

Long Range Transportation Plan
Annotated - Capital Project Programming FY 11 - 19

(\$ in millions)

line	Project (As described in March 2010 Board Report)	Category	Approved 3/2010 Project Total	Cum Total	Update Project Total March 2011	Board Action Date or New Category
119	Alameda Corridor East Grade Sep Ph II - 25% of Measure R	5 (Mobility and Economic Benefit)	75.0	14,928.7	147.0	No Change
120	Arroyo Verdugo Hwy Operational Improvements* - 25%		10.2			No Change
121	BNSF Grade Separations in Gateway Cities*	5 (Mobility and Economic Benefit)	24.0	14,698.7	248.8	No Change
122	CFF: Nogales St (LA Subdiv) Grade Sep (F1159)		22.8			No Change
123	CFF: South Wilmington Grade Separation (F1199)	5 (Mobility and Economic Benefit)	19.3	14,698.7	250.0	No Change
124	CFF: Victory Bl Widen, Topanga Cy-De Soto (F1141)		5.9			No Change
125	CFF: Washington Bl. Widen, Reconst (F1107)	5 (Mobility and Economic Benefit)	13.3	14,698.7	248.8	No Change
126	CFF: Wilmington Ave Intrchg Modific at I-405 (F1103)		9.5			No Change
127	City of LA - Metro Rapid Stations	5 (Mobility and Economic Benefit)	42.0	14,698.7	248.8	No Change
128	I-10 Carpool Lanes from Citrus to SR-57		167.5			No Change
129	I-5 North Carpool Lanes(4): Burbank Blvd reconstruction	5 (Mobility and Economic Benefit)	80.3	14,698.7	248.8	No Change
131	Las Virgenes/Malibu Hwy Operational Improvements* - 25%		14.5			No Change
132	South Bay Ramp and Interchange Improvements* - 25%	5 (Mobility and Economic Benefit)	46.8	14,698.7	248.8	No Change
133	SR-138 Widening - 185th to Junction 18		30.0			No Change
135	MTA Bus Acquisition* (non-FAP) 20%	5 (Mobility)	200.0	14,928.7	147.0	No Change
136	MTA Bus Facility Maintenance (non-FAP) 20%		30.0			No Change
137	Alameda Corridor East Grade Sep Ph II - 25% of Measure R	5 (Mobility and Economic Benefit)	75.0	14,928.7	147.0	No Change
138	Arroyo Verdugo Hwy Operational Improvements* - 25%		10.2			No Change
139	CFF: De Soto Widen:R Reagan Fwy-Devonshire (F3171)	5 (Mobility and Economic Benefit)	7.5	14,928.7	147.0	No Change
140	CFF: Firestone Boulevard Capacity Improve (F3124)		9.4			No Change
141	CFF: I-110/SR-47/Gibson/NB I-110 Access (F1208)	5 (Mobility and Economic Benefit)	7.4	14,928.7	147.0	No Change
142	CFF: North Main St Grade Separation (F3148)		11.1			No Change
143	CFF: Ramona Corridor Transit Center Access (F3125)	5 (Mobility and Economic Benefit)	7.7	14,928.7	147.0	No Change
144	CFF: Rancho Vista Grade Sep-Sierra Hwy/RR (F1104)		22.9			No Change
145	CFF: San Fernando Rd. Bike Path Ph. IIIA/IIIB (F1524)	5 (Mobility and Economic Benefit)	8.4	14,928.7	147.0	No Change
146	CFF: San Fernando Rd. Bike Path Ph. IIIB Constr (F3515)		8.6			No Change
147	CFF: SR-57/SR-60 Confluence:WB Slip On-ramp (F3137)	5 (Mobility and Economic Benefit)	8.8	14,928.7	147.0	No Change
148	CFF: The Old Road, Magic Mtn Pwy-Turnberry Ln F3136)		15.0			No Change
149	CFF: Third St & La Verne Av Parking Struct (F1414)	5 (Mobility and Economic Benefit)	7.1	14,928.7	147.0	No Change
150	CFF: Via Princessa Ext-Golden Val-Rainbow Gl (F1168)		11.6			No Change
151	Future Call for Projects*	5 (Mobility and Economic Benefit)	250.0	14,928.7	147.0	No Change
152	I-5 North Carpool Lanes(5): Buena Vista St to Empire Av		248.8			No Change
153	I-5 South(4): Shoemaker, Rosecrans, Bloomfield Bridges	5 (Mobility and Economic Benefit)	147.0	14,928.7	147.0	No Change

Attachment A - 1

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(\$ in millions)

line	Project (As described in March 2010 Board Report)	Category	Approved 3/2010 Project Total	Cum Total	Update Project Total March 2011	Board Action Date or New Category
154	Las Virgenes/Malibu Hwy Operational Improvements* - 25%	5 (Mobility& Econ. Benefit)	14.5	15,886.4	14.5	No Change
155	South Bay Ramp and Interchange Improvements* - 25%		46.8		46.8	No Change
156	SR-138 Widening-Seg 1 & 3 (Av T-60th E.;T-8-77th St E.)		40.0		40.0	No Change
157	MTA Bus Acquisition* (non-FAP) 47%		500.0		500.0	No Change
158	MTA Bus Facility Maintenance (non-FAP) 47%		80.0		80.0	No Change
159	MTA Rail Capital - Facilities maintenance - 50%		50.0		50.0	No Change
160	MTA Rail Capital - misc projects - 50%		80.0		80.0	No Change
161	MTA Rail Capital - misc Red, Blue, Green improv. - 50%		40.0		40.0	No Change
162	MTA Rail Capital - Safety and Security projects - 50%		35.0		35.0	No Change
163	MTA Rail Capital - Vehicle maintenance - 50%		15.0		15.0	No Change
164	MTA Rail Capital - Wayside systems - 50%		20.0		20.0	No Change
165	San Fernando Valley East North-South Rapidways		123.2	16,829.6	123.2	No Change
166	I-5 South(5): San Antonio, Imperial Hwy, and Orr and Day	5 (Mobility	160.3		167.7	Cost-neutral transfer between project segments
167	I-5 South(6): Florence Avenue Interchange		153.3		153.3	No Change
168	I-605 Corridor "Hot Spot" Intchg Gateway Cities* - 50%	and Economic Benefit)	57.5	17,330.7	57.5	No Change
169	SR-138 Widening - 106th St E. to 126th St E.; 77th to 89th		65.0		65.0	No Change
170	SR-138 Widening-.07 mi w of T-8-77th E.; 89th E-.96th E.		65.0		65.0	No Change
170a	Metrolink renovation and rehabilitation*		62.6		62.6	No Change
171	MTA Rail Sys Improvements-Red Line ventilation N. Hillwyd	5 (Transit	160.0		160.0	No Change
172	MTA Rail Sys Improve-Red Line train control-2.5 min hdwys	System	60.0		60.0	No Change
173	MTA Rail Sys Improv-Red Line North Hollywood terminal	State of	94.2		94.2	No Change
174	MTA Rail Sys Improv-Red Line traction pwr-support hdwys	Good	94.2		94.2	No Change
175	MTA Rail Sys Improv-Red Line Union Sta upgrade Div 20	Repair)	113.6		113.6	No Change
176	Transit contingency/rail-yd/care (non-GL Fth MTA 75%)		60.0	17,975.3	-	Used Up for Cost Increases
177	CFF: Gateway Cities Traffic Signal Corr. Ph V (F1312)	5 (Mobility	8.1		5.8	No Change
178	CFF: Gateway Cities Traffic Signal Corridors, VI (3309)	and Economic Benefit)	13.4		10.5	Correction
179	CFF: North County Traffic Forum ITS Expansion (F1300)		9.0		9.0	No Change
180	CFF: San Gabriel Valley Traffic Signal Corridors (F3308)		19.9		15.7	Correction
181	CFF: San Gabriel Valley Traffic Signal Corridors (F1321)		10.5		7.8	No Change
182	CFF: South Bay Traffic Signal Corridors Project (F3310)		10.4		8.3	Correction
183	Future Call for Projects*		265.0		265.0	No Change
183a	I-405/Arbor Vitae Interchange south half		63.4	18,375.0	63.4	No Change

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line	Project (As described in March 2010 Board Report)	Category	Approved 3/2010 Project Total	Cum Total	Update Project Total March 2011	Board Action Date or New Category
184	Bus Division 13	5	75.3		95.0	Sep 2008 Rpt #35
184a	Metrolink capital projects*		37.6	18,487.9	37.6	No Change
185	TOTAL - CATEGORY 5		13,069.1	18,487.9	12,674.1	
186	Category 6 list is not a complete list and will require further analysis to complete.					
187	Gold Line Eastside LRT Extension Phase II environmental	6	12.6		3.2	See Line 35, Jan 2009 Rpt. #8
188	Heavy Rail Vehicles		73.1		73.1	No Change
189	LAX Bus Division		15.0		15.0	No Change
190	MTA Rail rehab and replacement		1,471.8		1,471.8	No Change
191	Planning for Transit Projects (short-term)		25.0		25.0	No Change
192	Wilshire Boulevard Bus Rapid Transitway		115.3		115.3	No Change
193	Subtotal Category 6 - Transit		1,712.8		1,703.4	
194						
196	I-710 South Early Action Projects		40.0		40.0	No Change
197	Soundwalls (Countywide incl Monterey Park/SR-60*)		96.0		96.0	No Change
198	Soundwalls Package 10		29.7		29.7	No Change
199	Soundwalls Package 11		31.8		31.8	No Change
200	Soundwalls Packages 12, 13, & 14		27.4		27.4	No Change
201	Soundwalls Phase I, Priority 3		TBD		TBD	No Change
202	SR-710 North Extension (tunnel)*	93.9		93.9	No Change	
203	Subtotal Category 6 - Highway	318.8		318.8	No Change	
204	TOTAL - CATEGORY 6		2,031.6	20,519.5	20,105	

Note: South Bay Metro Green Line Extension, Green Line Extension to LAX, and West Santa Ana Branch are not shown since either the Board-approved studies are less than \$7 million or the Board has taken no action on the projects.

Note: While the financial data in this document is intended to capture only those project costs that are expected between FY 2011 and FY 2019, subsequent project information we have received reveals that the information in this report often includes both FY 2010 and prior funding and/or funding expected in FY 2020 and later. Since we expect that project cash flow needs will often change as they progress through their development, we are not updating each project individually at this time. When we complete a full analysis of all the projects, we will release a revised Attachment B that captures all of these non-substantive project cash flow changes.

N) State of California and City of Los Angeles Resolutions and Correspondences

Appendix N contains ordinances and correspondence related to State of California and City of Los Angeles capital funding including:

- N-1 California Transportation Commission State High Speed Rail Passenger Rail Bond Recommendations (p 2)
- N-2 State Controller Correspondence Regarding State Proposition 1B Public Transportation Modernization, Improvement, Service Enhancement Account Program (PTMISEA) (p 3)
- N-3 City of Los Angeles local agency funding support for Measure R projects (p 24)

Memorandum

To: CHAIR AND COMMISSIONERS

Date: May 10, 2010

From: BIMLA G. RHINEHART
Executive Director

**Reference No. 4.16
Action**

**Ref: Adoption of the Proposition 1A High Speed Passenger Train Program of Projects
Resolution HST1A-P-0910-01**

Issue:

Should the Commission adopt the Proposition 1A program of projects for FY 2011/12 – 2012/13?

Recommendation:

Staff recommends that the Commission adopt the proposed program of projects. Commission staff has reviewed the proposed projects and find that the projects are eligible under the Commission's Proposition 1A guidelines and the underlying statute approved by the voters as Proposition 1A. The commuter and urban rail agencies have met the dollar-for-dollar match requirements called for in the guidelines. (The amounts listed under Agency Recommendations represent the Proposition 1A programming requested.) Finally, staff also recommends that the agencies report on a periodic basis to the Commission on the progress in implementing their projects.

Agency Recommendations:

INTERCITY RAIL

Caltrans Division of Rail is proposing to use most of its formula (\$130.8 million) and competitive share (\$40.534 million) in FY 2010/11 through 2011/13 to program:

- Positive Train Control, Moorpark to San Onofre. (Pacific Surfliner, \$46.55 million, formula).
- Positive Train Control, San Onofre to San Diego. (Pacific Surfliner, \$24.01 million, competitive).
- Positive Train Control, LA to Fullerton. (Pacific Surfliner, \$2.94 million, competitive).
- Positive Train Control for Central Valley. (San Joaquin, \$9.8 million, formula).
- Double track from Merced to Le Grand. (San Joaquins, \$36.75 million, formula).
- Double track from Merced to Le Grand. (San Joaquins, \$4.116 million, competitive).
- Double Track and Track Improvements, Oakland to San Jose, Phase 2. (Capitol, \$46.55 million, formula).
- Roseville Third Main Track/ Sacramento Layover Facility in Placer. (Capitol, \$15.484 million, competitive).

In reviewing Caltrans' proposals, Commission staff notes that Caltrans is proposing on the:



JOHN CHIANG
California State Controller

November 21, 2007

LACMTA

2007 DEC -3 A 11: 58

PAYROLL

A handwritten signature in black ink, appearing to be "DAS", written over the word "PAYROLL".

Los Angeles County Metropolitan
Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Dear Sir or Madam:

I am writing to address a concern that has been raised among Los Angeles County transit agencies and to share my conclusions regarding the allocation of transit funds pursuant to the Public Transportation Modernization, Improvement and Service Enhancement Act of 2006 (PTMISEA). My office has carefully considered the concerns raised by some local agencies and concluded that, for the reasons described below, we are unable to remedy their allocation concern without amendment to current law.

Some background on the relevant sections of statute may be helpful. The State Controller's Office (SCO) is responsible for allocating the State Transit Assistance (STA) funds to the regional transportation planning agencies and commissions based on the provisions of Public Utilities Code (PUC) Sections 99313 and 99314.

- PUC Section 99313 requires the SCO to allocate 50% of the STA funds based on the ratio of the population of the area to the total population of the state.
- PUC Section 99314 requires the SCO to allocate the remaining 50% of the STA funds based on the ratio of revenues of each operator to the total revenue of all operators in the state.

Once received from the Controller, the amount allocated to Los Angeles County is governed by Chapter 554, Statutes of 1996 (SB 1755). Specifically, SB 1755 requires Los Angeles County Metropolitan Transportation Authority (LACMTA) to distribute the county share of STA funds to transit operators in accordance with a Formula Allocation Procedure (FAP). The FAP applies exclusively to the administration of STA funds overseen by LACMTA and is not applicable to PTMISEA bond funds.

November 21, 2007
Page 2

Proposition 1B and Chapter 181, Statutes of 2007, (SB 88) provide specific language on PTMISEA bond fund allocations. Government Code (GC) Section 8879.55 (a) (1) states:

“funds allocated pursuant to this section provide each project sponsor with the same proportional share of funds as the proportional share each received from the allocation of State Transit Assistance funds, pursuant to sections 99313 and 99314 of the Public Utilities Code, over fiscal years 2004-05, 2005-06, and 2006-07.”

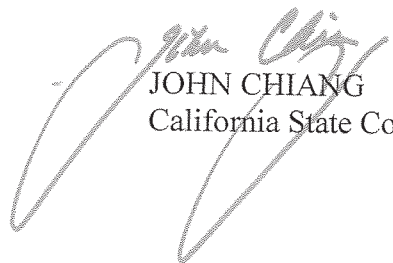
Without amendment to that law, the SCO cannot allocate in accordance with the formulas described in SB 1755.

The law is very specific in that the SCO must calculate the PTMISEA amounts based on PUC Sections 99313 and 99314 in determining the allocations. GC section 8879.55 (e) reiterates this point, stating “the total allocations to any one project sponsor shall not exceed that project sponsor’s share of funds from the PTMISEA pursuant to the formula contained in subdivision 8879.55(a).”

In summary, the estimates provided in our initial allocation letter, dated October 24, 2007, to transit agencies were based on the three-year average as required by SB 88 and any change to the estimates provided by our office would require legislative action.

I hope this letter clarifies this issue. If you have any questions about the operation of the PTMISEA statutes, please contact Mike Silvera at (916) 323-0704. General questions regarding legislation may be directed to my Deputy Legislative Director, Dave O’Toole, at (916) 445-2636.

Sincerely,


JOHN CHIANG
California State Controller



JOHN CHIANG
California State Controller
Division of Accounting and Reporting

October 30, 2009

COUNTY AUDITORS
TRANSPORTATION PLANNING AGENCIES
COUNTY TRANSPORTATION COMMISSIONS
SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Re: Public Transportation Modernization, Improvement and Service Enhancement Account

Pursuant to Section 8879.55 of the Government Code (GC), the State Controller's Office (SCO) is required to provide a schedule of eligible entities and to calculate the amount of funds each is available to receive from the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) upon appropriation of the Legislature. Attached is a schedule that provides the amounts available from the 2009-10 fiscal year appropriation in the Budget Act of 2009, and a schedule of the estimated remaining eligible amounts for the duration, including the 2009-10 fiscal year, of the PTMISEA program.

GC Section 8879.55 requires that funds made available, upon appropriation of the Legislature, from the PTMISEA be allocated to agencies and transit operators eligible to receive State Transit Assistance funds pursuant to Sections 99313 and 99314 of the Public Utility Code (PUC). The SCO is providing detailed schedules of the GC Section 8879.55(a)(3) eligible amounts for the entities eligible pursuant to PUC Section 99314. Since the detail for PUC Section 99313 allocations is not reported to the Controller's Office, the SCO is only able to provide eligible amounts for each county for GC Section 8879.55(a)(2). From the GC Section 8879.55(a)(2) eligible amount listed, the county transportation commissions will be responsible for calculating eligible amounts for each project sponsor under their authority.

The amount of funds for GC Section 8879.55 approved by the Governor in the State Budget for the 2009-10 fiscal year after a reduction due to the estimated interest on a Pooled Money Investment Account Loan and State administrative charges is \$339,418,068. The SCO will make allocations after receiving, on a biannual basis, a list of approved project sponsors eligible to receive an allocation from the account determined by the Department of Transportation pursuant to GC Section 8879.55(d).

On the schedule of the remaining eligible amounts for the duration of the PTMISEA program, the estimated amounts will be reduced due to interest on Pooled Money Investment Account Loans and State administrative charges. These amounts are unknown at this time.

Any questions you have regarding the program stated in this letter should be directed to Mike Silvera of the Division of Accounting and Reporting at (916) 323-0704.

Sincerely,

Handwritten signature of Kelly J. Martell in cursive.

KELLY MARTELL, Section Supervisor
Local Apportionments Section

Enclosure

MAILING ADDRESS P.O. Box 942850, Sacramento, CA 94250
STREET ADDRESS 3301 C Street, Suite 740, Sacramento, CA 95816

STATE CONTROLLER'S OFFICE

**PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT
GOVERNMENT CODE 8879.55 ELIGIBLE ALLOCATION - FISCAL YEAR 2009-2010**

<u>Regional Entity</u>	<u>GC 8879.55(a)(2) Eligible Allocation</u>	<u>GC 8879.55(a)(3) Eligible Allocation</u>	<u>2009-2010 Eligible Allocations</u>
TRPA	\$ 401,358	\$ 25,357	\$ 426,715
MTC	32,620,922	87,957,311	120,578,233
SACOG	7,913,298	4,298,750	12,212,048
Alpine	5,741	0	5,741
Amador	173,779	13,673	187,452
Butte	991,586	37,859	1,029,445
Calaveras	207,591	0	207,591
Colusa	97,320	8,039	105,359
Del Norte	133,196	0	133,196
El Dorado	646,627	59,668	706,295
Fresno	4,092,598	557,088	4,649,686
Glenn	130,571	0	130,571
Humboldt	605,810	97,318	703,128
Imperial	754,290	0	754,290
Inyo	85,073	0	85,073
Kern	3,522,090	303,107	3,825,197
Kings	671,613	135,487	807,100
Lake	292,952	16,336	309,288
Lassen	162,420	8,170	170,590
Los Angeles	46,937,745	56,650,987	103,588,732
Madera	654,308	0	654,308
Mariposa	83,081	938	84,019
Mendocino	414,063	41,249	455,312
Merced	1,117,851	49,121	1,166,972
Modoc	44,917	0	44,917
Mono	62,338	17,921	80,259
Monterey	1,948,793	328,782	2,277,575
Nevada	456,017	25,451	481,468
Orange	14,058,440	5,857,330	19,915,770
Placer	1,181,769	117,875	1,299,644
Plumas	98,044	0	98,044
Riverside	8,789,920	1,308,016	10,097,936
San Benito	264,247	0	264,247
San Bernardino	9,038,539	1,753,624	10,792,163
SANDAG	3,489,401	1,378,385	4,867,786
San Diego MTS	10,546,814	5,176,408	15,723,222
San Joaquin	3,031,467	741,543	3,773,010
San Luis Obispo	1,203,188	196,866	1,400,054
Santa Barbara	1,929,466	520,784	2,450,250
Santa Cruz	1,201,184	1,290,739	2,491,923
Shasta	826,622	42,066	868,688
Sierra	16,122	0	16,122
Siskiyou	210,787	9,458	220,245
Stanislaus	2,338,740	166,398	2,505,138
Tehama	279,368	0	279,368
Trinity	63,782	1,310	65,092
Tulare	1,906,673	86,867	1,993,540
Tuolumne	266,842	0	266,842
Ventura	3,739,671	428,753	4,168,424
State Totals	<u>\$ 169,709,034</u>	<u>\$ 169,709,034</u>	<u>\$ 339,418,068</u>

STATE CONTROLLER'S OFFICE
PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT
GOVERNMENT CODE 8879.55(a)(3) ELIGIBLE ALLOCATION DETAIL - FISCAL YEAR 2009-2010

Regional Entity and Operator(s)	GC 8879.55(a)(3) Eligible Allocation
TRPA	
County of El Dorado	3,627
City of South Lake Tahoe	21,730
Regional Entity Totals	25,357
MTC	
Alameda-Contra Costa Transit District	*
Alameda County Congestion Management Agency - Corresponding to Altamont Commuter Express	160,217
City of Benicia	12,212
Central Contra Costa Transit Authority	482,469
City of Dixon	3,917
Eastern Contra Costa Transit Authority	195,766
City of Fairfield	68,323
Golden Gate Bridge Highway and Transportation District	3,311,505
City of Healdsburg	1,057
Livermore-Amador Valley Transit Authority	151,428
Napa County Transportation and Planning Agency	40,455
Peninsula Corridor Joint Powers Board	3,875,844
City of San Francisco	*
San Francisco Bay Area Rapid Transit District	*
San Mateo County Transit District	4,565,635
Santa Clara Valley Transportation Authority	13,576,124
Santa Clara Valley Transportation Authority - Corresponding to Altamont Commuter Express	223,580
City of Santa Rosa	103,631
County of Sonoma	131,289
City of Union City	38,770
City of Vallejo	559,402
Western Contra Costa Transit Authority	234,275
Regional Entity Totals	87,957,311
	(Continued)

* The combined allocation for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco is \$60,221,412.