

行政院公共工程委員會 函

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受文者：中華民國綜合營造業同業
公會全國聯合會

發文日期：中華民國 107 年 5 月 11 日

發文字號：工程技字第 10700136920 號

速別：速件

密等及解密條件或保密期限：

附件：如說明

主旨：駐洛杉磯辦事處經濟組函，為該組拜會美商 KOA 工程顧問公司洽談協助我業者參與洛杉磯交通運輸工程商機事，請轉知所屬會員參考運用，請查照。

說明：影附駐洛杉磯辦事處經濟組 107 年 5 月 2 日洛經字第 10700000990 號函副本乙份。

正本：中華民國工程技術顧問商業同業公會、中華民國綜合營造業同業公會全國聯合會

副本：內政部、交通部、工程產業全球化專案辦公室(以上皆含附件)

主任委員 吳澤成

本案依分層負責規定授權業務主管決行



檔 號:	
保存年限:	
	頁

駐洛杉磯辦事處經濟組 函

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受文者：行政院公共工程委員會

發文日期：中華民國107年5月2日

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速別：速件

密等及解密條件或保密期限：

附件：（檔案過大，另電郵）

主旨：有關本組拜會美商KOA工程顧問公司洽談協助我業者參與洛杉磯交通運輸工程商機案，請察照。

說明：

一、本組王組長廷驊偕同仁於107年4月25日拜會美商KOA工程顧問公司林董事長錫智，洽談如何協助我商參與洛杉磯地區之交通運輸工程商機，會談要點如次：

（一）林董事長表示該公司業務主要為從事交通運輸工程之設計及監造，全美有5個據點，員工約140人。臺灣設有分公司，雇用一百多人，承接道路工程、高速公路匝道、輕軌捷運等設計及監造。

（二）由於洛杉磯將於2028年舉辦奧運，為疏解交通阻塞狀況及因應未來需求，洛杉磯交通局預計在未來40年籌集1,200億美元資金進行交通路網的改善工程，如機場輕軌捷運、智慧交通運輸系統、路面修繕、金線輕軌延伸等，目前已有來自日本、韓國、西班牙、法國及英國等工程公司積極爭取標案。

（三）林董事長續表示渠曾於104年獲貴局委託貿協「爭取全





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球政府採購商機專案」安排，赴臺向工程及交通設備系統整合業者簡報前述商機，惟我商反應並不熱絡，原因可能是參與美國工程要繳交押標金及履約保證金，廠商資金負擔沈重(另據林董事長告稱，本地採購工程之押標金為投標金額15%，履約保證金為營造成本5%)。

(四)王組長表示，本組近來拜會若干本地臺資銀行據告，該等銀行對於我國上市或上櫃公司提供優惠利息貸款，可不用提供擔保，倘獲銀行提供免擔保品之方式協助，或可解決資金問題。本案建議未來倘我業者有意願參與旨揭交通工程標案計畫，可先在美國設置分公司及尋找與當地工程設計及監造工程公司合作，以爭取政府標案龐大商機。

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二、檢送洛杉磯交通改善工程計畫及預算如附件，敬請轉知我營造及工程技術相關公會及業者參考運用。

正本：經濟部國際貿易局

副本：行政院公共工程委員會、經濟部投資業務處、經濟部國際合作處

2018-05-08
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駐洛杉磯辦事處經濟組



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MEASURE M

THE LOS ANGELES COUNTY TRAFFIC IMPROVEMENT PLAN

Information Guide



Metro



FACTS ABOUT THE LOS ANGELES COUNTY TRAFFIC IMPROVEMENT PLAN

The Metro Board of Directors has approved placing a sales tax ballot measure, titled the Los Angeles County Traffic Improvement Plan, on the November 8, 2016, ballot. Voters will be asked:

"To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets; earthquake-retrofit bridges; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections; and create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan through a 1/2 ¢ sales tax and continue the existing 1/2 ¢ traffic relief tax until voters decide to end it, with independent audits/oversight and funds controlled locally?"

Why is Metro proposing Measure M?

Angelenos spend an average of 81 hours a year stuck in traffic. Currently, there are 10.2 million people living in LA County, and we are projected to grow by 2.3 million people in the next 40 years. Traffic congestion and air pollution are expected to get worse with more growth, and the measure is intended to raise money to meet those needs.

Accountability Provisions of the Measure

Measure M includes provisions establishing an independent oversight process including a Taxpayer Oversight Committee and annual audits.

GOALS OF MEASURE M

- **Ease traffic congestion**, improve freeway traffic flow, and reduce bottlenecks.
- **Expand rail and rapid transit system**; accelerate rail construction and build new rail lines; enhance local, regional, and express bus service; and improve system connectivity.
- **Repave local streets, repair potholes, and synchronize signals**; improve neighborhood streets and intersections, and enhance bike and pedestrian connections.
- **Make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled**; and provide better mobility options for our aging population.
- **Earthquake-retrofit bridges**, and keep the transit and highway system safe and in good working condition.
- **Embrace technology and innovation**; incorporate modern technology, new advancements, and emerging innovations into the local transportation system.
- **Create jobs, reduce pollution, and generate local economic benefits**; increase personal quality time and overall quality of life.
- **Provide accountability and transparency**; protect and monitor the public's investments through independent audits and oversight.

IMPACTS OF MEASURE M

Measure M is expected to generate an estimated \$860 million a year in 2017 dollars.

Based on the latest economic forecast by the Los Angeles County Economic Development Corporation, the Los Angeles County Traffic Improvement Plan would add 465,690 new jobs across the region.

The proposed projects will be built over a 40-year period.



Los Angeles County Transportation Expenditure Plan

ATTACHMENT A

Outline of Expenditure Categories

Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations ¹	5%	\$ 42	\$ 850	\$ 2,320	\$ 2,810	\$ 5,980
	Transit Operations ² (Metro & Municipal Providers)	20%	\$ 189	\$ 3,400	\$ 9,280	\$ 11,240	\$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	\$ 296	\$ 5,960	\$ 16,230	\$ 19,670	\$ 41,860
	Metro State of Good Repair	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 2,890	\$ 7,880	\$ 9,560	\$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Local Return / Regional Rail	Local Return - Base ³ (Local Projects and Transit Services)	16%	\$ 136	\$ 2,720	\$ 7,420	\$ 8,990	\$ 19,130
	Local Return / Regional Rail (Beginning FY 2040) ⁴				3% / 1% →		
	Regional Rail	1%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
TOTAL PROGRAMS			\$ 847	\$ 17,010	\$ 46,380	\$ 56,190	\$ 119,590
Administration / Local Return	0.5% for Administration	0.5%	\$ 4	\$ 85	\$ 230	\$ 280	\$ 600
	1.0% Local Return ³	1.0%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
GRAND TOTAL			\$ 860	\$ 17,265	\$ 47,070	\$ 57,030	\$ 121,390

1. Funds are eligible to be used for Metro Rail State of Good Repair.

2. Funds are eligible to be used for Metro State of Good Repair.

3. 1% Administration to supplement Local Return, increasing the Local Return-Base to 17% of net revenues.

4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.

All totals are rounded, numbers presented in this document may not always add up to the totals provided.
Based on January 2018 revenue projections.