



Metro

Metropolitan Transportation Authority

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February 19, 2004

TO: BOARD OF DIRECTORS

**THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER**

**FROM: MARIA A. GUERRA *MAG*
CHIEF OF STAFF**

**SUBJECT: MARK-UP OF LEGISLATION IN THE U.S. HOUSE OF
REPRESENTATIVES TO REAUTHORIZE AMERICA'S
SURFACE TRANSPORTATION PROGRAMS**

ISSUE

On February 18, 2004 we learned that the House Committee on Transportation and Infrastructure is likely to mark-up H.R. 3550, the Transportation Enhancement Act – A Legacy for Users (TEA-LU) on March 3, 2004.

To advance the MTA's Federal reauthorization program and project priorities, Board Members are being asked to contact members of the U.S. House of Representatives who represent them and their respective districts. Board Members should encourage their Federal Legislators to support the programs and projects that the MTA Board has endorsed with respect to the Congressional reauthorization process (see Attachment A & B respectively).

Specifically, the Board members should request the following from House members:

- House members should encourage support for a TEA-LU bill that includes language fully funding programs, like CMAQ, that greatly benefit the MTA.
- House members should encourage passage of a bill that includes the MTA's project priorities as identified on Attachment B.
- Lastly, House members should be encouraged to support robust funding for TEA-LU. The original version of TEA-LU was funded at \$375 billion. Indications are that the Chairman of the House Transportation and Infrastructure Committee is now amenable to a figure closer to \$300 billion. The higher the figure, the higher the likelihood that the MTA will receive more federal formula funds.

BACKGROUND

The Transportation Equity Act of the 21st Century (TEA-21) expired last year. On October 1, 2003 President Bush signed legislation extending the bill's provisions for five months. That bill expires on February 29, 2004.

The U.S. Senate moved last week to pass its version of the reauthorization bill (S.1072), which provides \$318 billion in funding over a six-year period. That bill would benefit the MTA in some respects and damage our interest in others. For example, the measure includes a new provision for funding Bus Rapid Transit Projects. However, the bill also includes a provision known as the "Equity Bonus Program" that fails to raise California's return rate on federal gas tax dollars to the 95% mark until the last year of the bill – 2009.

The House Transportation and Infrastructure Committee's mark-up of TEA-LU was originally scheduled for February 2, 2004, but will now likely be held on March 3, 2004.

TEA-LU, as originally crafted, would provide \$375 billion over a six-year period to reauthorize the federal highway, public transportation, highway safety, and motor carrier safety programs. For the MTA, the high dollar amount of the bill would be beneficial, in that it would increase the "pot of money" from which our programmatic formula funds are derived.

The latest information available to us indicates that TEA-LU's financial size will be cut considerably - to nearly \$300 billion – to accommodate the Bush Administration, which has signaled that it will veto a reauthorization bill that exceeds their spending cap of \$256 billion.

The reauthorization of TEA-21 will have a major impact on the MTA, with respect to both federal formula funding and the authorization of specific MTA projects. Every year the MTA receives over \$500 million dollars in formula and project funding derived from provisions of law authorizing America's surface transportation programs. Among these programs is the Congestion Mitigation Air Quality program, from which the MTA derives over \$100 million annually.

NEXT STEPS

To favorably impact the mark-up of TEA-LU by the House Committee on Transportation and Infrastructure, Board Members are encouraged to contact their local members of the Los Angeles County Congressional House Delegation to encourage their support of the MTA's programmatic and project priorities for the reauthorization bill. Congressional Aides for these Members have a copy of the MTA's full listing of programmatic and project priorities.

Four weeks ago, MTA Government Relations Department staff traveled to Washington, DC and provided a briefing to Congressional Aides for every member of the Los Angeles County Congressional Delegation and Senator's Boxer and Feinstein on the MTA's Reauthorization and Appropriations priorities.

Two weeks ago, MTA CEO Roger Snoble, Board Chair Zev Yaroslavsky and Director Frank Roberts visited Washington D.C. to advance the Authority's reauthorization and appropriations priorities. This MTA delegation met with a number of key Members of Congress.

For your review, a listing of many of the programs from which the MTA derives federal funds is provided below. Also provided below is a listing of regional high priority projects identified by the MTA Board. A fuller listing of projects is included in Attachment B.

Programmatic Priorities:

- Congestion Mitigation Air Quality Program: this highway formula fund is used for bus improvements, Gold Line operations and highway HOV improvements.
Dollar Amount: \$108 million – FY03

- RSTP: this highway formula fund is used to enhance our paratransit services
Dollar Amount: \$85 million – FY03

- Section 5307: used to enhance our bus capital fund, including facilities
Dollar Amount: \$182 million – FY03 (MTA and Munis)

- Transportation Enhancements: used for environmental enhancements for transportation projects
Dollar Amount: \$10 million – FY03

- Section 5309: used for rail new starts like the Eastside Light Rail Line, Bus Capital and Fixed Guideways
Dollar Amount: \$80 million – FY03

- Section 5310: used to provide transportation for elderly and disabled
Dollar Amount: \$2 million – FY03

- STIP, Regional & Inter-regional Improvement Program
Dollar Amount: \$180 million – FY03 (subject to current State of California funding shortfall – will vary for the next several years)

Regional High Priority Projects:

- Alameda Corridor East: Construction Improvements & Traffic Light Synchronization & Upgrade (Sponsor: Rep. David Dreier)

- Los Angeles Eastside Light Rail Transit Project (Sponsor: Rep. Roybal-Allard)

- Mid-City/Exposition Boulevard Light Rail Project from Downtown Los Angeles to Venice/Robertson (Sponsor: Rep. Diane Watson)

- MTA Bus and Rail Capital Improvements; vehicles, equipment, facilities, security, rapid bus and other capital needs. (Sponsor: Rep. Linda Sanchez)

- 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 (Rep. Brad Sherman)
- Route I-5: Add 1 Mixed Flow and 1 HOV Lane from Rosemead (I-605) to Orange County Line (Sponsor: Rep. Grace Napolitano)
- Route I-405 HOV Lanes from Route I-10 to Route US 101 (Rep. Howard Berman)
- Los Angeles World Airports (LAWA) Transportation Security Improvements (Green line/People Mover Extension/Remote Flyaway/Baggage Check-In Enhancements)

Members: Los Angeles County Congressional Delegation:

District 22	Rep. Thomas	(202) 225-2915
District 25	Rep. Howard "Buck" McKeon	(202) 225-1956
District 26	Rep. David Dreier	(202) 225-2305
District 27	Rep. Brad Sherman	(202) 225-5911
District 28	Rep. Howard Berman	(202) 225-4695
District 29	Rep. Adam Schiff	(202) 225-4176
District 30	Rep. Henry Waxman	(202) 225-3976
District 31	Rep. Xavier Becerra	(202) 225-6235
District 32	Rep. Hilda Solis	(202) 225-5464
District 33	Rep. Diane Watson	(202) 225-7084
District 34	Rep. Lucille Roybal-Allard	(202) 225-1766
District 35	Rep. Maxine Waters	(202) 225-2201
District 36	Rep. Jane Harman	(202) 225-8220
District 37	Rep. Juanita Millender- McDonald	(202) 225-7924
District 38	Rep. Grace Napolitano	(202) 225-5256
District 39	Rep. Linda Sanchez	(202) 225-6676
District 42	Rep. Gary Miller	(202) 225-3201
District 46	Rep. Dana Rohrabacher	(202) 225-2415

Should you need more specific detailed information or clarification on the issues addressed in this document please feel free to contact Raffi Hamparian, MTA Government Relations Manager for Federal Affairs at (213) 922-3769.

Attachment A: MTA Reauthorization Program Priorities

Attachment B: MTA Reauthorization Project Priorities

TRANSIT PROGRAMS

- 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.
- 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, 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 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.
- 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.
- 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 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.

ENERGY

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

REGIONAL HIGH PRIORITY PROJECTS

(Note: Within Priorities, projects are in alphabetical order)

MTA LONG RANGE TRANSPORTATION PLAN

- Alameda Corridor East: Construction Improvements & Traffic Light Synchronization & Upgrade
- Los Angeles Eastside Light Rail Transit Project
- 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

HOMELAND SECURITY PROJECTS

- Los Angeles World Airports (LAWA) Transportation Security Improvements (Green line/People Mover Extension/Remote Flyaway/Baggage Check-In Enhancements)

REGIONAL PRIORITY PROJECTS**MTA LONG RANGE TRANSPORTATION**

- Crenshaw Transit Corridor Improvement from Wilshire/Crenshaw to Metro Green Line/LAX
- Los Angeles Countywide Retrofit Soundwall on Freeways with High Occupancy Vehicle Road Lane Improvements
- Metrolink Capital Improvements and Service Expansion (SCRRRA Project List)
- Mid-City/Exposition Boulevard Light Rail Project from Venice/Robertson to Santa Monica
- Route 57/Route 60 Interchange Reconfiguration Improvements
- 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)
- Route I-5/Route I-405 HOV Improvements (partial connector - southbound to northbound)
- San Fernando Valley North-South Transit Corridor Improvement

MTA REGIONAL PARTNERS: TRANSIT

- ASI Paratransit Capital Improvements (vehicles, equipment, facilities, security, and other capital needs)
- Downtown Los Angeles Red Car Trolley Project
- Long Beach 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)
- Metro Red Line Subway extension from Wilshire/Western to Wilshire/Fairfax engineering, geological investigation and environmental clearances
- Pasadena Gold Line Light Rail Extension from Pasadena to Claremont

HIGHWAY PROJECTS

- 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 Community Transit Information and Security Centers
- Los Angeles Countywide Transportation Enhancements for Bikeways and Pedestrian Space
- Maine Avenue Redesign, City of Baldwin Park
- Norwalk & Los Nietos Grade Separation Projects in Santa Fe Springs
- Pacific Coast Highway Safety & Congestion Mitigation Improvements
- Passons Road Grade Separation Project in Pico Rivera
- 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
- Rosecrans Blvd. Corridor West Capacity and Operational Improvements
- 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 138 Corridor Improvements (specific recommendations forthcoming from Major Corridor Improvement Study), including Safety Improvements
- 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
- State Route 14/I-5 HOV, Mixed Flow and Truck Lane Improvements (specific recommendations forthcoming from Major Corridor Improvement Study)
- South Central Exposition Park Intermodal Urban Access Project
- Westlake Village Street Improvements & Bike Path Construction