



**Metro**

# Daily Brief

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**CEO Roger Snoble**

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## **House Panel Explores Implementation of SAFETEA-LU**

The House Transportation and Infrastructure Committee convened a hearing today in Washington to examine the Administration's efforts to implement SAFETEA-LU. All of the modal administrators at the U.S. Department of Transportation were on hand to discuss the status of ongoing rulemakings and other departmental activities required by the reauthorization bill.

Committee members used the hearing as an opportunity to raise a variety of issues. Congressman Earl Blumenauer (D-OR) expressed serious concern over the Administration's reliance on the TSUB (transportation system user benefit) formula in rating and evaluating fixed guideway transit projects. The TSUB formula measures travel time savings and cost effectiveness and is utilized by the Federal Transit Administration as a major criteria in determining whether or not a proposed project will receive a Full Funding Grant Agreement. Blumenauer argued that smaller projects such as streetcar or trolley projects are designed to inspire redevelopment and are not necessarily intended to take cars off the road or substantially reduce traffic, and as such, should not be judged solely on the strict criteria contained within the TSUB formula.

In addition, FTA Acting Administrator Sandy Bushue announced during the hearing that interim guidance for the new "Small Starts" program will be unveiled this Friday. She also indicated that the rulemaking process for the Small Starts program is expected to be completed next year.

## **Los Angeles County Earmarks in FY07 Transportation Appropriations Bill**

Yesterday the House Committee on Appropriations adopted, by voice vote, the Fiscal Year 2007 Transportation, Treasury, Housing and Urban Development bill. The bill included a number of earmarks for rail, bus and transportation-related projects in Los Angeles County. Please find attached a listing of these

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earmarks.

## **Of Note**

On this day in 1984, UMTA ranked Metro Rail as "the most cost effective new rail system in the nation".

Also on this date in 1999, The California Transportation Commission (CTC) approved a three-party Memorandum of Understanding (MOU) with the MTA and the Pasadena Metro Blue Line Construction Authority (PMBLCA) -- a significant step toward the start of construction of the light-rail line to Pasadena. The vote clears the way for the PMBLCA to continue project development and pursue state funding already committed to the project. The MTA Board voted to transfer an initial \$10 million to the PMBLCA, with another \$58.7 million that followed in October, 1999. The state had some \$278 million available for the construction project.

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