



Mobility 21

**LA County Moving Together
Mobility-21 Coalition No. 2004-02
March 3, 2004**

Transportation Equity Act for the 21st Century (TEA-21) Reauthorization

Description: Resolution endorsing the State of California and Los Angeles County's Projects and Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21)

WHEREAS, The Transportation Equity Act for the 21st Century (TEA-21), which authorizes federal funding for surface transportation programs and projects across the country, expired on September 30, 2003 and was extended by Congress to February 29, 2004; and

WHEREAS, In preparation for reauthorization, the Los Angeles County Metropolitan Transportation Authority (MTA) and other transportation providers in the county have developed a list of major, regionally significant projects and a set of consensus principles that preserve and expand upon the successes of TEA-21; and

WHEREAS, At the November 18, 2002 Mobility 21 Transportation Summit, approximately 500 business, transportation, government, and non-profit leaders, as well as elected officials from across Los Angeles County, endorsed these projects and principles (Attachments A and B) and during the 2003 Mobility 21 summit these efforts were continued; and

WHEREAS, The United States House of Representatives will need to continue to acknowledge the important economic stimulus that Los Angeles County provides to the nation; and

WHEREAS, Daily commute trips in the Los Angeles area will increase by 30% over the next two decades; and

WHEREAS, The population of Los Angeles County will increase between 2.7 to 3.5 million people in the next 25 years necessitating a major investment in innovative transportation solutions; and

WHEREAS, Three alternative versions of TEA-21 reauthorization are currently being debated in Congress; and

WHEREAS, President Bush has sponsored HR 2088, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA) recommending a six-year funding level of \$256 billion; and

WHEREAS, The Senate passed its version of the bill, S 1072, recommending a six-year funding level of \$318 billion; and

WHEREAS, The House Transportation and Infrastructure Committee has introduced HR 3550, the Transportation Equity Act – A Legacy for Users (TEA-LU), recommending a six-year funding level of \$375 billion; and

WHEREAS, Congress has passed a two-month extension of TEA-21 until April 30, 2004; and

WHEREAS, Efforts are underway to ensure that if another TEA-21 extension is approved by Congress, language is included to allow states to maintain obligation authority to continue to fund local projects; and

WHEREAS, Efforts are underway to end the loss of funding to the Highway Trust Fund caused by preferential tax treatment for gasohol and diversion of revenues collected for ethanol fuels. This results in California losing \$600 million annually in transportation revenues; and

WHEREAS, Efforts are underway to develop a “Small Starts” category to fund bus rapid transit (BRT) and other appropriate small-scale fixed guideway projects as part of TEA-21 reauthorization; and

WHEREAS, Securing a major amount of federal transportation-related assistance for Los Angeles County is paramount in developing solutions to improve the mobility of individuals, the strength of the economy, locally, state-wide and nationally, and the quality and integrity of our environment; and

NOW THEREFORE BE IT RESOLVED THAT

The Mobility-21 Coalition:

- Endorses the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the

Transportation Equity Act for the 21st Century (TEA-21), as both address the multi-modal transportation needs of Los Angeles County; and

- Supports efforts to secure the highest amount of funding possible for transportation in TEA-21 reauthorization; and
- Support efforts to end the loss of funding to the Highway Trust Fund caused by the preferential tax treatment for gasohol by allowing flexibility in oxygenate requirements while adhering to Clean Air Act standards, eliminating the ethanol tax preference, and ending the diversion of ethanol tax revenues to the general fund; and
- Supports efforts to ensure that if another TEA-21 extension is approved by Congress, language is included to allow states to maintain obligation authority to continue to fund local projects; and
- Supports and advocates efforts to secure funding for the following Regional High Priority Projects in TEA-21 Reauthorization:

Regional High Priority Projects
(not in priority order)

1. Alameda Corridor East: Construction Improvements and Traffic Light Synchronization and Upgrade
2. Los Angeles Eastside Light Rail Transit Project
3. Mid-City/Exposition Boulevard Light Rail Project from Downtown Los Angeles to Venice/Robertson
4. MTA Bus and Rail Capital Improvements (vehicles, equipment, facilities, security, rapid bus expansion and other capital needs)
5. Municipal Operators Bus Capital Improvements (vehicles, equipment, facilities, security, rapid bus expansion and other capital needs)
6. I-5 HOV Improvements from Route 134 to Route 170
7. I-5: Add 1 Mixed Flow and 1 HOV Lane from Rosemead (I-605) to Orange County Line
8. I-405 Northbound HOV Lanes from I-10 to US 101
9. I-10 HOV lanes from I-605 to Route-57.
10. Green Line - Airport People Mover Intermodal Connection Project and FlyAway System Expansion with Remote Baggage Check-In Project

11. Non New Starts funding for the following Metrolink projects: track improvements on the 91/IEOC/Orange County lines; parking and station access improvements on the San Bernardino Line; and parking and electronic message signs at intermodal stations
12. I-710 Gateway Program (Gerald Desmond Bridge replacement and highway improvements)

THAT this resolution shall be widely circulated to all interested parties to include: the California Congressional Delegation, U.S. Senators Dianne Feinstein and Barbara Boxer, the House Chairpersons and Ranking Members of the Transportation & Infrastructure committee and subcommittees, the Senate Chairpersons and Ranking Members of the Banking, Finance and Environmental Public Works committees and subcommittees and the President of the United States.

PASSED AND APPROVED BY THE MOBILITY-21 COALITION THIS 3RD DAY OF MARCH, 2004



Attachment A

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

LOS ANGELES COUNTY PRINCIPLES FOR REAUTHORIZATION

The Transportation Equity Act for the 21st Century (TEA-21) will expire on September 30, 2003. This legislation will need to be re-authorized so as to provide federal funding for surface transportation programs and projects across the country. The Los Angeles County Metropolitan Transportation Authority (MTA) and other transportation providers in the county have developed consensus principles and strategies that preserve and expand upon the successes of TEA-21 and that improve funding opportunities for transportation programs and projects in Los Angeles County.

BACKGROUND

On May 22, 1998, the Congress passed H.R. 2400 now known as TEA-21. TEA-21 is the landmark federal reauthorization act following the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). On June 9, 1998, then President Clinton signed the bill into law, and on July 22, 1998, signed a bill making technical corrections to TEA-21. Covering the six-year period that includes Federal Fiscal Years (FFY) 1998-2003, TEA-21 authorized \$41 billion for transit and at least \$175 billion in highway funding. Each federal fiscal year (FY) begins on October 1 and ends on September 30.

TEA-21 was enacted so as to build upon the initiatives that ISTEA established, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. This reauthorization act also combined the continuation and enhancement of successful funding programs with unprecedented provisions designed to guarantee \$198 billion in funding for continuing the rebuilding of the country's transit and highway systems.

Discussions already have begun nationwide on reauthorizing this important federal funding mechanism for transportation. The following principles were reviewed and approved by the MTA's transportation partners to provide a consensus position on TEA-21 Reauthorization for the Los Angeles region.

GENERAL PRINCIPLES

- Work closely with the MTA, Los Angeles County municipal operators and cities, the California Department of Transportation (Caltrans), the Southern California Regional Rail Authority (SCRRA/Metrolink), the Southern California Association of Governments (SCAG), and other local and regional transportation interests have worked together to develop a unified position on the TEA-21 Reauthorization, so that the transportation needs of Los Angeles County are represented fairly.
- Work closely also with federal, state, and other transportation stakeholders to advocate the unified Los Angeles County position on the TEA-21 reauthorization, so that the transportation needs of Los Angeles County are well supported in Sacramento and in Washington, D.C.
- Preserve the successes of ISTEA and TEA-21 and improve funding and innovative financing techniques for California transportation programs and projects that help move people and goods efficiently and safely, particularly in Los Angeles County.
- Work with the Federal Government to ensure that homeland safety and security needs are addressed with funding and policies for transit and highway systems.
- Continue to transfer the Mass Transit portion of the federal gas tax into the Mass Transit Account of the Highway Trust Fund.
- Support transit and highway program structures by increasing formula and discretionary funding levels, by focusing on maintaining and improving infrastructure, and by emphasizing enhanced performance of our transit and highway systems.
- Encourage new funding for new projects that do not impact existing programs.
- Continue to ensure balanced investments in transit systems, intermodal projects, highways, non-motorized facilities, bridges, bikeways, transportation demand management and ridesharing.
- Provide additional funding for system preservation, maintenance needs, and rehabilitation/renovation programs.
- Maintain funding flexibility needed by implementing agencies, as with Surface Transportation Program (STP) funds, to better address particular priorities of their surface transportation network, with a particular emphasis on funding transportation-related aspects of federal mandates such as the Americans with Disabilities Act (ADA), the Clean Air Act (CAA), and the National Environmental Policy Act (NEPA).

- Continue provisions for guaranteed funding levels and maintain the TEA-21 enacted federal budget “firewalls” that protect transportation-related revenues from being diverted to other uses.
- Ensure that high priority funded projects do not reduce the amount of formula funds returned to the State.
- Continue the Revenue Aligned Budget Authority (RABA) provision, but seek changes so that RABA funds are authorized and distributed consistent with the historical split of gas tax proceeds to the Highway and Mass Transit Accounts.
- Increase Minimum Guarantee status beyond current level of 90.5% for donor states.
- Change Minimum Guarantee program so that funds generated are provided as STP funds and sub-allocated to local jurisdictions if determined by the MTA Board after annual review.
- Maintain direct links between annual generations from the Highway Trust Fund (HTF) and the Mass Transit Account with those annual appropriations that dedicate transportation revenues for transportation purposes; spend down unobligated HTF balances over time.
- Address funding problems created by current un-funded federal mandates by eliminating or reducing those mandates or substantially increasing the funds available to address them.
- Streamline and expedite processes for addressing environmental review requirements, including federal certification of state environmental processes for federal environmental clearances, such as allowing the California Environmental Quality Act to serve as the equivalent of a federal environmental clearance.
- Expedite the metropolitan and statewide transportation planning processes even further, and continue to stress the importance of including all transit, bikeway, pedestrian and highway stakeholders.
- Ensure transportation planning efforts are compatible with regional and local economic development plans and land use.
- Provide sufficient funding for safety, bicycle and pedestrian improvements so as to facilitate implementation of master and regional plans.
- Encourage use of alternative fuel vehicles that protect and improve air quality to reduce pollution in cities throughout the country.

- Encourage demonstration projects that promote new technology for all modal needs and uses, in particular showcase projects.
- Provide Federal funding for improvements to the nation’s most important international harbors and airports to enhance their security and to improve circulation and delivery reliability near these strategic resources, sometimes referred to as “Global Gateways”.

TRANSIT PROGRAMS

- Provide federal funding for transit projects and programs in Los Angeles County (LAC) over the next six years, as identified in the MTA Long Range Transportation Plan, which includes the needs of the MTA, LAC municipal operators, cities, ASI, paratransit operators, and the SCRRA (Metrolink).
- Include a provision that clarifies the status of the remaining TEA-21, Section 5309 New Starts balance of \$645 million for the Los Angeles Metro Rail Red Line MOS-3 Project. (The provision would clearly provide for making the \$645 million balance available for the Los Angeles Eastside Light Rail Project and the Los Angeles Mid-City/Exposition Boulevard Light Rail Project)
- Increase Section 5309 New Starts funding for New Fixed Guideway systems and expansions within Los Angeles County.
- Increase Section 5309 Bus and Bus Facilities/Section 5308 Clean Fuels funding for bus purchases and other bus-related capital activities and needs of Los Angeles County transit operators.
- Increase Section 5307 Urban Formula funding for transit capital and preventive maintenance needs of Los Angeles County transit operators.
- Increase Section 5309 Fixed Guideway Modernization funding for enhancement and expansion of fixed guideway systems in Los Angeles County.
- Increase Section 5310 funding for countywide paratransit capital needs and the growing needs of the elderly and disabled population.
- Establish a flexible federal funding program for Bus Rapid Transit (BRT) projects.
- Allow federal formula transit funding to flow to states and localities as with federal highway funding, which does not have to go through an annual appropriations process.
- Oppose any federal transit funding limit or “cap” on formula and/or discretionary federal transit funds for individual states.

- 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 split between 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.
- Eliminate the FTA 5-year period of performance limitation for: 1) equipment and systems contracts carried out for constructing new fixed guideway projects, and; 2) operating service and maintenance contracts.
- 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.
- 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 and expand the existing highway system to reduce congestion and improve mobility with emphasis on local interstate freeways of national significance.
- 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 ramps in urban areas 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.

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 should be given special consideration 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.



Attachment B

OTHER REGIONAL PRIORITY PROJECTS

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

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 (SCRRA Project List)
Mid-City/Exposition Boulevard Light Rail Project from Venice/Robertson to Santa Monica
Route 57/Route 60 Interchange Reconfiguration Improvements
I-5 Interchange Improvements from Orange County Line to Rosemead Blvd. (Route 19)
I-5/Route 170/134 HOV Improvements (partial connector - southbound to northbound)
<u>I-5/Route I-405 HOV Improvements (partial connector - southbound to northbound)</u>
San Fernando Valley North-South Transit Corridor Improvement

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

OTHER REGIONAL PRIORITY PROJECTS

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

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
I-5 Rail Crossing Improvements from I-605 to Route 91
I-5 HOV Lanes from I-710 to I-605
I-10 HOV Lane Extensions (to Pacific Coast Highway)
Route 138 Corridor Improvements (specific recommendations forthcoming from Major Corridor Improvement Study), including Safety Improvements
US 101 HOV Lanes Between I-110 and Route 23 Corridor Improvements (or other specific recommendation forthcoming from Major Corridor Improvement Study)
I-405/Crenshaw Blvd. Interchange Upgrade
I-405/Artesia Blvd. Interchange Upgrade
I-405/Western Ave. Interchange Upgrade
I-405 Upgrade at Del Amo Boulevard
I-710 Freeway Gap Closure
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 I-5/SR-126 Interchange and SR-14/Golden Valley Interchange
Santa Monica National Recreation Area Improvements
Route 2 South Freeway Terminus Upgrade & Improvements to Glendale Boulevard

Route 14 HOV Improvements from Pearblossom to Avenue L
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