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**U.S. House of Representatives Passes the National Highway Bridge Reconstruction and Inspection Act of 2007**

Yesterday, the U.S. House of Representatives voted to adopt H.R. 3999, the National Highway Bridge Reconstruction and Inspection Act of 2007. This legislation was passed by a margin of 367-55, after the House defeated a Republican attempt to recommit the bill to committee for further amendment. H.R. 3999 would authorize \$1 billion to repair and/or replace structurally deficient bridges nationwide. The bill would provide approximately \$100 million to fix bridges in the State of California. According to engineering studies, the number of structurally deficient bridges that are eligible for replacement in the State of California is 840. Of the over 2,000 bridges in Los Angeles County, 17 are listed by Caltrans on their "Priority Structurally Deficient Bridge List." These 17 bridges include the interchange of the I-5 and SR-60 freeways in Boyle Heights, the 5/10/101 split in downtown Los Angeles, the Commodore Schuyler F. Heim lift bridge near Terminal Island in Long Beach and the Santa Monica Freeway viaduct in downtown Los Angeles.

**California Transportation Commission (CTC) Meeting Held in Los Angeles**

On Wednesday and Thursday, July 23rd and 24th, the CTC took the following actions at its meeting in Los Angeles:

### Approved the Los Angeles Congestion Reduction Pilot Program

The CTC approved our application for eligibility under AB 1467 High Occupancy Toll lanes guidelines. This Eligibility finding allows us to now pursue state legislation to allow the implementation of the 12-month Fast Lanes Demonstration Pilot Project on the I-10 and I-110 Corridors. The US Department of Transportation (USDOT) amended some guidelines which promoted the I-110 corridor in place of the I-210 for the demonstration portion. Contingent upon Board approval, we, along with Caltrans, will execute an amended Memorandum of Understanding with USDOT following the July CTC meeting, which will reflect the following proposed changes:

- The conversion of the I-110 Transitway will be implemented prior to the I-210 Corridor;
- The enactment of legal authority for the conversion of HOV lanes to HOT lanes, as a condition of funding, will be required for the I-10 and I-110 only, instead of for all three corridors; and
- HOV2 will not be charged a fee on the I-110 corridor.

### Approved \$43.8 million in AB 3090 Reimbursement for the Eastside Gold Line Extension

The CTC approved a \$43.8 million reimbursement for the Gold Line Eastside Extension Light Rail Transit Project. This portion of funding is based on the State Transportation Improvement Project Amendment in 2003, and while the project has not yet been complete, the project has eligible expenditures that exceed the requested amount.

This is the fourth of four installments agreed to by the CTC as part of our innovative 2003 financial arrangement that allowed us to advance the Eastside project funds with later repayment by the State. The allocation is contingent on passage of a State Budget without suspension of Proposition 42 transportation funding firewalls.

### Deferred Allocation of Traffic Congestion Relief Project (TCRP) Funding until next month

The CTC approved the deferral of the TCRP projects until its August 27-28 meeting in Sacramento. Currently more than \$201 million in projects statewide are requesting allocation with only \$83 million available, of which only half is available for projects requesting Letter of No Prejudice (LONP) reimbursements. A statewide TCRP working group is developing recommendations for the commission to consider a path forward for projects that are awaiting allocation. The allocations deferred included \$61.8 million for the I-10 Carpool lanes from I-605 to State Route 57 in the San Gabriel Valley, \$9.7 million for the I-405 northbound Carpool lane, and \$1.8 million for auxiliary lanes at the US-101/I-405 Interchange.

## **Media Relations Issues News Release on the Metro Gold Line's Fifth Anniversary**

Media Relations distributed a [news release](#) today noting that this month marks the five-year anniversary of the Metro Gold Line, the increasingly popular San Gabriel Valley rail line that whisks commuters between downtown Los Angeles and Pasadena.

The release notes that the nearly 14-mile line opened on July 26, 2003 and was hailed as a historic return of an electric rail corridor idled for more than 50 years. The last electric trains — the Pacific Electric "Red Cars" that traveled along the same alignment to Pasadena — ended in the 1950s. The opening weekend, in fact, drew more than 160,000 boarding passengers eager to take their first ride on the new line. In August 2003, its first full month of revenue service, the Gold Line logged more than 18,000 average weekday boardings. Ridership has progressively increased since that time, reaching an all-time high of 26,338 average weekday boardings in June, up 31.8 percent over June of last year. In the last five years, the Gold Line has experienced more than 27 million boardings.

## **Metro Gold Line Eastside Extension – Notice of Street Closure**

On Monday, July 28, 2008, starting at 7:00 p.m. until 6:00 a.m., Pomona Boulevard, between Woods Avenue and Atlantic Blvd., will be closed for the final grind and overlay (paving of the street). The closure will be implemented one direction at a time (eastbound, then westbound on Pomona Blvd.). As a result, the Pomona Blvd. and Woods Ave. intersection will be closed during these times.

What: Street closure

When: Monday, July 28, 2008, from 7:00 p.m. to 6:00 a.m. eastbound and 9:00 p.m. to 6:00 a.m. westbound.

Where: Pomona Blvd. between Woods Ave. and Atlantic Blvd.; Intersection of Pomona Blvd. and Woods Ave.

See the attached [construction notice](#) for additional information.

## **Exposition Right-of-Way – Maintenance Work Notice**

Starting on Tuesday, July 29 through Thursday, July 31, 2008, we will clean the Exposition Right-of-Way between Military and Westwood Boulevards. The clean-up will entail the removal of weeds, dead vegetation, trash and debris. See the attached [work notice](#) for additional information.

## **Next Week's Procurement Postings**

### IFB to Procure a 360-Degree Speed Swing

We have released an Invitation for Bids (IFB) to procure a 360-degree Speed Swing. The procurement process blackout period is expected to run from July 25 through October 27, 2008.

A speed swing is a multi-purpose piece of hi-rail equipment. The speed swing is being procured to perform maintenance and repairs on the rail right of ways and yards.

Any inquiries concerning this procurement action during the blackout period must be directed to and may only be answered by Amy Ly, Contract Administrator, at (213) 922-2632.

### RFP to Procure a Ballast Regulator

We have released a Request for Proposals (RFP) to procure a Ballast Regulator. The procurement process blackout period is expected to run from July 24 through October 27, 2008.

A ballast regulator is a piece of hi-rail transport maintenance of way equipment used to shape and distribute the gravel track ballast that supports the ties in tracks. The Ballast Regulator is being procured to perform maintenance and repairs on light rail track that has eroded or shifted.

Any inquiries concerning this procurement action during the blackout period must be directed to and may only be answered by Amy Ly, Contract Administrator, at (213) 922-2632.

## **Upcoming CEO Meetings & Events**

Next week, I will be meeting with Assemblymember Mike Eng; Jerry Fulwood, City Manager of Culver City; Sol Blumenfeld, Community Development Director of Culver City; Mehdi Morshed, Executive Director of California High Speed Rail Authority; and Dan Levitt, Deputy Executive Director of California High Speed Rail Authority. I will also speak at the Rotary Club of Pasadena regarding transportation challenges and opportunities in Los Angeles County.

Los Angeles, California 90012-2952  
Phone: 213-922-6888  
Fax: 213-922-7447