



Metro

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Governor Arnold Schwarzenegger's Proposed 2007 State Budget for Transportation

Governor Arnold Schwarzenegger unveiled his [proposed State Budget for 2007-08](#) yesterday – a document that includes both positive and negative impacts to transportation. Below you will find some highlights for transit and transportation.

- Proposition 42: The proposal fully funds Proposition 42 by transferring approximately \$1.475 billion in revenues from the General Fund to transportation programs. Specifically, the Traffic Congestion Relief Program would receive \$684 million; the State Transportation Improvement Program would receive \$699 million and the Public Transportation Account would receive \$175 million. In addition, the Governor proposes to repay an additional \$83 million due from previous Proposition 42 loans.
 - Infrastructure Bonds: The Budget allocates \$8.2 billion in Proposition 1B funds including \$523 million through an urgency bill that would expedite projects. The proposal also provides for allocations of \$2.8 billion for the following budget year.
 - Public Transportation Account: The Governor's proposal diverts \$1.1 billion in PTA and Spillover revenues. These funds would be used to repay the prior transportation bond debt service and fund special programs like home-to-school transportation and regional center transportation services. Staff's initial estimate is that Metro would lose approximately \$260 million from this proposal. Staff has already communicated Metro's concerns to the Administration and to Legislative leadership.
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We will keep you informed as this proposal moves forward. It is important to note however, that this is just the first step in a long budget process, and that leaders in the Legislature have already expressed concerns regarding this proposal.

Section 1909 Field Hearing Co-Hosts Release Draft of Proposed Meeting Themes and Speakers

The five organizations serving as co-hosts for the upcoming National Surface Transportation Policy and Revenue Study Commission's field hearing in Los Angeles County have released a [draft list of proposed themes and speakers](#) for review by the Commission. The field hearing is slated to be held at Metro's Gateway Headquarters Building from February 20-22. (The hearing was originally scheduled for February 20-21, but after much discussion was extended by a day so that commissioners could receive a tour of Los Angeles' transportation system before the hearing begins in order to better be able to understand some contextual topics like goods movement.) The co-hosts of the field hearing are the California Marine and Intermodal Transportation System Advisory Council, the American Traffic Safety Services Association, the Associated General Contractors of America, Caltrans and Metro.

Late last year, the Commission requested that the hearing's co-hosts assemble an agenda that represents the mobility challenges (highway, transit and goods movement) faced by all Californians. The National Surface Transportation Policy and Revenue Study Commission retains the right to make all final decisions with respect to the themes addressed and speakers invited to the Los Angeles County field hearing. The final agenda for this event should be determined within the next few weeks.

Media Inquiries Regarding Chinatown Aerial Guideway

Earlier today, *the Los Angeles Times* inquired about cracks in a shear key in the Metro Gold Line Chinatown aerial guideway. The cracks were discovered after a small piece of concrete fell harmlessly to the ground in the summer of 2005. Rick Thorpe told the reporter that there appear to be no structural safety issues with the guideway, but that netting was quickly installed as a precaution and that the cracks are regularly inspected. He added that an independent structural engineer is being hired by Metro to thoroughly examine the cracks in the shear key, which acts to distribute tension from lateral movement in the event of a major earthquake. This analysis will determine the cause of the cracking and make recommendations for permanent solutions to prevent similar scenarios from occurring in the future. Mr. Thorpe also indicated that both Metro and the Pasadena Gold Line Construction Authority intend to pursue funding for these recommended solutions from the insurance agencies covering the contractor.

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