



September 4, 2002

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

TO: MTA BOARD OF DIRECTORS

FROM: *for* ROGER SNOBLE
Mano D. Acme

SUBJECT: DRAFT TEA-21 REAUTHORIZATION BOARD REPORT

We have received several requests for a copy of the TEA-21 Reauthorization Board Report which will be considered by the Board of Directors in September. Attached please find a draft copy of that report. The final report will be included in the September Board packets that will be distributed to all Board Members next Monday. If you should have any questions, please contact Gary Clark, Deputy Executive Officer, Government and Board Relations at 213-922-2226.

Attachment

DRAFT**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
SEPTEMBER 19, 2002**

**SUBJECT: LOS ANGELES COUNTY PROJECTS FOR THE
REAUTHORIZATION OF THE TRANSPORTATION EQUITY
ACT FOR THE 21ST CENTURY (TEA-21)**

**ACTION: ADOPT TEA-21 REAUTHORIZATION PROJECTS FOR LOS
ANGELES COUNTY**

RECOMMENDATION

Adopt the following:

- A. Revised list of Los Angeles County projects for Reauthorization of Transportation Equity Act for the 21st Century (TEA-21).
- B. Revisions to The Los Angeles County Principles for Reauthorization General Principles.

ISSUE

The Transportation Equity Act for the 21st Century (TEA-21) will expire on September 30, 2003. This legislation will need to be reauthorized to provide federal funding for surface transportation programs and projects across the county. The Los Angeles County Metropolitan Transportation Authority (MTA) and other transportation providers in the county have developed a project list and revised set of principles to submit to the State of California and Los Angeles County Congressional Delegation.

BACKGROUND

Since February 2002, the MTA has been developing a regional list of projects that could be supported for funding through the TEA-21 Reauthorization process. The MTA also has requested the Sub Regional Councils of Governments, cities, County of Los Angeles, Municipal Operators and local organizations to submit recommended projects for funding during this next Reauthorization period. MTA staff has included projects from the MTA Long Range Transportation Plan for Los Angeles County ("the Long Range Plan") that could benefit from federal funding.

From this list of projects, MTA staff is recommending that nine projects be given the highest priority for funding in the TEA-21 Reauthorization. These are major, regionally significant projects that have received previous Board commitment. All of the projects are included in the Long Range Plan --- either in the Baseline

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(committed) element or the Constrained (funded) element. All of the projects except the Los Angeles World Airport (LAWA) project have design or construction funding in from the State Transportation Congestion Relief Program (TCRP) and/or State Transportation Improvement Program (STIP). In addition, these same projects are programmed for funding (in full or in part) in the first ten years of the Long Range Plan. The LAWA project is included because of the recent federal Homeland Security efforts.

With respect to the remaining projects on the list, MTA staff is recommending that the MTA Board acknowledge its support for these projects in the TEA-21 Reauthorization. Many of these projects are specifically listed in the Long Range Plan in either the Constrained (funded) element or the Strategic (unfunded) element indicating the MTA's previous recognition of the importance of these projects. Other projects on the list could apply for funding in the MTA's Call for Projects process. Many of these projects are priorities of individual cities, subregions, or the County of Los Angeles.

Staff will continue to work with the Los Angeles County Congressional delegation to ensure all member-sponsored projects are listed in this document.

The MTA, the City of Los Angeles, and County of Los Angeles staffs, are also working to further develop the concept of a "Metropolitan Congestion Program" and how it meets Los Angeles County needs. Staff will continue to update the Board in subsequent meetings as the legislation emerges and issues develop over the next year.

NEXT STEPS

Upon approval by the Board, MTA staff will distribute the MTA Principals and list of projects to the Secretary of Business, Transportation and Housing Agency, Maria Contreras-Sweet and to the Los Angeles County Congressional delegation for inclusion in TEA-03.

ATTACHMENTS

Attachment A: TEA-21 Reauthorization Projects Listings

Attachment B: MTA's Regional TEA-21 Reauthorization General Principles

DRAFTATTACHMENT A
REVISED**LOS ANGELES COUNTY TEA-21 REAUTHORIZATION REGIONAL
PROJECTS LISTINGS****(Note: Within Priorities, projects are in alphabetical order)**

PRIORITY PROJECTS
Alameda Corridor East: Construction Improvements & Traffic Light Synchronization & Upgrade
Los Angeles Eastside Light Rail Transit Project
Los Angeles World Airports (LAWA) Transportation Security Improvements (Green line /People Mover Extension/Remote Flyaway/Baggage Check-In Enhancements)
Mid-City/Exposition Boulevard Light Rail Project from Downtown Los Angeles to Venice/Robertson
MTA Bus and Rail Capital Improvements (vehicles, equipment, facilities, security, rapid bus expansion and other capital needs)
Municipal Operators Bus Capital Improvements (vehicles, equipment, facilities, security, rapid bus expansion and other capital needs)
Route I-5 HOV Improvements from Route 134 to Route 170
Route I-5: Add 1 Mixed Flow and 1 HOV Lane from Rosemead (I-605) to Orange County Line
Route I-405 HOV Lanes from Route I-10 to Route US 101
OTHER SUPPORTED PROJECTS- HIGHWAYS
Antelope Valley Freeway (SR-14)/Avenue G Interchange Improvements
Arbor Vitae Street Improvements
Avenue H Overpass Improvements
Gerald Desmond Bridge Replacement/Ocean Boulevard & Terminal Island Freeway Interchange Construction
Lakeland Grade Separation Project in Santa Fe Springs
LAX Roadway Access Improvements
Long Beach Airport Access Improvements and Integration
Los Angeles Countywide Retrofit Soundwall on Freeways with High Occupancy Vehicle Road Lane Improvements
Los Angeles Countywide Community Transit Information and Security Centers
Los Angeles Countywide Transportation Enhancements for Bikeways and Pedestrian Space
<i>Maine Avenue Redesign, City of Baldwin Park</i>
Norwalk & Los Nietos Grade Separation Projects in Santa Fe Springs
Pacific Coast Highway Safety & Congestion Mitigation Improvements
<i>Passons Road Grade Separation Project in Pico Rivera</i>
Pioneer Blvd Grade Separation Project in Santa Fe Springs
Port of Los Angeles and Long Beach Demonstration Projects
Rosecrans/Marquardt Grade Separation Project in Santa Fe Springs
<i>Rosecrans Blvd. Corridor West Capacity and Operational Improvements</i>
Route I-5 Interchange Improvements from Orange County Line to Rosemead Blvd. (Route 19)
Route I-5/Route 170/134 HOV Improvements (partial connector - southbound to northbound)

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Route I-5/Route I-405 HOV Improvements (partial connector - southbound to northbound)
Route I-5 Rail Crossing Improvements from Route I-605 to Route I-91
Route I-5 HOV Lanes from I-710 to I-605
Route I-10 HOV Lane Extensions (to Pacific Coast Highway)
Route 57/Route 60 Interchange Reconfiguration Improvements
<i>Route 138 Corridor Improvements (specific recommendations forthcoming from Major Corridor Improvement Study), including Safety Improvements</i>
Route US 101 HOV Lanes Between I-110 and State Route 23 Corridor Improvements (or other specific recommendation forthcoming from Major Corridor Improvement Study)
Route I-405/Crenshaw Blvd. Interchange Upgrade
Route I-405/Artesia Blvd. Interchange Upgrade
Route I-405/Western Ave. Interchange Upgrade
Route I-405 Upgrade at Del Amo Boulevard
Route I-710 Freeway Gap Closure
Route I-710 Freeway Rebuild, Rehabilitation & Capacity Enhancement Corridor Project (specific recommendations forthcoming from I-710 Major Corridor Improvement Study)
Santa Clarita Cross Valley Connector (Newhall Ranch Road/Golden Valley Road) between Route I-5/SR-126 Interchange and SR-14/Golden Valley Interchange
Santa Monica National Recreation Area Improvements
State Route 2 South Freeway Terminus Upgrade & Improvements to Glendale Boulevard
State Route 14 HOV Improvements from Pearblossom to Avenue L
<i>State Route 14/I-5 HOV, Mixed Flow and Truck Lane Improvements (specific recommendations forthcoming from Major Corridor Improvement Study)</i>
South Central Exposition Park Intermodal Urban Access Project
Westlake Village Street Improvements & Bike Path Construction

OTHER SUPPORTED PROJECTS -TRANSIT

ASI Paratransit Capital Improvements (vehicles, equipment, facilities, security, and other capital needs)
Crenshaw Transit Corridor Improvement from Wilshire/Crenshaw to Metro Green Line/LAX
<i>Downtown Los Angeles Red Car Trolley Project</i>
Long Beach City-Transit Center Improvements
Los Angeles Countywide Transportation Demand Management Program, including Rideshare, Innovative Strategies & Alternatives, and New Technology
Los Angeles Countywide Goods Movement Access Improvements
Los Angeles Countywide Smart Shuttle Bus Purchases and Related Capital Improvements
Los Angeles Union Station Ramp Improvements (Metrolink)
Metrolink Capital Improvements and Service Expansion (SCRRA Project List)
Mid-City/Exposition Boulevard Light Rail Project from Venice/Robertson to Santa Monica
Pasadena Gold Line Light Rail Extension from Pasadena to Claremont
San Fernando Valley North-South Transit Corridor Improvement from Sylmar to Ventura Boulevard

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TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

LOS ANGELES COUNTY PRINCIPLES FOR REAUTHORIZATION

The Transportation Equity Act for the 21st Century (TEA-21) will expire on September 30, 2003. This legislation will need to be re-authorized so as to provide federal funding for surface transportation programs and projects across the country. The Los Angeles County Metropolitan Transportation Authority (MTA) and other transportation providers in the county have developed consensus principles and strategies that preserve and expand upon the successes of TEA-21 and that improve funding opportunities for transportation programs and projects in Los Angeles County.

BACKGROUND

On May 22, 1998, the Congress passed H.R. 2400 now known as TEA-21. TEA-21 is the landmark federal reauthorization act following the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). On June 9, 1998, then President Clinton signed the bill into law, and on July 22, 1998, signed a bill making technical corrections to TEA-21. Covering the six-year period that includes Federal Fiscal Years (FFY) 1998-2003, TEA-21 authorized \$41 billion for transit and at least \$175 billion in highway funding. Each federal fiscal year (FY) begins on October 1 and ends on September 30.

TEA-21 was enacted so as to build upon the initiatives that ISTEA established, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. This reauthorization act also combined the continuation and enhancement of successful funding programs with unprecedented provisions designed to guarantee \$198 billion in funding for continuing the rebuilding of the country's transit and highway systems.

Discussions already have begun nationwide on reauthorizing this important federal funding mechanism for transportation. The following principles were reviewed and approved by the MTA's transportation partners to provide a consensus position on TEA-21 Reauthorization for the Los Angeles region.

GENERAL PRINCIPLES

- Work closely with the MTA, Los Angeles County municipal operators and cities, the California Department of Transportation (Caltrans), the Southern California Regional Rail Authority (SCRRA/Metrolink), the Southern California Association of Governments (SCAG), and other local and regional transportation interests ~~have worked together to~~ develop a unified position on the TEA-21 Reauthorization, so that the transportation needs of Los Angeles County are represented.

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- Work closely also with federal, state, and other transportation stakeholders to advocate the unified Los Angeles County position on the TEA-21 reauthorization, so that the transportation needs of Los Angeles County are well supported in Sacramento and in Washington, D.C.
- Preserve the successes of ISTEA and TEA-21 and improve funding and innovative financing techniques *such as Infrastructure banks*, for California transportation programs and projects that help move people and goods efficiently and safely, particularly in Los Angeles County.
- Work with the Federal Government to ensure that homeland safety and security needs are addressed with funding and policies for transit and highway systems.
- Continue to transfer the Mass Transit portion of the federal gas tax into the Mass Transit Account of the Highway Trust Fund.
- Support transit and highway program structures by increasing formula and discretionary funding levels, by focusing on maintaining and improving infrastructure, and by emphasizing enhanced performance of our transit and highway systems.
- Encourage new funding for new projects so as to not impact existing programs.
- Continue to ensure balanced investments in transit systems, intermodal projects, highways, non-motorized facilities, bridges, bikeways, transportation demand management and ridesharing.
- Provide additional funding for system preservation, maintenance needs, and rehabilitation/renovation programs.
- Maintain funding flexibility needed by implementing agencies, as with Surface Transportation Program (STP) funds, to better address particular priorities of their surface transportation network, with a particular emphasis on funding transportation-related aspects of federal mandates such as the Americans with Disabilities Act (ADA), the Clean Air Act (CAA), and the National Environmental Policy Act (NEPA).
- Continue provisions for guaranteed funding levels and maintain the TEA-21 enacted federal budget “firewalls” that protect transportation-related revenues from being diverted to other uses.

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- Ensure that high priority funded projects do not reduce the amount of formula funds returned to the State.
- Continue the Revenue Aligned Budget Authority (RABA) provision, but seek changes so that RABA funds are authorized and distributed consistent with the historical split of gas tax proceeds to the Highway and Mass Transit Accounts.
- Increase Minimum Guarantee status beyond current level of 90.5% for donor states.
- Change Minimum Guarantee program so that increased funds generated are provided as RSTP funds and a portion sub-allocated to local jurisdictions if as determined by the MTA Board.
- Maintain direct links between annual generations from the Highway Trust Fund (HTF) and the Mass Transit Account with those annual appropriations that dedicate transportation revenues for transportation purposes; spend down unobligated HTF balances over time.
- Address funding problems created by current un-funded federal mandates by eliminating or reducing those mandates or substantially increasing the funds available to address them.
- Streamline and expedite processes for addressing environmental review requirements, including federal certification of state environmental processes for federal environmental clearances, such as allowing the California Environmental Quality Act to serve as the equivalent of a federal environmental clearance.
- Expedite the metropolitan and statewide transportation planning processes even further, and continue to stress the importance of including all transit, bikeway, pedestrian and highway stakeholders.
- Ensure transportation planning efforts are compatible with regional and local economic development plans and land use.
- Provide sufficient funding for safety, bicycle and pedestrian improvements so as to facilitate implementation of master and regional plans.
- Encourage use of alternative fuel vehicles that protect and improve air quality to reduce pollution in cities throughout the country.

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- Encourage demonstration projects that promote new technology for all modal needs and uses, in particular showcase projects.
- Provide Federal funding for improvements to the nation's most important international harbors and airports to enhance their security and to improve circulation and delivery reliability near these strategic resources, sometimes referred to as "Global Gateways".

TRANSIT PROGRAMS

- Provide federal funding for transit projects and programs in Los Angeles County (LAC) over the next six years, as identified in the MTA Long Range Transportation Plan, which includes the needs of the MTA, LAC municipal operators, cities, ASI, paratransit operators, and the SCRRA (Metrolink).
- Include a provision that clarifies the status of the remaining TEA-21, Section 5309 New Starts balance of ~~\$645 million~~ for the Los Angeles Metro Rail Red Line MOS-3 Project. (The provision would clearly provide for making the ~~\$645 million~~ balance available for the Los Angeles Eastside Light Rail Project and the Los Angeles Mid-City/Exposition Boulevard Light Rail Project.)
- Increase Section 5309 New Starts funding for New Fixed Guideway systems and expansions within Los Angeles County.
- Increase Section 5309 Bus and Bus Facilities/Section 5308 Clean Fuels funding for bus purchases and other bus-related capital activities and including the needs of Los Angeles County transit operators.
- Increase Section 5307 Urban Formula funding for transit capital and preventive maintenance needs of Los Angeles County transit operators.
- Increase Section 5309 Fixed Guideway Modernization funding for enhancement and expansion of fixed guideway systems in Los Angeles County.
- Increase Section 5310 funding for countywide paratransit capital needs and the growing needs of the elderly and disabled population.
- Increase the flexibility for using CMAQ funds by: (1) providing that CMAQ funds can be used for transit service expansions and enhancements that produce quantifiable air quality benefits, in addition to current eligible use for new services; and (2) eliminating the current 3-year limitation on the use of CMAQ funds to pay for operating costs of new

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or expanded transit services, provided that the services funded continue to provide quantifiable air quality benefits.

- Establish a flexible federal funding program for Bus Rapid Transit (BRT) projects.
- Allow federal formula transit funding to flow to states and localities as with federal highway funding, which does not have to go through an annual appropriations process.
- Oppose any federal transit funding limit or “cap” on formula and/or discretionary federal transit funds for individual states.
- Identify additional funding for transit systems in urban areas that provide access to employment and relieve congestion.
- Focus additional funding on transit expansion projects, specifically on portions of the transportation systems that are most strained by through trips, feeder trips, and peak hour demands.
- Support and protect transit speed improvements such as peak-period lanes, traffic signal preferences, express services, and transit station/stop improvements aimed at increasing and protecting transit speeds on congested corridors.
- Preserve current funding splits between Section 5309 New Starts, Fixed Guideway Modernization, and Bus Discretionary programs.
- Provide specific timetables for or otherwise streamline the Federal Transit Administration (FTA) New Starts evaluation and project development process.
- Modify New Starts mobility evaluation criteria to allow more emphasis and weight on the benefits of greater travel speeds, travel time savings and other improvements that support existing and new ridership.
- Maintain no less than a 60% federal share for New Start Projects, and promote equity between transit and highway funding.
- Continue and expand definitions to allow all transit and facility maintenance to be defined as “preventive maintenance,” which is eligible for federal transit capital funds.
- Allow federal transit capital funds to be used for all transit safety and security activities.
- Continue to encourage and increase tax-free benefits to promote all forms of ridesharing.

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- Support efforts to further streamline the flexible funding process, such as for CMAQ and RSTP funds.
- Support efforts to streamline the federal auditing process, including provisions to allow concurrent state and federal audits.
- Support efforts to streamline federal charter regulations to provide more flexibility to transit systems (state regulations may apply).

HIGHWAY PROGRAMS

- Provide federal funding for Los Angeles County highway projects and programs over the next six years, as identified in the MTA Long Range Transportation Plan and plans developed by Caltrans, the cities, and the County of Los Angeles.
- Increase funding significantly for core highway programs, including the National Highway System (NHS), Interstate Highway Maintenance (IHM), Surface Transportation Program (STP), and Bridges; and maintain only those federal highway discretionary programs currently in statute.
- Increase Surface Transportation Program (STP) funding for the Regional Improvement Program and other regional discretionary programming, including set-asides for safety and enhancements.
- Increase Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding for regional discretionary programming; and maintain current emphasis on air quality.
- Increase the flexibility for using CMAQ funds by: (1) providing that CMAQ funds can be used for transit service expansions and enhancements that produce quantifiable air quality benefits, in addition to current eligible use for new services; and (2) eliminating the current 3-year limitation on the use of CMAQ funds to pay for operating costs of new or expanded transit services, provided that the services funded continue to provide quantifiable air quality benefits. This should be included under the Transit Section
- Continue flow of federal highway funds to metropolitan transportation organizations to ensure direct decision-making by regional governments with adequate local representation.
- Emphasize the need to enhance the existing highway system, including transit improvements on regional highways, to reduce congestion and improve mobility, with

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~~emphasis on local interstate freeways~~ and local interstate freeways of national significance, to reduce congestion and improve mobility.

- Increase funding and continue Intelligent Transportation Systems (ITS) programs for freeways, "SMART corridors" and major arterial corridors, including their research, development, implementation and integration elements.
- Eliminate the current 3-year limitation on the use of CMAQ funds to pay for operating costs of new or expanded ITS.
- Provide funding for a congestion relief program on arterial highways that improve access to the regional freeway system.
- Provide funding for programs related to incident management and patrol teams for freeways.
- Develop partnership for soundwall program efforts that involve research and design, high-tech solutions and comprehensive capital funding needs.
- Continue to encourage and increase tax-free benefits to promote vanpool ridership.
- Work with Caltrans to promote pilot projects to develop flexible design standards for freeway ~~ramps~~ improvements in urban areas including projects that acknowledge limited availability of land and neighborhood livability, including adequate streetscape/landscape.
- Provide funding to protect critical transportation infrastructure including freeway interchanges, bridges and underpasses and entries to national intermodal and multimodal facilities.
- The public safety aspects of grade separation projects should be specifically referenced.

OTHER LOS ANGELES REGION PROGRAM PROPOSALS

COMMUTER RAIL/RIDESHARE PROGRAMS

- Provide increased federal funding, either through existing categories or new ones, that would allow commuter rail operators to finance their capital needs for service enhancement and expansion that includes improvements to stations, right-of-way (including double-tracking, track capacity, expansion and electrification), equipment, and facilities.

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- Provide funding for acquisition, development and operation of park-n-ride and intercept parking lots along freeway corridors, or convenient to express transit services or those providing access to rail transit stations.
- Ensure funding is sufficient to address transportation demand management and rideshare programs.

PEDESTRIAN/PUBLIC SAFETY

- Provide increased federal funding for projects that promote improved pedestrian access, particularly to schools and transit facilities.
- Provide increased federal funding for public safety programs related to grade separation projects and pedestrian access improvements, particularly schools and other public places.

BIKEWAY PROGRAMS

- Emphasize the need to enhance the bikeway systems to reduce congestion, improve mobility and air quality.
- Provide funding to complete regional and local bikeway systems to ensure connectivity.
- Provide funding to create the infrastructure needed to ensure access to bicycle storage (bicycle lockers, racks, and bike stations) at critical destination sites such as major employers, government centers and transit centers.
- Encourage tax-free benefits to promote bicycle ridership as a transportation mode.
- Encourage, where feasible, and provide incentives to include Class II bicycle lanes as part of street widening projects.

AIRPORT SAFETY AND SECURITY

- Provide federal funding for homeland safety and security needs of regional and commercial airports in Los Angeles County, particularly for LAX.
- Provide federal funds for design and construction of Metro Green Line Extension to LAX from Aviation Boulevard Station.

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- Provide federal funding for road access and parking improvements for regional and commercial airports in Los Angeles County, particularly for LAX.
- Promote improved transit access to airports, including access from off-airport shuttle stations. In particular, facilitate demonstration projects for remote baggage check-in facilities.

FREIGHT MANAGEMENT/GOODS MOVEMENT

- Build a regional consensus in support of freight/goods movement-related improvements among public, private and other stakeholders and establish solid relationships between public/private sectors for freight infrastructure investment.
- Create goods movement specific funding categories to spur economic growth and reduce congestion, with funding priority particularly in shared passenger and freight corridors; seek to protect residential neighborhoods in high traffic volume areas.
- Provide additional federal funding for financing road access improvements and intermodal facility improvements for goods movement, other freight transportation systems and grade separations at railroad crossings with streets and highways.
- Provide federal funding for financing freight research projects, improvement of freight operation and management planning, freight system performance program, and freight-related education and training programs.
- Establish freight planning processes to address current and future freight needs and develop performance measures of freight transportation system.
- Require that any goods movement truck lane initiative be reviewed and approved by local jurisdictions.
- Give special consideration for improvements to ground access to intermodal and multimodal facilities of national and international significance ~~should be given special consideration~~ to improve efficiency while also addressing homeland security needs.

TECHNOLOGY

- Establish a national technology transfer resource and disseminator so that enhanced operational improvements may be deployed at all levels of government, particularly cities, at the earliest possible time.

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ENERGY

- Promote energy conservation improvements and establish related funding criteria, particularly for transportation.