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**TO: Jacki Bacharach, SBCCOG Executive Director**

**FROM: Steve Lantz, SBCCOG Transportation Consultant**

**RE: SBCCOG Transportation Update – June 2011**

**Federal Update:**

**Federal Transportation Reauthorization Bills Due after July 4**

June was spent in behind-the-scenes negotiations for the Federal Reauthorization Legislation as federal legislators tried to balance federal budget challenges with pressing transportation infrastructure and jobs needs. The Environment and Public Works Committee is getting ready to introduce their transportation reauthorization bill. According to reports by the [Journal of Commerce](http://www.joc.com/government-regulation/committee-poised-introduce-transportation-bill), it’s likely to be a two-year bill rather than a six-year bill to avoid locking in deep funding cuts in the transportation program. The bill is rumored to cost $12 billion more than the Highway Trust Fund will bring in, so the Finance Committee will need to find a way to pay for that overage.

Boxer plans to introduce the Senate bill after the July 4 recess and hold hearings in mid-July. Rep. Mica has also said he’ll introduce the House of Representatives bill the week after the July 4 recess. The bills are expected to be significantly different in their elements and funding approaches.

 **Green Transportation Research Bill Introduced**

Representative David Wu (D-Oregon) introduced a transportation-related bill in June that aims to [fund research on alternative transportation](http://www.bikeportland.org/2011/06/27/congressman-david-wu-introduces-transportation-research-bill-55584). Wu’s [“Promoting Green Transportation Infrastructure through Research and Development Act”](http://www.house.gov/list/press/or01_wu/pr110624.html%3Cbr%20/%3E) (H.R. 2317) aims to create and expand university-based transportation research centers, develop programs that can fund green transportation projects, and address the connections between our transportation systems and climate change. Instead of creating jobs in construction or engineering, it would create jobs in research and development at new or expanded transportation centers across the country.

The [draft bill](http://bikeportland.org/wp-content/uploads/2011/06/6.23.11_WU_015_xml.pdf) defines “green transportation infrastructure” as infrastructure that preserves natural features such as wetlands, minimizes impervious surfaces like asphalt, and cuts back on life-cycle energy consumption and air pollution. It even includes a program to advance research on paving materials and construction techniques.

**Sacramento Update:**

**State Budget Update**

On June 30th Governor Brown signed SB 87, the main State budget bill for FY 2011-2012, along with 18 budget "trailer" bills, including three dealing with the so-called "trigger cuts" that are linked to about $2.5 billion in additional spending cuts to go into effect sometime after January 2012 if a certain level of revenues do not come into the State treasury as hoped for in the budget.

The bulk of the cuts authorized in State law were approved by the legislature in March trailer bills. Those budget trailer bills from March and from June - along with the main budget bill, taken together, make up the 2011-2012 State Budget.

**State Revenues Up for May**

State Controller John Chiang released his monthly report covering California’s cash balance, receipts and disbursements for May. Total revenues for the month were $408.3 million above (5.9 percent) estimates found in the May Revision of the Governor’s proposed 2011-12 budget. Sales taxes were over projections by $305.9 million (9.0 percent) in May, and personal income taxes were up $12.3 million (0.4 percent). Corporate taxes were down $11.1 million (-3.9 percent).

May 2011’s [financial statement](http://sco.ca.gov/ard_state_cash_fy1011.html) and the [summary analysis](http://sco.ca.gov/ard_state_cash_summaries.html) can found on the Controller’s Web site at [www.sco.ca.gov](http://www.sco.ca.gov).

**Yellow hybrid stickers for carpool lanes expire July 1**

The day of reckoning arrived on July 1 for the yellow stickers that have allowed single-occupant hybrid vehicles to use carpool lanes. Now that yellow stickers have expired, the only Californians who will be able to drive solo in carpool lanes will be those who have white stickers on their all-electric or natural gas-powered vehicle. About 10,000 white stickers have been issued.

**Southern California Update:**

**Measure R South Bay Highway Program**

The Metro Board approved the SBCCOG’s programming recommendations on June 23 for the first six years of the $906 million, 30-year Measure R South Bay Highway Program (SBHP). Funding for the Early Action projects is available starting July 1st.

 Lead agencies for the projects that are allocated FY11-12 funds should be working with Metro to execute their funding agreements. Agencies that need technical assistance in the preparation of the funding agreement may request the SBCCOG to fund Iteris, the COG’s SBHP Technical Consultant, to provide assistance up to the execution of the funding agreement. Once the funding agreement is executed the lead agency will need to fund any further technical assistance from the project budget.

The SBCCOG’s Infrastructure Working Group recommended approval of the Draft SBHP Implementation Plan. The revised plan will be presented to the Board’s Measure R Oversight Committee and will be recommended for SBCCOG Board approval in July.

**I-110 Harbor Transitway ExpressLanes Construction Notice Link**

As part of the Los Angeles County Congestion Reduction Demonstration Program along the I-10 and I-110 freeways, Metro's contractor is starting to install conduit as a means of providing power at numerous locations. Due to preliminary road work in preparation for the [ExpressLanes](http://www.metro.net/projects/expresslanes/) Demonstration Project, street and freeway lane closures will be occurring on and adjacent to the I-110 Harbor Transitway. For up to date information, Cntrl + Click to follow link [ExpressLanes](http://www.metro.net/projects/expresslanes/)

ExpressLanes is a pilot, one-year demonstration project overseen by Metro, Caltrans and several other mobility partners that have joined forces to develop a package of projects to improve traffic flow and provide enhanced travel options on the I-10 and I-110 Freeways in Los Angeles County.

**CARMAGEDDON: I-405 to be closed for 53-Hours between U.S. 101 and I-10 Planned in Mid-July**

Metro is working with a wide range of elected officials, celebrities, public and private organizations to implement a comprehensive outreach program in advance of a major closing of the I-405 in the Sepulveda Pass from 7 pm on July 15 through 6 am on July 18. The specific freeway closure boundaries are as follows:

* Northbound I-405: 10-mile closure between I-10 and U.S. 101
* Southbound I-405: 4-mile closure between U.S. 101 and Getty Center Drive Ramps

Metro expects to know by mid-day Saturday if the critical milestones of the demolition have been met and whether the demolition will continue to its conclusion or the remaining structure will be stabilized and the freeway re-opened.

Metro is also offering [free subway and bus rides](http://encino.patch.com/articles/metro-metrolink-add-new-transit-services-for-i-405-closure) during the closure to help people get around the anticipated traffic build-up. If the closure needs to be extended, Metro and Caltrans will alert the public through [Twitter](http://twitter.com/#!/I_405), radio and the media.

# LAX has launched a 405 Advisory website that advises taking transit and avoiding driving to or from the airport. Although the [airport](http://www.lawa.org/welcomelax.aspx) is south of the closure area, traffic is expected to be heavy on east-west freeways such as the 10 and 105, as well as on surface streets such as Sepulveda and Lincoln.

Options for getting to and from LAX:

[Metro Rail:](http://www.metro.net/) The Red and Purple lines and the Orange Line busway will be free to ride July 16 and 17. But the [Green Line](http://www.metro.net/around/rail/green-line/), which stops closest to the airport at the Aviation/LAX station, will not be free. Metro Rail tickets cost $6 for a day pass or $1.50 for each segment of the rail system. You can pick up a free shuttle bus to the airport from the station.

[Metrolink:](http://www.metrolinktrains.com/) [Weekend passes](http://www.metrolinktrains.com/news/?id=6483), good for the entire system, will go on sale July 1 for $10. Usually Metrolink service is limited on weekends, but during the shutdown trains will be added for passengers coming from the San Fernando Valley and Antelope Valley to Union Station in Downtown Los Angeles.

[LAX FlyAway](http://www.lawa.org/welcome_lax.aspx?id=292): This express bus can take you to the airport from Union Station in downtown Los Angeles ($7 each way), Westwood ($5), Van Nuys (($7) and Irvine ($25). But you may be caught in the same road traffic as everyone else, so allow plenty of time. [Shuttles](http://www.lawa.org/welcome_lax.aspx?id=1298) and [taxis](http://www.lawa.org/welcome_lax.aspx?id=942): The special LAX Web page also encourages travelers to take shared-ride vans (shuttles) or taxis to avoid driving. Again, you may get caught in traffic.

[Amtrak](http://www.amtrak.com/servlet/ContentServer?pagename=Amtrak/HomePage): From outlying areas, you can hop on the [Pacific Surfliner](http://www.amtrak.com/servlet/ContentServer?c=AM_Route_C&pagename=am%2FLayout&cid=1241245649505) train from Santa Barbara, San Diego and other towns to Union Station in downtown Los Angeles and then take the [LAX FlyAway](http://www.lawa.org/welcome_lax.aspx?id=292) bus to the airport.

Hotels: The special LAX web page provides a [list](http://www.lawa.org/405/) of hotels near the airport that may have park-stay-sleep-fly packages that include a free shuttle ride to the airport.

Options for getting to and from Bob Hope Airport in Burbank:

Shuttles, Metro Rail and Metrolink - [free shuttles](http://www.burbankairport.com/dmdocuments/06-23-10_Airport_Shuttle_to_Burbank_Station.pdf) connect between the Downtown Burbank Metrolink [station](http://www.metrolinktrains.com/stations/detail.php?id=86) and Metro Rail's North Hollywood Red Line Station.

One interesting contractual tidbit is that Kiewit Pacific Co., the prime contractor for the work, will be charged approximately $6,000 for every 10 minutes it exceeds the deadline for reopening the freeway, 6 am on July 18.

**Johnny Appleseed of Walk-able Communities Audits South Bay Roads**

Daisy Nguyen, an Associated Press reporter, wrote a profile in June about Dan Burden, the Vitality City consultant who doesn't own a car and conducts so-called walking audits by foot. PROVIDE LINK