Agenda
Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

UNION STATION ROOM

1. Call to Order/Roll Call
   Action (Renee Berlin, Randy Lamm)

2. Agenda Reports by Standing Committees
   - Bus Operations
   - Local Transit Systems
   - Streets and Freeways
   - TDM/Air Quality
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
   10 min
   Information
   Robert Hildebrand
   Joyce Rooney
   Ed Norris
   Mark Yamarone

3. Consent Calendar
   - Approval of Minutes
   Attachment 3: Minutes of January 5, 2005
   Action

4. Chairperson's Report
   5 min
   Information
   (Renee Berlin)

5. Legislative Update
   - Federal
   - State
   10 min
   Information
   (Raffi Hamparian)
   (Michael Turner)

6. State Budget Update
   Attachment 4: Budget Briefings
   10 min
   Information
   (Michael Turner/Gloria Anderson)
7. January CTC Meeting Recap
   10 min
   Information
   (Mary Lou Williams)

8. MTA Budget Update
   Attachment 5: FY 05 Budget Amendment
   15 min
   Information
   (Michelle Caldwell)

9. Congestion Management Program
   • Conformity Finding
   • Nexus Study
   5 min
   Information/Possible Action
   Update
   (Doug Kim/Heather Hills)

10. Long Range Transportation Plan
    • Baseline
    5 min
    Information
    (Doug Kim/Heather Hills)

11. Caltrans Report
    • Emergency Relief Projects
    • Awards Package
    • Program Supplemental Agreements
    10 min
    Information
    (Kirk Cessna, Chief Local Programs, CT District 7)

11. New Business

12. Adjournment

TAC Minutes and Agendas can be accessed at:
http://www.metro.net/about_us/committees/tac.htm

Please call Randy Lamm at (213) 922-2470 or e-mail to “lammr@metro.net”, if you have questions regarding the agenda or the meeting. The next meeting will be on March 2, 2005 at 9:30 am in the Union Station Room.
Attachment 1

Subcommittee January 2005 Agendas

Bus Operations Subcommittee

Local Transit Systems Subcommittee

Streets and Freeways Subcommittee

TDM/Air Quality Subcommittee
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE

Board Conference Room — 3rd Floor

1. Call to Order  
   1 minute  
   Action  
   Bob Hildebrand

2. Approval of Minutes —  
   Attachment 1  
   1 minute  
   Action  
   BOS

3. Chair’s Report  
   5 minutes  
   Information  
   Bob Hildebrand

4. SCAG MOU with Transit Operators  
   10 minutes  
   Discussion  
   Brad McAllester

5. Recap of FY 2006 Appropriations of Section 5307 15% Discretionary Capital Funds and 1% Transit Enhancement Funds  
   10 minutes  
   Information and Possible Action  
   Bob Hildebrand and Andrea Burnside

6. Metro Connections Update and Metro Connections Signage Concepts  
   20 minutes  
   Information and Possible Action  
   Nancy Michali

7. Public Transit Fixed Route Expansion or Reduction  
   10 minutes  
   Discussion  
   Matthew Avancena

8. Long Range Transportation Plan Update  
   10 minutes  
   Information  
   Heather Hills

9. LACTOA Card Update  
   10 minutes  
   Information  
   Vanessa Smith
10. CMAQ Lapsing Fund Balances
   10 minutes

11. TPM Forms and NTD Reporting
    5 minutes

12. State Legislative and Federal Update
    10 minutes

13. New Business
    Discussion
    BOS

14. Adjournment

Information Items:
   90-day Rolling Agenda
   Summary of Invoices — FY05
   2005 Subsidy Tracking Matrix
   2004 Document Requirement Status
   Summary of EZ Pass Invoices — FY04
   TDA/STA Claim Summary for FY05

Please call Desirée Portillo-Rabinov at 213-922-3039 if you have questions regarding the agenda or meeting. The next BOS meeting will be held February 15, 2005 at 9:30am in the Board Conference Room, 3rd Floor, Gateway Building.
Agenda

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE

Windsor Room—15th Floor

1. Call to Order

2. Approval of Minutes – December 2, 2004
   (Attachment #1)
   Action
   Joyce Rooney

3. Appoint Nominating Committee for LTSS Officers
   for 2005
   Action
   Joyce Rooney

4. Approve Operation Shuttle as Alternate Member
   to LTSS (Private Operator)
   (Attachment #2)
   Action
   Joyce Rooney

5. DRAFT Sub-regional Paratransit Fundmarks for
   FY '06 (Attachment #3)
   Discussion/Possible Action
   Susan Richar, Metro

6. UFS Funding Plan
   (Attachment #4)
   Discussion
   Joyce Rooney

7. Metro Connections Update
   Discussion
   Nancy Michali, Metro

8. Bridge Funding for Santa Fe Springs Tram
   (to be handed out at meeting)
   Action
   Thaddeus McCormack, Santa Fe Springs
   Discussion
   Gary Hewitt, Metro

9. ADA Paratransit Update
   (Attachment #5)
   Discussion
   Jay Fuhrman, Metro

10. NTD Reporting Update
    (Attachment #6)
    Information
    Mike Turner, Metro

10. Legislative Update

11. New Business

12. Adjournment
   Action
   Joyce Rooney

Metropolitan Transportation Authority
Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15th Floor

1. Call to Order
   1 min

2. Approval of the November 18, 2004 Minutes
   1 min
   Attachment 1

3. Chairperson Report
   5 min

4. MTA Report
   • HBRR Task Force
   • State Budget Briefing
   15 min

5. Caltrans Report
   5 min

6. Election of Officers
   5 min

7. MTA FY 2005 Budget Amendment
   10 min

8. Post 1989, Phase 4, Priority 1, Soundwalls Design
   5 min

Action (Haripal Vir)
Action (Subcommittee)
Information (Haripal Vir)
Information (Jon Grace)
   (Alan Patashnick)
   (Gloria Anderson)
Information (Kirk Cessna)
Action (Subcommittee)
Information (Michelle Caldwell)
Information/Possible Action
   (Eck Chaiboonma)
9. Freeways Service Patrol/SAFE
   • Big Rig Tow Truck Demonstration,
   • Study of Freeway Service Patrol and Call Boxes
   • SAFE Feasibility of Sponsoring with a
     Cell Phone Vendor
   20 min

10. California Performance Review
    10 min
    Update (Ray Maekawa)

11. New Business
    1 min
    Discussion (Subcommittee)

12. Adjournment
    1 min
    Action (Subcommittee)

The next meeting of the Streets and Freeways Subcommittee will be held on February 17, 2005 at 9:30 AM in the Windsor Conference Room. Please contact Jon Grace at (213) 922-4848 or Ryan Ross at (213) 922-1079 should you have any questions or comments regarding this or future agendas.
TDM/AQ
January 19th, 2005
Cancelled
Attachment 2

Subcommittee Actions
Disposition of December Subcommittee Actions

BOS:
January 18th Meeting

1. Unanimous approval of the Dec. 12th BOS minutes as amended:
   Under Item 4, paragraph 6, wording changed to "Andrea Burnside distributed a
   spreadsheet as requested by BOS.

   Item 4, paragraph 13, following wording added “After votes were taken on the
   changes proposed by the MTA, Ron Cunningham moved that expansion buses be
   added to the primary priorities list for evaluation projects.” Terisa Price of Redondo
   Beach seconded the motion.

2. Motion by Bob Hildebrand to give the City of Commerce a 3-month extension on
   CMAQ lapsing fund balances. The motion was seconded by David Reyno and
   unanimously approved.

LTSS:
January 27th Meeting

N/A

Streets and Freeways:
Election of Officers

Ed Norris (City of Long Beach) was confirmed as Chair
Kit Bagnell (County of Los Angeles) as Vice-Chair

TDM/AQ:
January 19th Meeting Cancelled
Attachment 3

Draft January 5, 2005 TAC Minutes
Sign-In Sheet
Handouts
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call
Renee Berlin (Chair) called the meeting to order at 9:40 a.m. Randy Lamm (MTA) took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees

BOS (Bob Hildebrand)
- Met on December 14th;
- Discussed the criteria for allocating FTA Section 5307 15% Capital Funds;
- Next meeting will be January 18, 2005.

LTSS (Joyce Rooney)
- Met on December 2, 2004;
- Appointed Thaddeus McCormick of Santa Fe Springs as the LTSS representative on the TDM/AQ Subcommittee;
- Appointed two representatives to participate on the FTA Section 5310 Evaluation Committee – Gina Thomas from Los Angeles County and Susan Chow from the City of Whittier;
- Received a presentation from CUBIC and MTA staff on the UFS;
- Discussed LTSS concern of potential lapsing funds:
  - LTSS cities interested in participating in the UFS program agreed to meet separately to address issues with MTA staff;
  - LTSS will hold a special meeting later in January. This is necessitated to inform LTSS cities of the UFS participation process and get them back on Schedule;
- Deferred ASI, NTD and Legislative updates to the January meeting;
- Next meeting January 27th.
Streets and Freeways (Haripal Vir)
- Did not meet in December;
- January 20th agenda will include:
  - Election of Officers;
  - Possible changes to the HBRR program;
  - Briefing on the Soundwall Program;
  - Update on the Big Rig Tow Truck Demonstration program;

TDM/Air Quality (Mark Yamarone)
- Did not meet in December;
- Next meeting will be January 18th.

3. Consent Calendar (Renee Berlin)
The Consent Calendar was approved on a motion by Mark Yamarone (TDM/AQ) and seconded by Kit Bagnel (Los Angeles County). The motion was approved.

4. Chairperson's Report (Renee Berlin) (Handouts)
Steve Finnegan (Auto Club) announced that the Auto Club has an opening for a Transportation Policy Analysis and Advocacy position. A job announcement will be issued soon. If anyone has any questions, needs more information, or can suggest a candidate, please contact Mr. Finnegan.

- Ms. Berlin distributed the revised TDM/AQ Subcommittee bylaws;
- Sales tax revenues for the first quarter of FY05 were 1.9 percent higher than budgeted and 5.8 percent higher than for the same period last year;
- Due to an Operations shortfall, there will be an MTA mid-year budget amendment. Due to vacation leave, no one from OMB is able to attend today's meeting, however as soon as the Board Report or any other information is available it will be sent to the TAC members and a presentation will be scheduled for the February meeting;
- Caltrans has moved to the new district office building. The new phone numbers have been emailed out. Jim Kaufman (Caltrans) also distributed lists to TAC members;
- Work has started on the Long Range Transportation Plan update. The update will likely be short because there is little funding expected;
- On January 12th and 13th Metro Transit Police and the Homeland Security Director and Training Department will host a special FTA funded “Train the Trainer” program on Terrorist Activity Recognition and Reaction. The course is designed for those transit professionals whose primary job is to conduct or facilitate training on recognizing terrorists. To register email: ODT@metro.net;
- About 60,000 people took the Gold Line to the Rose parade and Rose Bowl game;
• David Brewer has been appointed Chief Deputy Director for the California Transportation Commission. He takes Joan Borucki’s place who is now heading the DMV.

November/December Board Meeting Recap
• November/December meeting was held on December 13th;
• The LaBonge motion to support lifting the prohibition of using federal funds for planning, design and construction of extending the Red line to the Mid-city through the Fairfax area was subject to a long contentious discussion and was referred back to committee for the second time;
• The FY05 Midyear budget adjustment to plug the $20 million short fall in the Enterprise or operations budget was carried over to the January meeting;
• The board approved the nominees for the South Bay Sector Governance Council leading to the reappointment of John McTaggart and Lou Mitchell and a new appointment of John Addleman;
• The Orange Line’s supplemental environmental document was re-certified and the Bus Rapid Transitway alternative was adopted;
• The CEO was authorized to execute a delay mitigation agreement with Shimmick/Obayashi Corporation to recover schedule delays and settlement time related claims to recover schedule delays not to exceed $7.9 million;
• The following were approved on consent:
  - The funding agreement for the Goods Movement, Action plan, and the release of an RFP for a consultant in an amount not to exceed $1.275 million to conduct the study;
  - The City of Santa Monica’s requested to draw down $30 million from its TDA Capital Reserve Account to purchase parcels in advance of the Exposition Line extension. Those parcels are to be reserved for transit station use;
  - The proposed 2005 federal, state and regional legislative agenda.

Mr. Hildebrand asked how much longer will the Board delay taking action on of the Ten Year Forecast. Ms. Berlin said she believes it has only been pushed back to January.

5. Legislative Update (Raffi Hamparian and Michael Turner, MTA)

Federal Update
Mr. Hamparian reported that Jerry Lewis (R-CA) has been elected by the Republican Caucus to chair the House Committee on Appropriations. This is a welcome development because Congressmen Lewis has always been a friend to Los Angeles County Transportation interests. His appointment could prove helpful in bringing federal dollars back to California.

The 108th Congress closed November 20th with the passage of several spending measures including the 2005 Transportation Appropriations bill. This bill includes:
• A 5.2 % increase in Transit funding for a total of $7.3 billion, an increase of $328 million;
• The Federal Highway account was increased by $280 million to $34.3 billion. This increase equates to the exact amount cut from IRS Tax enforcement;
• Federal Railroads were funded at $1.4 billion with Amtrak receiving $1.2 billion. The most contentious part of the Bill’s negotiation was in regards to Amtrak funding.

FTA has distributed its annual Allocations and Appropriations document for FY 2005. This 75 page document outlines many important rule changes and was printed in the Federal Register. The document is available at the following link:

CMAQ and RSTP funding are bound by the Reauthorization process. A recent conversation with Senator Sarbanes (D-MD) and his staff revealed pessimism regarding the inclination of the House or Senate to compromise or the White House to move to a higher number. Despite the pessimism, the Reauthorization process is proceeding.

State Update
Mr. Turner reported that the Governor’s State of the State speech is this evening and the budget will be available on Monday, January 10th. Early indications are that the suspension of Proposition 42 will remain, but an offer of some type of fix will be made. Given the size of the deficit, it is unlikely that a balanced budget could be achieved without suspending Proposition 42. The first priority for Transportation is to put into place a fix that would prohibit the transfer of transportation dollars to the General Fund and then create some revenues such as from the Tribal Gaming Compacts.

Potential fixes for Proposition 42 include one introduced by Assemblymember Harman that removes the suspension clause. The Speaker has also mentioned another fix. However, its content is not yet clear. The MTA will be working with the legislature to move one of these through. To date, all suggestions by the Legislative Analyst’s Office have been ignored.

Lawsuits have been brought by card rooms and race tracks against the Indian Gaming Compacts that authorized the sale of bonds. An investigation is taking place whether the State can still allocate revenues. It has been suggested that perhaps funds should be directly allocated to the State Highway Account instead of going through a bond while the litigation is taking place.

Governor Schwarzenegger has recommended that a Skyway be constructed instead of a suspension bridge to replace the Bay Bridge, further, he recommended that Bay Area residents recover the costs of any budget overruns. The Governor has held his position despite Bay Area protests. MTA concurs and supports the Governor’s position. There will be hearings on the issue in January. The State Auditor has released an audit of Caltrans that has led to the Bay Area’s claim that cost overruns are Caltrans’ fault and therefore not their responsibility. Opponents claim that there was a clear lack of project management by Caltrans, but it is unclear that these
overruns would have been avoided with better management. It can be expected that a bill will be needed to resolve this situation because the self-anchored suspension design and affiliated funding are identified in law. The State maintains that this is a Bay Area problem that the Bay Area needs to solve.

The Senate Transportation Committee has become the Senate Transportation and Housing Committee. It is no longer chaired by Senator Murray. Senator Torlakson has assumed the Chairmanship. There are no changes to the Transportation Committee with Assemblymember Oropeza remaining as the chair. Members of all the committees have not yet been named, that information should be forthcoming.

6. I-710 Major Corridor Study (Ernest Morales-MTA/David Levinsohn-PB) (Handout)
Ms. Berlin introduced the item. She informed TAC that the Streets and Freeways Subcommittee is requesting concurrence with their motion that MTA support the I-710 (Long Beach) Oversight Policy Committee (OPC) recommended Locally Preferred Strategy (LPS). Ms. Berlin introduced Ernest Morales, the MTA Project Manager. Mr. Morales made a powerpoint presentation. He stated that this presentation was also made to the Streets and Freeways Subcommittee, who endorsed the Locally Preferred Strategy and the concepts that the Oversight Policy Committee approved. He also asked for TAC concurrence.

Mr. Morales reported that the study has been ongoing for four years and has taken longer than anticipated due to situations that required further assessment. The study is sponsored by four partner funding agencies: The Gateway Cities Council of Government (Gateway COG), Caltrans, SCAG and MTA. The study area is bounded by the Ports of Los Angeles and Long Beach, SR 60, Lakewood Boulevard (SR 19) and Alameda Street. It is a highly urbanized area with large minority populations. This area is plagued by high levels of pollution from the Ports of Los Angeles and Long Beach and the I-710 Freeway.

Mr. Morales summarized the Study’s major milestones:
- Project Initial Scoping (June 2001)
- Purpose and Need (December 2001)
- Initial Set of Alternatives (February 2002)
- Final Set of Alternatives (Approved June 2002, revised January 2003)
- Guiding Principles (June 2003)
- Locally Preferred Strategy (November 2004)

When the initial alternatives were unveiled in March/April 2003, they were met with negative criticism from the public because of the large number of property acquisitions. Reaction was so strong that the project was nearly stopped. At this point, the MTA Board directed that a hybrid alternative be developed from three of the build alternatives (C, D, and E) that does not impact businesses and residents. Alternative C was a medium general purpose – general truck option; Alternative D
was a high general purpose and high HOV option; and Alternative E was a high truck alternative. Additionally, the MTA Board directed that advisory committees be formed in areas along the corridor where current design alternatives require the acquisition of large amounts of property.

Several weeks later the I-710 OPC adopted five guiding principles to develop the hybrid alternative.
1. Minimize right-of-way acquisitions
2. Minimize exposure to air toxins
3. Improve safety
4. Relieve congestion
5. Improve public participation

The OPC supported the MTA Board’s direction of creating a hybrid alternative and establishing community advisory committees. The major factors driving the process at that time were:
• Increased public involvement
• Public health/air quality issues
• Right-of-Way Impacts
• Need to separate cars from trucks

Mr. Morales noted that while the public was against the right-of-way acquisition in the alternatives initially proposed, they were not opposed to improving the I-710, especially separating the cars from the trucks.

To meet the directives of the MTA Board and the OPC, a two tiered Community Advisory Committee (CAC) structure was implemented to solicit public input and to create community consensus for the hybrid strategy. The Tier 1 group was comprised of the communities that fronted the I-710. Tier 1 included the Cities of Bell Gardens, Carson, Commerce, Compton, Lynwood and South Gate and the East Los Angeles portions of the City and County. Simultaneously, the City of Long Beach conducted its own outreach process. This City has 8 miles fronting the I-710. The results of their efforts were integrated into the LPS by the I-710 Technical Advisory Committee (TAC) and the OPC. In addition to the Tier 1 group, a Tier 2 group was created composed of representatives from each of the 14 corridor cities, the City of Long Beach and two unincorporated areas of Los Angeles County. Also included were 15 representatives of academia, business, environmental experts, labor and institutional interests. As discussion got underway in the CAC, it was evident that many of the property takes could be avoided. Essentially property takes could be minimized by using utility rights-of-way along the western portion of the Freeway. While this does require some design exceptions from Caltrans and FHWA, the resolution of right-of-way issues enabled the CAC to switch its focus to public health concerns.

Mr. Levinsohn explained the Hybrid Design concept. The LPS proposes ten general purpose lanes, a four lane truckway, interchange improvement and direct truck ramps. The total cost in 2004 dollars is $5 billion.
Mr. Levinsohn informed the TAC that there is a mini-study underway to identify a design concept for the I-5/I-710 Interchange in the City of Commerce and East Los Angeles. Mr. Morales explained that the issues surrounding the I-5/I-710 Interchange are extremely complex. The team is currently working with the I-5 Joint Powers Authority to complete the mini-study and incorporate the recommendations into the LPS.

On November 18, 2004, the OPC approved the LPS, which recommended the Hybrid Design concept. The results of the mini-study will be included when it is completed. Additionally, arterial highway improvements and construction of truck inspection facilities are to be integrated into the overall design concept. The OPC requested that the Gateway COG return with suggested steps for initiating the development and implementation of a Corridor Level Air Quality Action Plan. The OPC also forwarded the Tier II CAC report in its entirety to be accepted as pre-scoping guidance for the preparation of the EIR/EIS. It also requested that the Gateway COG identify and pursue appropriate avenues to implement those Tier II recommendations that prove to exceed the scope of any I-710 Transportation Improvement project and report to the community. Finally, it requested MTA and Gateway COG staff to suggest a process and structure for continuing community participation throughout the environmental analysis.

On January 27, 2005, the MTA Board is expected to act on the Final Study Report. The Board will be asked to approve the study and allow the MTA CEO to take the LPS along with the committee recommendations into the environmental phase.

Haripal Vir asked the cost of the right-of-way. Mr. Levinsohn responded $500 million. Mr. Levinsohn explained that the design comments are an attachment in the final report, although they are very conceptual.

Mr. Finnegan reminded TAC members that the Streets and Freeways Subcommittee approved the LPS and is asking for TAC concurrence. He made a motion that the MTA TAC recommend that the MTA Board adopt and approve the I-710 Major Corridor Study LPS as approved by the OPC and that TAC's recommendation be transmitted to the MTA Board in the staff report and/or in the staff presentation. The motion was seconded by Sumi Gant (City of Long Beach). The motion was approved unanimously.

Ms. Berlin asked why the OPC delayed action on addressing air quality when public health was a guiding principle. Mr. Morales explained that there actually wasn’t a delay, that the action from the OPC directing the Gateway Cities COG to initiate an Air Quality Action Plan was responsive to the communities need to begin this action as soon as possible.
7. Local Return Guidelines Update (Patricia Chen, MTA) (Handouts)
Ms. Chen reported that the Local Return Guideline update was nearly complete. However, due to staff turn over and other issues, MTA is reviewing the proposed revisions one more time. The goal is to further refine the Guidelines before submitting to the MTA Board for approval. Ms. Chen distributed a schedule with the objective of obtaining MTA Board approval in June 2005. The schedule identified the following work tasks:

- Notifying Los Angeles County cities;
- Entering into a comment period with the Subregions and TAC Subcommittees
- A second presentation to TAC
- Resolution and integration of comments

Ms. Chen distributed a list of members who previously participated in the Guideline Update Working group. She asked TAC representatives if they would continue their participation or if anyone else would like to volunteer.

- Victor Rollinger (League of California Cities, South Bay Cities COG) volunteered to replace former South Bay participant Richard Burt;
- Mark Yamarone will continue to represent the TDM/Air Quality Subcommittee. However, he is now employed by the City of Pasadena;
- Lori Huddleston will replace Robert Yates as the MTA Signal Modal Lead;
- Joyce Rooney volunteered to represent LTSS, with qualification that LTSS might select another representative.

A meeting will be scheduled for sometime later this month.

8. Long Range Transportation Plan/CMP Nexus Study (Doug Kim, MTA)

Long Range Transportation Plan
Mr. Kim announced that the Long Range Transportation Plan (LRTP) update process has begun. The last time the plan was updated was four years ago in 2001. The plan will cover a 25-year period with a horizon year of 2030. The plan will discuss the challenges and opportunities in each sub-region of the county. To accomplish this goal, MTA staff will be working with the various sub-regions to write the sub-regional chapters of the Plan. Mr. Kim said another goal is to identify the top unfunded transportation priorities for each sub-region. Several weeks ago a memo was transmitted to the COG executive directors requesting that each sub-region provide MTA with its current unfunded priorities by April 3, 2005. To assist in this effort, MTA staff has assembled a compilation of locally-generated project proposals identified in the 2001 LRTP, 2003 Short Range Transportation Plan and corridor studies that can be used by sub-regions to update their current priorities.
CMP
Mr. Kim reported that the MTA Board will take action on the annual CMP Conformance report in February. He stated that the item is straightforward.

Nexus Study
Mr. Kim commented that work continues on the technical framework for how a Developer Mitigation Fee could work for cities in Los Angeles County. The tentative schedule calls for unveiling the framework plan in Summer 2005. More details will follow at the February TAC meeting.

Mr. Kim explained that the unfunded Sub-regional priorities identified through the LRTP update process can be used as a guide to establish a potential fee structure.

Jim Thorsen (Las Virgenes/Malibu COG) asked what happens if a local agency already has a Traffic Impact fee. Mr. Kim explained that local fee programs and agreements with developers would be honored and that cities would receive a credit for regional projects funded through existing local fee programs.

Mr. Vir asked if a new traffic model to identify congestion or potential projects would be completed. Mr. Kim responded yes. MTA is currently doing some county-wide modeling to identify hotspots. The intention with the Developer fee is to work with cities and sub-regions to identify projects that get the “best bang for the buck” in reducing congestion on the regional system and could be funded through the impact fee.

9. California Transportation Commission December Meeting Recap
(Mary Lou Williams, MTA)
Ms. Williams reported that Caltrans Headquarter’s Programming Chief Ross Chittenden announced that the State Highway Account could support an additional $400 million in allocations in 2005. Initially, Caltrans reported that there was $500 million, of which $320 million went to SHOOP safety and emergency projects. In January, Regional agencies will be developing a recommendation for the CTC’s consideration as to how the additional $400 million should be spent. The RTPA’s have stressed that they need the Programming and Planning funds. MTA is owed about $8 million for 2004.

Mr. Chittenden also reported that the funding future is plagued with uncertainty especially with regards to the Tribal Gaming Bond Funds and the law suits surrounding them. The current revenue stream only guarantees that $846 million in bonds can be sold. This is less than the initial figure of $1.2 billion. The Sub-allocations of the $846 million will be: $506 million to the 2004 STIP, $290 million to TCRP projects, and $50 million to cities and counties for streets and roads. The TCRP needs an additional $94 million to take care of existing allocations. Los Angeles County has about $133 million of unexpended allocations and another $1.4 billion that has yet to be allocated. There is a lot of uncertainty in the funding and
from where monies will come. Funding from the Compacts is ready to move forward in March, but due to lawsuits it will be delayed.

A STIP amendment was noticed in December for previous Los Angeles County AB 3090 replacement projects. MTA is requesting $44 million for the I-5 between the Orange County Line and the I-605 and $8 million for the I-5/SR 14 Direct Connector projects. There is also consideration of another STIP amendment, a Garvee Bond issuance by the CTC for the local match. MTA has the I-5 Carmenita Interchange project. However, the CTC is questioning whether to issue the bond since the STIP is not being funded.

Ms. Williams reported that two Los Angeles County STIP-TEA projects were approved: The Santa Clarita Canyon View Regional Trail Access and the City of Los Angeles Broadway Sidewalks Reconstruction. Ms. Gant asked if the bonding from the Indian Gaming revenues would move forward at this time. Ms. Williams responded that it is ready to move forward in March, but because of the legal problems with the Gaming Compacts it will probably be delayed.

10. New Business
No new Business

11. Adjournment
The January 5, 2005 TAC meeting was adjourned at 11:40 a.m. The next TAC meeting will be held on February 2nd in Union Station Room, 3rd floor at 9:30 a.m.
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<th>AGENCY</th>
<th>MEMBER/ALTERNATE</th>
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<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
<td>1. Steve Finnegan/Vacant</td>
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<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>1. Robert Hildebrand/Brynn Kernaghan</td>
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<td>CALIFORNIA HIGHWAY PATROL</td>
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<td>CALTRANS</td>
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<td>CITIZEN REPRESENTATIVE ON ADA</td>
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<td>COUNTY OF LOS ANGELES</td>
<td>1. [Signature] Mark Herwick/David Cowardin</td>
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<td>2. [Signature] James Bagnell/Scott Schales</td>
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<td>3. [Signature] Patrick V. DeJellis/Oliver Galang</td>
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<td>LEAGUE OF CALIFORNIA CITIES</td>
<td>1. [Signature] Greg Harman/Lahti Cole</td>
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<td>Arroyo Verdugo Cities</td>
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<td>San Gabriel Valley COG</td>
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<td>LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)</td>
<td>Jaro Baghdanian/Martin Gombert (1), Joyce Rooney/Kara Bouton (2)</td>
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<td>Renee Berlin/Randy Lamm (1), Carolyn Flowers/Andrea Burnside (2)</td>
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<td>Steve Lantz/Joanna Capelle (1)</td>
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<td>Eyvonne Sells/Kathryn Higgins (1)</td>
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HAND OUTS
January 4, 2005

Regional Transportation Planning Agencies
County Transportation Commissions
Department of Transportation
Interested Parties:

It is my pleasure to announce the appointment of David Brewer to the position of Chief Deputy Director. His appointment is effective immediately.

David brings a great wealth of transportation policy experience to this assignment. He has a solid base of understanding of transportation programming and its underlying financial and policy implications. As a result of his extensive experience at both the Commission and Caltrans, David brings a perspective that will be incredibly beneficial to the Commission and its partners as we work to resolve many critical issues facing transportation.

Please join me in welcoming David to his new assignment as Chief Deputy of the California Transportation Commission.

Sincerely,

Diane C. Eidam
Executive Director

CC: Commissioners
TRANSPORTATION DEMAND MANAGEMENT/AIR QUALITY
SUBCOMMITTEE

BY LAWS

ARTICLE I. PURPOSE AND SCOPE

Section 1

Under the authority of the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (hereinafter called the MTA). The Transportation Demand Management/air Quality Subcommittee (hereinafter referred to as the Subcommittee) shall be consulted on issues related to Transportation Demand Management program and Air Quality requirements, and will provide technical input/assistance to the MTA, through the MTA Technical Advisory Committee (TAC), related to these programs. The Subcommittee shall review, comment upon and make recommendations on such matters as referred to it by the MTA TAC.

In the dispatch of its responsibilities, the Subcommittee may conduct meetings, appoint committees or working groups, and engage in such related activities, as it deems necessary.

Section 2

Under the Authority of the MTA, the Subcommittee may also engage in such related activities as appropriate to the dispatch of its responsibilities and, from time to time, may bring matters of special concern to Subcommittee members to the attention of the MTA or other appropriate MTA policy committees through the MTA TAC.

At a minimum, the following items will be reviewed by the Subcommittee:

1. Transportation planning and policy-making with impacts on TDM/Air Quality programs.

2. The consideration of TDM strategies as a component of the MTA Long Range Plan.

3. The consideration of TDM strategies as a component of the MTA Call for Projects process.

4. Air Quality requirements and responsibilities that effect the implementation of transportation programs, projects, and strategies in Los Angeles County.
5. Legislative issues pertaining to TDM and Air Quality – federal, state, and local.

Section 3

The staff of the MTA shall be available to aid the Subcommittee in its work.

ARTICLE II. MEMBERSHIP

Section 1.

The Subcommittee shall consist of eleven (11) voting members [with one (1) vote each] and three (3) ex-officio members listed below:

- League of California Cities (four representatives)
- City of Los Angeles
- County of Los Angeles – Department of Public Works
- Southern California Association of Governments (SCAG)
- South Coast Air Quality management District
- Transportation Management Association/Organization (two representatives)
- Caltrans (Ex-Officio)
- MTA Bus Operation Subcommittee (BOS) (Ex-Officio)
- MTA Local Transportation Services Subcommittee (LTSS) (Ex-Officio)
- MTA Staff (Planning and programming)

Section 2.

Voting and non-voting agencies shall designate in writing to MTA the names(s) of their designated member(s) and alternate(s). Only the individual designated as a member or, in the absence of the member, designated alternate, may vote during regular or special meetings.
Section 5.

After three consecutive absences at regular meetings by the member or alternate, the agency would automatically lose voting privileges. Privileges would not be reinstated until a notice is sent by the MTA notifying the agency of the absences and MTA receives a letter from the appointing agency identifying the new Subcommittee member and alternate.

ARTICLE III. OFFICERS

The Subcommittee shall elect a Chairperson, Vice Chairperson and Secretary from the voting members thereof, each of whom shall serve for one (1) year, and thereafter until either reelected or successor is elected.

The individual member shall be considered as the elected officer and not the organization or agency.

Election of officers will be conducted at the September meeting of the Subcommittee (and elected officers will assume their duties immediately following the meeting).

Election of two (2) representatives and two (2) alternates to the Technical Advisory Committee (TAC) will be conducted at the September meeting of the Subcommittee.

Section 1

Duties of Officers:

   a. Chairperson – It shall be the duty of the Chairperson to preside at all meetings of the Subcommittee and to ensure that the proceedings of the meeting are conducted in keeping with adopted Bylaws.
   b. Vice Chairperson – In the absence or inability of the Chairperson to act, the Vice Chairperson shall perform all the duties of the Chairperson.
   c. Secretary – The Secretary shall keep, or cause to be kept (by MTA staff) minutes of all the Subcommittee meetings. The Secretary shall give, or cause to be given (by MTA staff), notice of all meetings in keeping with adopted Bylaws.
   d. Appointed Technical Advisory Committee representatives (or alternates) shall attend all meetings of the TAC. Representatives shall accurately reflect position(s) taken by the Transportation Demand Management/Air Quality Subcommittee. Representatives shall report positions of the TAC during general meetings of the Transportation Demand Management/Air Quality Subcommittee.

If the Chairperson and the Vice Chairperson are absent, the Secretary shall perform all the duties of the Chairperson.
Section 2

Subcommittees – The Chairperson may create special or ad hoc subcommittees, and shall appoint subcommittee members as needed, subject to the majority approval of the Subcommittee.

ARTICLE IV. MEETINGS

Section I

Regular Meetings – Regular meetings of the Subcommittee shall be held on the second Tuesday of odd numbered months at 10:30 a.m.

The Staff of the MTA will supply Subcommittee members with copies of meeting agendas (including supporting material) and minutes of the prior Subcommittee meeting no less than three (3) working days before the next scheduled meeting.

Section 2

Quorum – Six (6) voting members of the Subcommittee shall constitute a quorum. Meetings shall be called, noticed and conducted in the manner prescribed by Section 54952.3 of the Government Code (the Ralph Brown Act).

Until all Subcommittee positions identified in Article II have been filled by the designated agency or party, a majority of designated Subcommittee members will constitute a quorum. This clause will become null and void upon the initial designation of all Subcommittee members.
TRANSPORTATION DEMAND MANAGEMENT/AIR QUALITY
SUBCOMMITTEE
of the
MTA Technical Advisory Committee (TAC)

MEMBERS

League of California Cities

Mark Yamarone (Chair)
City of Pasadena
221 E. Walnut Street, Room 210
Pasadena, CA 91101
(626) 744-7474
FAX: (626) 396-7260
e-mail: myamarone@cityofpasadena.net

Robert Newman
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23920 Valencia Blvd, Suite 300
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e-mail: mewman@santa-clarita.com

City of Los Angeles

Phil Aker
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Transportation
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Los Angeles, CA 90012
90012
(213) 580-5429
FAX: (213) 580-5457
e-mail: paker@dot.ci.la.ca.us

ALTERNATES

Michelle Mowery
Department of
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221 N. Figueroa
Los Angeles, CA
(213) 580-1199

32
Southern California Association of Governments (SCAG)

Al Bowser
The Partnership
818 W. 7th Street, Suite 1200
Los Angeles, California 90012
(213) 236-1843
bowser@the-partnership.org

County of Los Angeles

John Huang
Programs Development
L.A. County Department of Public Works
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South Coast Air Quality Management District

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e-mail: esells@aqmd.gov

Alternate

Ari Telias
Transit Analyst
LACDPW
P.O. Box 1460
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FAX: (626) 458-3192
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Transportation Management Association/Organization

Brooke Geer Person
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400 West Cerritos Avenue
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(818) 543-7641
FAX: (818) 543-0975
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Chris Park
Executive Director,
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6355 De Soto Avenue,
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FAX (818) 596-6291.
e-mail: TMO@WarnerCenter.org

MTA

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TDM Lead/MTA
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012
(213) 922-7405
FAX: (213) 922-6996
e-mail: JuarezR@mta.net

Ex-Officio Members

Caltrans

Alec Mardirossian
Office of Operations Support & TDM
120 South Spring Street
Los Angeles, CA 90012
(213) 897-4057
FAX: (213) 897-0894
e-mail: amardiro@trmx3.dot.ca.gov
Calstart

Dan Sturges
Project Manager
2181 E. Foothill Blvd
Pasadena, CA 91107
(626) 780-0031
e-mail: dsturges@calstart.org

MTA Local Transit Systems Subcommittee (LTSS)

Scott Williams
Diversified Paratransit
1400 E. Mission Blvd.
Pomona, CA 91766
(909) 622-1316 ext. 3221
FAX (909) 622-3035
e-mail : sewdpi@netwebb.com
National Transit Institute (NTI) Train-the-Trainer program
Terrorist Activity – Recognition and Reaction

In conjunction with Metro's transit police chief, Dan Finkelstein, and Metro's homeland security director, Paul J. Lennon, the OD&T department will host a special FTA-funded-and-approved National Transit Institute (NTI) train-the-trainer program: "TERRORIST ACTIVITY – RECOGNITION AND REACTION" on Wednesday, January 12th and Thursday, January 13th, 2005.

You have been designated by your department head to receive this training, and OD&T would like to confirm your attendance by asking you to register using the on-line registration system. The train-the-trainer program will last approximately six (6) hours and will commence promptly at 8:30 am and will end on or before 3:30 pm. The class will convene in the Windsor Conference Room located on the 15th floor, of the Gateway Building. As an attendee you will only need to attend one of the two scheduled classes.

This course is designed for those transit professionals whose primary job is to conduct or facilitate a training program within the Metro organization. Preference is given to bus/rail operations and maintenance instructors and their immediate supervisors; LASD-TSB law enforcement trainers, Metro security-officer trainers, Corporate Bus/Rail safety instructors, Metrolink safety and security staff, Catellus, Amtrak police, OD&T Facilitators, Community Relations Staff, Bus Muni Trainers, etc. In addition, Metro will offer the training to other transit agency trainers outside of the LA County area, who have pre-registered through the National Transit Institute.

This course reinforces the concepts taught in NTI's original "SYSTEM SECURITY AWARENESS and the goal is to provide front-line employees and their supervisors, with the knowledge and skills to:

➢ Explain the importance of identifying and reporting pre-attack terrorist activity
➢ Recognize the differences between normal, suspicious, and dangerous activity
➢ Define the process for approaching, engaging, and reporting suspicious persons
➢ Review their immediate actions available, when confronted with dangerous activity

If you are a Metro employee, please click Here to register

If you are not a Metro employee, please E-mail ODT@metro.net to register

Metropolitan Transportation Authority

Metro
2004 LOCAL RETURN PROGRAM GUIDELINE REVISIONS
WORKING GROUP

KIT BAGNELL, COUNTY OF LOS ANGELES, TECHNICAL ADVISORY COMMITTEE
MIKE UYENO, CITY OF LOS ANGELES, TECHNICAL ADVISORY COMMITTEE
DESI ALVAREZ, CITY OF DOWNEY, GATEWAY CITIES COG
RICHARD BURTT, CITY OF TORRANCE, SOUTH BAY CITIES COG,
GREG HERMANN, CITY OF BURBANK, ARROYO VERDUGO CITIES COG
DANIEL RIX, CITY OF PASADENA, SAN GABRIEL VALLEY COG
JAMES THORSSEN, CITY OF AGOURA HILLS, LOS VIRGENES -MALIBU COG
MARK BOZIGIAN, CITY OF LANCASTER, NORTH COUNTY TRANSPORTATION COALITION
DAVID FEINBERG, CITY OF SANTA MONICA, WESTSIDE CITIES COG,
MARK YAMARONE, CITY OF SANTA CLARITA, TDM/AIR QUALITY SUBCOMMITTEE
MICHAEL BUSCH, CITY OF CLAREMONTE, BUS OPERATORS SUBCOMMITTEE
MARIANNE KIM, CITY OF SANTA MONICA, BUS OPERATORS SUBCOMMITTEE
MANUEL PALMARIN, CITY OF GLENDORA, LOCAL TRANSIT SYSTEMS SUBCOMMITTEE
KEN JOHNSON, CITY OF BURBANK, STREETS & FREEWAYS SUBCOMMITTEE
JON GRACE, TRANSPORTATION DEVELOPMENT & IMPLEMENTATION, MTA
BEN JONG, TRANSPORTATION DEVELOPMENT & IMPLEMENTATION, MTA
SUSAN RICHAN, LOCAL PROGRAMMING, MTA
JAY FUHRMAN, NTD PROGRAM, MTA
ED CLIFFORD, SERVICE COORDINATION, OPERATIONS, MTA
CHIP HAZEN, ADA COMPLIANCE, MTA
ROBERT YATES, TRANSPORTATION DEVELOPMENT & IMPLEMENTATION, MTA
ART CUETO, TRANSPORTATION DEVELOPMENT & IMPLEMENTATION, MTA
JAMES ROJAS, TRANSPORTATION DEVELOPMENT & IMPLEMENTATION, MTA
NALINI AHUJA, LOCAL PROGRAMMING, MTA
M.I. WEST, LOCAL PROGRAMMING, MTA
Local Return Guidelines Update/Board Adoption Schedule

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I-710 Major Corridor Study Update
Technical Advisory Committee
January 5, 2005
I-710 OPC Approved Milestones

- Project Initial Scoping - June 2001
- Purpose & Need - December 2001
- Initial Set of Alternatives - February 2002
- Final set of 5 Alternatives - June 2002, Revised January 2003
- Guiding Principles – May 2003
- Locally Preferred Strategy – November 18, 2004
MTA Board Directive – May 2003

- Develop a Hybrid Alternative Using Elements from Alternatives C, D, and E Without Impacting Residences and Businesses

- Form Advisory Committees in Key Areas Along the Corridor Where Current Design Alternatives Require Acquisition of Large Amounts of Private Property
I-710 OPC Guiding Principles

- Minimize Right-of-Way Acquisitions
- Minimize Exposure to Air Toxins
- Improve Safety
- Relieve Congestion
- Improve Public Participation
Major Factors That Drove Process

- Public Involvement
- Public Health/Air Quality Issues
- Right-of-Way Impacts
- Need to Separate Cars from Trucks
Community Advisory Committee Structure

- A Two-Tiered CAC Structure was Implemented

- Purpose
  - Solicit community input from (residents, businesses, institutions, labor, environmental and health interests)
  - Encourage broad base citizen input in planning the I-710 Corridor
  - Develop consensus on a hybrid strategy

Metro
CAC Structure (cont.)

- Tier I – Grass Roots Committees
  - Bell Gardens, Carson, Commerce, Compton, East Los Angeles, Lynwood, and South Gate

- Tier II – Corridor Wide Committee
  - Representatives from each of the 14 Corridor cities, the City of Long Beach and 2 unincorporated areas
  - 15 Representatives from Academia, Business, Environmental, Labor, and Institutional interests
CAC Key Themes

- Improve current Situation
- Public Health, Public Health, Public Health
- Do Something About the Trucks
Committee Recommendations

• Tier I
  • Committees identified design options that minimize right of way takes for their respective cities.

• Tier II Report
  • Recommendations address a wide range of subjects (Health, Jobs & Economic Development, Safety, Noise, Congestion & Mobility, Community Enhancements, Design Concepts, & Environmental Justice)
  • Major Infrastructure Improvements Must be Conditioned on Achieving Air Quality Goals
Committee Recommendations (cont).

- I-710 Technical Advisory Committee - Proposed Locally Preferred Strategy that:
  - Substantially reduces property takes
  - Uses utility Right-of-Way
  - Requires some design exceptions from Caltrans and FHWA
  - Improves safety by separating trucks from autos
  - Proposes 10 general purpose lanes and a 4-lane truck-way (from the Ports to Hobart Yard in Vernon)
  - Reduces emissions by improving truck operating speeds
Hybrid Design Concept

- 10 GP Lanes
- 4-Lane Truckway
- Direct Truck Ramps
- Interchange Improvements

I-710 Major Corridor Study
Hybrid Design Concept

- 10 General Purpose Lanes
- 4-Lane Truckway
- Interchange Improvements
- Direct Truck Ramps

Legend:
- Add One Mixed Flow Lane (Each Direction)
- Add Two Mixed Flow Lanes (Each Direction)
- Exclusive Truck Facility
- Interchange Improvement
- New Interchange
- Eliminates Interchange
- Truck Ramps
- Truck Ingress/Express

Preliminary Concepts, Subject to Change

Source: Jerry Wood, Consultant, in association with MMA, Inc. and Nolan Consulting, Inc., April 2004

Metro
OPC November 18, 2004 Actions

- Approved Locally Preferred Strategy:
  - Hybrid Design Concept
  - Arterial Highway Improvements
  - Construction of truck inspection facilities to be integrated into overall design concept

- Requested the GCCOG to return with suggested steps for initiating the development and implementation of a Corridor level Air Quality Action Plan

- Forwarded the Tier 2 report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS.
OPC Actions (Cont.)

- Requested the GCCOG to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community.

- Requested MTA and COG staff to suggest a process and structure for continuing community participation throughout the environmental analysis.
Next Steps

- MTA Board is expected to act on the Final Study Report on January 27, 2005
Attachment 4

Budget Briefings
Budget Briefing to Transportation Stakeholders
Will Kempton, Caltrans Director
January 10, 2005

Budgetary Background

- Budget shortfall for FY 2004/05 was $22 billion
- Budget shortfall projected for FY 2005/06 is $8 billion
  - Projections for FY 2005/06 show an increase of $5 billion in revenues; however, statutory requirements increase expenditures by $10 billion
- Governor Schwarzenegger will be seeking a constitutional amendment to provide budgetary reform
- Additional efforts will deal with housing (recognizing the impact to transportation), focusing on planning and regulatory reform, affordability, and supply

Summary of Transportation Impacts

- Announcement of “Go California” program. This will be a comprehensive 10 year strategy for transportation improvements. No specific details were available, but some of the overall statements include:
  - Will cover all transportation modes, as well as increasing road capacity
  - Will address the connection between transportation and housing
  - Project delivery will be a component
    - Caltrans will move to a system of higher efficiency and accountability
    - Performance based evaluations and rewards for Caltrans will be included
    - Alternative procurement systems will be included, such as design-build, and design sequencing
  - Emphasis on public-private partnerships, in all aspects of transportation (such as planning and project delivery, goods movement, etc.)
  - Unveiling of program expected in the Spring, and will include close consultation with the entire transportation community
    - Near-term effort will focus on internal buy-in from Caltrans employees

- Proposition 42
  - Suspended for 2005/06 (approximately $1.3 billion)
  - Treated as a loan
  - Three year total of suspensions $3.4 billion, to be repaid over 15 years starting in 2007/08
  - 15 year repayment would have constitutional protection, but includes no inflationary factor.
  - Budget is silent on suspensions for 2006/07

- Transportation Finance Reform/Issues
  - Governor will introduce a constitutional firewall for Prop 42 funds, sealing all loopholes starting in FY 2007/08
  - Firewall does not include State Highway Account.
    - Mr. Kempton noted that the transportation community needs to voice their concerns about the potential subversion of Proposition 2 requirements by funneling SHA loans to the General Fund via the TCRP
Indian gaming revenue is now estimated at $1.2 billion and will be available in 2005/06 if litigation is resolved. No provisions for supplanting the repayment if the litigation loses, or if gaming revenues are lower than anticipated.

- Budget includes $183 million for the TCRF for 2005/06

- Other details
  - Speculated, but not yet confirmed, that special funded agencies (i.e. Caltrans) would not be subject to the across the board cuts proposed by Governor Schwarzenegger
  - Spillover to Public Transportation Account is suspended
  - Bay Bridge cost overruns not included in the budget or in “Go California”
  - TEA-21 Reauthorization remains a top priority
State Budget

Governor Schwarzenegger yesterday released his 2005-06 Budget Proposal. The following summarizes the major elements of the Governor’s proposal relating to transportation.

- Proposition 42 - The Governor is proposing to suspend Proposition 42 for the 2005-06 fiscal year. Proposition 42 revenues statewide are estimated to be approximately $1.3 billion for the FY 2005-06. This is the third consecutive year in which Proposition 42 has been suspended. The suspension of this year’s funds will be considered a loan with repayment to be made according to the following element.

- Extension of Loan Repayment – The previous loans from Proposition 42 will be combined with the proposed loan of Prop 42 funds and be repaid over a 15-year period. Under current law, the previous loans were to be repaid by 2009. This proposal will extend the loan repayment to 2021. In the press conference presenting the budget the Director of Finance commented that the new repayment plan would allow for the issuance of bonds, however, the details of this proposal are very unclear at this point.

- Protection of Proposition 42 – The Governor is proposing a measure to protect Proposition 42 beginning in the 2008 Fiscal Year. The exact details of this proposal are not known at this point, as the Governor has not submitted his proposed measure to the Legislature. The budget is silent on the prospects of a Proposition 42 allocation in the 2007 Fiscal Year.

- Tribal Gaming Revenues - The tribal gaming revenues that were to be allocated to transportation have not been allocated due to two lawsuits. One of the lawsuits challenges the states program of issuing bonds backed by these revenues so the state has not been able to issue the bonds. However, the state will still receive the revenues from the gaming compacts. Metro representatives in Sacramento are working with the Governor’s office and the Legislature to explore the possibility of allocating the revenues, as they are received, to transportation accounts without the issuance of bonds.
• Public Transportation Account (PTA) Spillover -- The PTA is one of the only sources of operating funds from the state. When the price of gasoline increases more than other items, a mechanism in law allocates a portion of the increased sales tax revenue to the PTA. That amount is estimated to be $216 million. The Governor is proposing to retain the PTA spillover in the General Fund.

• Go California - The Governor has proposed an initiative to address transportation titled Go California. This initiative would entail an approximate three-month process to develop a program that would “enhance the impact of transportation investments now and in the future”. Staff will be coordinating with the Governor's office and with the Secretary of Business, Transportation and Housing as this proposal develops.

*If you have questions concerning the State Brief, please contact Government Relations Manager for State Affairs Michael Turner at (213) 922-2122.*
Attachment 5

FY05 Budget Amendment
FINANCE AND BUDGET COMMITTEE
JANUARY 20, 2005

SUBJECT: FY05 BUDGET AMENDMENT

ACTION: AMEND THE FY05 BUDGET

RECOMMENDATION

A. Approve the transfer of $19.2 million of local funds from the capital program to the operating program.
B. Amend the FY05 budget to add up to $8.2 million of General Fund revenues to the Enterprise Fund for additional bus operations fuel costs and up to $8 million of Proposition A 35% funds for rail operations.

ISSUE

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is facing an FY05 budget shortfall of approximately $42.2 million. This shortfall is caused by lower than projected passenger fare revenues and higher than planned expenses for fuel, PL/PD insurance claims, and workers' compensation costs. Staff is proposing that the shortfall be mitigated through a combination of solutions including reducing expenses, deferring capital projects, and adding revenue to the Enterprise Fund from fund balances.

DISCUSSION

The fare revenue for the first five months of FY05 is approximately $9 million under budget. We expect this trend to continue through the fiscal year, and therefore project a revenue shortfall of about $20 million for the year.

As reported in the FY05 first quarter report, operating expenses are projected to end the year $22.2 million over budget. Trending the first quarter experience with fuel throughout FY05, indicates that fuel will be over budget by $8 million. During the first quarter of FY05, several prior period bus accident claims settled at higher values than originally estimated. These claims will add $6 million to the FY05 budget. Even though workers' compensation claims and lost work days are under budget and less than prior years, costs are greater than budget and greater than last year due to rising medical and indemnity costs. Also, we have not been able to attract or keep bus operators and will be forced to use overtime to deliver...
service. With significant market competition from both ports and Transit Security Administration, the pool of qualified candidates for operators has dwindled. When consent decree service was implemented in December, we were short 140 operators. The need to fill assignments will result in increased utilization of overtime until we can recover from the shortage. With the current recruitment rates offset by attrition, we do forecast to have sufficient labor to cover assignments until June. This will result in an increase of $4.2M in overtime. All other budgeted expenses are tracking right on budget.

The solutions to the fare revenue shortfall and expense overruns are to reduce operating expenses by $6.8 million (including non-contract vacancy savings of $300,000), defer $19.2 million of capital projects and transfer the funding to operating, add $8 million of Prop A 35% rail revenues to mitigate the rail fare revenue shortfall and to add $8.2 million of General Fund revenues to mitigate the fuel increases. The Prop A 35% funds are set aside for rail purposes and are available from prior year sales tax receipts.

The following table summarizes the changes:

<table>
<thead>
<tr>
<th>($ in thousands)</th>
<th>Bus</th>
<th>Rail</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Shortfall</td>
<td>$9,000</td>
<td>$11,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>Expense Overrun</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel</td>
<td>8,000</td>
<td>8,000</td>
<td></td>
</tr>
<tr>
<td>Operator overtime</td>
<td>4,200</td>
<td>4,200</td>
<td></td>
</tr>
<tr>
<td>PL/PD &amp; Workers Comp</td>
<td>9,000</td>
<td>1,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Changes Required to Balance Budget</td>
<td><strong>$30,200</strong></td>
<td><strong>$12,000</strong></td>
<td><strong>$42,200</strong></td>
</tr>
<tr>
<td>Operating Expense Reductions</td>
<td>2,500</td>
<td>4,000</td>
<td>6,500</td>
</tr>
<tr>
<td>Non-Contract Vacancy Savings</td>
<td>300</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>Capital Project Deferrals</td>
<td>18,200</td>
<td>1,000</td>
<td>19,200</td>
</tr>
<tr>
<td>Subtotal Expense Reductions</td>
<td>21,000</td>
<td>5,000</td>
<td>26,000</td>
</tr>
<tr>
<td>Revenue Increases</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prop A 35%</td>
<td></td>
<td>8,000</td>
<td>8,000</td>
</tr>
<tr>
<td>General Fund Revenues</td>
<td>8,200</td>
<td>8,200</td>
<td></td>
</tr>
<tr>
<td>Transfer PC5% funds from rail to bus</td>
<td>1,000</td>
<td>(1,000)</td>
<td></td>
</tr>
<tr>
<td>Total of Reductions and Revenue Increases</td>
<td><strong>$30,200</strong></td>
<td><strong>$12,000</strong></td>
<td><strong>$42,200</strong></td>
</tr>
</tbody>
</table>

Staff will also bring a proposal to the board to approve advertising on the Metro Rapid buses that may bring an additional $400,000 of revenues to the Enterprise Fund thereby lowering the General Fund Revenue requirement to $7.8 million.

**FINANCIAL IMPACT**

These actions will increase the operating expenses by $15 million from $990 million to $1,005 million. The capital fund expenditures and revenues will be decreased by $19.2 million from $754.4 million to $735.2 million. The Prop A 35% and General Fund balance will be decreased by $8 million and $8.2 million respectively. Lowering the rail expenditures allows the transfer of the Prop C5% funds from rail operations to bus operations; there is no impact on fund balances with this transfer.
NEXT STEPS

Continue to monitor progress on the FY05 budget and report to the board quarterly.

Richard Brumbaugh
Chief Financial Officer

Roger Snoble
Chief Executive Officer