



October 5, 2001

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

TO: MTA BOARD DIRECTORS

FROM: ROGER SNOBLE, CHIEF EXECUTIVE OFFICER 

**SUBJECT: DEVELOPMENT OF CONGRESSIONAL ECONOMIC
STIMULUS PACKAGE**

Over the last 72 hours, there has been significant movement in the U.S. Senate toward the development of an economic stimulus package that would include a transportation element of \$15 billion in projects nationwide. Current discussions suggest that \$5 billion of the \$15 billion would go to transit related activities, another \$5 billion would go toward highway projects and the final \$5 billion would fund efforts on high-speed rail. These funds would be in addition to funding provided by the appropriations process. The criteria for receipt of the funds, however, is being developed very quickly and may differ from those of previous funding opportunities.

The Senate Committee on Banking, Housing and Urban Affairs has taken the lead on this issue and has discussed proposals with various trade associations, including ASHTO, APTA and the New Starts Working Group. In turn, these groups are taking the lead in polling the transportation community on various projects ready or very nearly ready to begin construction. It is our understanding that the House leadership, at this point in time, is not as keen on the inclusion of a transit component in the overall stimulus package. We also learned this morning that the Administration, as yet, does not have an infrastructure component in its proposal. Senate leaders, however, including Senate Majority Leader Tom Daschle, believe that any package must include a transportation element.

Staff has provided me a list (see attached) of possible projects that would meet these criteria. I have decided that the following projects would have the best chance of securing the support of our congressional delegation.

1. **Seek additional funding for the Safety and Security needs of countywide transportation properties:** These funds would be utilized for the operating and capital needs of an enhanced security program for transit properties throughout the county. Initial estimates for these enhancements total approximately \$5 million. Funding on this issue could be utilized within the next 60 days.

2. **Seek the acceleration of funds for countywide bus acquisition and facility construction/modification:** This funding would be used by the MTA and the municipal operators to purchase new busses for the replacement and expansion of service and to construct, rehabilitate and renovate bus facilities and fueling stations countywide. The MTA's Long Range Transportation Plan (LRTP) estimated that \$650 million would be needed over the next five years.

3. **Seek funding to construct improvements to Interstate 5/Route 605 to Route 710 and Interstate 5/Route 134 to 170:** Currently improvements and expansion of the segment of Interstate 5 south of 605 to the Orange County line is funded by the Governor's Traffic Congestion Relief Program and other funds. The MTA staff has secured funding for environmental assessment of the Northern segment of I5 to Route 710, but has yet to identify construction funding. We would seek \$926 million for this project. Preliminary Engineering work could begin on this project within the next year. Final design and construction could begin within two to three years. Improvements and expansion of the segment of Interstate 5 north of 170 to Santa Clarita/Antelope Valleys is funded by the Governor's Traffic Congestion Relief Program and other revenues. MTA staff has secured funding for and started Preliminary Engineering for the segment from Route 134 to 170. We would seek \$214 million for construction for this segment, which could begin in 2003.

The development of the economic stimulus package in Washington, D.C. is happening at a fast and furious pace. MTA lobbyists and staff are in continual contact with committee staff, trade association representatives and congressional members to keep pace with the information flow. I will continue to keep you informed of the bill's progress. Please feel free to call me with your thoughts and comments.

My numbers are:
Office 213-922-6888
Office Fax 213-922-7447
Mobile 323-333-8300
Home 323-939-4540
Home Fax 323-939-4023



LOS ANGELES COUNTY TRANSPORTATION PROPOSALS FOR FEDERAL ECONOMIC STIMULUS PACKAGE

TRANSIT

1) System-wide Public Transportation Security

Provide 24 hour increased security for all major public transportation centers within the County of Los Angeles. Cost \$5 million.

2) Light Railcar Purchase

Purchase 50 light rail transit vehicles for use on Metro Rail system in Los Angeles County. Estimated Cost: \$175 to \$200 million

Start: FY 2002

3) Countywide Bus Acquisition and Facility Construction / Modification

Purchase new buses for replacement and expansion as needed by Los Angeles County municipal operators. Construct, rehabilitate, and renovate bus facilities as needed to meet demand needs and clean-fuel fleet conversions. Cost \$ 650 million.

4) Eastside Light Rail Transit

This project is currently in Preliminary Engineering and is expected to have a Record of Decision in early 2002. The cost is \$818 million, of which \$530 million is the requested federal share. Construction could commence in FY2003.

5) Wilshire Bus Rapid Transit

This project is currently in Preliminary Engineering and is expected to have a Record of Decision in mid-2002. The cost is \$235 million, with no anticipated federal funds at this time. Construction could commence in FY2003.

6) San Fernando Valley Bus Rapid Transit

This project is currently in Preliminary Engineering and is expected to have a Record of Decision in mid-2002. The cost is \$314 million, with no anticipated federal funds at this time. Construction could commence in FY2003.

7) Exposition Light Rail Transit

This project is complete through the Draft EIS phase and is expected to enter Preliminary Engineering in June 2002. The cost is \$344 million, of which the requested federal share is \$160 million. An anticipated Record of Decision in mid-2003 would allow construction to commence in FY2004. An initial segment could initiate construction as soon as early 2003.

8) Crenshaw Transit-way

This project will complete a Major Investment Study in April 2002. The Board is expected to adopt a Locally Preferred Alternative at that time. The EIS/PE could start in mid-2002 if the procurement for these services were started now. Due to funding limitations, the estimated project cost of \$346 million has not been programmed in the MTA Long Range Plan to start construction until 2019. New sources of funding could allow construction to commence as early as 2004.

9) Metro Green Line LAX Extension

This project was environmentally cleared under state law in 1994 as a 2.1-mile, light rail transit extension of the Metro Green Line to LAX. No construction date has been identified for this project in the Long Range Transportation Plan as funding is assumed to come from non-MTA, airport-related sources. The estimated project cost was \$450 million in 1994 dollars. New funding availability would allow an EIS/PE/Supplemental EIR to start in mid 2002. Additional funding and a coordinated effort with LAX would allow construction to start as early as 2004.

10) Metro Rapid

This program was approved by the MTA Board as a permanent transit mode for Los Angeles County in May 2001. The expansion program, currently in development, seeks to add between 20 to 25 lines to the existing Metro Rapid network over the next 10 years and employ attributes such as exclusive lanes, high capacity buses, fare prepayment, and multiple door boarding. Construction of the first four expansion routes could commence in FY 2002 at a cost of approximately \$25 million. The total projected capital cost for the additional 25 routes is \$125 million including contingency.

HIGHWAY

11) Countywide System Preservation & Maintenance

Description: Rehabilitate and resurface streets, roads, and highways in Los Angeles County.

Estimated Cost: \$30 million (this is just a guess)

Start: FY 2002

12) Interstate 5/Route 134 to Route 170 HOV Lanes

Description: Construct high-occupancy vehicle lanes in the median from Route 134 to Route 170, including reconfiguring the Empire Avenue interchange.

Estimated Cost: \$214 million

Start: FY 2002

13) Interstate 5/Route 605 to Route 710 HOV Lanes

Description: Construct high-occupancy vehicle lanes in the median from I-605 to I-710, including the I-5/I-710 interchange.
Estimated Cost: \$926 million
Start: FY 2009

14) Interstate 10/Baldwin Avenue to Route 605 HOV Lanes, Soundwalls, & Improvements

Description: Widen existing freeway roadway and structures to provide new high-occupancy vehicle lanes, soundwalls, and Traffic Congestion Relief Management System improvements on I-10 between Baldwin Avenue and Route 605.
Estimated Cost: \$59 million
Start: FY 2002