



Metro


Metropolitan Transportation Authority


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December 9, 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 SACRAMENTO ON NOVEMBER 2-3, 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 November 2 and 3, 2005 in Sacramento. The following summarizes the key topics and issues addressed at these meetings.

DISCUSSION

1. CALIFORNIA TRANSPORTATION COMMISSION

CTC approves \$98 million in TCRP Allocations for Metro Orange Line

The CTC approved the Traffic Congestion Relief (TCR) project allocation request for \$98 million in new TCR funding to reimburse a previously approved AB 1335 Letter of No Prejudice (LONP) for the Metro Orange Line.

2006 State Transportation Improvement Program (STIP)

The \$1.81 billion 2006 STIP Fund Estimate assumes almost three-quarters (\$1.3 billion) of its funds from the Public Transportation Account (PTA). The remainder consists of State Highway Account SHA (SHA) funds and Transportation Enhancement (TE) funds. The SHA funds have been prioritized 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 currently in litigation.

Draft California State Rail Plan

Caltrans staff gave a presentation of the ten-year Draft California State Rail Plan 2005-06 to 2015-16 (see Attachment A). The draft plan covers both freight and passenger rail. The passenger rail element reviews the current operations of the three state supported inter-city routes (Pacific Surfliner, San Joaquin and Capitol Corridor) and outlines the ten-year capital improvements and service expansions for the Fiscal Years 2005-06 through 2015-16. The passenger element includes the potential for new routes, including high-speed rail. The freight element looks at concerns involving intermodal traffic, capacity issues, passenger and freight trains sharing right-of-way, environmental issues and the potential of short-haul rail. The State does not provide funding support for rail freight service.

2. REGIONAL TRANSPORTATION PLANNING AGENCIES

The Regional Transportation Planning Agencies' (RPTAs) meeting reported on the SAFETEA-LU Committee draft papers that various RTPA participants developed, including Countywide Planning staff. The RTPAs 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 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.

As of September 30, 2005, Los Angeles County had delivered 102% of its Federal FY 2005 target.

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 is continuing to work closely with this committee.

3. GO CALIFORNIA CAMPAIGN

Director Will Kempton of Caltrans and Undersecretary John Barna of the Business, Transportation and Housing (BT&H) Agency presented the Go California-Statewide Mobility

Plan, together with the Statewide Goods Movement Action Plan across the various regions throughout the state during the month of October. 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.

Metro staff is working with Caltrans and BT&H staff to review project proposals on the state highway system.

NEXT STEPS

Countywide Planning staff will present the 2006 State Transportation Improvement Program for Los Angeles County for Board of Directors’ approval. Staff also will continue to participate in the regular monthly meetings of the CTC, the Self Help Counties Coalition, and the RTPAs.

ATTACHMENT

A. California State Route Plan: 2005-06 to 2015-16

Tab 58
Ref 4.3



California State Rail Plan

2005-06 to 2015-16



Passenger Rail Issues

GoCalifornia

Improve mobility and accessibility for people, goods, services and information through a safer, integrated, multimodal, world-class transportation system that achieves the 3 E's:

- Prosperous Economy.
- Quality Environment
- Social Equity

Vision for Intercity Rail

- Provide relief to highway and airway congestion
- Provide a rail alternative to other travel modes
- Improve air quality, conserve fuel, and contribute to efficient land use



Capital Program Goals

- Improve safety, including grade crossings.
- Increase capacity on existing routes for increased frequencies and reliability.
- Reduce train running times.
- Improve equipment, stations and facilities.
- Projects to allow new cost-effective routes.

Operations Goals



Operations Goals

- Reach or exceed the Department's 50 percent farebox ratio standard.
- Convenient service with enough schedule flexibility to attract public.
- Improved on-time performance, operations and service amenities.
- A "seamless" network connected to commuter/urban rail and transit.

