



**Metro**

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**21**

**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE  
April 21, 2005**

**SUBJECT: FEDERAL LEGISLATION**

**ACTION: APPROVE STAFF RECOMMENDATIONS ON FEDERAL LEGISLATION**

**RECOMMENDATION**

Adopt the following positions:

- A. H.R.3 (YOUNG) – Would authorize funds for Federal aid to highways, highway safety programs, and transit programs, and for other purposes. **SUPPORT - WORK WITH AUTHOR**
- B. S. – Not Yet Numbered (INHOFE) – Would authorize funds for Federal aid to highways, highway safety programs and for other purposes. **WORK WITH AUTHOR**
- C. S. Not Yet Numbered (SHELBY) – Would authorize funds for Federal aid for bus and rail programs and for other purposes. **SUPPORT – WORK WITH AUTHOR**
- D. S. 553 (FEINSTEIN) – Would amend title 23, United States Code, to provide for HOV-lane exemptions for low-emission and hybrid vehicles. **SUPPORT**

## **ATTACHMENTS**

- A. Legislative Analysis H.R. 3 (Young) – TEA - LU
  - Attachment A1: H.R. 3 Transit, Bus and High Priority Project List
  - Attachment A2: Congestion Mitigation & Air Quality Program Fact Sheet
- B. Legislative Analysis of S. (Not Numbered) “Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2005”
- C. Legislative Analysis of S. (Not Numbered) “Federal Public Transportation Act of 2005”
- D. Legislative Analysis of S.553 (Feinstein)

Prepared by: Raffi Hamparian  
Government Relations Manager, Federal Affairs

Marisa Yeager  
Government Relations Administrator, Federal Affairs

## **ATTACHMENTS**

- A. Legislative Analysis H.R. 3 (Young) – TEA - LU
  - Attachment A1: H.R. 3 Transit, Bus and High Priority Project List
  - Attachment A2: Congestion Mitigation & Air Quality Program Fact Sheet
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- C. Legislative Analysis of S. (Not Numbered) “Federal Public Transportation Act of 2005”
- D. Legislative Analysis of S.553 (Feinstein) – HOV-Lane Exemptions for Low-Emission and Hybrid Vehicles

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**BILL:** H.R. 3

**AUTHOR:** U.S. REPRESENTATIVE DON YOUNG (R-AK)

**TITLE:** TRANSPORTATION EQUITY ACT – A LEGACY FOR USERS

**STATUS:** PASSED BY THE FULL HOUSE

**POSITION:** SUPPORT - WORK WITH AUTHOR

### **RECOMMENDATION**

Adopt a SUPPORT – WORK WITH AUTHOR position for H.R 3, the “Transportation Equity Act – A Legacy for Users.”

### **ISSUE**

Every six years the U.S. Congress acts to reauthorize America’s surface transportation programs. The last reauthorization bill passed by Congress, TEA-21, expired on October 1, 2003. Subsequently, Congress has moved to pass six extensions of that same bill. The LACMTA is working with the appropriate authorizing Committees in both the U.S. House of Representatives and the U.S. Senate to ensure that its interests will be advanced in the next six-year reauthorization bill to be adopted by Congress and signed into law by the President.

### **PROVISIONS**

The “Transportation Equity Act – A Legacy of Users” provides the policy framework that will guide the Federal Government’s attempt to address a number of critical transportation topics through Fiscal Year 2009. The main features of the bill are outlined here in six major categories: Safety, Public Transportation, Freight Movement, Congestion Relief, National Infrastructure Needs and the Minimum Guarantee issue. H.R.3 provides a total of \$283.9 billion in guaranteed funding, which represents a 42% increase over the guaranteed funding for TEA 21 (1998-2003). More specifically, H.R. 3 would guarantee \$225 billion for the Federal Highway Administration, \$52 billion for the Federal Transit Administration and more than \$6 billion for safety programs.

**Safety:** TEA-LU creates a new core program for highway safety infrastructure improvements with its own dedicated funding stream. The bill also provides increased funding for the National Highway Traffic Safety Administration for highway safety formula grants to support a full range of state safety programs including, impaired driving programs, occupant protection programs, motorcycle safety, police traffic services and roadway safety. TEA-LU provides \$608 million in incentives to states to strengthen their occupant protection programs. TEA 21 provided \$68 million over the life of the bill for these activities.

**Public Transportation:** TEA-LU provides \$52.3 billion for transit projects nationwide, an increase over the \$36 billion offered by TEA21 (1998-2003).

**Freight Movement:** TEA LU provides \$3 billion over five years to fund a National Corridor Infrastructure Improvement program, \$1 billion in funding for the Coordinated Border Infrastructure Program, \$1.2 billion in additional funding over five years to states for improvements on freight intermodal connectors. The legislation would also provide \$830 million for a new program to fund the construction of dedicated truck lanes.

**Congestion Relief:** TEA-LU implements a significantly large new program, the Motor Vehicle Traffic Congestion Relief Program (CRP), which requires states to focus resources on the congestion problems on their roadways. Specifically, the CRP implements new state spending requirements for projects that increase motor vehicle travel reliability, maximize roadway capacity and efficiency, and remove bottlenecks. In California, Caltrans must divert \$150 million per year to this program. TEA-LU permits Caltrans to divert county level transportation funds like Congestion Mitigation and Air Quality Improvement or Regional Surface Transportation Program funds.

**National Infrastructure:** TEA-LU increases highway obligation authority from \$34 billion in 2004 to \$41 billion in 2009, while public transportation funding grows from \$7.3 billion in 2004 to \$10.3 billion in 2009. TEA-LU authorizes a new \$6 billion "Projects of National and Regional Significance" program to help States pay for Congressionally earmarked highway projects that have significant national or regional benefits in the opinion of Congress.

**Minimum Guarantee:** TEA-LU includes language that seeks to balance the funding needs of "donor states" like California with those of "donee states" like Alaska that receive more federal transportation dollars than they provide in gas taxes. Current law provides that all states receive at least 90.5% of the funds they contribute to the Federal Highway Trust Fund.

The new Minimum Guarantee language in TEA-LU would apparently increase the baseline received by states to an amount in excess of 90.5%. Detailed formula studies will be conducted by the Federal Highway Administration to determine the exact rate of return to states under TEA-LU's new Minimum Guarantee provisions.

TEA-LU also addresses a number of other important subjects, including language exempting transit capital projects costing less than \$25 million from Small Starts evaluations and expanded eligibility for the Clean Fuels Formula program activities to include new facilities and construction.

## **IMPACT ANALYSIS**

The reauthorization of America's surface transportation programs will have a major impact on the LACMTA. The formula funding in the current reauthorization bill provides over \$500 million annually for the LACMTA.

The reauthorization bill identifies High Priority Bus, Highway and Transit Projects and other Priority Projects important to improving the mobility of Los Angeles County residents [Attachment B]. A number of these projects are complementary to the LACMTA's Short and Long Range Transportation plans. In excess of \$433 million in transit projects and \$255 million in highway projects in Los Angeles County were earmarked in TEA-LU.

An initial analysis of TEA-LU shows that its funding levels for roadway projects is generally about 10% higher than TEA-21 and may result in slight increases to anticipated levels of transportation funding in California. The accuracy of this projection will largely depend upon the final resolution of the minimum guarantee issue when the House and Senate reauthorization measures are reconciled in conference. With respect to funding for transit, TEA-LU boosts spending anywhere between 10 to 20%. This will increase the amount of formula funds the LACMTA receives for Section 5307 (urbanized area formula grants) and Section 5309 Fixed Guideway programs.

The following sections identify a number of projects and programs that will be impacted should the text of H.R.3 be adopted into law;

**CMAQ:** Importantly, H.R. 3 does not alter the manner in which Congestion Mitigation and Air Quality Funds (CMAQ) are disbursed to states. CMAQ funds are typically used for a variety of capital items that help address air quality and transportation control measures, including bus purchases, portions of major capital rail projects (Eastside Light Rail Line, previously the Red Line and planned Exposition Line), high occupancy vehicle lane (HOV) projects and traffic flow improvements. These funds have served to offset the operating costs involved with the first three years of major new rail lines such as the Green Line and currently the Gold Line to Pasadena.

Contrary to H.R.3, the U.S. Senate's TEA-21 reauthorization proposal will reportedly seek to significantly alter how CMAQ (Congestion Mitigation and Air Quality Improvement) program funds are apportioned to states. This effort, if successful, would sharply reduce California's CMAQ apportionments, leading to CMAQ funding for Los Angeles County to decline by approximately \$100 million over a four-year period.

**Projects of National and Regional Significance Program:** TEA-LU provides authorization for a new \$6 billion Projects of National and Regional Significance program to help States pay for high cost highway projects that have significant national or regional benefits. The LACMTA has worked with Southern California

transportation agencies and the Los Angeles Economic Development Corporation to develop a package of highway and goods movement projects that may be considered as a single project of National and Regional Significance. Should all or a portion of this project be adopted into the Projects of National and Regional program, it could provide significant funds to address goods movement issues throughout Southern California.

**Minimum Guarantee:** California is one of a number of states requesting that Congress depart from past practice and count earmarks (high priority projects) in the Minimum Guarantee formula. The Minimum Guarantee formula is a return to source formula that seeks to return 90.5% or more of funds collected at the pump to the state in which the funds are collected. Statewide, the California effort makes sense: If the projects are counted, California will receive more Minimum Guarantee funds. At the County level, the LACMTA will not benefit from counting these funds in the Minimum Guarantee formula because our next State Transportation Improvement Program County Share amount will be reduced by the amount of earmarks included by Members of Congress in TEA-LU.

**Congestion Relief Program:** TEA-LU implements a significantly large new program, the Motor Vehicle Traffic Congestion Relief Program (CRP), which requires states to focus resources on the congestion problems on their roadways. Specifically, the CRP implements new state spending requirements for projects that increase motor vehicle travel reliability, maximize roadway capacity and efficiency, and remove bottlenecks. TEA-LU also includes provisions that mandate that states allocate significant sums for Intelligent Transportation Systems (ITS) Deployment. The CRP and mandated ITS Deployment spending would both derive their funds from CMAQ and State Transportation Program funds. These provisions would diminish the available CMAQ and STP funding pool by as much as \$50 million per year. These funds have historically been utilized by the LACMTA to provide for capital transportation needs of Los Angeles County such as the Metro Red Line, planned Exposition Light Rail Line, high occupancy vehicle lane (HOV) projects and traffic flow improvements and other major capital items.

**Highway Rail Crossing Program:** TEA-LU provides more resources for Section 130 funds for grade-crossing safety improvements. The funds are made available at a 90% federal share. As currently written, TEA-LU provides that 1/3 of all funds allocated in the Highway Safety Improvement Program (from \$630 million in FY05 to \$695 million in FY09) shall be designated to carry out Section 130. The increase in fiscal size of the Section 130 program is consistent with the fact that the LACMTA Board passed a motion on January 27, 2005 directing that the Legislative Program be reprioritized to seek increased funding for transit safety measures including, but not limited to, at grade crossing barriers and grade separations.

**HOV – Hybrid Vehicles:** Also of interest to the LACMTA, TEA-LU includes a federal waiver that would, if adopted into law, allow the State of California to implement an existing state law permitting solo drivers of hybrid vehicles to use High Occupancy Vehicle (HOV) lanes. The LACMTA Board of Directors had issued a Support – Seek Amendments position with respect to AB 2628 (Pavley) in 2004. AB2628, which was signed into law by Governor Schwarzenegger, would allow hybrid vehicles to use



HOV lanes in California regardless of the number of occupants. Current federal law only permits vehicles with two or more drivers or natural gas or electric vehicles to travel on HOV lanes. The bill should be amended to appropriately address the shortfall in federal transportation dollars being allocated to California and Los Angeles County.

TRANSIT, BUS AND HIGHWAY EARMARKS IN LOS ANGELES COUNTY  
INCLUDED WITHIN H.R. 3  
"TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS"

**PROJECT AUTHORIZATIONS FOR NEW FIXED GUIDEWAY CAPITAL PROJECTS**

Existing Full Funding Grant Agreements (26 projects nationwide)

- Los Angeles - Metro Gold Line Eastside Extension: \$59,520,000 for FY2005; \$80,000,000 for FY2006; \$100,000,000 for FY2007; \$80,000,000 for FY2008; and \$80,000,000 for FY2009

Final Design & Construction

- Los Angeles MTA – Exposition LRT

Alternatives Analysis and Preliminary Engineering

- San Gabriel Valley – Gold Line Foothill Extension, Pasadena to Montclair
- LOSSAN Del Mar – San Diego – Rail Corridor Improvements
- Southern California High Speed Regional Transit

## PROJECT AUTHORIZATIONS FOR BUS AND BUS FACILITIES

Project Description	FY06	FY07	FY08
Glendale, CA - Purchase of CNG Buses for Glendale Beeline Transit System	\$147,840	\$152,460	\$161,700
Los Angeles, CA - Construction of Intermodal Transit Center at California State University Los Angeles	\$252,800	\$260,700	\$276,500
Los Angeles, CA - Wilshire-Vermont subway station reconstruction	\$320,000	\$330,000	\$350,000
Monrovia, California - Transit Village Project	\$960,000	\$990,000	\$1,050,000
Baldwin Park, CA - Construct vehicle and bicycle parking lot and pedestrian rest area at transit center	\$640,000	\$660,000	\$700,000
Torrance Transit System, CA - Acquisition of EPA and CARB-certified low emission replacement buses	\$960,000	\$990,000	\$1,050,000
Norwalk, CA - Transit System Bus Procurement and Los Angeles World Airport Remote Fly-Away Facility Project	\$256,000	\$264,000	\$280,000
Carson, CA - Purchase two tripper buses	\$160,000	\$165,000	\$175,000
Burbank, CA - CNG Transit Vehicles Purchase for Local Transit Network Expansion	\$144,000	\$148,500	\$157,500
Los Angeles, CA - Improve transit shelters, sidewalks lighting and landscaping around Cedar's Sinai Medical Center	\$480,000	\$495,000	\$525,000
San Fernando, CA - Purchase CNG buses and related equipment and construct facilities	\$972,800	\$1,003,200	\$1,064,000
Carson, CA - Purchase one bus	\$80,000	\$82,500	\$87,500
Los Angeles, CA - Crenshaw Bus Rapid Transit	\$2,728,960	\$2,814,240	\$2,984,800
Covina, El Monte, Baldwin Park, Upland, CA - Parking and Electronic Signage Improvements	\$560,000	\$577,500	\$612,500
Santa Monica, CA - Purchase and service LNG buses for Santa Monica's Big Blue Bus to meet increased ridership needs and reduce emissions	\$1,200,000	\$1,237,500	\$1,312,500
San Fernando Valley, CA - Reseda Blvd. Bus Rapid Transit Route	\$192,000	\$198,000	\$210,000

Project Description	FY06	FY07	FY08
Monterey Park, CA – Safety improvements at a bus stop including creation of bus loading areas and street improvements	\$512,000	\$528,000	\$560,000
Woodland Hills, CA – Los Angeles Pierce College Bus Rapid Transit Station Extension	\$320,000	\$330,000	\$350,000
Montebello, CA – Bus Lines Bus Fleet Replacement Project	\$224,000	\$231,000	\$245,000
Culver City, CA – Purchase compressed natural gas buses and expand natural gas fueling facility	\$1,184,000	\$1,221,000	\$1,295,000
Glendale, CA – Construction of Downtown Streetcar Project	\$320,000	\$330,000	\$350,000
Los Angeles, CA – Design and construct improved transit and pedestrian linkages between Los Angeles Community College and nearby MTA rail stop and bus lines	\$480,000	\$495,000	\$525,000
Redondo Beach, CA – Capital Equipment procurement of 12 Compressed Natural Gas (CNG) Transit vehicles for Coastal Shuttle Services by Beach Cities Transit	\$256,000	\$264,000	\$280,000
Gardena, CA – Purchase of alternative fuel buses for service expansion on-board security system and bus facility training equipment	\$1,569,280	\$1,618,320	\$1,716,400
Long Beach, CA – Museum of Latin American Art, Long Beach, to build intermodal park and ride facility	\$640,000	\$660,000	\$700,000
Los Angeles, CA – Purchase of clean fuel buses to improve bus service in South Los Angeles	\$273,920	\$282,480	\$299,600
Metro Gold Line Foothill Extension Light Rail Transit Project from Pasadena, CA to Montclair, CA	\$4,800,000	\$4,950,000	\$5,250,000
Long Beach, CA – Purchase one larger (75 passengers) and two smaller (40 passengers) ferriesboats and construct related dock work to facilitate the use and accessibility of the ferriesboats	\$960,000	\$990,000	\$1,050,000
Pilot Shuttle Train Project from the Ports of Los Angeles and Long Beach to the Inland Empire	\$1,600,000	\$1,650,000	\$1,750,000
Los Angeles, CA – Improve safety, mobility and access between LATTG, Metro line and nearby bus stops on Grand Ave between Washington and 23 <sup>rd</sup>	\$160,000	\$165,000	\$175,000
Monterey Park, CA – Catch Basins at Transit Stop Installation	\$102,400	\$105,600	\$112,000
Los Angeles, CA – Install permanent irrigation system and enhanced landscaping on San Fernando Valley rapid bus transitway	\$960,000	\$990,000	\$1,050,000
Long Beach, CA – Park and Ride Facility	\$320,000	\$330,000	\$350,000

Project Description	FY06	FY07	FY08
San Gabriel Valley – Foothill Transit Park and Ride Facility	\$3,040,000	\$3,135,000	\$3,325,000
Santa Monica, CA – Construct Intermodal park-and-ride facility at Santa Monica College campus on South Bundy Drive near Airport Avenue	\$320,000	\$330,000	\$350,000
Sylmar, CA – Los Angeles College Transit Center construction	\$80,000	\$82,500	\$87,500
Burbank, CA – Construction of Empire Area Transit Center near Burbank Airport	\$80,000	\$82,500	\$87,500
Pasadena, CA – ITS Improvements	\$320,000	\$330,000	\$350,000
South Pasadena, CA – Silent Night Grade Crossing Project	\$288,000	\$297,000	\$315,000
Carson, CA – Purchase one trolley-bus vehicle	\$80,000	\$82,500	\$87,500
Long Beach, CA – Purchase ten clean fuel buses	\$960,000	\$990,000	\$1,050,000

***AUTHORIZATIONS FOR HIGH PRIORITY PROJECTS (FREEWAYS AND LOCAL STREETS)***

## ATTACHMENT A1

#	Location	Project Description	Amount
1	Covina	Construct safe access to streets for bicyclists and pedestrians including crosswalks, sidewalks and traffic calming measures.	\$500,000
46	El Segundo	Douglas St. improvements	\$4,000,000
84	Glendale	Adams Street Rehabilitation Project	\$388,000
124	Los Angeles	Will add landscaping enhancements along the Ronald Reagan Freeway Route 118 for aesthetic purposes	\$2,900,000
134	Los Angeles	Improvement of intersection at Balboa Blvd. And San Fernando Rd.	\$500,000
180	North Hollywood	Implement streetscape improvements on segments of Laurel Canyon Blvd. And Victory Blvd.	\$1,200,000
191	Whittier	Construct a 2.8 mile bikeway along Lambert Road from mills Ave. to Valley Home Ave.	\$2,500,000
216	Santa Clarita Valley	Construct of Cross Valley Connector between I-5 and SR 14	\$5,000,000
219	Pasadena	Soundwall construction on the 210 Freeway	\$1,800,000
266	Long Beach	Reconstruct I-710 southern terminus off ramps	\$3,000,000
284	San Fernando Valley	Implement Southwest San Fernando Valley Road and Safety Improvements	\$2,300,000
297	Long Beach/Los Angeles	Study of Thomas Bridge to meet future cargo and passenger traffic needs of Long Beach and Los Angeles	\$2,000,000
317	Los Angeles County	Construct one additional all purpose lane in each direction on I-405 and provide additional capital improvements from SR 73 through LA County line	\$1,210,000
319	Los Angeles	Improve Traffic Safety, including streetlights, from Queen to Barclay to Los Angeles River to Riverside in Elysian Valley	\$1,400,000
326	Bellflower	Construct a raised landscaped median on Alondra Blvd between Clark Ave and Woodruff Ave in Bellflower	\$400,000
340	Arcadia	Santa Anita Avenue Corridor Improvement project	\$3,000,000
346	Los Angeles	Road widening, construct bike path, lighting and safety improvements on road leading to Hansen Dam Recreation Area	\$6,500,000
357	El Monte	Construct new left turn lane at the State Route 19 and Telstar in El Monte	\$700,000
388	Los Angeles	Construction of a traffic signal at the intersection of Independence Avenue and Sherman Way	\$125,000
427	Watts	Implement streetscape project on Central Avenue from 103rd Street to Watts	\$4,000,000
465	Santa Clarita	I-5 Santa Clarita - Los Angeles Gateway Improvement Project	\$2,000,000
471	San Gabriel	San Gabriel Blvd Rehabilitation Project - Mission Rd to Broadway	\$300,000
479	Downey	Widen Firestone Blvd between Ryerson Blvd and Stewart and Gray Road	\$2,000,000

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#	Location	Project Description	Amount
485	Downey	Widen Lakewood Blvd between Telegraph Rd and Fifth Street	\$2,000,000
489	South Pasadena	Pasadena Ave/Monterey Rd Partial Grade Separation – Preliminary Engineering – Feasibility	\$300,000
509	Los Angeles/Ventura Counties	Scenic preservation and run-off mitigation in the Santa Monica Mountains National Recreation Area near PCH and US101	\$1,500,000
511	Pomona	Mission Boulevard/State Route 71 Interchange – Corridor Improvements	\$4,200,000
518	Los Angeles	Construct pedestrian enhancements on Broadway in Los Angeles	\$2,500,000
550	Los Angeles	Rehabilitate street surface of Cedros Avenue between Burbank Blvd and Magnolia Blvd	\$43,000
563	City of Hawthorne	Improvement of intersection at Aviation Blvd. And Rosecrans Ave. to reduce congestion	\$2,000,000
570	Los Angeles	I-5 HOV Improvements from Route 134 to I70	\$500,000
574	Irwindale	Construct I-605 Interchange Capacity Improvements	\$2,000,000
587	Diamond Bar	On-Off Ramp at Lennon Ave on SR-60	\$12,000,000
595	Glendale	Street Closure at Chevy Chase Drive	\$800,000
624	Los Angeles County	Begin Construction of road from US395 west towards SR14	\$1,000,000
688	Carson	Widen Wilmington Ave from 23 <sup>rd</sup> Street including ramp modifications	\$5,000,000
701	Long Beach	Develop and implement traffic calming measures for traffic exiting the I-710	\$2,000,000
712	Long Beach	Alameda Corridor SR47 Port Access Design Funding	\$5,000,000
726	Burbank	Grade Separation at Vanowen and Cliveborne, Burbank	\$1,000,000
732	Los Angeles	Riverside Drive Improvements	\$400,000
881	Monterey Park	North Atlantic Pedestrian Bridge	\$600,000
882	Bell Gardens	Reconstruct Eastern Ave from Muller St to Watcher St	\$1,000,000
884	West Covina	Design Traffic Flow Improvements Azusa and Amar	\$1,250,000
891	Pico Rivera	Rosemead/Highway 19 Renovation Project	\$100,000
896	Los Angeles County	Colima Road at Fullerton Road Intersection Improvements	\$1,000,000
937	Sherman Oaks	Rehabilitate street surfaces	\$124,000
938	Los Angeles	Repair and realignment of Brahma Dr. and Winnetka Ave	\$300,000
971	Los Angeles	Realign First St between Mission Rd and Clarence St	\$1,250,000
1023	Van Nuys	Implement Van Nuys Road Safety Improvements	\$500,000
1093	Sylmar	Widen San Fernando Road North, including streetscape projects	\$1,060,000
1138	El Monte	Construct Valley Boulevard Drainage Improvements	\$750,000
1142	Gateway Cities	Implement Intelligent management and logistics measures to improve freight movement	\$3,000,000
1148	Gateway Cities	Los Angeles Regional Diesel Emissions Reduction Program For Engine Retrofit	\$500,000
1181	LA/North Hollywood	Improvement of intersection at Burbank Blvd. and Woodley Ave	\$160,000
1228	Bellflower	Improve the Rosecrans Ave and Alondra Blvd bridges over the San Gabriel River	\$50,000
1274	Bellflower	Upgrade Bellflower intersections at Alondra Blvd and at Rosecrans Ave	\$350,000

## ATTACHMENT A1

#	Location	Project Description	Amount
1285	Azusa	Rehabilitate pavement on Azusa Avenue and San Gabriel Avenue	\$500,000
1286	El Segundo	South Bay Cities COG Coastal Corridor Transportation Initiative, Phase 3	\$2,000,000
1296	Long Beach	Long Beach Intelligent Transportation System: Integrate functioning traffic management center that includes the port, transit, airport as well as the city's police and fire departments	\$3,000,000
1321	Compton	Compton Arterial Reconstruction and Improvement Program	\$4,000,000
1388	Hawaiian Gardens	Reconstruct Bloomfield Av with medians from Carson St. to north city limits	\$400,000
1390	Long Beach	Reconstruct Paramount Bl. With medians an improve drainage from Artesia Bl. To Candlewood St.	\$600,000
1401	Lynwood	Reconstruct Long Beach Blvd. with medians and improve drainage from Palm Avenue to Tweedy Bl.	\$3,000,000
1407	West Covina	Construct Traffic flow improvements Vincent and Lakes Drive	\$750,000
1436	San Gabriel Valley	Alameda Corridor-east Construction Authority	\$300,000
1440	Los Angeles	Reconfigure San Fernando Road from Fletcher Drive I-5 Freeway	\$7,000,000
1509	San Fernando Valley	Construction of new roadway lighting on major transportation corridors	\$1,000,000
1579	San Gabriel	San Gabriel Blvd Intersection Improvements at Broadway and at Las Tunas	\$200,000
1601	*Los Angeles	Transportation enhancements to Children's Museum of Los Angeles	\$1,200,000
1609	Los Angeles	Project Study Reports for I-105 and I-405 Interchanges at Los Angeles International Airport	\$400,000
1610	Whittier	Reconstruct Whittier Blvd. and improve parkway drainage from Philadelphia Ave. to Five Points	\$1,700,000
1633	South Gate/Downey	Conduct project report study on Old River School Rd – Firestone Blvd intersection reconfiguration	\$500,000
1655	Bellflower	Landscape south side of the 91 fwy at Bellflower Blvd	\$250,000
1662	Redondo Beach	City of Redondo beach Esplanade Improvement Project	\$1,000,000
1666	Pico Rivera	Passons Grade Separation	\$3,700,000
1696	Manhattan Beach	Reconstruction of The Strand in the City of Manhattan Beach to improve beach access and accommodate increased pedestrian traffic	\$2,000,000
1697	San Fernando Valley	Construction of new roadway lighting on major transportation corridors in the Northeast San Fernando Valley	\$500,000
1703	San Fernando Valley	Implement Northeast San Fernando Valley Road and Safety Improvements	\$200,000
1816	Los Angeles	Improvement of intersection at Burbank Blvd. and Hayvenhurst Ave	\$400,000
1867	Los Angeles	Construction of a smart crosswalk system at the intersection of Topanga Canyon Blvd. and Gault St.	\$50,000
1883	Los Angeles County	Planning for Orange Line Mag Lev from downtown Los Angeles to central Orange County	\$350,000



ATTACHMENT A1

#	Location	Project Description	Amount
1903	Huntington Park	Randolph St. improvement between Wilmington Ave. and Fishburn Ave.	\$1,200,000
1904	Azusa	Reconstruct Azusa Ave. and San Gabriel Ave. for two-way traffic in Azusa	\$2,500,000
1915	La Mirada	Construct and improve medians and drainage on Imperial Highway	\$1,500,000
1920	Los Angeles County	Reconstruct and widen Del Amo Blvd. to four lanes between Normandie Ave. and New Hampshire Ave.	\$3,000,000
1933	Los Angeles	Construct two right hand turn for Byzantine Latino Quarter transit plazas at Normandie and Pico, and Hover and Pico	\$400,000
1955	San Fernando Valley	Improvements to US-101 ramps between Winnetka Ave. and Van Nuys Blvd.	\$400,000
2024	City of Inglewood	Realignment of La Brea Avenue to reduce congestion	\$3,640,000
2147	San Fernando Valley	Construction of new roadway lighting on major transportation corridors in the Northwest San Fernando Valley	\$1,000,000
2157	City of Torrance	Crenshaw Blvd. Rehabilitation 182 <sup>nd</sup> St. - 190 <sup>th</sup> St.; and Crenshaw Blvd. at 182 <sup>nd</sup> St. Fwy on-off Ramp Capacity Enhancement	\$800,000
2178	Los Angeles County	Alameda Corridor East Gateway to America Trade Corridor Project, Highway-Railgrade separation along 35 mile corridor from Alameda Corridor (Hobart Junction) to Los Angeles/San Bernardino County Line	\$15,500,000
2193	South Pasadena/ Alhambra	710 Freeway Study to Evaluate Technical Feasibility and Impacts of a Tunnel Alternative to Close 710 Freeway Gap	\$3,000,000
2194	Compton	Greenleaf ROW community enhancement project design and construct bikeways, pedestrian walkways and upgrade signalization	\$4,000,000
2198	Carson	Avalon Boulevard/I-405 Interchange modification project	\$6,000,000
2279	Los Angeles	Install Central Ave. Historic Corridor comprehensive streetscape improvements thus improving traffic, ped safety, and economic development	\$2,000,000
2288	Lakewood	Reconstruct Paramount Bl. With medians and improve drainage from north border to south border of city in Lakewood	\$1,350,000
2293	Downey	Widen and make ITS improvements on Paramount Blvd. between Telegraph Rd. and Gardendale St. in Downey	\$1,000,000
2299	San Fernando Valley	Widen Haskell Avenue between Chase St. and Roscoe Blvd.	\$200,000
2333	Malibu	Construct and repair lining in four tunnels on Kanan, Kanan Dume, and Malibu Canyon Roads between US1 and US101	\$3,000,000
2345	Culver City	Upgrade first responders signal pre-emption hardware	\$32,000
2378	Maywood	Make traffic and safety improvements to Atlantic Blvd.	\$500,000
2389	San Gabriel	Las Tunas Drive Pedestrian Enhancement	\$150,000
2476	Los Angeles	Enhance pedestrian environment and increase safety along Olympic Blvd. between Vermont and Western Avenues	\$2,000,000

#	Location	Project Description	Amount
2514	Vernon	Widen Atlantic Blvd. bridge over the Los Angeles River in Vernon	\$1,000,000
2515	Los Angeles	Widen Bundy Drive between Wilshire and Santa Monica Blvd. in the City of Los Angeles	\$4,250,000
2517	Baldwin Park	Widen Maine Avenue in Baldwin Park	\$375,000
2538	Los Angeles	Construction traffic intersection island improvement on North side of Olympic Blvd. where Irolo St. and Normandie Ave. split in Koreatown	\$200,000
2577	Southeastern Cities in LA County	Widen I-5 to 10 Lanes and Improve Corridor Arterials, SR 91 to I-710	\$5,200,000
2591	Los Angeles	Install traffic signal on Balboa Blvd. at Knollwood Shopping Center	\$120,000
2617	City of Industry	Gale Avenue widening between Fullerton Road and Nogales Street	\$100,000
2651	Los Angeles	Construction crosswalk bump-outs and related streetscape improvements on Temple St. between Hoover St. and Glendale Blvd.	\$400,000
2663	Temple City	Purchase of Rosemead Blvd. ROW	\$1,000,000
2690	San Gabriel	San Gabriel Blvd. and Mission Road Intersection Improvements	\$200,000
2699	Los Angeles	Construct the Los Angeles River bicycle and pedestrian path in the San Fernando Valley	\$575,000
2713	Los Angeles/South Pasadena/Pasadena	Conduct necessary planning and engineering and implement comprehensive Corridor Management Plan for Arroyo Seco Historic Parkway	\$1,400,000
2750	Los Angeles County	Engineering support to I-5 Joint Powers Authority to widen I-5 freeway and improve corridor arterials from I-710 to Orange County line	\$150,000
2811	San Gabriel	San Gabriel Blvd. Rehabilitation Project – Broadway to Las Tunas	\$200,000
2819	Compton	Rosecrans Avenue and Bridge Arterial Reconstruction Project	\$4,000,000
2835	Long Beach	Provide landscape enhancement of an existing open culvert on Atherion Street	\$1,500,000
2843	Torrance	Grenshaw Blvd. Rehabilitation, Maricopa St. to Sepulveda Blvd.	\$1,000,000
2883	Bellflower	Construct pedestrian sidewalk enhancements in Bellflower	\$500,000
2885	San Pedro	I-110/SR 47/Harbor Blvd. Interchange Improvements	\$5,000,000
2906	City of Lawndale	Improvements of intersection at Inglewood Ave. and Marine Ave. to reduce congestion	\$3,600,000
2932	Carson	Construct 213 <sup>rd</sup> Street pedestrian bridge to provide safe passage for pedestrians and wheelchairs	\$1,000,000
2978	Covina	Develop conceptual master plan to improve the efficiency of transportation facilities,	\$215,000
3000	Diamond Bar	Grand Avenue Rehabilitation	\$1,600,000
3018	Alhambra	Valley Blvd. Capacity Improvement between 710 Freeway and Marguerita Ave.	\$2,000,000
3022	La Mirada/Santa Fe Springs	Valley View / State Grade Separation project – La Mirada and Santa Fe Springs	\$900,000
3069	Culver City	Widen & Reconfigure Sepulveda & Culver Boulevards	\$2,740,000
3074	Simi Valley	Olsen Road widening and roadway improvements in Simi Valley, CA	\$2,100,000
3085	Commerce	Widen and reconstruct Washington Blvd. from westerly city boundary at Vernon to I-5 Fwy at Telegraph Rd. in Commerce	\$3,000,000
3099	Agoura Hills	Modify and reconfigure Kanan Road interchange along US101 in Agoura Hills	\$5,000,000

## ATTACHMENT A1

#	Location	Project Description	Amount
3126	Paramount	Reconstruct Rosecrans Ave. and construct bus pads from Garfield Ave. to Century Blvd. in Paramount	\$400,000
3157	San Fernando Valley	Rehabilitate street surface of Addison St. between Kester Ave. and Lemon Ave.	\$47,000
3175	Whittier	SR 91 I 605 Needs Assessment Study	\$16,000
3201	San Fernando Valley	Construction of a traffic signal at the intersection of Oso Ave. and Vanowen St.	\$125,000
3203	Signal Hill	Widen & realign Cherry Avenue from 19 <sup>th</sup> Street to one block south of Pacific Coast Hwy	\$4,000,000
3229	Malibu	Construction and enhancements of trails in the Santa Monica Mountains National Recreation Area	\$1,000,000
3239	South Gate	Reconstruct Atlantic Avenue and improve drainage from Ardmore St. to Imperial Hwy. in South Gate	\$3,250,000
3269	San Fernando Valley	Implement Northwest San Fernando Valley Road and Safety Improvements	\$3,056,000
3284	Los Angeles	Improve West Adams Blvd. Streetscape in West Adams Historic District	\$200,000
3308	San Gabriel	Walnut Grove at Broadway Intersection Capacity Enhancements	\$250,000
3439	Gateway Cities COG	Expand Diesel Emission Reduction Program	\$3,100,000

**TEA-21 REAUTHORIZATION:  
CONGESTION MITIGATION AND AIR QUALITY PROGRAM***Issue*

Potential major loss of CMAQ (Congestion Mitigation and Air Quality) funding to California as a result of proposed formula changes in TEA-21 reauthorization legislation.

*Background*

A little-known provision was included in last year's SAFETEA legislation (S. 1072) that dramatically alters the formula by which CMAQ funds are apportioned to the states. The language was prompted in part by new EPA air quality standards that recently took effect for ozone and fine particulate matter (PM-2.5).

SAFETEA changes the weighting factors assigned to nonattainment areas for the purpose of determining each state's share of CMAQ funds. Under the current provisions of TEA-21, air basins with more severe pollution levels receive higher weighting factors (factors range from 1.0 for marginal and maintenance areas to 1.4 for extreme nonattainment areas).

However, the Senate proposal discontinues this weighted approach for the new eight-hour ozone standard, which recently went into effect. In lieu of the current weighting scheme, all areas would receive an equal factor of 1.0 under the Senate plan, regardless of the severity of pollution in a given air basin.

As a result, nonattainment areas in California designated by EPA as "severe" (South Coast Air Basin, comprising the counties of Los Angeles, Orange, San Bernardino and Riverside) or "serious" (Sacramento metro, San Joaquin Valley and Coachella Valley) are placed on the same level as other nonattainment areas around the country that are not designated as "severe" or "serious".

It should be noted that the only "severe" or "serious" ozone nonattainment areas in the nation are in California.

If enacted, this provision will have the effect of sharply reducing California's CMAQ apportionments. According to the Los Angeles County Metropolitan Transportation Authority, the state's overall share of CMAQ funds would decline by \$160 million over four years (2006-2009).

The Senate language represents a significant departure from current practice and would seriously undermine the integrity of the CMAQ program. It would also limit California's ability to continue to receive appropriate levels of CMAQ program funding to implement projects that improve air quality and, consequently, allow the State to meet attainment deadlines set by the EPA.

*Current Status*

This proposal was incorporated into the Safe, Accountable, Flexible and Efficient Transportation Equity Act of the 21<sup>st</sup> Century (S. 1072), which passed the Senate in February 2004. On the other hand, the House reauthorization proposal (TEA-LU) did not include any comparable formula or policy changes to the CMAQ program.

Given that the Senate reauthorization proposal to be introduced and passed in the Senate this year is likely to be identical to last year's version, the appropriate venue to address this issue will be in conference.

*Action Steps*

Work with Governor's office and California House members – particularly those who will serve as conferees – to develop a strategy aimed at preserving the original weighting factors in the TEA-21 CMAQ formula (amendment and report language has been drafted by Southern California transportation and planning agencies).

In addition, the California Institute for Federal Policy Research is developing an options paper that will highlight various approaches and strategies to addressing this issue in conference.

**BILL:** S. (NOT NUMBERED)

**AUTHOR:** U.S. SENATOR JAMES INHOFE (R-OK)

**TITLE:** THE SAFE, ACCOUNTABLE, FLEXIBLE, AND EFFICIENT TRANSPORTATION EQUITY ACT OF 2005 (SAFETEA)

**STATUS:** PENDING A FLOOR VOTE IN THE U.S. SENATE

**POSITION:** WORK WITH AUTHOR

### **RECOMMENDATION**

Adopt a WORK WITH AUTHOR position for S. (Not Numbered) “The Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005 (SAFETEA).” The bill should be amended to appropriately address the shortfall in federal transportation dollars for Los Angeles County.

### **ISSUE**

Every six years the U.S. Congress acts to reauthorize America’s surface transportation programs. The last reauthorization bill passed by Congress, TEA-21, expired on October 1, 2003. Subsequently, Congress has moved to pass six extensions of that same bill. The LACMTA is working with the appropriate authorizing Committees in both the U.S. House of Representatives and the U.S. Senate to ensure that its interests will be advanced in the next six-year reauthorization bill to be adopted by Congress and signed into law by the President.

The U.S. Senate’s Environment and Public Works Committee, which has jurisdiction over the highway title of the reauthorization bill, overwhelmingly approved SAFETEA on March 16, 2005.

### **PROVISIONS**

SAFETEA assumes an overall federal transportation reauthorization measure with a funding level of \$283.9 billion through Fiscal Year 2009. This is consistent with the funding level set by H.R. 3, the Transportation Equity Act – A Legacy for Users that was passed by the U.S. House of Representatives on March 10, 2005.

SAFETEA provides \$190.8 billion in contract authority for highway projects starting in Fiscal Year 2005. This figure excludes approximately \$37 billion worth of contract authority already granted for Fiscal Year 2004.

Unlike H.R.3 (the Transportation Equity Act – A Legacy for Users) that was adopted by the U.S. House of Representatives on March 10, 2005, SAFETEA includes no earmarks for individual projects. Senators are planning to add their bus, rail and highway projects when the House and Senate reauthorization measures go to conference.

Language inserted in SAFETEA would guarantee all states a return of at least 92 cents on dollars of federal gas taxes contributed to the Highway Trust Fund. This represents an increase for a state like California, which is known as a “donor” states because it presently receives back only 90.5 cents (approximately) of the gas tax revenues it contributes to the Trust Fund.

A little-known provision has been included in SAFETEA that dramatically alters the formula by which CMAQ funds are apportioned to the states. The language was prompted in part by new Environmental Protection Agency (EPA) air quality standards that recently took effect for ozone and fine particulate matter (PM-2.5). PM2.5 is defined as particulate matter with an aerodynamic diameter less than or equal to a nominal two and five tenths micrometers. PM2.5 represents a threat to human health because these particulates are believed to penetrate deep into the lungs and therefore have specific human health impacts, especially on cardiovascular disease.

The legislation for the first time adds states with PM-2.5 levels above the standards set by the EPA as recipients of CMAQ funds and changes the ozone weighting factors assigned to nonattainment areas for the purpose of determining each state’s share of CMAQ funds. Under the current provisions of TEA-21, air basins with more severe pollution levels receive higher weighting factors (factors range from 1.0 for marginal and maintenance areas to 1.4 for extreme nonattainment areas).

In its current form, SAFETEA discontinues a weighted approach for the new eight-hour ozone standard, which recently went into effect. In lieu of the current weighting scheme, all ozone areas would receive an equal factor of 1.0 under the Senate plan, regardless of the severity of pollution in a given air basin.

## **IMPACT ANALYSIS**

As a result of language inserted in SAFETEA regarding the CMAQ Program, the State of California’s overall share of CMAQ funds would decline by \$160 million over four years (2006-2009). The LACMTA would lose over \$100 million during this time period. This would mean that CMAQ funding for Los Angeles County could drop from over \$100 million annually to \$75 million annually.

CMAQ funds are typically used for a variety of capital items that help address air quality and transportation control measures, including bus purchases, portions of major capital rail projects (Eastside Light Rail Line, previously the Red Line and planned Exposition Line), high occupancy vehicle lane (HOV) projects and traffic flow improvements. These funds have served to offset the operating costs for the first three years of major new rail lines such

as the Green Line and currently the Gold Line to Pasadena. Going forward these funds are expected to be available for meeting the first three years of operating costs for the Orange and Eastside lines.

The loss of over \$100 million over a four-year period would cause further shortages to the Metro operating and capital programs of \$25 million annually. While the funds are spent throughout Los Angeles County and not entirely by Metro, impacts to Caltrans, local cities and other recipients through the Call for Projects process would occur. Metro would also need to consider further deferrals of its major capital projects or other operating budget reductions.



**BILL:** S. (NOT NUMBERED)

**AUTHOR:** U.S. SENATOR RICHARD SHELBY (R-AL)

**TITLE:** FEDERAL PUBLIC TRANSPORTATION ACT OF 2005

**STATUS:** PENDING A FLOOR VOTE IN THE U.S. SENATE

**POSITION:** SUPPORT - WORK WITH AUTHOR

### **RECOMMENDATION**

Adopt a SUPPORT - WORK WITH AUTHOR position for S. (Not Numbered) “The Federal Public Transportation Act of 2005.” The bill should be amended to appropriately address the shortfall in federal transportation dollars for Los Angeles County.

### **ISSUE**

Every six years the U.S. Congress acts to reauthorize America’s surface transportation programs. The last reauthorization bill passed by Congress, TEA-21, expired on October 1, 2003. Subsequently, Congress has moved to pass six extensions of that same bill. The LACMTA is working with the appropriate authorizing Committees in both the U.S. House of Representatives and the U.S. Senate to ensure that its interests will be advanced in the next six-year reauthorization bill to be adopted by Congress and signed into law by the President.

The U.S. Senate’s Banking, Housing and Urban Affairs Committee, which has jurisdiction over the transit title of the reauthorization bill, overwhelmingly approved the “Federal Public Transportation Act of 2005” on March 17, 2005.

### **PROVISIONS**

The “Federal Public Transportation Act of 2005” provides \$51.6 billion to fund bus and rail operations nationwide for the next six years. That figure is over \$1 billion less than the amount contained in the Senate reauthorization proposals last year. The amount allocated for transit also breaks a historic trend of providing an 80-20 split in highway and mass transit funding. Transit would receive just over 18% of federal transportation funding in the reauthorization bill should this measure be adopted into law as written.

Unlike H.R.3 (the Transportation Equity Act – A Legacy for Users) that was adopted by the U.S. House of Representatives on March 10, 2005, the “Federal Public Transportation Act of 2005” includes no earmarks for individual projects. Senators are planning to add their bus, rail and highway projects when the House and Senate reauthorization measures go to conference.

The bill contains language that encourages transportation agencies to create bus rapid transit projects as an alternative to popular, but much more costly, light rail projects. The legislation also would create a streamlined approval mechanism for bus rapid and light rail projects that cost less than \$75 million.

The bill includes a provision that would permit private contractors for public transportation agencies to receive federal grants. The intent of this language is to encourage the use of private companies to provide transportation services when that would be a more cost-effective option.

The bill also includes a new program that apportions over \$1 billion for states with high population densities. The threshold for eligibility for this new program is states with an average population density of 370 persons per square mile.

### **IMPACT ANALYSIS**

The “Federal Public Transportation Act of 2005” provides \$51.6 billion to fund bus and rail operations nationwide for the next six years. That figure is, as stated in the provisions portion of this Board Report, over \$1 billion less than the amount contained in the Senate reauthorization proposals last year. That decline in transit funding is of concern to the LACMTA because it will place additional funding pressures on the Section 5309 New Starts program (which funds the Eastside Full Funding Grant Agreement).

LACMTA is also concerned that the “Federal Public Transportation Act of 2005” includes over \$1 billion in new funding for a program that excludes the State of California. Specifically, the bill includes transit funding for states with high population densities, with a threshold for eligibility based on an average population density of 370 persons per square mile. The State of California has a population density of 316 persons per square mile. To avoid being excluded from this new funding source LACMTA staff has crafted legislative language that would include all states whose population density exceeds the national average (200 person per square mile) of all 50 states. Such a proposal would make the State of California and five other states eligible to receive funds for this new program.

**BILL:** S. 553

**AUTHOR:** U.S. SENATOR DIANNE FEINSTEIN (D-CA)

**TITLE:** HOV LANE EXEMPTION FOR LOW EMISSION AND HYBRID VEHICLES

**STATUS:** PENDING IN THE U.S. SENATE ENVIRONMENT AND PUBLIC WORKS COMMITTEE

**POSITION:** SUPPORT

### **RECOMMENDATION**

Adopt a SUPPORT position for S.553, a bill that authorizes the U.S. Department of Transportation to grant waivers to states that want to allow hybrid vehicles to drive in HOV lanes.

### **ISSUE**

In June of 2004 the LACMTA Board of Directors adopted a support-seek amendments position with respect to AB2628, legislation authored by Assemblymember Fran Pavley. That bill, which was eventually signed into law by Governor Schwarzenegger, sought to allow hybrid vehicles or advanced technology partial zero-emission vehicles to use high occupancy vehicle (HOV) lanes regardless of the number of occupants.

Because Federal funds are used to build HOV lanes, states are not permitted to circumvent stipulations that only vehicles with two or more passengers are allowed to travel on them. Given this, AB2628 was never implemented.

### **PROVISIONS**

S.553 defines hybrid and low emission vehicles that would be permitted to use HOV lanes in the following manner: 1.) a vehicle certified as meeting the inherently low-emission vehicles evaporative emission standard, and 2.) a vehicle that draws propulsion energy from onboard sources of stored energy produced or stored by an internal combustion engine and a rechargeable energy storage system. Vehicles would also have to meet requirements or criteria set by individual states.

## ATTACHMENT D

**IMPACT ANALYSIS**

Passage of S.553 would allow for implementation of AB2628 (Pavley), which was signed into law by Governor Schwarzenegger last year.

AB2628 provided Caltrans with the authority to review the impacts of the bill at certain thresholds and to remove lanes from eligibility if they determine that the lanes have exceeded capacity and that there are no other means to alleviate congestion such as increasing the occupant limit. The bill also requires Caltrans to work with the regional transportation planning agencies or county transportation commissions in implementing AB 2628. These safeguards provide that implementation of AB2628 will not prove detrimental to Los Angeles County's extensive HOV system.

Notwithstanding language in AB2628 that allows Caltrans to limit the number of hybrid vehicles that may use the HOV lanes and remove from eligibility HOV lanes that are exceeding their capacity, LACMTA staff have the following concern regarding this bill. Individuals who purchase hybrid vehicles, based on the presumption that they will be able to operate on HOV lanes, will be deeply disappointed in the event that Caltrans rules that they may not use a number of HOV lanes that are exceeding their capacity or that the demand for hybrids far exceeds the number of permits that may be issued by Caltrans.