Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Union Station Conference ROOM

1. Call to Order/Roll Call
   Action (Renee Berlin, Fanny Pan)

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

3. Consent Calendar
   - Approval of Minutes
   - Attachment 3: Draft September 6, 2006
     Minutes
   - Action/Concurrence

4. Chairperson’s Report
   - Attachment 4: Mobility 21 Brochure
   - Attachment 5: SCAG RTP/RTIP SAFETEA-LU
     Compliance Update
   - 5 min

5. Legislative Update
   - Federal
   - State
   - 10 min

6. Proposition 1B and 1C: Potential Impact of Proposed State Infrastructure Investments on Transportation Improvements for Los Angeles County
   - 25 min

(Renee Berlin)
(Raffi Hamparian)
(Michael Turner)
(David Yale)
7. 2007 Call for Projects Draft Application  
   30 min  
   Discussion  
   *(Heather Hills)*

8. Congestion Mitigation Fee  
   10 min  
   Information  
   *(Doug Kim)*

9. New Business

10. Adjournment

TAC Minutes and Agendas can be accessed at:  
www.metro.net/TAC

Please call Fanny Pan at (213) 922-3070 or e-mail to “panf@metro.net”, if you have questions regarding the agenda or the meeting. The next meeting will be on November 1, 2006 at 9:30 a.m. in the Union Station Room.
Attachment 1

Subcommittee September 2006 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

Windsor Conference Room — 15th Floor

1. Call to Order
   7 minutes

2. Approval of Minutes
   July 18, 2006 Minutes
   (Attached)
   7 minutes

3. Chair's Report
   5 minutes

4. Metro Connections Signage Pilot Project
   10 minutes

5. CSAN Project
   (Attached)
   10 minutes

6. Call For Projects
   5 minutes

7. Legislative Report
   10 minutes

8. STA FY07 Test
   (Attached)
   5 minutes

9. New MOU's
   Prop C 5% Transit Security
   Prop C 40% MOSIP
   Prop C 40% Fuel Increase Mitigation
   SRTP Guidelines
   10 minutes

10. STA Update
    5 minutes

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Tuesday, September 19, 2006 9:30AM

Action
David Reyno

Information
Heather Hills

Information
Rufus Cayetano

Information
Marisa Yeager / Michael Turner

Information
Kathleen McCune

Information
Paula Carvajal / Cosette Stark

Information
Nalini Ahuja

Metropolitan Transportation Authority
11. Approve Process For Programming Proposition A 40% Incentive Funds  Action  BOS  
   10 minutes

12. Election of BOS Officers  Action  BOS

13. New Business

14. Adjournment

Information Items:  
(Attached)

   90-day Rolling Agenda  
   Pre-SAFETEA-LU 5307 15% Discretionary Fund Balances  
   Pre-SAFETEA-LU 5307 85% Fund Balances  
   Pre-SAFETEA-LU TE1% Fund Balances  
   RTAA-CMAQ Fund Balances  
   SAFETEA-LU 5307 15% Discretionary Fund Balances  
   SAFETEA-LU 5307 85% Fund Balances  
   SAFETEA-LU TE1% Fund Balances  
   Summary of Invoices — FY06  
   2005 Subsidy Tracking Matrix  
   2005 Document Requirement Status  
   Summary of EZ Pass Invoices — FY06  
   TDA/STA Claim Summary for FY06  
   Regional Pass Sales

BOS Agenda Packages can be accessed online at:  
http://www.metro.net/about_us/committees/bos.htm

Please call MARTHA BUTLER at 213-922-7651 if you have questions regarding the agenda or meeting.  
The next BOS meeting will be held Tuesday, October 17, 2006 at 9:30 am in the Windsor Conference Room, 15th Floor of the Gateway Building.
Agenda

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE

Union Station Room – 3rd Floor

1. Call to Order

   (Attachment #1)

3. Prop. A Incentive Reserve Fund

4. Incentive Reserve Guidelines/Criteria

5. 2007 Call for Projects

6. NTD Reporting/Audit Status for
   (Attachment #2)

7. Sub-regional Paratransit MOUs

8. Legislative Update

9. New Business

10. Adjournment

Action
   Joyce Rooney, Chair

Action
   Joyce Rooney, Chair

Information
   Jay Fuhrman, Metro

Discussion
   Joyce Rooney, Chair

Information
   Heather Hills, Metro

Discussion
   Jay Fuhrman, Metro

Information
   Susan Richan, Metro

Information
   Mike Turner, Metro

Information
   Joyce Rooney

Action
   Joyce Rooney
Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee
Windsor Conference Room, 15th Floor

1. Call to Order
   1 min
   Action (Mike Uyeno)

2. Election of New Subcommittee Chair
   5 min
   Action (Subcommittee)

3. Approval of Minutes
   Attachment 1: Draft August 17, 2006 Minutes
   1 min
   Action (Subcommittee)

4. Caltrans Report
   5 min
   Information (Kirk Cessna)

TIMED AGENDA ITEM: 9:15 – 11:15 AM
5. 2007 Call For Projects
   Discussion (Modal Leads/ Subcommittee)
   - Regional Surface Transportation Improvements
   - Signal Synchronization and Bus Speed Improvements
   - Bikeway
   - Pedestrian
   - Transportation Enhancement Activities
   Attachment 2: 2003 RSTI, Signal, Bikeway, PED and TEA Applications
   2 hours

6. Chairperson Report
   5 min
   Information (New Chair)

7. Metro Report
   10 min
   Information (Renee Berlin)
   - 2007 Subcommittee Roles and Responsibilities
   Attachment 3: 2006-2007 Subcommittee Roles and Responsibilities

Los Angeles County
Metropolitan Transportation Authority

Metro 000005
8. Route 710 Tunnel Technical Feasibility Assessment  
   10 min

   Update (Linda Hui)

9. Wilshire Bus Lane  
   5 min

   Update (David Mieger)

10. New Business  
    5 min

   Discussion (Subcommittee)

11. Adjournment  
    1 min

   Action (Subcommittee)

The next meeting of the Streets and Freeways Subcommittee will be held on October 19, 2006 at 9:30 AM in the Windsor Conference Room, 15th Floor. Please contact Renee Berlin at (213) 922-3035 or Nirva Parikh at (213) 922-1079 should you have any questions or comments regarding this or future agendas.
Agenda

Los Angeles County Metropolitan Transportation Authority

Location of Meeting

Pasadena Conference Room — 22nd Floor

1. Call to Order/Roll Call 1 min
2. Approval of Minutes Minutes of 1 min
3. Chairman’s Report 10 min
4. Review of Call Application
5. New Business and Next Meeting

TRANSPORTATION DEMAND MANAGEMENT/AIR QUALITY SUBCOMMITTEE

Action (Mark Yamarone)

Action (Subcommittee)

Information (Mark Yamarone)

Please call Rufina Juarez at (213) 922-7405 or e-mail her at “juarezr@metro.net”, if you have any questions concerning the agenda or would like to add an item.
Attachment 2

Subcommittee Actions
Disposition of September Subcommittee Actions

BOS:
September 19, 2006 Meeting

- A vote was unanimously approved to program the STA spillover funds immediately in FY 07.
- BOS elections were held and the following appointments were unanimously approved:
  o Dana Lee – Chair
  o David Reyno – Vice Chair
  o Laura Cornejo - Secretary

LTSS:
September 28, 2006 Meeting was cancelled

Streets and Freeways:
September 21, 2006 Meeting

- Elected Sharon Pearlstein as new Subcommittee Chair to replace Ed Norris
- Adopted FY 07 Roles and responsibilities

TDM/AQ:
September 20, 2006 Meeting

No Actions
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

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

2. Agenda Reports By Standing Committees

BOS (David Reyno)
- Did not meet in August;
- Andre Colaiace, BOS Chair, will be leaving Culver City Bus. He has accepted a position with Access Services Inc. as their new Director of Government Relations;
- The next BOS meeting will be held on September 19th when BOS members will begin an election process for officers and representation on TAC.

LTSS (Joyce Rooney)
- Did not meet in August.

At the July meeting:
- Received updates on:
  - UFS funding;
  - NTD reporting for all transit programs;
  - Presentation on Exposition Line;
- NTD audits:
  - Reports due on August 15th to Metro;
  - Audits began on September 1st with over 40 cities participating and 25 motorbus services;
  - The NTD program brings in $4 million in funding;
- General discussion on utilizing Proposition A Incentive Reserve fund;
- Next meeting will be held on September 28th.
Streets and Freeways (Ed Norris)
- Ed Norris announced that he accepted a job with the City of Downey and has resigned as the Subcommittee chair;
- Met on August 17th;
- Received Reports on:
  - STPI lapping balances;
  - Status of various agencies' inactive projects from Caltrans;
  - Upcoming Infrastructure Bond criteria for Proposition 1B;
  - SCAG staff on Regional Transportation Plan (RTP)/Regional Transportation Improvement Program (RTIP) conformity issue;
  - CTC meeting;
  - I-710 South EIR/EIS project;
  - Goods Movement Action Plan;
- Discussed:
  - Obligation Authority (OA) for the new fiscal year. 30-40% of the OA was expected to be utilized by August 17th;
  - Techniques for closing projects, transmitting invoices, and deobligating balances to remove projects from the inactive list;
- Update:
  - 2007 Call for Projects;
- Next meeting will be held on September 21st.

TDM/AQ (Mark Yamarone)
- Did not meet in August, next meeting will be held on September 20th.

3. Consent Calendar (Renee Berlin)
- Approval of the July 5, 2006 TAC minutes;
- The establishment of a Capital Reserve account for the City of Calabasas to build a Transit Maintenance facility with a parking lot at a cost of about $1.5 million.

The Consent Calendar was approved on a motion by Greg Hermann (League of Cities Arroyo Verdugo) and seconded by Mark Herwick (County of Los Angeles).

4. Chairperson's Report (Renee Berlin) Handout
- Ms. Berlin announced that Tom Horne has replaced Mark Bozigian as the primary member from the North County; Mark Bozigian will serve as the alternate;
- Joanna Capalle is back as the SCRRA alternate;
- On July 26th, Metro broke ground on the Wilshire/Western joint development;
- In August, the Metro Freeway Service Patrol (FSP) began service on two new routes:
  - I-5 from Oxford to Lake Hughes, which is 16.8 miles;
  - I-210 from Pasadena to the I-5 junction at Roxford, roughly 26.7 miles;
- Alan Patashnick and Peter Liu have been promoted to Transportation Planning Manager Vs;
- Updated Rolling Agenda was distributed;
• At the July Board Meeting:
  Approved:
  - The FY 07 allocation of Propositions A and C Local Return, TDA, and the Municipal
    operator funding marks;
  - The Call for Projects Recertification/Deobligation, including giving a conditional
    extension to the City of Los Angeles for the I-710 Access Road Improvement from Valley
    Blvd to Alhambra Road. Staff was requested to work with the City of Los Angeles and
    Caltrans to determine the project's viability and report back to the Board;
  - Took a support position on SB 208, which will allow the CTC to enter into Full Funding
    Grant agreements for the TCRP Program projects with outstanding allocations over $100
    million;

• At the August Board meeting:
  Approved:
  - Initiating the 2007 Call for Projects;
  - Color designations for Metro Transit lines as follows:
    - Wilshire/Western Line as the Purple Line;
    - El Monte Busway as the Silver Line;
    - Harbor Transitway as the Bronze Line;
    - Deferred color selection for the Exposition Line;
  - The Board approved a motion for staff to return in 60 days with preliminary plans to
    implement a Super Rapid Pilot Program on Wilshire Blvd;
  - Reappointed Sharon Martinez to the San Gabriel Valley Service Center;

• Announced that Randy Lamm will no longer be handling TAC meetings. Ms. Berlin
  introduced Fanny Pan, who will assume the Alternate Chair Position.

• Mark Herwick announced that on September 30th, there will be a symposium at the
  Huntington Library on the history of the development of Southern California’s
  Transportation and Water Infrastructure. It will be an all day seminar for $45 with a
  panel of scholars and practitioners. He also announced that Jim Hartel, Los Angeles
  County’s Director of Regional Planning has officially retired. Bruce McClendon who was
  the past president of the American Planning Association has been appointed as the new
  Director. He will also serve on the Blue Ribbon committee for Metro’s Nexus study.

5. Legislative Update

Federal Update (Raffi Hamparian, Metro)

Mr. Hamparian informed TAC that the President has nominated Mary Peters as the next
Secretary of Transportation. If confirmed, she will be the second woman to hold the title.

The FY 07 Appropriations Bill is stalled and it does not look like the Bill will be considered
before the November election. The delay has nothing to do with Transportation matters, but
rather agricultural trade restrictions with Cuba. There are discrepancies with respect to the
FY 07 Amtrak budget amount. The Administration has recommended $900 million, while
the Senate has put in $1.4 billion and the House has put in $1.1 billion, resulting in a fight
over Amtrak funding. In addition, there is a discrepancy with respect to Federal Highway
funding. Both the House and Senate undercut the Administration’s recommended
spending level.
Small Starts has completed a preliminary rule making. September 15th is the deadline for transit agencies to submit proposals for the program. Metro will be submitting a proposal to expand the Metro Rapid system. FTA was slow on the rule making so the House and Senate did not appropriate money for it. The program is authorized at $600 million over the next three years. Mr. Hamparian also shared that Sandy Bushue, Deputy Administrator of the FTA, recently rode on Metro’s Orange Line during a tour organized by Metro’s Government Relations Department.

**State Update (Michael Turner, Metro) Handout**

The Legislative session has ended. The Metro Board approved support positions on Propositions 1A and 1B. Proposition 1A is the Proposition 42 fix which is an important source of funds. Proposition 1B is the Bond measure. Mr. Turner distributed a handout, which is an evolving power point presentation by David Yale (Metro), providing an overview of the process for developing selection criteria for the various Proposition 1B programs. The Bond has categories of funding and entities at the state or local level are working on the allocation criteria. Only one project has been identified in the Bond, State Route 99.

The Bond proceeds will be distributed through both formula and discretionary programs. Statewide there is $8 billion in formula funding to the cities and counties and $12 billion in discretionary funding with primarily the CTC having jurisdiction over the largest pot of funds. Los Angeles County gets about $2 billion by formula and up to $5 billion depending on the outcome of the discretionary process.

Working groups have been formed, of which only one has really done a lot of work—the Corridor Mobility Improvement Program. This program includes $4.5 billion to be distributed through a competitive process to projects on the State Highway system with highly congested corridors. Mr. Turner noted that to date, the following working groups have been formed: the Corridor Mobility Improvement Program, State and Local Partnerships; Port Infrastructure, Security and Air Quality (“Goods Movement”). The Goods Movement category has a $3 billion funding mark. Of this amount, $1 billion is for air quality and $2 billion is for highway and rail projects. The transit program is fairly well established, but needs an allocation process.

Mr. Turner reported that only one category has a deadline, the Corridor Mobility Improvement Program. Projects must start construction by 2012. There are a number of decision making points in the program. First, the CTC must have guidelines adopted by December 1st, with initial project decisions in March of 2007.

The CTC is looking to create functional corridor categories within the Corridor Mobility program so as to take other issues into consideration so that rural areas can compete with urban areas. Some have commented that rural areas will get nothing from this program; however, that is not the intent of this program, which is primarily to help relieve highly congested corridors. Two particular provisions in the program are important. First, the Corridor Mobility Improvement Program must conform to the north-south split (60% must be spent in Southern California and 40% in Northern California), which means Metro will be competing with other Southern California projects. There is a clause in the bill stating that the CTC must develop regional programming targets. When the bill was being put together, the provision was leaning toward a STIP type formula.
A flow chart developed by Metro’s Capital Planning outlines the project development process for a project in this category using a construction start date of 2012 and illustrates what is needed. For Metro to meet the project submittal deadline, the Board needs to make a decision in December as to which projects to move forward. Metro is currently working with Caltrans to identify projects that would meet these criteria. The Corridor Mobility Improvement Program is the big issue since it will be the first Bond category to move forward.

Haripal Vir (City of Los Angeles) asked a question regarding the schedule. He wanted to verify if the Corridor Mobility program has been designated for projects on the State Highway system only. Mr. Turner confirmed that it was for connectivity improvements to the State Highway system. Projects need to improve the State Highway system to qualify. Mr. Turner said that this is just one category and there are other ways to fund projects with the Bond money.

Mr. Vir asked how much money Metro will be applying for in the Corridor Mobility program? Mr. Turner responded that is not clear, but there is $4.5 billion statewide for the entire program. The CTC must have an initial program by March of next year. Ms. Berlin stated that Metro projects are not solidified and staff is still working with Caltrans. The Board adopted Long Range Transportation plan priorities will be used to select projects. Mr. Turner stated that Caltrans is required and Metro is allowed to submit projects and extra points are awarded if both agencies are working together. Mr. Vir expressed concern that the projects affect the cities and the cities are not included in the discussion process. He wanted to make it clear that cities should be involved in the discussion of these projects.

Mark Yamarone asked about the State Local Partnership program and if a city with a Development fee would be able to submit a project with local funds to match. Mr. Turner said that Metro would prefer not to do that because it broadens the program dramatically around the state and dilutes how much money comes to the county from statewide funds.

6. Metrolink Cost Allocation (Patricia Chen, Metro)

Currently, Metro is preparing an item that will be presented to the Board later this month to approve a new formula for sharing operating costs with the other Joint Power Authority (JPA) members for the Metrolink system. The major concern is a core part of the operating costs, which includes maintenance, overhead and insurance are fixed and do not reflect the current level of service among the five counties. Los Angeles County is paying more than its share of service. Metro has been working with the other JPA member agencies to develop a formula based on cost factors and performance driven. The proposed revised formula is immediately going to save $1 million a year in addition to the $1 million being saved by an interim change to the formula. Between the benefits of the formula and the costs moving to other member agencies, Metro’s share of costs will continue to decrease. For Fiscal Year 2007, Metro’s share of the operating budget is 53% and based on Metrolink models, by 2015, should decrease to 36.7%. This number is very close to Metro’s percentage of vote on the Metrolink board. It is hoped that the new formula will be in place for the 2008 budget cycle.

Tom Gdala (League of Cities Las Virgenes/Malibu COG) asked what agencies constitute the Metrolink JPA. Ms. Chen responded that in addition to Metro, the other agencies are: VCTC, SANBAG, RRTC and the OCTA. Ms. Berlin asked what were the cost factors
currently used to calculate the member agency shares? Ms. Chen responded that basically three statistics were taken into account: train miles (50%), route miles (25%) and stations (25%). These factors were applied to a long list of budget line items. In the new formula, specific factors apply to specific line items. Train miles and route miles are still very important, while stations are not weighed as heavily. The line item regarding train equipment maintenance is the largest cost factor.

Steve Lantz (SCRRA) acknowledged Metrolink’s appreciation to Metro staff for their work on this item. He specifically thanked Patricia Chen, Nalini Ahuja, Frank Flores and Carol Inge.

7. Call for Projects (Heather Hills, Metro)

Ms. Berlin directed TAC members to page 57 of the agenda packet, which has the 2007 Call for Projects board item and page 67 containing the memo to TAC members about the Call for Projects. Ms. Hills proceeded to introduce key staff and modal leads for the 2007 Call for projects. Ms. Hills stated that Susan Chapman will be assisting her, while Kathleen McCune and Fanny Pan will be assisting Ms. Berlin. The funding staff, David Yale, Toye Oywoloe and Ashad Hamideh, will be handling funding issues. Al Patashnick is the RSTI modal lead working in conjunction with Kathleen McCune; Signal Synchronization and Bus Speed Improvements’ lead is Randy Lamm and the alternate is Ekk Chaipoonma; TDM is Rufina Juarez; Bikeway Improvements is Lynne Goldsmith; Pedestrian Improvements is Robin Blair; Transit Capital’s lead is Scott Page; and James Rojas will be handling Transportation Enhancement Activities. The current thinking is Caltrans will not be submitting their highway projects through the 2007 Call for Projects. Rather, the Caltrans project priorities will be established through the emerging Long Range Transportation Plan update process. Both Brian Lin and Suhk Pak will be the contacts.

Ms. Hills briefly reviewed the schedule for the coming year. The updated Call application will be released by October 31st with the applicant workshop being held at Metro on November 7th at 10 a.m. The applications are due on Friday, January 26th at 4:00 p.m. The Rainbow Report showing preliminary Metro staff recommendations will be released in early May and appeals will be held the third week in May. A Metro Board workshop will be held in June with ultimate adoption by the Board in July. The schedule can be viewed in the memo transmitted on August 25th. Ms. Hills also stated that projects approved through prior Calls whose first year of funding is in FY 08 or FY 09 will be eligible to apply for supplemental funding to cover cost increase in this Call only. Ms. Berlin stated that Metro staff is currently meeting with TAC’s subcommittees to receive input on the modal applications. A meeting is set with Streets and Freeways for September 21st to review the RSTI, signal, bike, pedestrian and TEA applications. The Arterial ITS Working Group will be meeting on September 13th to review the signal application. On September 19 or 20th, there will be a BOS meeting. TDM is meeting on the 20th. The 2003 Call application is being used as a base. If a project is going to involve Caltrans, it is suggested that applicants contact them as soon as possible as they may require a PSR.

Ellen Blackman (ADA) asked if projects addressing accessibility issues are eligible. Ms. Berlin stated that ADA applications to bring a project in compliance are not eligible, but if part of a larger project then it is eligible.
8. SAFETEA RTP and RTIP Conformity Update (Joseph Alcock, SCAG)

Mr. Alcock briefly reminded TAC members of the issue. He reported that SAFETEA-LU updated the RTP timing cycle so that they are now allowed to be updated every four years. He also stated that all RTPs must be SAFETEA-LU compliant by July 1, 2007. Given this transitional fourth year, Mr. Alcock indicated that many RTPs will not be SAFETEA-LU compliant by the July 1, 2007 deadline. SCAG's federal partners have indicated that as long as its RTP is not SAFETEA-LU compliant, that they might not process TIP amendments. Mr. Alcock indicated that SCAG is working with its federal partners to offset any adverse affects that might occur as a result of this situation.

Mr. Alcock also reported that SCAG is pursuing a two pronged strategy to address this issue. First, a Gap Analysis is being performed to determine areas where the current 2004 RTP is not SAFETEA-LU compliant. After the Gap Analysis is complete, staff has proposed developing an addendum to the 2004 RTP which would address areas of noncompliance. If the Feds approve the addendum, then there would not be a TIP amendment issue.

Mr. Alcock also stated that SCAG is simultaneously working on a 2007 update to the RTP, which is anticipated to be complete as close to the July 1, 2007 SAFETEA-LU compliance deadline as is possible. Mr. Alcock stated that SCAG is currently on track to adopt the updated RTP in December 2007. This means that there could potentially be a 6-month period between July and December during which the Feds potentially might not approve TIP amendments, if they do not accept the Gap Analysis.

Ms. Berlin asked how many parts and how far out of compliance is the adopted RTP with SAFETEA-LU. Mr. Alcock stated that Security as a stand alone planning factor is one area. As far as other areas, this is what the GAP analysis is currently working to determine.

9. Congestion Mitigation Fee (Doug Kim, Metro)

Mr. Kim reminded TAC members that Metro is exploring the viability of a Developer Impact fee that would be implemented by the 89 jurisdictions around the county. Metro wants to develop a program that is supported by the cities by the summer of 2007. Starting in October, Metro is initiating the public outreach process, which has three parts. First, Metro is assembling a 48 member advisory committee whose members are split between the public and private sector. This will include a cross section of local governments, developers, economic alliances, and people involved in developing and entitling projects throughout the county. Metro is hosting the first of several monthly meetings of a Policy Advisory Committee on October 3rd to obtain feedback on how the program could work. Second, Metro will be meeting with cities to determine how the program could work for them. The third level of outreach involves sub regional workshops.

Mr. Kim stated that TAC will receive monthly updates on these meetings. Over a nine month process, Metro hopes to develop a program that will have broad support by local governments around June or July of next year.

10. New Business – None
11. Adjournment
The meeting was adjourned at 10:45 a.m. The next meeting will be held on October 4, 2006 in the Union Station Conference Room on the 3rd Floor, at 9:30 a.m.
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<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
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<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
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<td>LEAGUE OF CALIFORNIA CITIES</td>
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<td>LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)</td>
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<td>METROPOLITAN TRANSPORTATION AUTHORITY (MTA)</td>
<td>1. Renee Berlin/Randy Lamm Countywide Planning &amp; Development</td>
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<tr>
<td></td>
<td>2. John Drayton/Emma Nogales MTA Operations</td>
</tr>
<tr>
<td>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</td>
<td>1. Steve Lantz/Joanna Capelle</td>
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<tr>
<td>(SCRRA - Ex-Officio)</td>
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<tr>
<td>SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT</td>
<td>1. Evonne Sells/Kathryn Higgins</td>
</tr>
<tr>
<td>(SCAQMD - Ex-Officio)</td>
<td></td>
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<tr>
<td>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS</td>
<td>1. Joseph Alcock/Annie Nam</td>
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<tr>
<td>(SCAG - Ex-Officio)</td>
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<tr>
<td>GOODS MOVEMENT REPRESENTATIVE (Ex-Officio)</td>
<td>1. LaDonna DiCamillo/Ron Guss</td>
</tr>
<tr>
<td>TRANSPORTATION DEMAND MANAGEMENT/AIR QUALITY</td>
<td>1. Mark Yumarone/Phil Aker</td>
</tr>
<tr>
<td>SUBCOMMITTEE</td>
<td>2. Robert Newman/Brooke Geer Person</td>
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### TAC Audience Attendance
**September 6, 2006**

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
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<th>E-Mail</th>
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<tbody>
<tr>
<td>Patricia Chu</td>
<td>Metro</td>
<td>922-3041</td>
<td><a href="mailto:Chu@metro.net">Chu@metro.net</a></td>
</tr>
<tr>
<td>Fanny Fan</td>
<td>Metro</td>
<td>922-3070</td>
<td><a href="mailto:patf@metro.net">patf@metro.net</a></td>
</tr>
<tr>
<td>Jason &amp; Rachel</td>
<td>LA DFW</td>
<td>(626)458-3747</td>
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<tr>
<td>Laurel Kopanski</td>
<td>MTA</td>
<td>214-422</td>
<td><a href="mailto:Kopanski@metro.net">Kopanski@metro.net</a></td>
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<tr>
<td>Michael Kopanski</td>
<td>MTA</td>
<td></td>
<td><a href="mailto:mkopanski@metro.net">mkopanski@metro.net</a></td>
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<tr>
<td>MEMBERS AND ALTERNATES</td>
<td>AGENCY</td>
<td>August</td>
<td>September</td>
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<tr>
<td>------------------------</td>
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<tr>
<td>Dan Beal/ Marianne Kim (A)</td>
<td>AUTO CLUB</td>
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<td>Andrew Caicillo/Laura Correia (A)</td>
<td>BOS SUBCOMMITTEE</td>
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<td>David Reyno/ Dana Lee (A)</td>
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<td>Capt. Steve Webb/ Joe Vasciana (A)</td>
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<tr>
<td>Reza Mithai/ Alberto Angelini</td>
<td>CALTRANS</td>
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<td>Rose Cassie/ Kirk Cassie (A)</td>
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<td>Ellen Blackmore/Vacant (A)</td>
<td>CITIZENS REP ON ADA</td>
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<tr>
<td>Sunti Card/E Feixa (A)</td>
<td>LONG BEACH</td>
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<tr>
<td>James Oahamie/ James LaFrenier (A)</td>
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<td>Herbie Vith/ Mike Uyaro (A)</td>
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<td>Gert Mann/ Ross Oliver (A)</td>
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<td>Mark Herrick/ David Coward (A)</td>
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<td>Paul Mose/Maged El-Rabaie (A)</td>
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<td>Patrick DeChellef/ Shari Alfasi (A)</td>
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<td>Gregory Hermann/ Cath Cola (A)</td>
<td>ARROYO VERDUGO CITIES</td>
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<tr>
<td>Desi Alvarez/ Ed Raaj (A)</td>
<td>GATEWAY CITIES COG</td>
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<tr>
<td>Jim Thorsen/ Tom Graba (A)</td>
<td>LAS VIGORSES MALIBU CONCEJO COG</td>
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<tr>
<td>Sara Hare/ Mark Bosliger (A)</td>
<td>NORTH L.A. COUNTY</td>
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<td>Dan Ref/ David Liu (A)</td>
<td>SAN GABRIEL CITIES COG</td>
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<td>Steve Hung/ Vic Pfeiffer (A)</td>
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<td>David Flaharty/ Art Iida (A)</td>
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<td>Jaro Saghinian/ Thomas Ural (A)</td>
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<td>Lynn Roonecy/ Berta Tofu (A)</td>
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<td>James Benham/ Randy Lauren (A)</td>
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<td>Mike Grady/ Chase Hoppe (A)</td>
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<tr>
<td>Steve Lott/ Nexus Nations (A)</td>
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<td>Eyvonne Sellar/ Kathryn Higgins (A)</td>
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<td>Joseph Abock/ Annie Ams (A)</td>
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<td>Lorraine B. Emmons/Fon Guo (A)</td>
<td>GOODS MOVEMENT</td>
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<td>Mark Yamashiro/Frank Akre (A)</td>
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<tr>
<td>Robert Newman/Sroke Geer Person (A)</td>
<td>TDMAG SUBCOMMITTEE</td>
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</tbody>
</table>
TO: BOARD OF DIRECTORS

FROM: ROGER SNOBLE

SUBJECT: ROLLING 90-DAY AGENDA ITEMS FOR SEPTEMBER 2006 – NOVEMBER 2006

Attached is the 90-Day Rolling Agenda look ahead of items that I will be focusing on in the coming months. The listing will be updated and distributed to you on a monthly basis. Since this is a forecasting tool, some items may be deferred to a later month for my further review and analysis.

The following items scheduled for the September 2006 Committee/Board cycle that may be of interest to you are:

- Receive oral update on bus operator vacancies.
- Approve the Department of Transportation Disadvantaged Business Enterprise Program Overall Goal for Federal Fiscal Year 2007.
- Adopt Bus and Rail line identification standards for signage and printed materials.
- Authorize the Chief Executive Officer to execute modification No. 2 with Gayland Moffat Consulting, Inc. to provide labor relations consulting services.
- Award contract to Dynamics Inc. for Interest based problem solving consulting services.
- Authorize the CEO to begin Environmental Clearance and Preliminary Engineering for a northern extension of the Orange line along the Metro-owned Canoga rail ROW to the Chatsworth Metrolink Station.
- Approve Wilshire Boulevard Bus Lanes Dedicated Bus Lane Expansion Program.
- Approve proposed method for allocating Metrolink base operating costs.

Attachments:
A. 90-Day Listing by Month
B. 90-Day Listing by Committee
### 90-Day Rolling Agenda Forecast
September 2006 - October 2006

#### Attachment A

**Sort by Month, then Committee**

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee</th>
<th>Item Description</th>
<th>Approval</th>
<th>Signature</th>
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<tbody>
<tr>
<td>Sep-06</td>
<td>BRD</td>
<td>Chief Executive Officer's Oral Report</td>
<td>ORAL</td>
<td>SNOBLE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>BRD</td>
<td>Appoint UBS Securities LLC as senior managing underwriter w/ Morgan Stanley &amp; Siebert Branford Shank &amp; Co., LLC as co-managing underwriters for negotiated sale of forward delivery bonds</td>
<td>Approval</td>
<td>MATSUMOTO</td>
</tr>
<tr>
<td>Sep-06</td>
<td>CONS</td>
<td>Receive report of the Chief Capital Management Officer</td>
<td>ORAL</td>
<td>THORPE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>CONS</td>
<td>Authorize the Chief Officer to execute Modification No. 1 to Contract MC067 with Carter &amp; Burgess, Inc.</td>
<td>Approval</td>
<td>THORPE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Receive report of the Chief Executive Officer</td>
<td>ORAL</td>
<td>SNOBLE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Receive report of the Chief Communications Officer</td>
<td>ORAL</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Receive oral Federal/State Affairs update.</td>
<td>ORAL</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Oral Update on Bus Operator Vacancies</td>
<td>ORAL</td>
<td>OTT</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Receive Management Audit Services FY06 year-end report</td>
<td>R&amp;F</td>
<td>HOLDEN</td>
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<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Receive update on progress to revise Formula Allocation Process</td>
<td>R&amp;F</td>
<td>INGE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Approve Department of Transportation Overall Annual Goals</td>
<td>Approval</td>
<td>MITCHELL</td>
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<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Adopt Bus and Rail line identification standards for signage and printed materials</td>
<td>Approval</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Approve plan for Metro system advertising implementation</td>
<td>Approval</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Authorize the Chief Executive Officer to execute Modification No. 2 to Contract OP3000772 with Gayland Moffat Consulting, Inc. to provide labor relations consulting services.</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Award contract to Dynamics Inc. for Interest based problem solving Consulting services</td>
<td>Approval</td>
<td>CATOF</td>
</tr>
<tr>
<td>Sep-06</td>
<td>F&amp;B</td>
<td>Receive update on progress to revise Formula Allocation Process</td>
<td>R&amp;F</td>
<td>INGE</td>
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<tr>
<td>Sep-06</td>
<td>F&amp;B</td>
<td>Approve amendment to Expo Final Funding Agreement</td>
<td>Approval</td>
<td>MATSUMOTO</td>
</tr>
<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Receive oral Update on Bus Operator Vacancies</td>
<td>ORAL</td>
<td>OTT</td>
</tr>
<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Receive Oral Presentation on Orange Line Update</td>
<td>ORAL</td>
<td>CATOE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Receive monthly oral presentation on the implementation of the Universal Fare System/Transit Access pass program.</td>
<td>ORAL</td>
<td>CATOE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Receive Deputy Chief Executive Officer's Monthly Operations Update.</td>
<td>ORAL</td>
<td>CATOE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Amend the FY07 Budget to add 3.5 full-time equivalents to support the UFS Farebox (Cashbox) Preventive Maintenance Program</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Authorize the CEO to award a 5-year firm, fixed unit rate contract to Lorch, Bates &amp; Associates Inc., for Metro transit facilities elevator &amp; escalator maintenance monitoring &amp; consulting services</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Approve increase in contract for Division 11 Facility Improvements</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>Date</td>
<td>Committee</td>
<td>Description</td>
<td>Approval Type</td>
<td>Recommended Committee</td>
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<td>Sep-06</td>
<td>P&amp;P</td>
<td>Receive oral report of the Chief Planning Officer</td>
<td>ORAL</td>
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<td>Sep-06</td>
<td>P&amp;P</td>
<td>Receive update on progress to revise Formula Allocation Process</td>
<td>R&amp;F</td>
<td>INGE</td>
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<tr>
<td>Sep-06</td>
<td>P&amp;P</td>
<td>Receive Southern California National Freight Gateway Memorandum of Understanding (MOU)</td>
<td>R&amp;F</td>
<td>INGE</td>
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<td>Sep-06</td>
<td>P&amp;P</td>
<td>Authorize the CEO to begin Environmental Clearance &amp; Preliminary Engineering (PE) for a northern extension of the Orange Line along the Metro-owned Canoga rail right-of-way to the Chatsworth Metrolink Station.</td>
<td>Approval</td>
<td>INGE</td>
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<tr>
<td>Sep-06</td>
<td>P&amp;P</td>
<td>Approve Wilshire Boulevard Bus Lanes Dedicated Bus Lane Expansion Program</td>
<td>Approval</td>
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<td>Sep-06</td>
<td>P&amp;P</td>
<td>Establish Capital Reserve Account for City of Calabasas</td>
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<td>Sep-06</td>
<td>P&amp;P</td>
<td>Approve Proposed Method for Allocating Metrolink Base Operating Costs</td>
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<td>Sep-06</td>
<td>P&amp;P</td>
<td>Approve Professional Services Contract for Bus Service Efficiency and Effectiveness Program</td>
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<tr>
<td>Date</td>
<td>Committee</td>
<td>Agenda Item</td>
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<tr>
<td>Oct-06</td>
<td>BRD</td>
<td>Chief Executive Officer’s Oral Report</td>
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<tr>
<td>Oct-06</td>
<td>CONS</td>
<td>Receive report of the Chief Capital Management Officer</td>
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<tr>
<td>Oct-06</td>
<td>EMAC</td>
<td>Receive report of the Chief Executive Officer</td>
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<tr>
<td>Oct-06</td>
<td>EMAC</td>
<td>Receive report of the Chief Communications Officer</td>
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<tr>
<td>Oct-06</td>
<td>EMAC</td>
<td>Receive quarterly oral presentation on the implementation of the Universal Fare System/Transit Access Pass program.</td>
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<tr>
<td>Oct-06</td>
<td>EMAC</td>
<td>Receive oral Update on Bus Operator Vacancies</td>
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<tr>
<td>Oct-06</td>
<td>EMAC</td>
<td>Receive oral Federal/State Affairs update.</td>
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<tr>
<td>Oct-06</td>
<td>EMAC</td>
<td>Receive report on MRL Gating request for information</td>
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<tr>
<td>Oct-06</td>
<td>EMAC</td>
<td>Update on establishing Metro Transit Adjudication Bureau</td>
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<tr>
<td>Oct-06</td>
<td>F&amp;B</td>
<td>Adopt recommendations related to fiscal policy</td>
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<td></td>
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<tr>
<td>Oct-06</td>
<td>OPS</td>
<td>Receive oral Update on Bus Operator Vacancies</td>
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<tr>
<td>Oct-06</td>
<td>OPS</td>
<td>Receive monthly oral presentation on the implementation of the Universal Fare System/Transit Access pass program.</td>
<td></td>
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<td>OPS</td>
<td>Award contract for Signal Installation at Green Line Yard Crossover tracks</td>
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<tr>
<td>Oct-06</td>
<td>OPS</td>
<td>Award contract for Safety Vests</td>
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<td>Oct-06</td>
<td>OPS</td>
<td>Award contract for fence repair &amp; installation</td>
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<td>OPS</td>
<td>Establish Life-of-project budget for Division 21 Improvements- Phase II</td>
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<td>Award single-source contract to upgrade unit-load controls and positioning systems at central warehouse facility</td>
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<td>Oct-06</td>
<td>OPS</td>
<td>Award contract for backflow device testing</td>
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<td>Oct-06</td>
<td>P&amp;P</td>
<td>I-710 EIR/EIS Update</td>
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<tr>
<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve Process for Programming Prop A 40% Incentive Reserve funds</td>
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<tr>
<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve Life of Project Budget for Restoration of the Lankershim Depot Transit Center and Authorize Related Actions</td>
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<tr>
<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve I-710 major corridor study’s locally preferred strategy</td>
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<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve Recommendation for Post 1989 retrofit Soundwall Program</td>
<td></td>
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<tr>
<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve 57/60 Interchange Improvements Feasibility Study</td>
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### 90-Day Rolling Agenda Forecast
#### September 2006 - October 2006

#### Attachment A

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee</th>
<th>Item</th>
<th>Type</th>
<th>Approver</th>
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<tr>
<td>Nov-06</td>
<td>CONS</td>
<td>Receive report of the Chief Capital Management Officer</td>
<td>ORAL</td>
<td>THORPE</td>
</tr>
<tr>
<td>Nov-06</td>
<td>EMAC</td>
<td>Receive oral Update on Bus Operator Vacancies</td>
<td>ORAL</td>
<td>OTT</td>
</tr>
<tr>
<td>Nov-06</td>
<td>EMAC</td>
<td>Receive report of the Chief Executive Officer</td>
<td>ORAL</td>
<td>SNOBLE</td>
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<td>Nov-06</td>
<td>EMAC</td>
<td>Receive report of the Chief Communications Officer</td>
<td>ORAL</td>
<td>RAYMOND</td>
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<tr>
<td>Nov-06</td>
<td>OPS</td>
<td>Receive oral Update on Bus Operator Vacancies</td>
<td>ORAL</td>
<td>OTT</td>
</tr>
<tr>
<td>Nov-06</td>
<td>OPS</td>
<td>Award contract to Insight Strategies for Organizational Development Training</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>Nov-06</td>
<td>OPS</td>
<td>Adopt proposed changes to the Metro Transit Service policy</td>
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<td>Sep-06</td>
<td>BRD</td>
<td>Chief Executive Officer's Oral Report</td>
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<td>Sep-06</td>
<td>BRD</td>
<td>Appoint UBS Securities LLC as senior managing underwriter w/ Morgan Stanley &amp; Siebert Branford Shank &amp; Co., LLC as co-managing underwriters for negotiated sale of forward delivery bonds</td>
<td>Approval</td>
<td>MATSUMOTO</td>
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<td>Oct-06</td>
<td>BRD</td>
<td>Chief Executive Officer's Oral Report</td>
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<td>Sep-06</td>
<td>CONS</td>
<td>Receive report of the Chief Capital Management Officer</td>
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<td>THORPE</td>
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<td>Sep-06</td>
<td>CONS</td>
<td>Authorize the Chief Officer to execute Modification No. 1 to Contract MC067 with Carter &amp; Burgess, Inc.</td>
<td>Approval</td>
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<td>EMAC</td>
<td>Receive report of the Chief Communications Officer</td>
<td>ORAL</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Receive oral Federal/State Affairs update</td>
<td>ORAL</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Oral Update on Bus Operator Vacancies</td>
<td>ORAL</td>
<td>OTT</td>
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<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Receive Management Audit Services FY06 year-end report</td>
<td>R&amp;F</td>
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<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Receive update on progress to revise Formula Allocation Process</td>
<td>R&amp;F</td>
<td>INGE</td>
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<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Approve Department of Transportation Overall Annual Goals</td>
<td>Approval</td>
<td>MITCHELL</td>
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<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Adopt Bus and Rail line identification standards for signage and printed materials</td>
<td>Approval</td>
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<td>Sep-06</td>
<td>EMAC</td>
<td>Approve plan for Metro system advertising implementation</td>
<td>Approval</td>
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<td>Sep-06</td>
<td>EMAC</td>
<td>Authorize the Chief Executive Officer to execute Modification No. 2 to Contract OP3000772 with Gayland Moffat Consulting, Inc. to provide labor relations consulting services.</td>
<td>Approval</td>
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<tr>
<td>Sep-06</td>
<td>EMAC</td>
<td>Award contract to Dynamics Inc. for Interest based problem solving Consulting services</td>
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<td>Oct-06</td>
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<tr>
<td>Oct-06</td>
<td>EMAC</td>
<td>Receive quarterly oral presentation on the implementation of the Universal Fare System/Transit Access Pass program.</td>
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<td>Oct-06</td>
<td>EMAC</td>
<td>Receive oral Update on Bus Operator Vacancies</td>
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<td>Oct-06</td>
<td>EMAC</td>
<td>Receive report on MRL Gating request for information</td>
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<tr>
<td>Oct-06</td>
<td>EMAC</td>
<td>Update on establishing Metro Transit Adjudication Bureau</td>
<td>R&amp;F</td>
<td>CATOE</td>
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<tr>
<td>Nov-06</td>
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<td>Receive report of the Chief Communications Officer</td>
<td>ORAL</td>
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000032
## 90-Day Rolling Agenda Forecast
### September 2006 - October 2006

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee</th>
<th>Agenda Item</th>
<th>R&amp;F</th>
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<tr>
<td>Sep-06</td>
<td>F&amp;B</td>
<td>Receive update on progress to revise Formula Allocation Process</td>
<td>R&amp;F</td>
<td>INGE</td>
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<tr>
<td>Sep-06</td>
<td>F&amp;B</td>
<td>Approve amendment to Expo Final Funding Agreement</td>
<td>Approval</td>
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<tr>
<td>Oct-06</td>
<td>F&amp;B</td>
<td>Adopt recommendations related to fiscal policy</td>
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<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Receive oral Update on Bus Operator Vacancies</td>
<td>ORAL</td>
<td>OTT</td>
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<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Receive Oral Presentation on Orange Line Update</td>
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<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Receive monthly oral presentation on the implementation of the Universal Fare System/Transit Access pass program.</td>
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<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Receive Deputy Chief Executive Officer's Monthly Operations Update.</td>
<td>ORAL</td>
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<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Amend the FY07 Budget to add 3.5 full time equivalents to support the UFS Farebox (Cashbox) Preventive Maintenance Program.</td>
<td>Approval</td>
<td>CATOE</td>
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<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Authorize the CEO to award a 5-year firm, fixed unit rate contract to Lorch, Bates &amp; Associates Inc., for Metro transit facilities elevator &amp; escalator maintenance monitoring &amp; consulting services</td>
<td>Approval</td>
<td>CATOE</td>
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<tr>
<td>Sep-06</td>
<td>OPS</td>
<td>Approve increase in contract for Division 11 Facility Improvements</td>
<td>Approval</td>
<td>CATOE</td>
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<tr>
<td>Oct-06</td>
<td>OPS</td>
<td>Receive oral Update on Bus Operator Vacancies</td>
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<td>Receive monthly oral presentation on the implementation of the Universal Fare System/Transit Access pass program.</td>
<td>ORAL</td>
<td>CATOE</td>
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<tr>
<td>Oct-06</td>
<td>OPS</td>
<td>Award contract for Signal Installation at Green Line Yard Crossover tracks</td>
<td>Approval</td>
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<td>Oct-06</td>
<td>OPS</td>
<td>Award contract for Safety Vests</td>
<td>Approval</td>
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<tr>
<td>Oct-06</td>
<td>OPS</td>
<td>Award contract for fence repair &amp; installation</td>
<td>Approval</td>
<td>CATOE</td>
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<tr>
<td>Oct-06</td>
<td>OPS</td>
<td>Establish Life-of-project budget for Division 21 Improvements- Phase II</td>
<td>Approval</td>
<td>CATOE</td>
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<tr>
<td>Oct-06</td>
<td>OPS</td>
<td>Award single-source contract to upgrade unit-load controls and positioning systems at central warehouse facility</td>
<td>Approval</td>
<td>CATOE</td>
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<tr>
<td>Oct-06</td>
<td>OPS</td>
<td>Award contract for backflow device testing</td>
<td>Approval</td>
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<tr>
<td>Nov-06</td>
<td>OPS</td>
<td>Receive oral Update on Bus Operator Vacancies</td>
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<td>Nov-06</td>
<td>OPS</td>
<td>Award contract to Insight Strategies for Organizational Development Training</td>
<td>Approval</td>
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<tr>
<td>Nov-06</td>
<td>OPS</td>
<td>Adopt proposed changes to the Metro Transit Service policy</td>
<td>Approval</td>
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<tr>
<td>Date</td>
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<tr>
<td>Sep-06</td>
<td>P&amp;P</td>
<td>Receive oral report of the Chief Planning Officer</td>
<td>ORAL</td>
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<td>Sep-06</td>
<td>P&amp;P</td>
<td>Receive update on progress to revise Formula Allocation Process</td>
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<td>Sep-06</td>
<td>P&amp;P</td>
<td>Receive Southern California National Freight Gateway Memorandum of Understanding (MOU)</td>
<td>R&amp;F</td>
<td>INGE</td>
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<tr>
<td>Sep-06</td>
<td>P&amp;P</td>
<td>Authorize the CEO to begin Environmental Clearance &amp; Preliminary Engineering (PE) for a northern extension of the Orange Line along the Metro-owned Canoga rail right-of-way to the Chatsworth Metrolink Station</td>
<td>Approval</td>
<td>INGE</td>
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<tr>
<td>Sep-06</td>
<td>P&amp;P</td>
<td>Approve Wilshire Boulevard Bus Lanes Dedicated Bus Lane Expansion Program</td>
<td>Approval</td>
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<tr>
<td>Sep-06</td>
<td>P&amp;P</td>
<td>Establish Capital Reserve Account for City of Calabasas</td>
<td>Approval</td>
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<tr>
<td>Sep-06</td>
<td>P&amp;P</td>
<td>Approve Proposed Method for Allocating Metrolink Base Operating Costs</td>
<td>Approval</td>
<td>INGE</td>
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<tr>
<td>Sep-06</td>
<td>P&amp;P</td>
<td>Approve Professional Services Contract for Bus Service Efficiency and Effectiveness Program</td>
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<td>Oct-06</td>
<td>P&amp;P</td>
<td>I-710 EIR/EIS Update</td>
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<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve Process for Programming Prop A 40% Incentive Reserve funds</td>
<td>Approval</td>
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<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve Life of Project Budget for Restoration of the Lankershim Depot Transit Center and Authorize Related Actions</td>
<td>Approval</td>
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<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve I-710 major corridor study’s locally preferred strategy</td>
<td>Approval</td>
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<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve Recommendation for Post 1989 retrofit Soundwall Program</td>
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<td>Oct-06</td>
<td>P&amp;P</td>
<td>Approve 57/60 Interchange Improvements Feasibility Study</td>
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Announcement of Symposium

SHAPING SOUTHERN CALIFORNIA: TRANSPORTATION & WATER

A Symposium at the Huntington Library
1151 Oxford Road, San Marino
Ahmanson Classroom, Botanical Center

Sponsored by the Los Angeles Regional Planning History Group and the Huntington-USC Institute on California and the West

In cooperation with the American Society of Civil Engineers, Historical Society of Southern California, Lambda Alpha International, Pasadena Museum of History, Westside Urban Forum

Saturday, September 30, 2006
8:30 a.m. – 3:00 p.m.

Plentiful water sources and excellent transportation connections are the infrastructure upon which Southern California has grown. The vast interurban railways provided the skeleton for the later extensive highway system that serves as the area's transportation network. Vast aqueducts importing water from around the West superseded earlier local sources in continuing efforts to satisfy the thirst of the area's growing population. The historical chronicle leaves a crucial question unanswered. Can Southern California find enough water and build enough highways and railways to continue its growth?

This one-day symposium will examine the history of these crucial building blocks of the area's growth. Speakers will explore the area's early twentieth century roots as well as more recent developments considering how changing technology, economics, public policy, and other aspects have influenced events. After observations from a leading commentator, the speakers will join to consider future ramifications of their studies, answering questions from the audience.

Schedule
8:30 a.m. - 9:00 a.m. Registration and coffee

Speakers and Panelists
9:00 a.m. Welcome
Moderator: Greg Hise, School of Policy, Planning and Development, University of Southern California

9:15 – 11:00 a.m. Transportation Speakers:
Alan Jutzi, Curator, Huntington Library
“Land Development and the Pacific Electric Interurban”
Matthew Roth, Historian, Automobile Club of Southern California
 "The Nodal Structure of the LA Freeway Network"
 Heinz Heckerth, Executive Officer, California Transportation
 Foundation
 "The L.A. Freeways Numbers Game"
 Matt Barrett, Archivist, L.A. Metropolitan Transit Authority Library
 "The Evolution of the Light Rail in Southern California"

11:00 a.m. - 11:15 a.m. Break

11:15 a.m. - 12:30 p.m. Water Speakers:
 Steven Erie, Professor, University of California, San Diego
 "The Metropolitan Water District, Growth, and the Environment
 in Southern California"
 Timothy Brick, Member, Board of Directors, Metropolitan Water
 District
 "Post Peripheral Canal Water Planning"

12:30 p.m. - 1:15 p.m. Buffet Lunch on the Patio Terrace

1:15 p.m. - 1:40 p.m. Commentator: D. J. Waldie, Author

1:40 p.m. - 2:40 p.m. Joint Panel Discussion: "Man-Made Los Angeles":
 Land Use, Transportation and Water

2:45 p.m. - 3:00 p.m. Author Book Signings

REGISTRATION INFORMATION

ATTENDANCE LIMITED! PLEASE PRE-REGISTER BY MONDAY, SEPTEMBER 25, 2006

Conference Fee and Lunch is $45; students $15; Free parking and
admission to the Huntington grounds included.
Please send form and check payable to LA Regional Planning History
Group, P.O. Box 5682, Pasadena, CA 91117 (or) pay by PayPal at LARPHG.org.
For additional information, please contact Alan Jutzi at the Huntington,
626.405.2178; ajutzi@huntington.org

Registration Form

Name: ________________________________

Address: ________________________________

E-mail: ___________________; phone number: ________________
Los Angeles County Metropolitan Transportation Authority

Overview of Proposition 1B:
The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006

August 17, 2006
Proposition 1B Overview

- Statewide $19.9 B
  - Formula funding $8.1 B
  - Competitive funding $11.8 B

- LA County formula share $1.9 B
- LA County competitive share To Be Determined
  - Competition will be fierce and specific rules are not yet defined
  - Referees for the competition are:
    - California Transportation Commission (CTC)
    - California Department of Transportation (Caltrans)
    - California Air Resources Board (CARB)
    - State Office of Emergency Services (SOES)
    - Department of Housing and Community Development (HCD)
  - Competition might yield more than $3.5 B for LA County
    - Transparent and fair process needed
    - Needs based criteria sought for Corridor Mobility and Ports programs
State Infrastructure Bond Working Groups

- These working groups are being formed by the California Transportation Commission (CTC):
  - Corridor Mobility Improvement Program
  - Performance Measures
  - State-Local Partnership Program Account
  - Ports Infrastructure, Security and Air Quality Improvement (Trade Corridors Improvement Fund)
  - Public-Private Partnerships

- Working group needed for $8.1 B in formula funds
  - Distribution of bond proceeds by formula is not simple
  - Working group would define formula distribution process
  - Metro has requested its creation
Working Group Progress Report

Corridor Mobility Improvement Program

- Eligibility
- Deliverability

Performance Measures

State-Local Partnership Program Account

- No formal working group yet formed

Ports Infrastructure, Security & Air Quality Improvements

- No formal working group yet formed

Public-Private Partnerships

- No formal working group yet formed

Regional Programming Targets Implementation Schedule

Developing Selection Criteria

Functional Corridor issue

Self-Help Counties Coalition held small group meeting

Two regional meetings held: One north, one south

Revisions to AB 1467 needed, Committee to discuss path forward

Metro
Regional Programming Targets Discussion

"The Commission shall develop and adopt guidelines, by December 1, 2006, including regional programming targets...."
Legend:
P&AED: Project Approval and Environmental Document
PS&E: Plans, Specifications and Estimates
R/W CERT: Right of Way Certification
RTL: Ready to List (Ready for Construction)
CCA: Construction Contract Acceptance

Critical Intermediate Milestones:
MS I - Ready for Construction - Apr 01, 2008
MS II - Complete P&AED - Jan 01, 2009
MS III - Program Risk Assessment - Dec 31, 2009
MS IV - Complete PS&E and R/W CERT - Jan 01, 2011
MS V - Ready for Construction or Implementation - Dec 31, 2011
Functional Corridor Issue

- Performance Measures Group discussed "functional corridors"
  - Interregional
  - Intercity Commute
  - Urban Core
  - Suburban Commute
  - Recreational
  - Goods Movement

- "Functional corridor" approach dilutes efficacy of Corridor Mobility Improvement Program
  - Works against comparison between functional corridors
    - Diverts funds away from most congested corridors

Metro
## Corridor Mobility Improvement Program Schedule

<table>
<thead>
<tr>
<th>TASK</th>
<th>DATE</th>
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<tbody>
<tr>
<td>CTC develops initial program guidelines with Regional Trans. Planning Agencies (Metro) &amp; Caltrans</td>
<td>July 2006-November 2006</td>
</tr>
<tr>
<td>Metro/Caltrans District 7 Develop Joint Staff Recommendation (including performance data)</td>
<td>August - November 2006</td>
</tr>
<tr>
<td>Vote on Propositions</td>
<td>November 7, 2006</td>
</tr>
<tr>
<td>CTC adopts guidelines for Corridor Mobility Improvement Program</td>
<td>December 1, 2006</td>
</tr>
<tr>
<td>Metro Board Action on Metro/Caltrans District 7 Recommendation</td>
<td>December Board Meeting</td>
</tr>
<tr>
<td>Metro/Caltrans District 7 Joint Nominations due to CTC (including performance data)</td>
<td>January 15, 2007</td>
</tr>
<tr>
<td>CTC adopts initial program</td>
<td>By March 1, 2007</td>
</tr>
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</table>
Attachment 4

Mobility 21 Brochure
With a sense of purpose and energy...Mobility 21 is charting a new course by bringing people together, building consensus and developing common sense solutions to the transportation challenges facing the 18 million people who live, work and play in Southern California.

Traffic congestion, goods movement and air quality issues have emerged as the most pressing public policy matters facing Southern California residents, businesses and their local, state and federal elected officials. How to solve our mobility crisis with the potential for robust funding from state and federal sources, while also embracing new technologies and public-private partnerships, is a pressing question that must be addressed immediately. Join leaders from transportation, business, government and the community and help develop innovative solutions to the challenges facing the region.

What is Mobility 21?
Mobility 21 was created in 2002 to bring together leaders from transportation, government, business, labor and the community to develop solutions to transportation issues facing Southern California. Members of the Mobility 21 coalition have also made their voices heard in Sacramento and Washington, D.C. as advocates for more investment in transportation for the region. Mobility 21 is presented by the Los Angeles Area Chamber of Commerce and Metro in partnership with the Automobile Club of Southern California.

Learn how to become part of Mobility 21 and its efforts to keep Los Angeles County moving together at www.mobility21.com.
Registration and Continental Breakfast Expo Opens
7:00 a.m. – 8:00 a.m.

Opening General Session
8:00 a.m. – 10:00 a.m.

Welcome to Mobility 21
Roger Snoble
Chief Executive Officer, Metro

Gary Toebben
President and CEO, Los Angeles Area Chamber of Commerce

Dan Beal
Managing Director, Public Policy, Automobile Club of Southern California

Hon. Gloria Molina
Chair, Metro Board of Directors and Los Angeles County Supervisor

Speakers
Hon. Zev Yaroslavsky
Metro Board Member and Los Angeles County Supervisor

Hon. Antonio Villaraigosa (invited)
Metro Board Member and Mayor, City of Los Angeles

Hon. Don Perata
President pro Tempore, California State Senate

Keynote Speaker
Hon. Barbara Boxer
United States Senator
A longtime champion of transportation issues in the U.S. Congress, Senator Boxer is a senior member of the Environment & Public Works Committee. This powerful committee has jurisdiction over the surface transportation authorization bill that will replace SAFETEA-LU in 2009. The Senator is also member of the Senate Commerce, Science and Transportation Committee and a leader of the Congressional Goods Movement Caucus.

Break
10:00 a.m. – 10:15 a.m.

Concurrent Breakout Sessions
10:15 a.m. – 12:15 p.m.

Join experts in recommending solutions to be advocated to state and federal elected officials on one of the following topics:

Beyond SAFETEA-LU: An Agenda For 2009
The U.S. Congress moved last year to adopt the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU, which authorizes over $280 billion through 2009 for federal surface transportation programs for highways, highway safety and transit, provides a blueprint to enhance our nation's mobility. This law creates several new programs designed to bridge current gaps in our nation’s infrastructure network and to address congestion choke points in Southern California and around America. Los Angeles County will derive a total of $5.2 billion in transportation formula funding and earmarks from SAFETEA-LU. These funds constitute the basis for a broader movement to bring robust federal funding to deal with the major bus, rail, highway and goods movements issues which presently confront Los Angeles County and the Southern California region. This session will include a Report Card on how Los Angeles County fared in securing funds from SAFETEA-LU and what our region can do better to prepare for 2009 – when the U.S. Congress will adopt a new multi-billion dollar surface transportation reauthorization bill.

State Transportation Infrastructure Funding: Opportunities For The Region
The State of California recently took an historic bipartisan step for the state’s infrastructure by placing a set of infrastructure bonds on the ballot. Proposition 1B, the largest of the measures, would invest almost $20 billion in transportation infrastructure and Proposition 1A would ensure that existing transportation revenues are protected. While these are significant investments, they are neither "cure-alls" nor panaceas. Recent studies have estimated that transportation infrastructure is under invested by over $100 billion. This session will outline what we need to do to come together as a region, how to decide which projects should be funded, and what we need to do as a region to continue the momentum of the infrastructure bond.
P3: Public Private Partnerships

Our transportation infrastructure funding is at an important cross roads. When public funds are scarce and infrastructure needs are high, various funding tools like Public Private Partnerships (P3) have long been a strategy to finance new infrastructure projects with marked success. The Legislature and Governor have included the P3 concept as part of the Strategic Growth Plan and the infrastructure bonds. However, with limited experience, we as a region must be open and ready to learn and to work together in order to take advantage of this new opportunity. This session will outline how to make P3 a viable funding tool for our region.

Sponsored by Carter & Burgess, Inc.

Break
12:15 p.m. – 12:30 p.m.

Luncheon and Closing General Session
12:30 p.m. – 2:00 p.m.

Presentation of the 2006 Julian C. Dixon Award
The Julian C. Dixon Award honors an individual or organization that has improved mobility in Los Angeles County through great vision and leadership.

Overview of Recommendations from the Morning Breakout Sessions

Finance Keynote
Transportation funding needs are at an all time high. The region is growing and our economy is expanding. In November voters will consider a major infrastructure bond package and soon after that the U.S. Congress will begin to address the reauthorization of SAFETEA-LU. What is the outlook for future state and federal funding and how do the voters feel about the way our government is addressing this issue?

Adjourn, Expo Closes
2:00 p.m.

Registration
The registration fee is $125 per person.
Registration received after October 6 is $150 per person.
No registrations will be accepted after October 20.
Limited space is available for on-site registration.

Cancellation
There is a $25 non-refundable fee for cancellations after October 20. Cancellations must be made in writing. You may transfer your registration fee at any time without penalty to another person in your organization. Please contact 213.580.7332 or mobility21coalition@la chamber.org.

Getting There
From Highway 101 exit Lankershim Blvd. Turn right on Lankershim. Turn Right at Universal Hollywood Drive and proceed up the hill to the hotel.

Parking at the hotel is $10 for self parking and $19 for valet parking.

The Sheraton Universal Hotel is also accessible by Metro Rail. Exit the Universal City Station. Special shuttle service will be available between the station and the hotel between the hours of 7:00 a.m. and 7:00 p.m. departing approximately every 10 minutes. Plan your trip at metrot.net or call 1.800.COMMUTE.

Mobility 21 Expo

Take advantage of the opportunity to display information about your organization in the Expo area located near the Grand Ballroom. The Expo will be open from 7:00 a.m. to 2:00 p.m. One 6' table and signage will be provided. Display space may not exceed a 6' x 3' area. The $250 fee includes exhibit space and summit registration for one person. Space is limited, for more information please contact 213.580.7346 or doeds@la chamber.org.
Registration Form

Mobility 21
Monday, October 30, 2006
Sheraton Universal Hotel
333 Universal Hollywood Drive
Universal City, CA 91608

Registration also available online at www.mobility21.com

Please type or print clearly and complete a separate form for each attendee.

FIRST NAME _______________________________ LAST NAME _______________________________
ORGANIZATION/COMPANY __________________________________________________________
ADDRESS __________________________________________________________
PHONE ___________________ FAX ________________________________
CITY ___________________ STATE _______ ZIP __________
EMAIL ________________________________

For planning purposes, please check the session you plan to attend:

☐ Beyond SAFETEA-LU: An Agenda For 2009
☐ State Transportation Infrastructure Funding: Opportunities For The Region
☐ P3: Public Private Partnerships

☐ Please check here if you need special assistance during the summit.

Payment

Registration Fee — $125 per person (before October 6)
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Expo Space fee — $325 per space

Total $ ________________________________

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CARD HOLDER NAME ___________________________ SIGNATURE __________________ DATE __________

Please return completed registration forms by October 20 to:

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No registrations will be accepted after October 20.
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Registration forms will not be accepted without payment.
Confirmation will be sent to the email address given above.
Badges will be held at the door.

000051
MEMO

DATE: Sept. 22, 2006

TO: MTA TAC

FROM: Narsh Amatya, Transportation Program Manager, amatya@scag.ca.gov, 213-236-1885

SUBJECT: Update on 2004 RTP Gap Analysis

SCAG is continuing to move forward with the two-pronged approach to updating the current Regional Transportation Plan (RTP). First, SCAG is committed to preparing a Gap Analysis, if and as necessary, that would address the SAFETEA-LU deficiencies in the current 2004 RTP in order to ensure SAFETEA-LU compliance by the July 1, 2007 so that our planning processes can continue beyond that statutory deadline until the next fully updated RTP is in place.

The attached memo that was presented to SCAG’s Transportation and Communications Committee (TCC) in June of this year describes the proposed process and the areas that would be addressed in the Gap Analysis. Gap Analysis work is not expected to impact the capital projects or the project list. We view this exercise more as a qualitative update of the policy framework of the current RTP. As such, we do not anticipate any impact on the transportation conformity or the fiscal constrain of the current RTP. Our goal is to release a draft of the proposed Gap Analysis for public review and comments by December of this year and finalize for adoption and submittal to the FHWA/FTA by March/April of 2007.

We already have System Metrics Group, as the prime consultant, on board for the Gap Analysis work as well as the full RTP update. The contract work with the System Metrics Group is fully funded in the SCAG’s current budget.

The State DOT of Ohio gained concurrence from the Feds in the spring of this year on an approach to coordinate preparation and adoption of Gap Analysis by their MPOs before the July 1, 2007. To the best of our knowledge, no MPO in Ohio have submitted Gap Analysis for review by the State DOT at this point.

Another wrinkle to this issue is that Bay Area MPO, Metropolitan Transportation Commission (MTC), recently approached FHWA Administrator in Washington, D.C. directly and secured FHWA concurrence in writing that MTC does not need to update their RTP until their next update cycle in 2009. Based on the statute, they successfully argued that the Secretary of Transportation cannot require the MPOs to deviate from their regular plan update cycles to comply with SAFETEA-LU. However, any TIP amendment they submit after July 1, 2007 for federal approval must be SAFETEA-LU compliant. MTC appears to believe they can have a SAFETEA-LU compliant TIP without the underlying RTP being SAFETEA-LU compliant. SCAG is still in the process of evaluating its implication to our region. If MTC is correct, we may be able to avoid Gap Analysis altogether, too. However, until this issue gets resolved and put to rest, SCAG is moving ahead with the Gap Analysis as outlined in the attached Staff memo to the TCC.
DATE: May 15, 2006

TO: Transportation and Communications Committee (TCC)

FROM: Rich Macias, Manager, Transportation Plans and Programs, 213-236-1805
Naresh Amatya, Lead Regional Planner, 213-236-1885

SUBJECT: 2004 RTP Update Strategy/SAFETEA-LU Compliance

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve staff recommendation to adopt the next RTP by November/December 2007 and initiate a Gap Analysis to bring the 2004 RTP into SAFETEA-LU compliance.

SUMMARY:
Prior to SAFETEA-LU, SCAG was required to update the RTP every three years. Accordingly, staff presented an update schedule to you in March of 2005 which called for adoption of the next RTP by April of 2007. Now that the SAFETEA-LU is in place, RTP may be update on a 4-year cycle rather than a 3-year cycle. The law allows the transportation conformity on the current RTP as well as RTIP to continue through the fourth year. However, a key issue for the SCAG region is that the federal agencies may not allow any amendment to the conforming RTIP or RTP during the 4th or the transition year of the current RTP, even though the SAFETEA-LU fully encourages all MPOs to take advantage of the 4-year RTP update cycle immediately. The federal funding on committed projects in the existing and conforming plans and programs will not be affected during this additional year. However, an amendment restriction during this transition year could threaten the region’s ability to change funding obligations and deliver projects in a timely manner. In the worst cases, where funds come with specific timely use provisions, our inability to amend the TIP could result in loss of funds altogether. In order to minimize the impact of this potential restriction during the fourth year, staff is proposing an action plan outlined in this report that calls for the adoption of the next RTP by as early as November/December of 2007 and concurrently preparing and adopting a ‘Gap Analysis’ or an addendum to the 2004 RTP so as to bring the current RTP into compliance with the planning provisions of the SAFETEA-LU prior to the July 1, 2007 deadline for full implementation of SAFETEA-LU.

BACKGROUND:
This report presents the proposed SCAG approach to the 2007/8 RTP update so as to allow the region maximum flexibility in developing the next RTP while maintaining transportation conformity on the current plan and the necessary flexibility to implement it to the extent possible.

There are four options that could help the region minimize the adverse impact of the potential amendment restrictions.

1. Adopt the plan as close to the July 1, 2007 SAFETEA-LU deadline as possible to minimize our exposure to the amendment restrictions. Move forward with the full plan update on that basis.
2. Continue to pursue our request to incorporate amendment ‘threshold’ language into the planning rules that will allow certain types of amendments to move forward. A draft of the planning rules is expected to be released shortly. We will certainly take every opportunity to comment on the draft rules.

3. Continue pursing a legislative solution to the problem.

4. Develop and adopt an addendum/amendment based on a gap analysis that would address the SAFETEA-LU gap in the current RTP.

The earliest possible adoption of the new RTP is dependent on the SIP submittal timeline. Based on the current SIP timeline, which calls for submittal of 8-Hour Ozone budgets to US EPA in June 2007, the earliest SCAG can expect to submit a plan for adoption would be around November/December 2007. This would expose the region to the amendment restrictions for about six months rather than a full year.

SCAG has already prepared and presented to the Plans and Programs Technical Advisory Committee (P&P TAC) an analysis to identify the planning categories that must be addressed so that the new RTP is in full compliance with SAFETEA-LU when adopted in 2007 or 2008. The summary matrix with these findings is attached for your reference as Attachment 1.

In the short term, staff proposes preparing an addendum to the 2004 RTP that would address the gap in the current plan as it relates to SAFETEA-LU. This must be accomplished by the July 1, 2007 deadline for full implementation of SAFETEA-LU. The addendum, if approved by the federal agencies, would allow SCAG to continue with the amendment of RTP/RTTP during the fourth year of the current plan. The Ohio Department of Transportation is pursuing a similar approach for all MPOs in Ohio and their FHWA/FTA representatives have given them a positive feedback support.

Overall, staff is proposing to pursue the following steps:

1. Move forward with the target to adopt a fully updated and SAFETEA-LU compliant RTP by November/December of 2007.

2. Continue to follow up on the amendment ‘threshold’ criteria with the federal agencies and participate in the SAFETEA-LU planning rule making process.

3. Continue to seek and pursue legislative relief to the planning restrictions that may be imposed in the 4th year of the current RTP.

4. Simultaneously, initiate preparation of an addendum based on the ‘Gap Analysis’ to bring the current plan into compliance with the planning provisions of SAFETEA-LU to the extent possible. Also, be prepared to modify approach to the proposed addendum based on any new federal guidance on planning that may be issued before it is adopted.

5. Initiate discussions with FHWA to indicate our intent to pursue this approach, including the findings of the gap analysis and the general framework to address them.

6. Undertake the efforts required to prepare the addendum or the ‘Gap Analysis’.

> SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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7. Take the proposed addendum for adoption by the Regional Council no later than March 2007.

At this point, we believe preparation of an addendum or ‘Gap Analysis’ to the current RTP would entail the following.

- **Inclusion of security as a standalone planning factor** – The proposed approach would include:
  - Meeting with Caltrans to collect information related to security actions and plans for the State Highway System
  - Review LRP’s and SRTP’s and extract information related to security
  - Meeting with CTC’s and transit operators to discuss and collect information related to security over and beyond what we extract from the LRP’s and the SRTP’s
  - Meeting with representatives of the sea ports, airports, transit agencies and state/local emergency service coordinators to discuss and collect information related to security and disaster response
  - Summarize findings from above in a separate section for inclusion in the addendum

- **Addition of inter-modal connectors** – The proposed approach would include:
  - Identify all inter-modal facilities in the current plan
  - Prepare a brief section identifying inter-modal connectors as a new program category describing existing inter-modal facilities included in the current RTP

- **Inclusion of accessible pedestrian walkways and bicycle facilities** – The proposed approach would include:
  - Review existing LRP’s and compile information regarding pedestrian walkways and bicycle facilities
  - Augment the Non-motorized transportation section of the current RTP with new information gathered
  - A listing of Non-motorized transportation projects funded in the current RTP

- **Identification of operational and management strategies** – The 2004 RTP already included a separate section on these strategies. SAFETEA-LU requires separation of Operation and Management strategies. The proposed approach to expand the section include:
  - Establish a clear distinction between Operation and Management
  - Review the O&M section of the current RTP and assess whether Operation and Management strategies can be readily separated
  - Review the most recent SHOPP Plan and extract relevant changes from 2004
  - Review and summarize the focus on operations and management in the Governor’s Strategic Growth (SGP) initiative
  - Review existing SRTP’s to identify any new operational and management strategies for transit
  - Prepare separate sections for Operation and Management strategies based on above findings and consistent with the current RTP

- **Discussion of environmental mitigation activities** – The proposed approach would include:
  - Summarize environmental mitigation activities identified in the 2004 RTP PEIR for inclusion in the proposed addendum/amendment

- **Consideration of DOT Highway Safety Plan** – SAFETEA-LU requires that Caltrans develop a comprehensive Highway Safety Plan before the funds under the Highway Safety Program can be
disbursed. Caltrans is currently undertaking this effort and SCAG has been a participant in the process. A final Highway Safety Plan is expected to be in place by this summer. As such, the proposed approach would include:
  - Describe Transportation Safety approach for the SCAG region based upon and consistent with the Statewide Highway Safety Plan
  - **Public Participation Program** – An extensive public participation plan was implemented and documented in conjunction with the 2004 RTP. The proposed approach would include:
    - Reviewing the public participation program implemented in conjunction with the 2004 RTP
    - Developing and adopting a Public Participation Program for the full RTP Update with appropriate provisions for ensuring public participation in the preparation of the ‘Gap Analysis’
    - Documentation of the outreach efforts in conjunction with the ‘Gap Analysis’

The proposed addendum is expected to have no impact on the fiscal constraint requirements, conformity, or environmental elements of the current plan. The basic approach of this document would be to identify and describe areas where staff believe the current RTP either meets or exceeds the SAFETEA-LU requirements and areas where current RTP will be supplemented to meet the requirements.

The parallel effort to preparing the proposed addendum to the current RTP may appear to conflict, to some extent, with the full RTP update effort and schedule. However, staff proposes to strategically leverage much of the work products for the full update to achieve maximum efficiency. As such, by being strategic, staff believes the cost of preparing the addendum can be absorbed into the cost of preparing the 2007/8 RTP. The following are some of the key milestones for preparation of the proposed addendum,

- Initial assessment of the 2004 RTP for SAFETEA-LU Compliance (Completed and included as Attachment 1 to this memo)
- Initiate preparation of the addendum by preparing background material, analysis of the sections where we meet or exceed SAFETEA-LU requirements (May – Aug. 06)
- Prepare and coordinate sections that describe gaps or deficiencies in the current RTP (Aug. – Nov.)
- Release a Draft for 30-day public review and comments (Dec. 2006)
- Present a Final Addendum to RC for adoption (Feb/Mar 2007)

To summarize, staff believes it is prudent to concurrently pursue all the options that would minimize the impact of plan and TIP amendment restrictions. These restrictions could be imposed during the transition year or the fourth year of our current plan because federal agencies may not approve any amendments to RTP/RTIP that are perceived to be non compliant with SAFETEA-LU after July 1, 2007. Staff believes the products of the addendum can be strategically leveraged in developing the 2007/8 RTP, effectively absorbing the cost into the larger effort.

**FISCAL IMPACT:**
No additional fiscal impact. Funding necessary for this work effort is already accounted for in the current and the next fiscal year budgets.
<table>
<thead>
<tr>
<th>Changes</th>
<th>SAFETEA-LU Provisions</th>
<th>T&amp;L Action on SCAG 2005 RTP</th>
<th>Coordination</th>
<th>Impact Actions on SCAG 2005 RTP</th>
<th>Date of 2008 means that all SAFETEA-LU requirements must be met.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Update cycles for MPO Plans changed from three to four years</td>
<td>Transportation plans in non-attainment and maintenance areas must be prepared and updated &quot;...every 4 years...&quot; Amended 23 U.S.C.134(l)(1) FHWA and FTA have determined that MPOs are allowed to comply with existing planning regulations for plans currently under development. However, any plans adopted after July 1, 2007 must comply with all of the SAFETEA-LU provisions.</td>
<td>Updates required every three years.</td>
<td></td>
<td>Efforts underway by MPOs towards FHWA to at least allow minor amendments after July 1, 2007</td>
<td>Coordination between MPOs towards FHWA to allow amendments to currently conforming RTP and TIPS after 7/1/07.</td>
</tr>
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</table>
## SAFETEA-LU
### Changes and Actions

<table>
<thead>
<tr>
<th>CHANGES</th>
<th>SAFETEA-LU PROVISIONS</th>
<th>IMPACTS IN SCAG 2008</th>
<th>COORDINATION</th>
<th>GWP WORK ELEMENT</th>
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<tbody>
<tr>
<td><strong>Expanded Scope</strong></td>
<td></td>
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<tr>
<td><strong>2. Security as a stand-alone planning factor</strong></td>
<td>The factors that must be considered in the planning process were increased by splitting safety and security into separate factors:</td>
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</table>
| | "(B) increase the safety of the transportation system for motorized and nonmotorized users:"
<p>| | &quot;(C) increase the security of the transportation system for motorized and nonmotorized users;&quot; |
| | Amended 23 U.S.C. 134(h)(1) |
| | According to the FHWA/FTA Interim Guidelines, the split was intended to signal an increase in the importance of security. |
| | Note: Following guidance relates to Safety: <a href="http://safety.fhwa.dot.gov/safetea/index.htm">http://safety.fhwa.dot.gov/safetea/index.htm</a> |
| | Safety and security were coupled in the same factor. |
| | In 2004 RTP, there was minimal discussion of security. |
| | The 2008 RTP will contain a separate discussion of transportation system security. |
| | Thompson and Huddy will coordinate and combine scope of work to have one consultant and to avoid duplication. |
| | Thompson also working on &quot;Security and Emergency Preparedness&quot; Chapter for the RCP, which will segway into the RTP Security Chapter. |
| | 07-010.SCGC3 (Thompson) Security Chapter $150,000 |
| | 07-100.SCGC1 (Huddy) ITS Security Integration $250,000 |</p>
<table>
<thead>
<tr>
<th>No</th>
<th>Change</th>
<th>SAFETEA-LU Amendments</th>
<th>Existed in N-2000 RTP</th>
<th>Impacts on ORCAG 2008 RTP</th>
<th>SAFETEA-LU Coordination</th>
<th>OHP Workelement</th>
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<tbody>
<tr>
<td>3</td>
<td>Environmental planning factor now includes consistency of plan with planned growth and development plans</td>
<td>Expands environmental planning factor to include: &quot;(E) promote consistency between transportation improvements and State and local planned growth and economic development patterns;&quot; Amended 23 U.S.C.134(h)(1)</td>
<td>Addressed by the COMPASS 2% Strategy Program</td>
<td>The new requirements are being addressed in the RCP and in the RTP/RCP EIR as well</td>
<td>RTP Team Environment Section Compass Team State Local RHNA</td>
<td>07-020.SCSC1 07-035 Patsosvais Egerman 07-055 Harris</td>
</tr>
<tr>
<td>4</td>
<td>Intermodal Connectors Added as Transportation Facility</td>
<td>Plan is to include &quot;Identification of transportation facilities (including roadways, transit, multimodal and intermodal connectors)...&quot; Amended 23 U.S.C.134(h)(2)(A)</td>
<td>Identification of transportation facilities other than intermodal was required in 2004.</td>
<td>May need a more comprehensive discussion in the 2008 RTP - Station needs Assessment - 2% Strategy - HOV Flyway</td>
<td>Thompson (HOV/Flyaway/ Airport Ground Access) Pfeffer — (Goods Movement) Huddy — Transit Work Elements Hidysian — West LA Transfer facility</td>
<td>07-060.SCSC2 Thompson 07-130.SCSC10 07-130.SCSC13 Pfeffer 07-140 Huddy 07-195.SCSC1 07-240 Hidysian</td>
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<td>5</td>
<td>Plan to Include Accessible Pedestrian Walkways and Bicycle Facilities</td>
<td>The plan is to &quot;...provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities)....&quot; Amended 23 U.S.C. 134(c)(2)</td>
<td>Not included in the 2004 RTP</td>
<td>RTP will include more thorough discussion of NMT based on the NMT study.</td>
<td>Alan Thompson RTP Team</td>
<td>07-010.SCSC1 Thompson Non Motorized Transportation Study 07-010.WRSC1 Guiterrez Non Motorized Mapping</td>
</tr>
<tr>
<td>Expansion of SAFETEA-LU Provisions</td>
<td>TEA-21 REQS in 2004 RTP</td>
<td>Impacts on SCAG 2000 RTP</td>
<td>Coordination</td>
<td>GWPA Work Element</td>
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<td>6. Separate Operational and Management Strategies</td>
<td>Plan must identify &quot;operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.&quot; Amended 23 U.S.C.134(h)(2)(D)</td>
<td>Addressed in part by the System Management discussions in the 2004 RTP</td>
<td>Will need to be updated</td>
<td>RTP Team</td>
<td>07-010 Amaty</td>
<td></td>
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<tr>
<td>Expanded Mitigation Requirements</td>
<td>7. Discussion of Environmental Mitigation Activities</td>
<td>Plan must include &quot;a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities...&quot; Amended 23 U.S.C.134(h)(2)(B)</td>
<td>Not required in the 2004 RTP process. A discussion of the environmental mitigation addressed in the RTP/RCP EIR will be incorporated in the 2006 RTP.</td>
<td>Environment Section Project managers Task Force Staffs</td>
<td>07-020.SCGR1 07-020.SCGR1 Patsaouras 07-010 Macies</td>
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<td>8. Expanded Environmental Mitigation Consultation</td>
<td>The discussion of potential environmental mitigation activities &quot;...shall be developed in consultation with Federal, State, and tribal wildlife, land management and regulatory agencies.&quot; Amended 23 U.S.C.134(h)(2)(B)</td>
<td>Addressed in part as part of the stakeholder involvement discussion. Need to ensure that these agencies are included in the consultation process, and in the Participation Plan (see below)</td>
<td>Environment Section Project managers Task Force Staffs</td>
<td>07-020.SCGR1 07-020.SCGR1 Patsaouras</td>
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<tr>
<td>CHANGES TO SAFETEA-LU PROVISIONS</td>
<td>TEA/21 REGS IN 2004 RTP</td>
<td>IMPACTS ON SCAG 2008 RTP</td>
<td>COORDINATION</td>
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<td><strong>9. Encourages consultation with other local agencies affected by transportation</strong></td>
<td>MPOs are &quot;encouraged&quot; to consult with &quot;...State and local planned growth, economic development, environmental protection, airport operations, and freight movement...&quot; officials. Amended 23 U.S.C. 134(g)(3).</td>
<td>Was included in the 2004 RTP</td>
<td>In Compliance Will continue for the 2008 RTP</td>
<td>Project Managers Task Force Staffs P&amp;P TAC; TTF; GMTF; ATF, RCP TAC Compass 2% Strategy</td>
<td>07-010.SCGS1 Amatya 07-020.SCGS1 Patsaouras 07-055 - Harris 07-090 - Rhodes</td>
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<td><strong>10. Expanded Required List of Consultations</strong></td>
<td>The MPO &quot;shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range plan.&quot; Amended 23 U.S.C. 134(l)(4)(A)</td>
<td>Was addressed in part in the 2004 RTP</td>
<td>There is expanded consultation in the development of the RCP, the RTP, and the EIR, and the list of consultations will be documented.</td>
<td>Project managers Task Force Staff Environment Section Incorporate into Public Participation Plan</td>
<td>07-010.SCGS1 Macias 07-045.SCGS1 Liu 07-020.SCGS1 Patsaouras</td>
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<td><strong>11. Consideration of Resource Maps and Inventories</strong></td>
<td>The consultation shall involve comparisons of transportation plans with &quot;State conservation plans or maps&quot; or &quot;inventories of natural or historic resources&quot; Amended 23 U.S.C. 134(l)(4)(B)</td>
<td>Was not done in the 2004 RTP</td>
<td>There is expanded consultation in the development of the RCP, the RTP, and the EIR, and the list of consultations will be documented.</td>
<td>Environment Section Data and Modeling should coordinate to get conservation maps and natural/historic resources into GIS</td>
<td>07-010.SCGS1 07-045.SCGS1 Liu 07-035 Fegerman</td>
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### SAFETEA-LU

**Changes and Actions**

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<tr>
<td>12. Expanded List of Parties involved in Planning</td>
<td>&quot;List now includes: &quot;...representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled...&quot; Amended 23 U.S.C. 134((i)(5)(A)</td>
<td>Was done in part in the 2004 RTP</td>
<td>Must be expanded in the 2008 RTP. Indirect references under 07-090.SCGS1</td>
<td>Cheryl Collier Incorporate into Public Participation Plan</td>
<td>07-090.SCGS1 Rhodes</td>
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**Expanded Participation Requirements**

<p>| 13. Participation Plan | MPOs must develop and use a participation plan that is &quot;...developed in consultation with all interested parties;&quot; and provides &quot;reasonable opportunities&quot; for all interested parties to comment on the content of the transportation plan.&quot; Amended 23 U.S.C. 134((i)(5)(B) | While TEA-21 did not require a formal participation plan, it did call for providing &quot;...reasonable opportunity to comment on the long-range transportation plan.&quot; | &quot;Development of a public participation and outreach plan&quot; is listed in the OWP under 07-090.SCGS1. May need a participation plan early on to demonstrate compliance. Although not required at the beginning of the RTP process, by developing a plan this early, it could mitigate one potential source of litigation. | Cheryl Collier/ Don Rhodes Develop a Public Participation Plan. Use the 2004 RTP Task Forces' mailing lists as a starting point and build on that. Coordinate with Communication Task Force and existing mailing lists. Send to partner agencies for review and comment, and then out to public for comment period. | 07-090.SCGS1 Rhodes |</p>
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<tr>
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<th>Changes</th>
<th>SAFETEA Provisions</th>
<th>TEA-21 ReCS in 2004 RTP</th>
<th>Impacts on SCAG 2004 RTP</th>
<th>Coordination</th>
<th>OWF Work Element</th>
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<tr>
<td>14. Visualization Techniques</td>
<td>In developing the participation plan, MPOs shall <em>to the maximum extent practicable...employ visualization techniques to describe plans...</em> Amended 23 U.S.C. 134(i)(5)(C)</td>
<td>Visualization techniques were employed in the review process for the 2004 RTP</td>
<td>In Compliance</td>
<td>SCAG utilizes visualization techniques in both the plan and public participation and outreach.</td>
<td>Project Managers Chapter Authors GIS Dept. Marnie Tenden Transportation Section, Environ Section</td>
<td>07-090.SCGS1 Rhodes 07-010 - Amatya 07-035 Patsaucasus</td>
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<td>15. Electronic Access to Plans</td>
<td>MPOs shall also &quot;make public information available in electronically accessible formats and means, such as the World Wide Web, as appropriate...&quot; Amended 23 U.S.C. 134(i)(5)(C)(i)</td>
<td>Draft RTP documents were made available on the SCAG website during the 2004 process.</td>
<td>In Compliance</td>
<td>A similar process will be used for the 2008 update.</td>
<td>Cheryl Collier</td>
<td>07-090.SCGS1 Rhodes</td>
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<td>16. Electronic Publication of Plan</td>
<td>MPOs shall publish or otherwise made readily available for public review transportation plan &quot;including (to the maximum extent practicable) in electronically accessible formats...such as the World Wide Web...&quot; Amended 23 U.S.C. 134(i)(6)</td>
<td>2004 RTP has been provided on the SCAG website.</td>
<td>No impact</td>
<td>The 2008 RTP will continue to be made available on the SCAG website. Although this is not something specifically delineated in public outreach task, it is something SCAG has done and continues to do.</td>
<td>Cheryl Collier</td>
<td>07-090.SCGS1 Rhodes</td>
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<td>CHANGE DESCRIPTION</td>
<td>SAFETEA-LU PROVISIONS</td>
<td>TEA 21 REGS IN 2004 RTP</td>
<td>IMPACT ON SCAG 2008 RTP</td>
<td>COORDINATION</td>
<td>WPS WORK ELEMENTS</td>
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<td><strong>17. Two Additional Project Types in Annual Listing of Obligated Projects</strong></td>
<td>Development of the annual listings of projects shall be &quot;...a coordinated effort of the State, transit operator, and MPO...&quot; and shall include &quot;...investments made in pedestrian walkways and bicycle transportation facilities...&quot; for which Federal funds have been obligated in the preceding year. Amended 23 U.S.C. 134(1)(X7)(B)</td>
<td>Pedestrian walkways and bicycle transportation facilities were not called out separately in the list of transportation facilities in TEA-21.</td>
<td>This requirement appears in the SAFETEA-LU section regarding the TIP, but the TIP and RTP project lists should be similarly organized.</td>
<td>Ayala</td>
<td>07-030.SCGS1 Ayala 07-010.SCGS1 Amaty 07-010.SCGS2 Thompson</td>
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<td><strong>18. Addition of Transit Operator in Development of Funding Estimates</strong></td>
<td>Development of estimates of funds that will be available to support plan implementation must be a cooperative effort among the MPO, State and transit operators. Amended 23 U.S.C. 134(1)(X2)(C)</td>
<td>Previously, only the MPO and the State were required in developing funding estimates. However, SCAG did rely on CTCs for funding estimates.</td>
<td>Must be updated for the 2008 RTP. In past RTPs, funding estimates have been developed in cooperation with our transit operators—utilizing their short-range transit plans to the extent possible and incorporating their inputs from various task forces (transit task force and the transportation finance task force). SCAG will continue to incorporate transit operator input in this effort.</td>
<td>Nam CTCs Transit Operators</td>
<td>07-015.SCGS1 Nam</td>
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<td>CHANGES</td>
<td>SAFETEA PROVISIONS</td>
<td>TEA 21 REQUIREMENTS IN 2004 RTP</td>
<td>IMPACTS ON SAC 2007 &amp; UP</td>
<td>COORDINATION</td>
<td>OWE Work Element</td>
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<td>19. Consideration of DOT</td>
<td>SAFETEA authorizes a new categorical program for highway safety, the Highway</td>
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<td>Amatya</td>
<td>07-010 SCGS1</td>
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<td>Highway Safety Plan</td>
<td>Safety Improvement Program (HSIP). This program, to be administered by the State</td>
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<td>DOT, requires the development of &quot;...a State strategic highway safety plan.&quot;</td>
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<td>Amended 23 U.S.C. 148</td>
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<td>HSIP subsumes the existing roadway hazard elimination program. A statewide strategic</td>
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<td>highway safety plan was not required previously.</td>
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<td>Since the MPO's long-range transportation plan is to take into consideration &quot;...other</td>
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<td>types of planning activities...&quot; (Amended section 134(g)(3)), and since safety is</td>
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<td>one of the 8 planning factors in SAFETEA-LU, the RTP needs to consider the State</td>
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<td>strategic highway safety plan.</td>
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