

MOBILITY-21 COALITION: 2002 SUMMIT RESOLUTIONS ACTION PLAN

| Issue | Resolution Recommendation (Goals) | Objectives (How the Goal will be Accomplished) | Legislative Change Required (Fed/State/Local) | Staff/Coalition Members | Status |
|-------------|---|--|--|-------------------------|---|
| | <i>Aviation</i> | | | | |
| AV 1 | Endorses the State and MTA's Consensus Principles for Reauthorization of TEA-21 to provide increased federal funding for ground access infrastructure improvements that take into consideration safety and security needs of the regional and commercial airports as well as the surrounding communities. | No follow-up necessary | N/A | N/A | N/A |
| AV 2 | Supports seeking increased Federal funding for regional multi-modal passenger and cargo access to Southern California's airports. | Work with Los Angeles County partners and MOBILITY-21 Coalition to develop advocacy strategy for obtaining more dollars and flexibility through reauthorization of TEA-21 and Air-21 | Federal flexibility needed in using Passenger Facility Charge (PFC) and Airport Improvement Program (AIP) funds for ground access improvements off Airport property. | MTA, Airports, Chamber | MTA, City of LA, and Los Angeles World Airports (LAWA) completed TEA-21 Reauthorization briefing materials for LAWA's Transportation Security Improvement project. MOBILITY-21 Coalition adopted resolution on March 28, 2003 re: Los Angeles Regional Airports, Air-21 Reauthorization-Homeland Security & Environmental Streamlining. |

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| AV 3 | Supports developing and continuing public/private partnerships to further the implementation of safety, security, and ground access improvements. | Identify public/private partnership opportunities and develop/maintain partnerships | Federal flexibility needed to allow Passenger Facility Charge (PFC) and Airport Improvement Program (AIP) funds to be used on ground access projects off airport property. | MTA staff, local jurisdictions, airports, Caltrans, Chambers & Business groups. | Project specific meetings with MTA, local jurisdictions, Caltrans and airports were held. MTA participated in meetings on ground access issues as requested. |

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| AV 4 | Supports identifying the most pressing ground access needs and developing flexible cost effective solutions that can be implemented immediately. Solutions should leverage existing transportation infrastructure with the long-term goal of ensuring seamless connectivity among all modes serving the region's airports. | Work with Airports, local jurisdictions, Caltrans, transit service providers, Chamber and private sector to identify most pressing ground access needs and cost effective solutions which leverage existing transportation infrastructure. | Federal funding flexibility needed that present less restrictive boundaries for use | MTA staff, local jurisdictions, airports, Caltrans, Chambers & Business groups. | MTA approved Crenshaw Corridor MIS, which includes LAX within its geographic limits. Additionally, MTA approved the Metro Rapid program expansion plan including a funding strategy which includes Metro Rapid service on Crenshaw Blvd. starting Dec '03 and Sepulveda/Lincoln Blvds. starting in FY '07. MTA continued discussing with LAWA the operation of a Fly-Away service at Union Station/Gateway and potential other locations for Fly-Aways; developing airport destination marketing campaign; working with Caltrans on project specific issues including funding. |
| AV 5 | Supports education and increased public awareness of transit options to and from the airports, marketing, various airports, Metrolink. | MTA is developing a course of action including marketing campaigns to increase public awareness of transit options to destinations such as the county's various airports. | N/A | MTA, Airlines, transit providers, private sector | MTA is developing marketing campaign highlighting airports as a transit destination |

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| AV 6 | Supports establishing a process for implementing compatible solutions which provide improved airport ground access through increased inter-agency cooperation. | Coalition members should participate and attend private/public working groups, task forces, etc., addressing airport ground access issues such as SCAG'S Aviation Task Force and Aviation Task Force Technical Advisory Committee | N/A | Airports, Airlines, Chambers, SCAG, MTA, Caltrans, local jurisdictions | On-going |
| Freight Movement | | | | | |
| FM 1 | Endorses the State and MTA's Consensus Principles for Reauthorization of TEA-21, as both address the multi-modal transportation needs of Los Angeles County. | The participants endorsed this at November 2002 MOBILITY-21 summit | No legislation required for endorsement | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | N/A |
| FM 2 | Acknowledges that addressing freight infrastructure funding is a national issue which requires national solutions. | The participants endorsed this at November 2002 MOBILITY-21 summit. MTA working with RAIL Coalition to seek new revenue sources. | No legislation required. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | MTA working with RAIL Coalition to seek new revenue sources. |
| FM 3 | Endorses advocating for Los Angeles County goods movement needs through national proposals for new and innovative financial initiatives similar to the Transportation Finance Corporation proposed by AASHTO and the National Freight Security and Infrastructure Bank proposed by California State Senator Betty Karnette. | The participants endorsed this at November 2002 MOBILITY-21 summit. MTA working with RAIL Coalition to seek new revenue sources. | No legislation required for endorsement | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | MTA working with RAIL Coalition to seek new revenue sources. |

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| FM 4 | Seeks new federal funding for freight research, modeling, operations, management planning programs, and for freight-related education and training programs. | MTA working with RAIL Coalition to seek new revenue sources. | National Rail Infrastructure Program needs to be approved by Congress. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | National Rail Infrastructure Program Bill introduced in Congress 4-03-03. |
| FM 5 | Endorses identifying non-traditional funding sources that are dedicated specifically for freight projects to reduce traffic congestion, improve air quality, addresses safety issues and demonstrates the benefit for additional funding (e.g. productivity gains). | MTA reviewing national proposal for Rail Infrastructure. Also reviewing other proposals such as Rep. Young proposal (container fee). | National Rail Infrastructure Program needs to be approved by Congress. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | MTA working with RAIL Coalition to seek new revenue sources. |
| FM 6 | Endorses continuing to support funding for needed infrastructure improvements (e.g. I-710, SR 60, railroads, etc), and IT/ITS to improve traffic flow (i.e. inter-modal connectors, highways, terminals, etc), and identifies infrastructure improvements through a prioritization process. | MTA Board moved to consider modifications to I-710 that are not disruptive to surrounding communities along the I-710. | MTA acted on this in May 2003 | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |
| FM 7 | Endorses identifying a committed group of freight industry leaders who will lobby to lead and support freight funding initiatives. | The participants endorsed this at November 2002 MOBILITY-21 summit | No legislation required for endorsement | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | MTA working with RAIL Coalition to seek new revenue sources. |
| FM 8 | Endorses lobbying to ensure federal and state funding is flexible enough to meet regional needs (e.g. promote use of CMAQ funds for freight related projects). | The participants endorsed this at November 2002 MOBILITY-21 summit | No legislation required for endorsement | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | MTA working with RAIL Coalition to seek added flexibility. |

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| FM 9 | Endorses a partnership between the freight industry and public sector in: a) examining future freight needs, strategies, and alternatives; b) considering freight related needs in transportation plans and corridor studies; and c) developing consensus on goods movement projects, programs, and operational strategies that improve mobility and air quality. | The participants endorsed this at November 2002 MOBILITY-21 summit | No legislation required for endorsement. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |
| FM 10 | Endorses coordinating with regional transportation partners to improve project delivery on major capital projects. | The participants endorsed this at November 2002 MOBILITY-21 summit | No legislation required for endorsement. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |
| FM 11 | Endorses enhancing existing multi-jurisdictional freight advisory committees or working groups that include private sector representatives. | MTA is active in the SCAG Goods Movement Advisory Committee. MTA is encouraging private industry to participate. | No legislation required for endorsement. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |
| FM 12 | Endorses creating a statewide master-plan for a regional agenda, and a statewide public/private coalition that is united and speaks with one voice to Washington, DC. | The participants endorsed this at November 2002 MOBILITY-21 summit | Need to review State Global Gateways Development Program to determine whether the County is consistent with state plan. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |
| FM 13 | Endorses improving collaboration between public and private sectors in the freight industry. | The participants endorsed this at November 2002 MOBILITY-21 summit | No legislation required for endorsement. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |

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| FM 14 | Endorses a two-fold strategy to address operational and infrastructure issues for reducing truck/traffic congestion to improve the mobility of freight and people. | The participants endorsed this at November 2002 MOBILITY-21 summit | No legislation required for endorsement. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |
| FM 15 | Endorses establishing a private/public steering committee to develop a mitigation strategy for reducing traffic congestion during peak hours (i.e. night hours). | The participants made this commitment at November 2002 MOBILITY-21 summit | No legislation required for endorsement. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |
| FM 16 | Endorses ensuring that all freight related projects include a recommendation to address quality of life neighborhood, livable communities and environmental justice issues. | The participants made this commitment at November 2002 MOBILITY-21 summit | No legislation required for endorsement. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |
| FM 17 | Endorses a comprehensive multi-modal freight program to include airports, highways, railways, ports, inter-modal facilities, and their inter-modal connectors. | The participants made this commitment at November 2002 MOBILITY-21 summit | No legislation required for endorsement. | MTA, Gateway Cities COG, CTA/ACTA, Port of Long Beach, BNSF | Ongoing |
| | Public Transit | | | | |
| PT 1 | Endorses the State and MTA's Consensus Principles for Reauthorization of the Transportation Equity Act for the 21 st Century (TEA-21), including: | Goal was endorsed by participants at 2002 Summit. | No legislation required for endorsement. | N/A | Complete |
| PT 1.1 | Funding for projects and programs identified in the MTA's Long Range Transportation Plan. | Countywide short and long-term objectives have been established. MTA is developing TEA -21 Congressional "notebooks" which define funding needs and priorities. | Federal. | MTA and Municipal Operators | On-going |

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| PT 1.2 | Increased 5309 New Starts funding for new fixed guideway systems and expansions. | Countywide short and long-term objectives have been established. MTA is developing TEA -21 Congressional "notebooks" which define funding needs and priorities. | Federal. | MTA and Municipal Operators | On-going |
| PT 1.3 | Increased funding for buses and bus facilities. | Countywide short and long-term objectives have been established. MTA is developing TEA -21 Congressional "notebooks" which define funding needs and priorities. | Federal. | MTA and Municipal Operators | On-going |
| PT 1.4 | Increased funding for transit capital and preventative maintenance. | Countywide short and long-term objectives have been established. MTA is developing TEA -21 Congressional "notebooks" which define funding needs and priorities. | Federal. | MTA and Municipal Operators | On-going |
| PT 1.5 | Increased funding for paratransit capital needs and the growing elderly and disabled population. | Countywide short and long-term objectives have been established. MTA is developing TEA -21 Congressional "notebooks" which define funding needs and priorities. | Federal. | MTA and Municipal Operators | On-going |
| PT 1.6 | Increased flexibility in the use of CMAQ funding, and establishment of a flexible funding program for Bus Rapid Transit projects. | Countywide short and long-term objectives have been established. MTA is developing TEA -21 Congressional "notebooks" which define funding needs and priorities. | Federal. | MTA and Municipal Operators | On-going |

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| PT 2 | Recommends higher levels and smarter use of public and private investments to build an effective rapid transit system and provide people with alternatives to driving that include bicycle, taxicab, carshare, and paratransit systems. | Establish Los Angeles Public Transit Interagency Task Force. Requires auto/public transit partnerships, change in local access and mobility public policy and priorities, and new technologies. | Local (i.e., parking pricing, street use priorities, and land use policies) | TBD | On-going |
| PT 3 | Recommends greater education efforts to increase Los Angeles' awareness of transit's immediate needs and long-term benefits including air quality, access, and the economics of transit use. | Join with MOBILITY-21 Land Use Smart Growth Partnership to develop and implement Los Angeles Public Transit Education Program. Establish benefit, baseline, and target. | State and Local. | TBD | On-going |
| PT 4 | Recommends greater consumer choice so transportation opportunities are available to meet the needs of varying life stages and preferences, while acknowledging Los Angeles' diverse market segments. | Establish Los Angeles Public Transit Interagency Task Force. Requires auto/public transit partnerships, change in local access and mobility public policy and priorities, and new technologies. | Local, i.e., parking pricing, street use priorities, and land use policies. | TBD | On-going |
| Streets & Highways | | | | | |
| SH 1 | Endorses the highway project and program recommendations in both the State and MTA's Consensus Principles for Reauthorization of TEA-21. | A delegation of MOBILITY-21 representatives lead by the MTA Chief Executive Officer and Board members and SCAG have gone to Washington D.C. to present Los Angeles County and the region's transportation project and program needs. | Federal funding earmarks would be required. | MTA | Deliberations continuing with Congressional Offices. |

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| SH 2 | Supports development and implementation of improvements to increase arterial system capacity and efficiency such as signal synchronization improvements; bus priority traffic control systems; traffic flow improvements that enhance capacity; and bike lanes improvement and development. | MTA Call for Projects (CFP) is being carried-out to identify and rank meritorious projects, and the MTA Board is discussing possible innovative funding options (i.e. bonding, loan, etc.) | Discussion underway with State officials | MTA | Under deliberation with State officials. |
| SH 3 | Supports elimination of existing bottlenecks and gaps to improve system operation. | MTA Short Range Transportation Plan (SRTP) address projects and strategies to improve system operation. | None required. | MTA, City and County of Los Angeles Caltrans, local jurisdictions. | Draft SRTP to be released. |
| SH 4 | Supports improvements to increase the person-carrying and goods movement capacity of the regional arterial and highway system. | A substantially greater amount of the MTA controlled revenues are allocated to transit and ridesharing capital and revenues than for streets and highways capital. Legislative efforts to indiscriminately allow SOV's onto HOV lanes have been opposed by the MTA Board. | No legislation needed to support "action". | MTA | Legislative bills are acted upon when warranted. |
| SH 5 | Supports aggressive pursuit of lower cost traffic flow improvements to relieve traffic congestion and improve mobility. | "Traffic Signal Synchronization and Bus Speed Improvement" modal category in the CFP explicitly targets funds for traffic systems management (TSM) projects. | None required. | MTA | Call For Projects review to commence. |
| SH 6 | Supports mobility enhancements that integrate freeway and arterial operation and support goods movement efforts. | MTA Area Team members participate on COG traffic forums and public works committees to ensure integration of freeway and arterial planning and operations. | None required. | MTA | On-going |

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| SH 7 | Supports completion of the network of carpool lanes, including construction of carpool lane connectors. | CFP "Freeway HOV Lanes, Widening and Gap Closure" is specifically directed toward funding/delivering carpool lanes projects to complete the network. | None required. | MTA, Caltrans, City and County of Los Angeles and local jurisdictions. | On-going |
| SH 8 | Supports seeking funding for major freeway corridor improvements. | MTA in conjunction with MOBILITY-21 participants have gone to Washington DC and Sacramento to seek funding. | None required. | MTA, SCAG and other MOBILITY-21 participants. | On-going |
| SH 9 | Supports seeking federal and state funding for nationally significant truck lane projects. | Working with a national coalition to study truck lanes infrastructure funding needs. | Federal legislature may be needed as part of TEA-3 reauthorization. | MTA, SCAG and other MOBILITY-21 participants. | Draft legislative language may need to be developed. |
| SH 10 | Supports applying available intelligent transportation technologies to provide multi-modal transportation options to the public and to increase the efficiency of the existing transportation system to maximize capacity. | MTA is preparing a county-wide ITS Architecture Plan in compliance with the federal DOT National ITS Architecture Policy to ensure the effective integration of all transportation modes and emergency services and security providers and other entities. | None required. | MTA Muni Bus Operators, CHP, County Sheriffs Department, LAPD, LAX and others. | Task force is currently meeting to develop details for the plan. |
| SH 11 | Supports seeking new funding for arterials and highways maintenance. | MTA adopted TEA reauthorization resolution which calls for efforts to seek new funding for maintenance. | None required. | MTA, City and County of Los Angeles. | On-going |
| SH 12 | Endorses that a focus be placed on corridor coordination, project development and implementation and streamline project delivery. | MTA in cooperation with Caltrans has sought to increase participation of local jurisdictions in the development of freeway projects and programs. | None required. | MTA, Caltrans and local jurisdictions. | On-going |

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| SH 13 | Promotes land-use policies to reduce demand on our existing transportation system. | MTA as the Congestion Management Program manager seeks balance of development, roadway capacity and demand. | Legislative "teeth" may be required. | MTA and local jurisdictions. | On-going |
| SH 14 | Encourages a countywide educational campaign including the media, community organizations, schools, governmental organizations and all interested groups, to be initiated to raise the awareness of roadway users to safety issues. The campaign must be conceived, subscribed, and involve all interested stakeholders. | MTA has initiated a comprehensive safety first program for all MTA employees. | None required. | MTA | On-going |
| SH 15 | Endorses enforcement efforts that complements the above educational campaign. | MTA management have received training to establish a culture to foster improved safety habits. | None required. | MTA | On-going |
| SH 16 | Endorses that Los Angeles County shall develop performance-based strategies to implement multi-modal solutions and seek necessary funding to efficiently and effectively reduce congestion, improve safety, and facilitate access to goods and services (i.e., systems management, capacity enhancement, demand management) | MTA Board adopted the Los Angeles County HOV Performance Management Program to monitor HOV lanes and report on their performance. Similar programs will need to be developed for the other CFP modal categories. | None. | MTA | On-going. |
| | Land Use | | | | |
| LU 1 | Finds that different types of communities require different types of solutions to coordinate land use and transportation. | No action needed on this finding | N/A | N/A | Done |
| LU 2 | Encourages federal policies and funding programs that promote more efficient land use and transportation planning and address regional congestion issues through the reauthorization of TEA-21. | Propose changes to TEA-21 reauthorization, explore through Smart Growth Partnership | Federal | MTA, Chamber | Done |

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| LU 3 | Recommends the establishment of land use forums with transportation agencies, local governments, the development community, and other stakeholders, such as school districts | Establishment of MOBILITY-21 Smart Growth Partnership | N/A | MTA, Chamber organize, other MOBILITY-21 members participate | On-going. Scheduled forums for Feb 21 and June 17. |
| LU 4 | Recommends a partnership between the relevant transit agency/transportation provider and local jurisdictions in the county to develop land use/transportation coordination policies that would be carried out through updates to general plans, zoning ordinances, and development standards | Establishment of MOBILITY-21 Smart Growth Partnership | N/A | MTA, Chamber organize, other MOBILITY-21 members participate | On-going. Scheduled forums for Feb 21 and June 17. |
| LU 5 | Recommends partnering with the development community at the regional and local level to facilitate the integration of new development with transit and transportation plans | Establishment of MOBILITY-21 Smart Growth Partnership | N/A | MTA, Chamber organize, other MOBILITY-21 members participate | On-going. Scheduled forums for Feb 21 and June 17. |
| LU 6 | Encourages MTA to provide incentives through reform of the Congestion Management Program and targeting some transportation funding to provide the holistic planning for and integration of schools, open space, child care, libraries, and other needed services and infill housing in existing communities | Update to Congestion Management Program; New funding program | N/A | MTA | MTA considering amendments to its CMP Deficiency Plan that could provide financial incentives for promoting infill. |
| LU 7 | Encourages use of alternative fuel vehicles and the demonstration of advanced transportation technologies | MTA to continue its policy of buying clean-fuel buses, other public agencies required to comply with AQMD alternative fuel fleet rules | N/A | MTA | On-going |
| LU 8 | Encourages the promotion of new transportation modes, such as shared vehicle service | Consider funding in Call for Projects | N/A | MTA | On-going |

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| LU 9 | Supports the provision of training and technical assistance to assist local governments in revising zoning codes to promote transit, bike, and pedestrian-oriented urban design | Consider recommendations through Smart Growth Partnership | TBD | TBD | On-going. Scheduled forums for Feb 21 and June 17. |
| LU 10 | Recommends that Los Angeles County develop a regional coalition with surrounding counties on its transportation needs | Work with SCAG through its six-county Growth Visioning and Compass program to integrate its work with other counties. | N/A | MTA | Regional coalition of counties throughout Southern California advocated for federal priorities in March/April 2003 |
| LU 11 | Understands and further advises that all programs and projects that solicit federal funding need to be accessible pursuant to the Americans with Disabilities Act of 1990 | Already part of Letters of Agreement/Federal requirement | None | N/A | Done |
| LU 12 | Recommends coordinating land use and transportation at the county level by the MTA actively partnering with local governments to participate in Southern California Association of Governments' (SCAG) growth visioning effort to engage citizens in a shared vision for Los Angeles County | Work with SCAG through its six-county Growth Visioning and Compass program to integrate its work with other counties. | N/A | MTA | On-going coordination between MTA Smart Growth Partnership forums and SCAG's Growth Visioning and COMPASS initiatives |

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| | <i>Local Funding</i> | | | | |
| LF 1 | Proposes a half-cent increase in sales tax for transportation purposes | Support ACA 7 (Dutra), a constitutional amendment that would lower the voter threshold for transportation sales taxes. Support similar bill SCA2 (Torlakson). | 1)Constitutional amendment that would lower the voter threshold for transportation sales taxes. 2) Lift Sales Tax caps for Los Angeles County | 1.)MTA Staff/Lobbyist. 2)MTA Staff/Lobbyist | 1) Amendment passed Assembly Transportation Committee 2) Policy to be reviewed with MTA Board. |
| LF 2 | Seeks other public and private funds for transportation. | Support AB 1500 (Diaz and Pavley) and SB 981 (Soto) which would levy a charge on each barrel of petroleum and would dedicate all or part of those funds to public transit. Support SB 760 (Scott) which would delete the sunset provision and make permanent the sales tax exemption on lease-leaseback transactions. | | MTA Staff/Lobbyist | AB 1500 has been held in the Assembly Transportation. Moderate Democrats have expressed concerns with bills imposing fees. |

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| | <i>State Funding</i> | | | | |
| SF 1 | Supports the preservation of the Traffic Congestion Relief Program and the projects in that Program by ensuring that loans to the General Fund are paid back and that Proposition 42 funds continue to be allocated to transportation | In February 2003, the MTA Board adopted the State 2003-2004 Legislative Program. The Governor's proposed budget temporarily suspends funding for the TCRP and directs that high priority TCRP projects be considered for funding through the existing STIP. Consistent with that direction, MTA has evaluated its TCRP projects to determine those which require immediate STIP funding to preserve discretionary federal funding or to allow critical construction and procurement contracts to be awarded. | Suspension of Proposition 42 requires 2/3 vote of the legislature which has not yet occurred. | MTA Staff/Lobbyist | On May 8, the Assembly Budget Subcommittee approved a set of recommendations which would partially preserve funds TCRP. |

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| SF 2 | Addresses the adequacy of the state fuel tax and supports increasing the ability of local agencies to raise the transportation-related taxes and fees through a reduced voter threshold and an increased maximum allowable local sales tax, and ensures that bonds may be issued against such revenues | In February 2003, the MTA Board adopted the State 2003-2004. The MTA is working with Self Help Counties Coalition who is polling the public to measure responses to fixing the 2/3rds vote problem and passing statewide half-cent sales tax with an "opt-out option". Government Affairs is participating in the Coalition's Lobby Day in support of these and other measures. CALCOG is also supporting legislation to authorize a user fee that could be collected like a gas tax at both the state and regional level. | SB 541 (Torlakson) would increase the State Gas Tax based on inflation and would require an additional increase to the Traffic Congestion Relief Program. | MTA Staff/Lobbyist | SB 541 has been held in the Senate Transportation Committee pending the outcome of budget negotiations. Senator Murray has introduced SB 314 which would authorize a 1/2 cent sales tax for transportation projects in Los Angeles. |
| SF 3 | Supports the preservation of local decision-making and flexibility in the preparation of the State Transportation Improvement Program (STIP) and other programs; and opposes legislation that would restrict the flexibility to deliver cost-effective transportation services | In February 2003, the MTA Board adopted the State 2003-2004 Legislative Program. The MTA has requested two STIP Amendments. The first amendment transfers three TCRP projects into the STIP to preserve federal funding and to allow critical construction and procurement contracts to be awarded. The other backfills three high priority TCRP Highway projects so they can proceed without delay. | None | MTA Staff/Lobbyist | STIP Amendment for Transit complete. Highway STIP Amendment pending June CTC ActionSTIP Amendmet Pending |
| | Federal Funding | | | | |

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| FF 1 | Supports maintaining and expanding federal funding for transportation by: | In September 2002, the MTA Board adopted the Los Angeles County TEA-21 Reauthorization General Principles. In February 2003, the MTA Board adopted the Federal 2003-2004 Legislative Program. | Federal TEA-21 Reauthorization | MTA Staff/Lobbyist | Pending action in Congress |
| FF 1.1 | Increasing federal funding levels by raising annual obligation limits and spending down the unobligated balances in the highway trust fund; | In September 2002, the MTA Board adopted the Los Angeles County TEA-21 Reauthorization General Principles. In February 2003, the MTA Board adopted the Federal 2003-2004 Legislative Program. | Federal TEA-21 Reauthorization | MTA Staff/Lobbyist | Pending action in Congress |
| FF 1.2 | Addressing the adequacy of the federal gas tax, capturing a portion of the growth in customs fees, capturing fuel tax revenues on clean fuels and gasohol from the general fund, and increasing the allocation of homeland security funding to transportation projects; | In September 2002, the MTA Board adopted the Los Angeles County TEA-21 Reauthorization General Principles. In February 2003, the MTA Board adopted the Federal 2003-2004 Legislative Program. | Federal TEA-21 Reauthorization | MTA Staff/Lobbyist | Pending action in Congress |
| FF 1.3 | Retaining TEA-21's guaranteed funding source | Updated resolution on the coalition's TEA-21 Reauthorization projects and FY 04 Transportation Appropriations to include Metrolink's projects. | Federal TEA-21 Reauthorization | MTA Staff/Lobbyist | Pending action in Congress |
| FF 2 | Opposes efforts to impose an arbitrary funding cap on formula or discretionary transit and Congestion Mitigation & Air Quality Improvement funds and ensures that California receives an increased share of transportation funding based on its: | In September 2002, the MTA Board adopted the Los Angeles County TEA-21 Reauthorization General Principles. In February 2003, the MTA Board adopted the Federal 2003-2004 Legislative Program. | Federal TEA-21 Reauthorization | MTA Staff/Lobbyist | Pending action in Congress |

MOBILITY-21 COALITION: 2002 SUMMIT RESOLUTIONS ACTION PLAN

| Issue | Resolution Recommendation (Goals) | Objectives (How the Goal will be Accomplished) | Legislative Change Required (Fed/State/Local) | Staff/Coalition Members | Status |
|--------|--|--|---|-------------------------|----------------------------|
| FF 2.1 | a. Contribution to federal funds, | In September 2002, the MTA Board adopted the Los Angeles County TEA-21 Reauthorization General Principles. In February 2003, the MTA Board adopted the Federal 2003-2004 Legislative Program. | Federal TEA-21 Reauthorization | MTA Staff/Lobbyist | Pending action in Congress |
| FF 2.2 | b. Preeminent role in the national economy as evidenced by the international goods movement, and | In September 2002, the MTA Board adopted the Los Angeles County TEA-21 Reauthorization General Principles. In February 2003, the MTA Board adopted the Federal 2003-2004 Legislative Program. | Federal TEA-21 Reauthorization | MTA Staff/Lobbyist | Pending action in Congress |
| FF 2.3 | c. Higher percentage of people with disabilities; | As result of the increase in population which exceeded the legal requirements of ADA requirements, in April 18, 2002, the MTA Board approved a increase in the MTA budget to Access Services, Inc. (ASI) the complementary paratransit service who provides American s with Disabilities Act (ADA) resources in the amount of \$5,086,349 for a total funding commitment of \$58,601,051. Novemebr 21, 2002 MTA Board amended FY03 budget =increase of \$5,000,000 and approved FY04 budget of \$61,800,00 for Access Services | N/A | MTA Staff/Lobbyist | Pending action in Congress |

MOBILITY-21 COALITION: 2002 SUMMIT RESOLUTIONS ACTION PLAN

| Issue | Resolution Recommendation (Goals) | Objectives (How the Goal will be Accomplished) | Legislative Change Required (Fed/State/Local) | Staff/Coalition Members | Status |
|-------------|---|---|---|-------------------------|----------------------------|
| FF3 | Endorses continuance of the basic program structure instituted by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) that provides state, regional and local officials the flexibility to allocate federal funds to highway, transit, local road, and bicycle/pedestrian improvements based on needs. | In September 2002, the MTA Board adopted the Los Angeles County TEA-21 Reauthorization General Principles. In February 2003, the MTA Board adopted the Federal 2003-2004 Legislative Program. | Federal TEA-21 Reauthorization | MTA Staff/Lobbyist | Pending action in Congress |
| FF 4 | Supports increased flexibility for Airport Improvement Program (AIP) funds and Passenger Facility Charges to ensure that they can be used on airport ground access and security projects outside the airport grounds | Resolution on AIR-21 Reauthorization and Los Angeles Area Airports' Homeland Security and Environmental Review Needs. | Federal TEA-21 Reauthorization | MTA Staff/Lobbyist | |