

**Metro**

KEY TRANSPORTATION ISSUES FOR ECONOMIC RECOVERY PACKAGE

1. Ensure Highway Funds Reach Metropolitan Areas

The House-passed economic stimulus bill utilizes the Surface Transportation Program (STP) as the mechanism to distribute highway funds. This is normally a welcome development, as STP includes very specific suballocation and set-aside requirements that work well for regions like Los Angeles County. However, the language specifically exempts states from suballocating funds to regions/metropolitan areas. Under the House version passed in September (H.R. 7110), these program features would not apply. As a result, funds may not properly flow to the regions – or they may not even flow at all. This would be a significant problem for large metropolitan areas like Los Angeles County.

In order to rectify this situation, the economic recovery legislation should include language clarifying that current law (i.e. the existing STP structure) would apply when stimulus funds are distributed to the states. This would ensure that formula funds reach the local level.

2. Reward Localities That Raise Dedicated Transportation Funds

19 counties in California – along with dozens more throughout the nation – are known as "self-help" counties because of their commitment to raise local funds (typically a voter-approved sales tax) dedicated for transportation purposes. Los Angeles County has been a "self-help" county since 1980 with the passage of Proposition A and reaffirmed its status this year through the passage of Measure R, both of which increase the sales tax by half a cent to fund transportation projects.

Collectively, California's "self-help" counties raise \$2.98 billion annually in dedicated transportation revenue. Moreover, since the 1980's when the first transportation sales tax measures were adopted, "self-help" counties in California have raised a total of \$34.8 billion as of December 31, 2006.

The economic recovery package should reward or give priority to localities investing their own money for transportation purposes. Such an approach would bring together federal funds with local funds to produce even greater levels of economic stimulus and job creation. The central idea is that if a locality has decided to tax itself or raise local funds through other means to finance transportation projects, such efforts need to be recognized in a very tangible way. Specifically, the legislation should:

- Dedicate a fixed percentage set-aside for localities that meet a specified "self-help" definition.



Giving priority to counties/cities/regions that have taken the initiative to raise local transportation revenues will result in an economic recovery package that produces a powerful combination of federal and local resources, thereby boosting short and long term economic growth.

3. Expedite Project Delivery

In order to ensure that projects can proceed to construction without facing unnecessary and costly delays while at the same time maintaining environmental standards, we request that the following proposals be incorporated:

New Starts Program

- Simplify New Starts evaluation criteria to three factors: (a) cost effectiveness; (b) land use/economic development and (c) financial commitment and capacity.
- Establish simple “Go/No-go” determination to replace complicated project evaluation ratings. If a project passes, it is eligible for federal funds. If it does not pass, it is not eligible.
- Create a “fast lane” for projects with a state/local capital share of 60% or more. Such projects would not be subject to standard FTA oversight and reviews (i.e. Project Management Oversight, Financial Management Oversight, etc.).
- Establish statutory timeframes for FTA decisions such as approvals to circulate Draft and Final Environmental Impact Statements, entry into Preliminary Engineering, entry into Final Design as well as for the Full Funding Grant Agreement (FFGA) negotiation process.
- Eliminate the requirement for Preliminary Engineering (PE) approval from FTA if no federal funds are utilized for PE activities.
- Allow key project activities to proceed following Record of Decision but before execution of Full Funding Grant Agreement. Such activities include site preparation, utility relocation, demolition and other early construction work.

Procurement

- Allow grantees, in a federally funded procurement, adequate flexibility to procure construction work, rolling stock and other goods and services using any competitive procurement method that provides for award based on qualifications and/or price, as appropriate for the procurement involved, notwithstanding any restrictions in state or local law.



Other ideas to jump start projects

- Allow lead agency to substitute CEQA environmental clearance and documentation to substitute for NEPA clearance.
- Provide a blanket “letter of no prejudice” authority for grantees to use in moving forward with stimulus projects. This would enable the grantee to proceed as fast as possible with local funds and obtain FTA reimbursement at a later date. This will play a critical role in helping to jump start project activities and expenditures.
- Require all federal approvals in connection with a stimulus project to be provided within a specified time period, such as 30 days. This would include but not be limited to federal grants, New Starts approvals and NEPA reviews.
- In lieu of detailed federal reviews that might delay projects, require FTA to rely on grantee self certification of compliance with federal requirements to be followed up with federal audits as appropriate.
- Allow capital replacement projects (reconstruction within existing projects such as bridge deck sealing, guard rail replacement, etc.) to be excluded from NEPA. These projects fall within the existing footprint, do not require right of way acquisition and are categorical exemptions under CEQA.
- Allow scoping for early Alternatives Analysis document to satisfy scoping requiring for Environmental Impact Statement.



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SURFACE TRANSPORTATION AUTHORIZATION: KEY PRINCIPLES

- 1) **ENSURE A GUARANTEED, RELIABLE SOURCE OF LONG TERM FUNDING**
- 2) **MAKE GOODS MOVEMENT A NATIONAL ECONOMIC PRIORITY**
 - **Create a dedicated freight trust fund to finance critical investments in freight corridors.**
- 3) **PLACE A STRONG FOCUS ON METROPOLITAN MOBILITY**
 - **Provide tools to metro areas to reduce congestion, including but not limited to congestion pricing strategies.**
- 4) **BOLSTER THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM**
 - **Maintain strong concentration on areas with greatest air quality challenges.**
- 5) **GET SERIOUS ABOUT PROJECT DELIVERY STREAMLINING**
 - **Simplify the process of vetting projects so congestion relief and environmental relief can be delivered simultaneously and expeditiously.**
- 6) **OVERHAUL THE NEW STARTS/SMALL STARTS PROGRAM**
 - **Greatly simplify the complex and time-consuming evaluation process.**
 - **Grow the program.**



7) RESTRUCTURE THE FIXED GUIDEWAY MODERNIZATION PROGRAM

- **Eliminate distinction between “old systems” and “new systems” and allocate funds in a more evenhanded manner.**

8) PAY ATTENTION TO MULTIMODAL MOBILITY ISSUES

- **Strengthen bicycle and pedestrian programs to reduce congestion and improve the health of all Americans.**
- **Upgrade federal laws governing transit oriented development.**
- **Encourage the creation of mobility management plans to enhance transit options for seniors, people with disabilities and low-income residents.**



OBAMA-BIDEN TRANSITION PROJECT

Los Angeles County Metropolitan Transportation Authority

Assume Federal New Starts on Subway Westside Extension, Regional Connector, and Crenshaw Segment 2

THIS DOCUMENT WAS PRODUCED BY AN OUTSIDE PARTY AND SUBMITTED TO THE OBAMA-BIDEN TRANSITION PROJECT.

DRAFT 12/9/08

(in millions)

Project	TOTAL (YOE)	Prior Yrs	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
1 Westside Extension to La Cienega Ave Segment 1	\$ 2,690.0	\$ 6.4	\$ 35.2	\$ 54.8	\$ 76.0	\$ 296.6	\$ 349.5	\$ 381.2	\$ 414.5	\$ 426.9	\$ 416.6	\$ 232.4										
2 Regional Connector	\$ 1,320.0	\$ 3.1	\$ 3.2	\$ 2.7	\$ 2.5	\$ 7.7	\$ 10.0	\$ 27.3	\$ 37.6	\$ 145.1	\$ 169.5	\$ 184.9	\$ 201.1	\$ 206.1	\$ 202.1	\$ 117.2						
3 Crenshaw Transit Corridor Segment 2	\$ 1,830.0		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34.2	\$ 56.4	\$ 72.6	\$ 224.4	\$ 277.4	\$ 286.5	\$ 286.1	\$ 286.3	\$ 225.5	\$ 80.4		
4 Westside Extension - 1st 4 years of Segment 2	\$ 1,225.6																		\$ 123.7	\$ 123.7	\$ 439.9	\$ 538.3
5 Subtotal	\$ 7,065.6	\$ 9.5	\$ 38.4	\$ 57.5	\$ 78.5	\$ 304.3	\$ 359.5	\$ 408.5	\$ 452.0	\$ 572.0	\$ 620.3	\$ 473.7	\$ 273.7	\$ 430.5	\$ 479.5	\$ 403.7	\$ 286.1	\$ 286.3	\$ 349.2	\$ 204.1	\$ 439.9	\$ 538.3
6 Federal New Starts \$120 M avg. per year beginning FY 12 (see note below)	31% \$ 2,160.0				\$ 73.7	\$ 120.0	\$ 120.0	\$ 166.3	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0	\$ 120.0
7 Non-New Starts Funds	69% \$ 4,905.6	\$ 9.5	\$ 38.4	\$ 57.5	\$ 4.8	\$ 184.3	\$ 239.5	\$ 242.2	\$ 332.0	\$ 452.0	\$ 500.3	\$ 353.7	\$ 153.7	\$ 310.5	\$ 359.5	\$ 283.7	\$ 166.1	\$ 166.3	\$ 229.2	\$ 84.1	\$ 319.9	\$ 418.3
8 Expo Phase I	\$ 862.4	\$ 294.8	\$ 241.5	\$ 217.7	\$ 108.4																	
9 Expo Phase II	\$ 1,646.0	\$ 7.6	\$ 230.0	\$ 235.0	\$ 247.0	\$ 280.0	\$ 296.0	\$ 301.0	\$ 49.4													
10 Wilshire BRT	\$ 124.0	\$ 8.7	\$ -	\$ 5.0	\$ 5.0	\$ 5.0	\$ 30.0	\$ 50.3	\$ 20.0													
11 San Fernando Valley Orange Line Extension to Chatsworth	\$ 223.6	\$ 6.0	\$ 60.0	\$ 60.0	\$ 50.0	\$ 47.6																
12 East San Fernando Valley North-South Bus Speed Improvements	\$ 100.0	\$ 6.4	\$ 19.0	\$ 54.1	\$ 20.5																	
13 Gold Line Foothill Light Rail Extension	\$ 905.0	\$ 25.0	\$ 4.0	\$ 55.0	\$ 70.0	\$ 100.0	\$ 150.0	\$ 156.0	\$ 140.0	\$ 125.0	\$ 80.0											
14 Green Line Extension to Los Angeles International Airport/Crenshaw Transit Corridor Segment 1	\$ 743.0	\$ 5.3	\$ 2.9	\$ 2.2	\$ 0.4	\$ -	\$ -	\$ 31.3	\$ 96.8	\$ 160.8	\$ 102.4	\$ 76.3	\$ 65.4	\$ 89.8	\$ 61.6	\$ 47.9						
15 Subtotal: Non-New Starts	\$ 9,509.6	\$ 363.3	\$ 595.8	\$ 686.5	\$ 506.1	\$ 616.9	\$ 715.5	\$ 780.9	\$ 638.2	\$ 737.7	\$ 682.7	\$ 430.0	\$ 219.1	\$ 400.3	\$ 421.1	\$ 331.6	\$ 166.1	\$ 166.3	\$ 229.2	\$ 84.1	\$ 319.9	\$ 418.3
16 Total	\$ 11,669.6	\$ 363.3	\$ 595.8	\$ 686.5	\$ 579.8	\$ 736.9	\$ 835.5	\$ 947.2	\$ 758.2	\$ 857.7	\$ 802.7	\$ 550.0	\$ 339.1	\$ 520.3	\$ 541.1	\$ 451.6	\$ 286.1	\$ 286.3	\$ 349.2	\$ 204.1	\$ 439.9	\$ 538.3
17 Overall Federal New Starts Contribution	18.51%																					

Notes:
1. Metro Gold Line Eastside Extension to Whittier and Atlantic has two years remaining of New Starts funding (\$80 M in FY 09 and \$77.2 M in FY 10).