To the Governor.	AC Transit - Sponsor

	<p>administrative adjudication ordinance for minor passenger misconduct violations.</p> <p>In addition, language was added to SB 1320 to resolve chaptering out conflicts with Speaker Perez's AB 2324, which also amends Penal Code Section 640.</p>		
<p>SCA 5 (Hancock)(D) State budget.</p>	<p>SCA 5 remains on the Senate Floor. As introduced last year, this measure would amend the Constitution to lower the vote requirement for passing a budget and trailer bills from 2/3 to a majority vote.</p>	<p>SENATE THIRD READING</p>	<p>AC Transit - Support</p>

AC Transit Watch Bills

Bills	Subject	Status	Client - Position
<p>AB 153 (Ma) (D) Land use and planning: environmental quality</p>	<p>AB 153 has been gutted and amended, again. The bill is now authored by Assemblyman Hernandez and deals with the allocation of water bond funds. This bill will be removed from future updates.</p> <p>Previously, AB 153 would authorize regional entities by a vote of the people to impose a mitigation fee of up to \$4 on vehicle registrations to pay for regional land use planning activities. This bill also makes changes to the membership and duties of the Office of Planning and Research's Planning Advisory and Assistance Council.</p>	<p>SENATE RULES</p>	<p>AC Transit - Watch</p>
<p>AB 987 (Ma)(D) Transit village development districts.</p>	<p>The current version of AB 987 expands the range of a transit village development district from ¼ mile radius around a transit station to ½ mile radius around the transit station. Prior versions that contained provisions regarding tax increment financing have been removed.</p>	<p>SENATE THIRD READING.</p>	<p>AC Transit - Watch</p>
<p>AB 2509 (Hayashi) (D) Transit village plan</p>	<p>AB 2509 makes changes to the Transit Village Development Act to add educational facilities to the list of characteristics that define transit oriented development.</p> <p>AB 2509 is identical to AB 1158 (Hayashi), which was vetoed last year. AC Transit had a watch position on AB 1158.</p>	<p>SENATE THIRD READING</p>	<p>AC Transit - Watch</p>
<p>SB 965 (DeSaulnier) (D)</p>	<p>As approved by the Senate, this bill authorizes the High Speed Rail Authority to expend ARRA funds upon appropriation by the legislature.</p>	<p>ASSEMBLY THIRD READING</p>	<p>AC Transit - Watch</p>

High-speed rail.	Also, within 60 days of finalizing a cooperative agreement with the federal government for the use of the ARRA funds, this bill requires the HSRA must submit to the LAO and Transportation committees a plan for the expenditure of the ARRA funds. The HSRA must also submit annual updates on the expenditure plan. In addition, language was added to exempt from this bill any ARRA funds made available to the Transbay Joint Powers Authority.		
SB 1348 (Steinberg)(D) CTC: guidelines.	This bill would enact a procedure for the California Transportation Commission (CTC) to follow when developing program guidelines. The purpose is to establish a structured and public process in developing and adopting guidelines.	SENATE UNFINISHED BUSINESS	AC Transit - Watch
SB 1418 (Wiggins)(D) Transportation: motorist aid services.	<p>SB 1418 failed passage in the Assembly Transportation Committee. This bill would increase from \$1 to \$2 the vehicle registration fee that is imposed to fund the motorist call box program.</p> <p>The bill also expands the authority to use of this fee revenue for the implementation, maintenance, and operation of the following: a call-box program, a freeway service patrol, roadside assistance, intelligent transportation systems, traveler information systems and support for traffic operation centers. The bill would also allow MTC to place call boxes at parking and roadway areas within state and federal parks.</p>	ASSEMBLY TRANS. -- DEAD	AC Transit - Watch
SB 1445 (DeSaulnier) (D) Planning.	<p>This bill increases statewide the fee to register a vehicle by \$1. The revenue would be allocated to regional agencies to pay for land use planning activities related to implementing SB 375. This bill also makes changes to the membership and duties of the Office of Planning and Research's Planning Advisory and Assistance Council.</p> <p>Under SB 1445, MTC would receive the region's proportionate share of the statewide fee. In addition, to using this revenue to implement sustainable communities strategies, or regional blueprint plans, MTC may use these funds to provide grants to cities, counties, and congestion management agencies for planning and projects.</p>	ASSEMBLY THIRD READING	AC Transit - Watch



2009-10 State Advocacy Program

Funding

- Support legislation that creates new sources for transit operating funds with equitable distribution to urban centers from sources including development fees, payroll taxes and expanding sales tax to include professional services.
- Support efforts to preserve Public Transportation Account funds exclusively for transit.
- Support legislation that would allow debt financing of State funded projects or other finance mechanisms that would accelerate project funding and delivery.
- Support legislation and programs that would provide funding for clean air and global warming initiatives.
- Support local ability to increase fees and gas taxes to be used for local mass transit purposes.
- Support legislation that would provide funding to implement AC Transit's Climate Action Plan.
- Support tax reform legislation and initiatives to protect and/or increase revenues for transit operations.
- Support legal efforts to retain State Transit Assistance funds.
- Support additional funding for AC Transit's fuel cell development program.
- Seek funding for Bus Rapid Transit.
- Support legislation that would increase AB 664 revenues to ensure adequate matching funds for eligible federally-funded transit projects.
- Support price congestion strategies and legislation that encourage an equitable multi-modal distribution of generated revenues.
- Support legislation that would exempt public transit providers from state sales tax.

- Support legislation to provide funding for AC Transit to enhance home-to-work transportation services for CalWORKS recipients.
- Support legislation to provide bus passes for low-income students within AC Transit's service area.
- Support efforts by community colleges to obtain authorization for students to pay for transit via student fees.
- Support legislation that would equitably distribute existing home-to-school transportation funds.
- Support legislation or administration action to remove State barriers to the use of Medicaid transportation funds for public transit services, including ADA paratransit services.
- Support legislation that would require Health and Human Service (HHS) agencies to work with transportation funding agencies to coordinate transportation services and to provide funding to public transit operators for transportation services to HHS clients.
- Seek funding for a common pass program that would provide transit user's access to both AC Transit and BART and other coordinated services for one cost.
- Support new funding from and greater flexibility with the California Emergency Management Agency for transit security programs.

Equipment and Operations

- Support legislation or administrative action that would direct Caltrans to establish and maintain HOV lanes on state highway routes.
- Support legislation to clarify existing law exempting public transit vehicles from local truck route ordinances.
- Support legislation to give transit agencies the authority to enforce ordinances that they adopt.
- Support legislation or administrative action that would direct Caltrans to permit permanent use of freeway shoulders by public transit buses.

- Support legislation that allows competitive bidding process threshold to increase from \$25,000 to \$100,000 for procurement of materials, supplies and equipment. Pending Governor's signature and will remove if signed into law.

Transit Incentives

- Support legislation to provide incentives for employees and employers to use public transportation to commute to work, including tax credits for purchasing transit passes.
- Support Clean Air Initiatives that encourage increased public transit use.
- Support incentives that would give auto insurance credits to heavy transit users.

Environment and Transit Supportive Land Use

- Advocate for transit-supportive legislation that mitigates Global Warming and/or calls for comprehensive environmental stewardship and related funding.
- Foster transit supportive land use initiatives that would allow transit providers to be included in the initial stages of local planning or project development that impacts transit, including density level decisions or transit oriented developments (TODs); and advocate for the required use of:
 - Transit streets agreements
 - Complete Streets plans in which local transportation plans anticipate use of all modes
- Support legislation that addresses climate change.
- Support legislation that promotes development and funding for alternative fuels.
- Support legislation that requires reporting of Vehicle Miles Travelled (VMT) annually through DMV renewal.
- Support legislation that minimizes the fiscal burden of mandatory regulations.

Policy Interests

- Support budget reform to require passage by majority vote.
- Seek direct representation on local transportation policy boards.
- Support lowering the 2/3 majority vote for local transportation ballot tax initiatives.
- Support Universal Health Care Program Legislation.
- Redefine agency as Rapid Transit District.
- Align the State's California Family Rights Act that with the Federal Family Medical Leave legislation to avoid conflicting requirements and non-concurrence issues.
- Advocate prevailing wage legislation for private, publicly funded shuttles at unionized paratransit wage.



2009-10 Federal Advocacy Program

FY 2009-10 Appropriations

- Seek up to \$75 million for BRT Improvements within the Small Starts Program and support funding for 2009-10 and/or Project Priorities for:
 - Operations and maintenance of the East Bay Smart Corridors program.
 - Bus lifting equipment program.
 - Hydrogen/fuel cell and other alternative fuel programs.
 - Transit security through the Homeland Security funding program.
- Support funding for the Transbay Terminal.
- Support funding for the I-80 Corridor Mobility Project.
- Support/seek additional funding to support Welfare to Work service and monitor the efficacy of the Job Access and Reverse Commute (JARC) formula program.
- Support efforts to increase the gas tax or to increase other revenues to replenish the Highway Trust Fund/Mass Transit Account.
- Advocate for transit-supportive legislation that mitigates Global Warming and/or calls for comprehensive environmental stewardship and related funding.
- Advocate for supplemental funding through the Federal Transit Administration 5307 formula program and other programs to offset rising costs.
- Support legislation that would require Health and Human Service (HHS) agencies to work with transportation funding agencies to coordinate transportation services and to provide funding to public transit operators for transportation services to HHS clients.
- Support flexibility in capital funding programs to use capital funds for operating costs without jeopardizing total funding available for capital projects.

SAFETEA-LU Reauthorization

- Participate in advocacy programs.
- Participate in forums engaged in the renewal of the transportation authorization legislation.
- Support transportation reauthorization reform that emphasizes greater funding levels to urban bus programs.
- Support legislation that reestablishes JARC as a discretionary program.
- Support consolidation of smaller formula programs and concentrate the funding in urban areas.
- Seek revisions to the Metropolitan Planning Organization (MPO) grandfather clause that inhibits the direct representation of transit properties on local transportation policy boards.
- Support funding for Reauthorization Project Priorities for:
 - Bus Rapid Transit service along Grand MacArthur Corridor.
 - Upgrade of Intelligent Transportation Systems to improve operating efficiency and information to riders.
 - Improved energy efficiency and environmental emission systems at District facilities.

Other Concerns

- Support Universal Health Care Program legislation.