



Metro


Metropolitan Transportation Authority


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Los Angeles, CA 90012-2952

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October 28, 2005

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE 
CHIEF EXECUTIVE OFFICER

FROM: CAROL INGE 
INTERIM CHIEF PLANNING OFFICER

SUBJECT: SUMMARY OF CTC-RELATED MEETINGS HELD
IN MONTEREY ON SEPTEMBER 28-29, 2005

ISSUE

Countywide Planning and Development staff participated in the regular monthly meetings of the California Transportation Commission (CTC), the Self-Help Counties Coalition (SHCC), and the Regional Transportation Planning Agencies (RTPA), which were held on September 28 and 29, 2005 in Monterey. The following summarizes the key topics and issues addressed at these meetings.

DISCUSSION

1. CALIFORNIA TRANSPORTATION COMMISSION

The California Department of Transportation (Caltrans) presented the 2006 State Transportation Improvement Program (STIP) Fund Estimate to the CTC for adoption, as required by law. Caltrans is required to present the CTC with a fund estimate by July 15, and the CTC must adopt the fund estimate by August 15 each odd year. The fund estimate accounts for all federal and state funds that can be reasonably expected to be available for programming in a subsequent STIP cycle. Due to the uncertainty surrounding the new Toll Bridge Seismic Retrofit Program financing plan under Assembly Bill (AB) 144 and the then-pending federal transportation legislation, the CTC delayed the adoption of the 2006 STIP Fund Estimate until September 2005.

The CTC adopted a two-tiered fund estimate that is assuming two-thirds of its funds from the Public Transit Account (PTA) Spillover. All the State Highway Account (SHA) funds are needed for the State Highway Operation and Protection Program (SHOPP) for safety and

maintenance projects. The PTA funding source is specifically tied to transit-related uses only and is subject to annual appropriations from the State Budget. PTA funding may be diverted for General Fund needs of the State. Recent diversions of PTA funds are to be repaid from the proceeds of the tribal gaming bonds authorized under AB 687, which is still in litigation.

In total, Los Angeles County stands to lose up to \$500 million or gain up to \$300 million in the upcoming legislative processes surrounding the use of Proposition 42 sales tax on gas revenues. That is a total difference of \$800 million considered at risk, which Countywide Planning will closely monitor and report on impacts as developments occur.

CTC Adopts 2006 STIP Guidelines

The CTC adopted the 2006 STIP Guidelines to reflect the nomenclature from the recently enacted federal Safe, Accountable Flexible and Equitable Transportation Act: A Legacy for Users (SAFETEA-LU) legislation. The most notable changes to the STIP Guidelines include the application of performance indicators and measures for monitoring each county's STIP-eligible projects and the \$50 million annual ceiling that each county may request in AB 3090 reimbursements for their individual projects. By letter dated August 23, 2005 to the CTC, we requested that they not implement this uniform cap on each county for AB 3090 reimbursement (see Attachment A). Our request argued that the uniform cap would ignore the large discrepancy among California counties in terms of population size, as well as amount of transportation projects that local agencies undertake during any given STIP period.

CTC approves \$71.2 million in TCRP Allocations for Los Angeles County

The CTC approved approximately \$71.2 million in Traffic Congestion Relief Program (TCRP) Funds for the following two projects:

- \$68.7 million for TCRP project # 54.1-Alameda Corridor East; grade separations on the Burlington Northern Santa Fe and Union Pacific Railroad lines; and
- \$2.5 million for TCRP project #49.1-Hollywood Intermodal Transportation Center; Adaptive Traffic Control System (ATCS).

“Re-allocation” of \$9.4 million in TCRP funds for the I-405 Northbound Sepulveda Pass Car Pool Lane.

The CTC “re-allocated” \$9.4 million in TCRP funds for this project. Current TCRP legislation requires a five-year expenditure timeline that would have meant that the \$9.4 million in previously allocated funds would have expired this September. The project is identified as TCRP Project #39-Route 405: Add Northbound HOV Lane Over Sepulveda Pass, Route 10 to Route 101.

Based upon the recent \$130 million in federal earmarks and the ability to deliver this project in segments, this previously allocated project was granted an extension. Metro is working with Caltrans to explore design/build for this specific project to accelerate delivery.

I-5 Widening Project Update

Doug Failing, Caltrans District 7 Director, provided the CTC with a status update on the I-5 Widening Project-Orange County Line to the I-605 (see Attachment B). The project includes widening the Los Angeles County section of the I-5 to match the Orange County section of eight general-purpose lanes and two High Occupancy Vehicle (HOV) lanes. Construction is scheduled to begin in 2010 with a December 2015 opening. The project has experienced significant cost increases due to scope definition, Right-of-Way, energy, labor and commodity prices (steel and cement), which will require further review and identification of cost reduction strategies and local funding options.

2. REGIONAL TRANSPORTATION PLANNING AGENCIES

The Regional Transportation Planning Agencies' (RTPAs) meeting reported on the SAFETEA-LU Committee draft papers that various RTPA participants developed, including Countywide Planning staff, and discussed implementation issues for SAFETEA-LU in California. In addition, the RTPAs discussed the continuing issues described in the following summaries.

Obligation Authority

An RTPA committee reviewed various redistribution proposals to be presented to the CTC as a means for providing better accountability of funds. The option to redistribute any unused funds back to a region based on existing 2004 formulas was the one that most RTPAs preferred.

Los Angeles County has delivered almost 130% of its Federal FY 2004 target, and Countywide Planning is again seeking to exceed the Los Angeles County target in Federal FY 2005 that ended on September 30, 2005.

Planning, Programming and Monitoring (PPM) Funding

The RTPA Planning, Programming and Monitoring (PPM) Committee has developed a consensus-based approach to bring more certainty to PPM funds for the local agencies. The CTC has been concerned in the past about allocating PPM funds, given their inability to fully allocate freeway maintenance work in the SHOPP. Countywide Planning, as do other RTPA planning departments, uses this funding source to ensure STIP project delivery within the county. The RTPAs voiced their commitment to keep the PPM funding a priority and will be developing a proposal that ensures a more equitable and accountable methodology for distribution. Countywide Planning staff has been working closely with this committee.

3. SELF-HELP COUNTIES COALITION

Focus on the Future Conference

The SHCC's 2005 Focus on the Future Conference will be held October 16-18 at the Renaissance Parc 55 Hotel, 55 Cyril Magnin Street, in San Francisco. Final program and other details may be obtained from the SHCC's website at www.selfhelpcounties.org.

4. GO CALIFORNIA CAMPAIGN

On September 30, Director Will Kempton of Caltrans and Undersecretary John Barna of the Business, Transportation and Housing Agency presented the Go California-Statewide Mobility Plan, together with the Statewide Goods Movement Action Plan (see Attachment C), at the California State University-Monterey Bay Campus. The stated vision of Go California is to improve mobility and accessibility for people, goods, services and information through a safe, integrated, multimodal, world-class transportation system that achieves the "3-E's":

- Prosperous Economy;
- Quality Environment; and
- Social Equity.

Approximately 100 people representing government agencies, business sectors and other stakeholder organizations attended the workshop, which included an in-depth Questions and Answer panel session with Director Kempton, Undersecretary John Barna and Joan Sollenberger (Caltrans Planning). Several regional follow-up workshops are scheduled throughout the state. The Go California regional workshop for Los Angeles is scheduled for October 25th (location to be determined). More information and program details can be found at Caltran's website at www.dot.ca.gov.

NEXT STEPS

Countywide Planning staff will continue to monitor and update the Board of Directors on the 2006 STIP, and will continue to participate in the regular monthly meetings of the CTC, the SHCC, and the RTPAs.

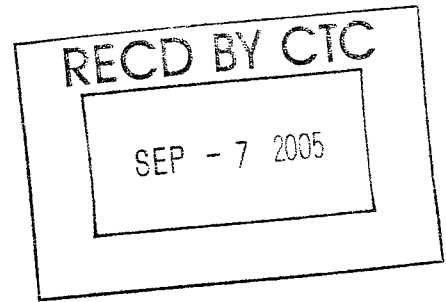
Los Angeles County
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Metro



August 23, 2005

Ms. Diane Eidam, Executive Director
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, California 95814

2006 STIP GUIDELINES AND AB 3090 CASH REIMBURSEMENTS

Dear Ms. Eidam:

I would like to bring to your attention that Section 67A (5) of the 2006 State Transportation Improvement Program (STIP) Guidelines limits AB 3090 cash reimbursements for any one fiscal year in any county to \$50 million. This limitation adversely affects the ability of the Los Angeles County Metropolitan Transportation Authority (Metro) to execute its transportation capital programming responsibilities for the 10 million residents of Los Angeles County.

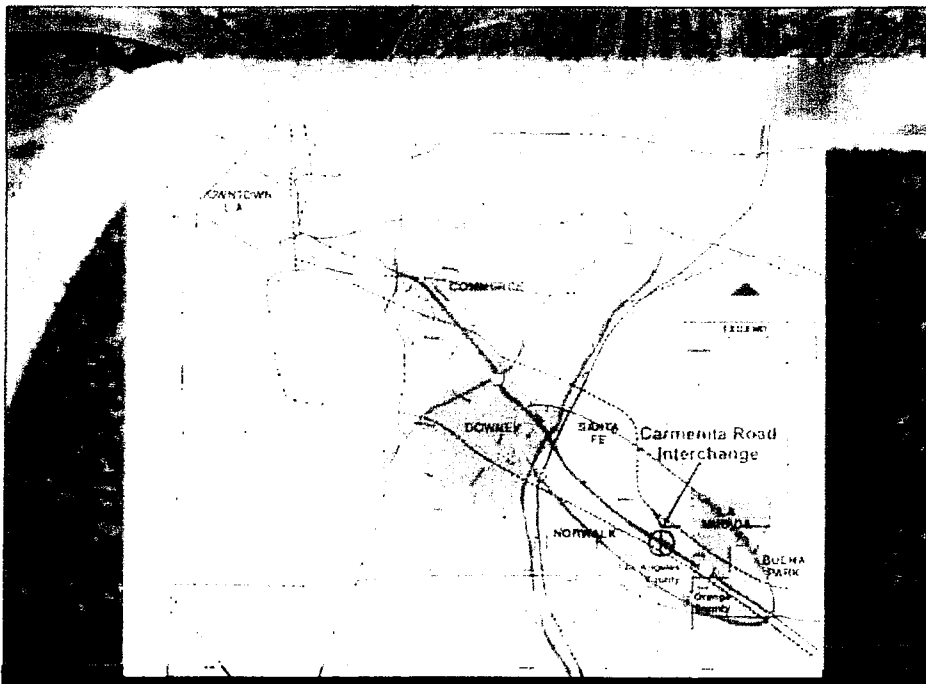
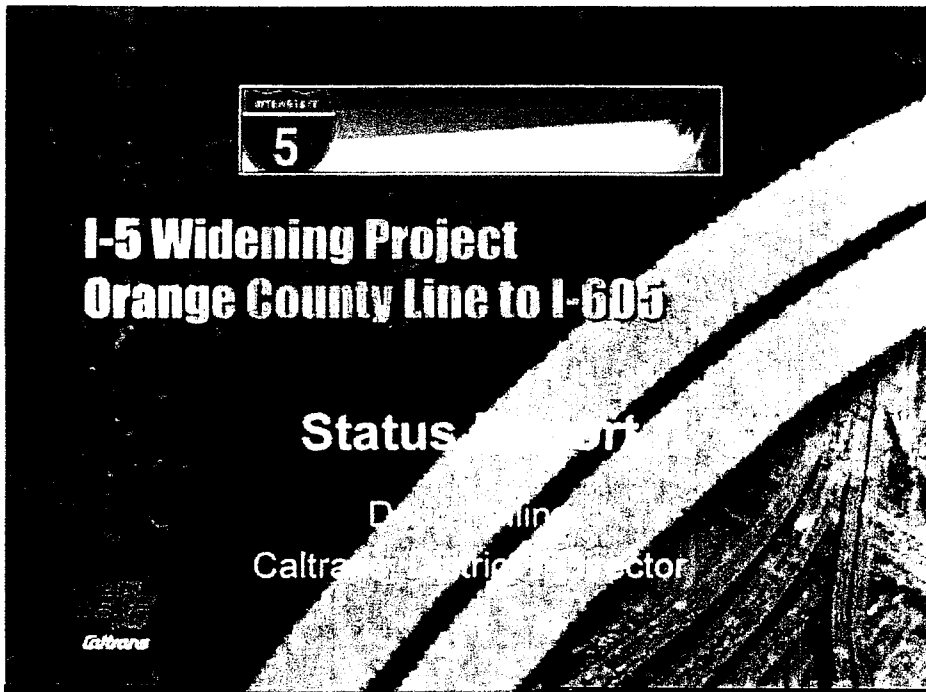
Placing a uniform cap of \$50 million on each county for AB 3090 reimbursement ignores the large discrepancy among California counties in terms of population size, as well as the amount of transportation projects that local agencies undertake during any given STIP period. As the largest Regional Transportation Planning Agency in the State of California, Metro has been able to deliver regional transportation projects that enhance the state highway system, especially at a time when state funding has been unavailable. I believe that this is noteworthy, given that the California economy relies heavily on a functioning transportation system.

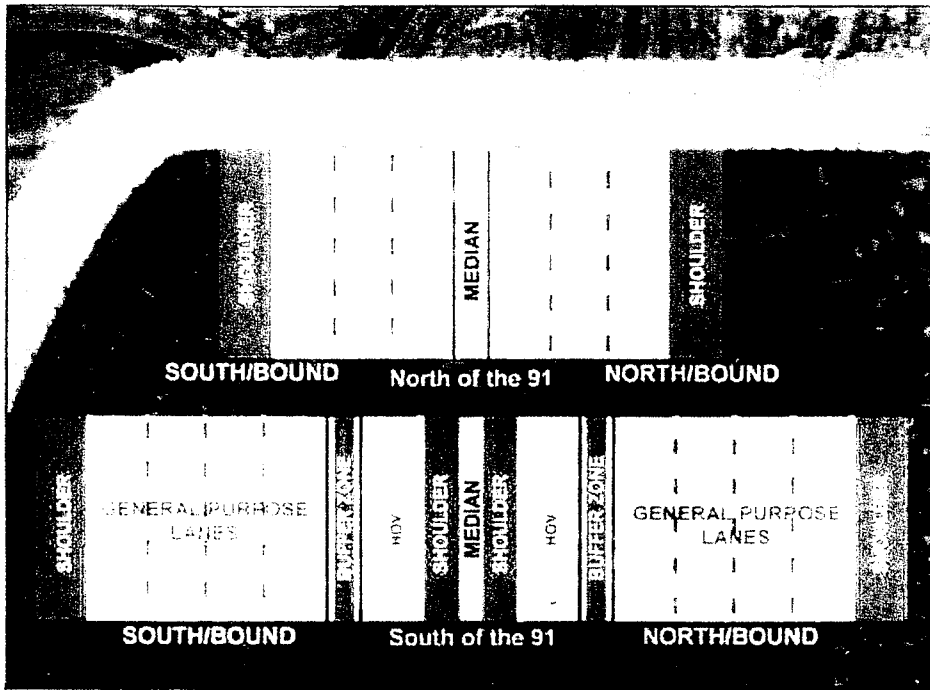
The AB 3090 guidelines are now being transferred into the 2006 STIP Guidelines, and I believe that this is an opportune time to repair this inequity of a uniform cap. A more equitable solution for Los Angeles County and others would remove the cap and provide a 60/40-split formula similar to other programs.

My staff can work with CTC staff to improve these guidelines to fairly reflect the transportation programming and funding needs across all of California. We remain appreciative of your continued support for Los Angeles County transportation projects and programs.

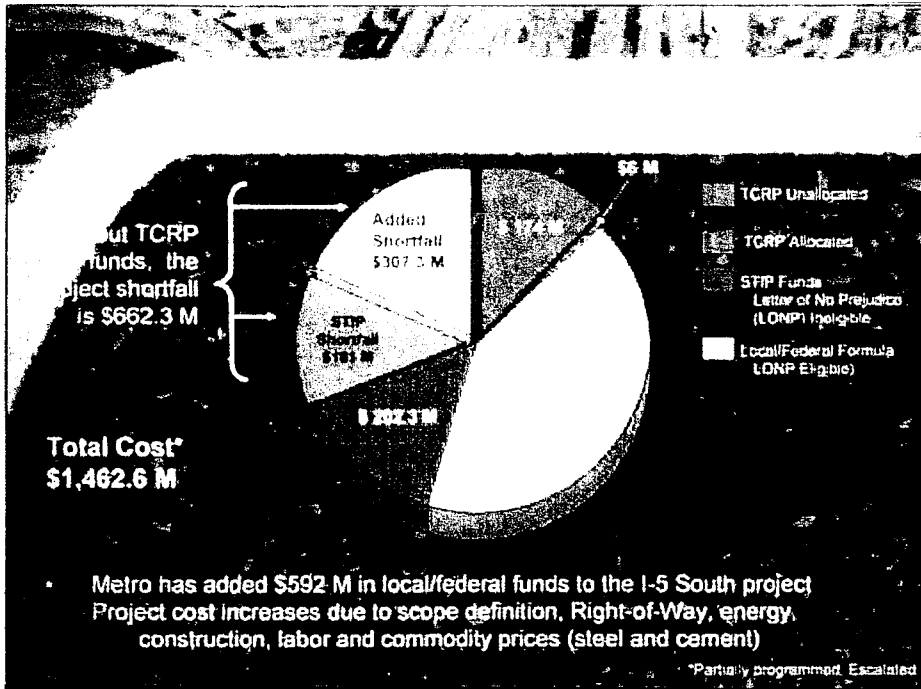
Sincerely,

Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority



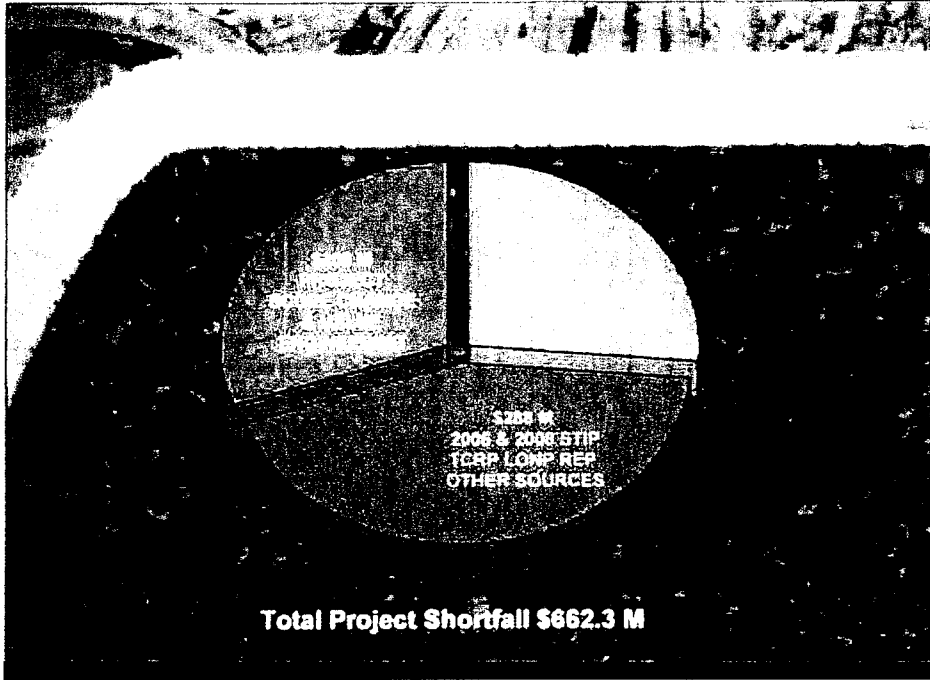


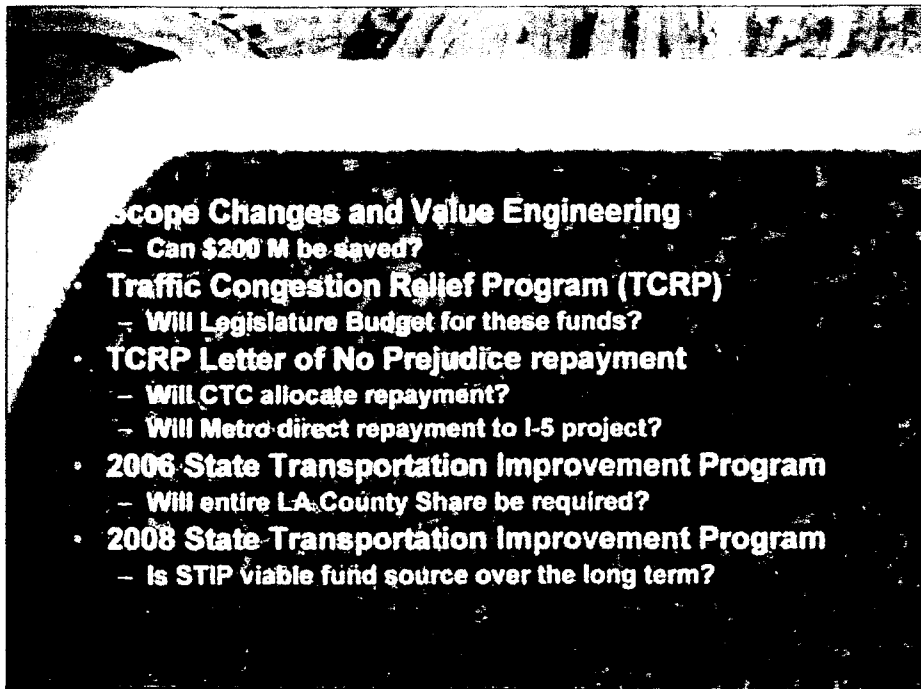
Project Report & Environmental Document	December 2006
Complete Design	January 2009
Begin Construction	January 2010
End Construction	December 2015



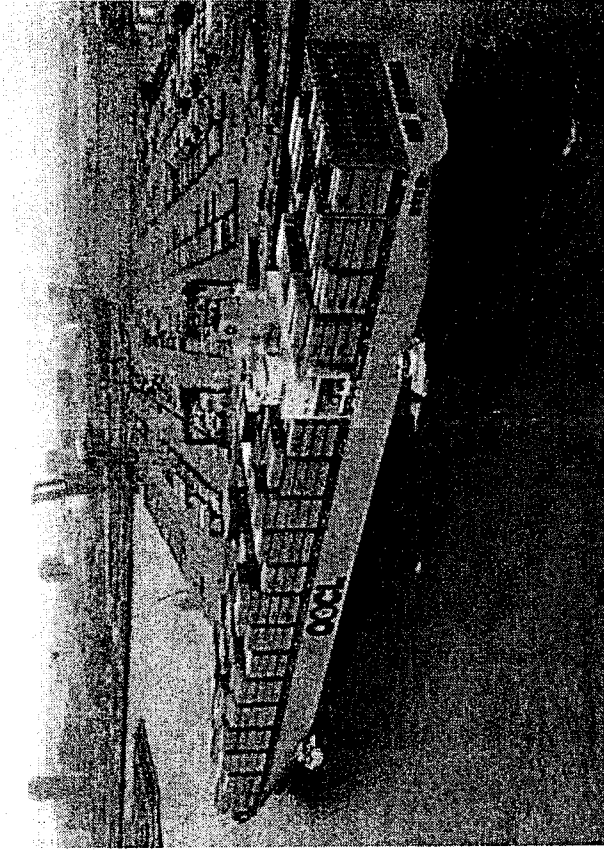
- Executed the Performance Agreement
 - Completed Corridor wide Traffic Counts
 - Completed Initial Site Assessment Report
 - Supplemental MOU under review
 - Established Steering Committee
 - Established Utilities and Landscape Subcommittees
 - Draft Landscape Master plan
 - Value Analysis nearly completed
- Metro IPA

- Revised design to reduce R/W impacts**
- **Negotiated reduced setback requirements**
 - **Explore new construction methods to reduce cost**
 - **Removed redundant freeway facility features**
 - **Maximize remnant property's redevelopment value**
 - **Evaluating reduced number of contracts**
 - **Evaluating design build alternatives**
 - **Developing aggressive schedule**
 - **Implementing viable Value Analysis recommendations**





Goods Movement Action Plan



California Environmental Protection Agency
Alan C. Lloyd, Ph.D.
Agency Secretary

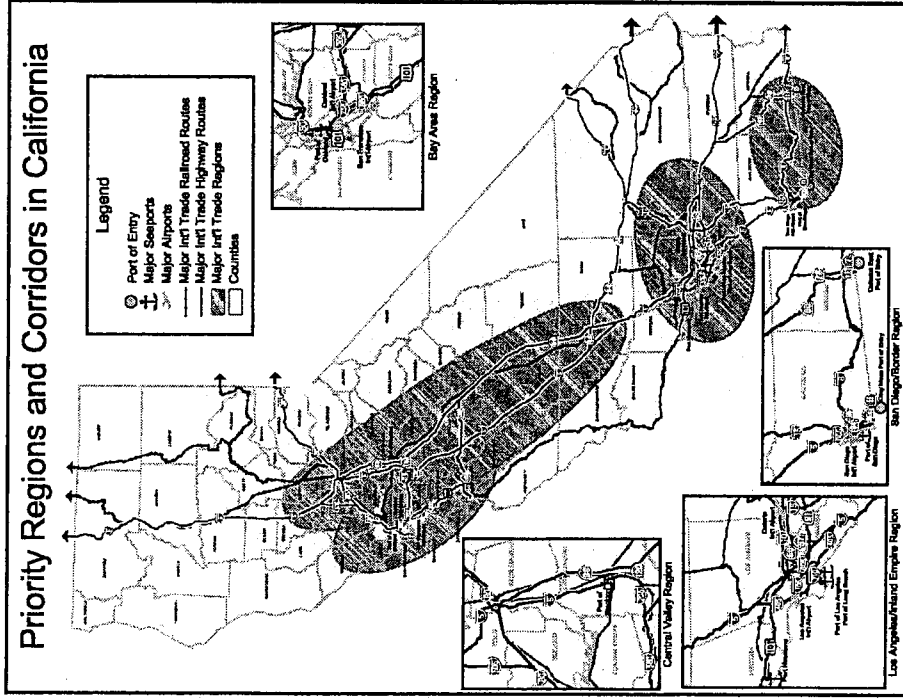


Business, Transportation & Housing Agency
Sunne Wright McPeak
Agency Secretary

State of California

Governor Arnold Schwarzenegger

California has four “Port to Border” regional corridors.



- Los Angeles-Long Beach
- Bay Area
- Central Valley
- San Diego

Goods Movement Industry

Major financial engine in California . . . and growing.



- Responsible for one out of seven California jobs.
- Cargo volume will double in 15 years (growing in Southern California faster than 2000 projections).
- Large infrastructure investment needed.

