Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

UNION STATION ROOM

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

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

3. Consent Calendar
   - Approval of Minutes
     Attachment 3: Minutes of November 3, 2004
   - LTSS Motion Re: UFS
     Attachment 4: LTSS Motion
   Action
   Concurrence

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

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

6. 2005-06 Transportation Budget Strategy
   Summit (Restore Proposition 42 Funding)
   Attachment 5: Legislative Brief
   10 min
   Information
   *(Michael Turner)*

Metropolitan Transportation Authority
7. TDM/AQ Bylaw Changes
   Attachment 6: Revised Bylaws
   5 min
   Concurrence
   (Mark Yamarone)

8. Congestion Management Program
   5 min
   Update
   (Doug Kim/Heather Hills)

9. Metro Bicycle Transportation Strategic Plan
   10 min
   Attachment 7: Overview
   Information
   (Lynn Goldsmith)

10. New Business

11. Adjournment

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

Please call Randy Lamm at (213) 922-2470 or e-mail to "lammr@metro.net", if you have questions
regarding the agenda or the meeting. The next meeting will be on January 5, 2005 at 9:30 am in the
Union Station Room.
Attachment 1

Subcommittee October 2004 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
   1 minute

2. Approval of Minutes —
   Attachment 1
   1 minute

3. Chair's Report
   5 minutes

4. CMAQ & RTAA Lapsing Fund Balance
   10 minutes

5. Multi-County Goods Movement Action Plan
   10 minutes

6. ASI Program and Board Update
   10 minutes

7. Multi-Year Fare Restructuring Policy
   10 minutes

8. State Legislative and Federal Update
   10 minutes

9. New Business

10. Adjournment

Randy Lamm
99-22-3

Action
Bob Hildebrand

Action
BOS

Information
Bob Hildebrand

Information
Rufus Cayetano

Information
Michelle Smith

Information
Gary Hewitt

Information
Matt Raymond

Information
Michael Turner/Marisa Yeager

Discussion
BOS
Information Items:
90-day Rolling Agenda
Legislative Matrix
5307 85% Fund Balances
5307 15% Discretionary Fund Balances
CMAQ Fund Balances
TE 1% Fund Balances
Summary of Invoices — FY05
2005 Subsidy Tracking Matrix
2004 Document Requirement Status
Summary of EZ Pass Invoices — FY04
TDA/STA Claim Summary for FY05

Please call Desirée Portillo-Rabinov at 213-922-3039 if you have questions regarding the agenda meeting. The next BOS meeting will be held January 18th, 2005 at 9:30am in the Windsor Conference Room, 15th Floor, Gateway Building.
LTSS – No Meeting in November
Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15th Floor

1. Call to Order
   1 min
   Action (Haripal Vir)

2. Approval of the October 21, 2004 Minutes
   1 min
   Attachment 1
   Action (Subcommittee)

3. Chairperson Report
   5 min
   Information (Haripal Vir)

4. MTA Report
   HBRR Taskforce Report
   10 min
   Information (Jon Grace)

5. Caltrans Report
   - Obligation Authority
   10 min
   Attachment 2
   Update (Kirk Cessna)

6. I-710 MCS Recommendations
   10 min
   Action (Ernest Morales)

7. I-5/Carmenita Interchange GARVEE Funding
   10 min
   Attachment 3
   Action (Toye Oyewole)

8. Election of Officers
   10 min
   Notice (Haripal Vir)
9. Arterial ITS Architecture
   Update (Lori Huddleston)
   10 min

10. Bicycle Transportation Strategic Plan
    Update (Lynne Goldsmith)
    10 min

11. New Business
    Discussion (Subcommittee)
    5 min

12. Adjournment
    Action (Haripal Vir)

Cancellation of the December 16, 2004 Streets and Freeways Subcommittee will be discussed at the November meeting. The first meeting of 2005 will be held on January 20, 2005 at 9:30 AM in the Windsor Conference Room. Please contact Jon Grace at (213) 922-4848 or Ryan Ross at (213) 922-1079 should you have any questions or comments regarding this or future agendas.
Agenda

Los Angeles County Metropolitan Transportation Authority

TDM
TRANSPORTATION DEMAND MANAGEMENT SUBCOMMITTEE

Pasadena Conference Room — 22nd Floor

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<td>MTA Report</td>
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<td>Review and Approval of Revised TDM/AQ Subcommittee Bylaws</td>
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<td>HOV Parking/MTA's Parking Forum</td>
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<td>New Business and Next Meeting</td>
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Please call Rufina Juarez at (213) 922-7405 or e-mail him at "juarezr@metro.net", if you have any questions concerning the agenda or would like to add an item.
Disposition of November Subcommittee Actions

BOS:

November 16th Meeting

No Actions Taken

LTSS:

No Meeting in November

Streets and Freeways:

November 18th Meeting

I-710 MCS Recommendations. Members voted unanimously to support the study recommendations that include a locally preferred strategy (LPS). The LPS substantially reduces property takes by utilizing right-of-way (requires design exceptions from Caltrans and FHWA); improves safety by separating trucks from automobiles with 10 general purpose lanes and a 4 lane truck-way (from the ports to Hobart Yard in Vernon). Infrastructure improvements are conditioned on achieving air quality goals and address environmental justice, safety, noise, congestion and mobility, community enhancements, health, jobs and economic development.

TDM/AQ:

November 16th Meeting

Approved the revised TDM/AQ Bylaws.
Attachment 3

Draft November 3, 2004 TAC Minutes
Sign-In Sheet
Handouts
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

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

2. Agenda Reports by Standing Committees

BOS (Brynn Kernaghan)
- Met on October 19th;
- Received reports on:
  - Los Angeles County Bus Pass Buy Down Program;
  - 10 Year Financial Forecast;
  - Metro Connections Study;
  - Los Angeles Countywide ITS Policy and Procedures;
  - Los Angeles County RTIP;
  - Federal and State Legislative Update;
- Action:
  - BOS passed a motion to give a discount to holders of the EZ-Transit Pass;
- The next meeting will be November 23, 2004.

LTSS (Joyce Rooney)
- Met on October 28th;
- Received reports on:
  - Los Angeles Countywide ITS Policy and Procedures;
  - FTA Section 5310 funding;
  - Metro Connections Study;
  - MTA 10 Year Financial Forecast;
  - Los Angeles County Infrastructure Report Card;
  - Subregional Paratransit Plan;
- ASI Public Hearing on November 17th on their annual plan;
- Federal and State Legislative Update;
- Tabled the LTSS – TDM/AQ Subcommittee representative appointment;
- Action:
  - Approved a request from Los Angeles Department of Transportation (DOT) for $225,000 of LTSS funds for their DASH service UFS readers;
  - The November and December meetings have been combined and the next LTSS meeting will be December 2, 2004.

**Streets and Freeways (Haripal Vir)**
- Met on October 21st;
- Received reports on:
  - Los Angeles Countywide ITS Policy and Procedures;
  - Los Angeles County Obligation Authority strategies;
  - City of LA Officer Bicycle Education and Enforcement Plan;
  - Caltrans Disadvantaged Business Enterprise (DBE) Tracking System, which is mandatory for federally funded projects;
  - Bikes on Trains;
- The next meeting will be November 18, 2004.

**TDM/Air Quality (Mark Yamaron)**
- Did not meet in October;
- Next meeting will be November 16th.

### 3. Consent Calendar (Renee Berlin)
The consent calendar was approved on a motion by Greg Herrmann (Arroyo Verdugo Cities) and seconded by Mark Yamorne (TDM/AQ).

### 4. Chairperson’s Report (Renee Berlin) (Handouts)
- MTA is working with the League of Cities, to appoint members from each subregion to the Streets and Freeways Subcommittee. The League has sent letters to each Subregion/COG Executive Director requesting nominations. The current North County and South Bay representatives will need to be reappointed, since they were “At-large” members.
- On December 9th, the MTA and its Mobility 21 partners will be hosting a SMART Growth Zoning Codes Workshop at the Pasadena Conference Center. The Conference runs from 9 am-3:30 pm; with registration starting at 8:30 am. The cost is $45. Registration information is available at: [www.lgc.org](http://www.lgc.org).
- On October 22nd, the Los Angeles Superior Court denied a request by the Citizens Organized for Smart Transit (COST) to halt construction of the Metro Orange Line until the MTA Board certifies the revised FEIR (available at: [http://www.mta.net/projects_plans/sanfernando_valley/revised_cir.htm](http://www.mta.net/projects_plans/sanfernando_valley/revised_cir.htm))
• The South Bay Service Sector has implemented some minor route modifications on three lines operating in San Pedro – Lines 205, 447 and 550.
• The FY 04 Financial Sales Tax Revenues were 2% higher than budget and 5.1% more than last year.
• MTA is embarking on an Arterial Master Plan and is looking for steering committee members -- one from each of the Subregions/COGs. Good candidates would be individuals from the Cities and County who work on their jurisdiction’s General Plan circulation element. There will be about 14-16 bi-monthly meetings over the 18 month study period. The study will begin in January. The Steering Committee will be tasked with defining the criteria for including a route on the Regional Arterial System, identifying the improvements needed in addition to projects programmed by the MTA, and developing a user friendly monitoring system. If someone is interested, please have them contact their Subregion/COG to be considered for appointment.
• The Eastside Metro GoldLine Community Relations field office is open for business, 9 am to 5 pm, Monday-Thursday, and Friday from 8 am to 5 pm. Weekly project update meetings will be held at the office. The address is 1505 E. 1st Street in Boyle Heights.
• On November 1st, Governor Schwarzenegger announced the appointment of Will Kempton as Director of Caltrans. This appointment requires Senate confirmation and has a statutory salary of $123,255. Previously he was with the Santa Clara County Traffic Authority, more recently he was the Assistant City Manager of Folsom, and from 1992-2002, he was a partner with the firm of Smith, Kempton and Watts, a public affairs consulting firm.

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

State Update
Michael Turner announced that the Board will be taking action on the MTA’s Legislative program for the upcoming year during the November/December Board cycle. The State program will not be much different from last year’s program. The main focus will be on the State budget. The MTA is looking at two areas where it may initiate legislation. The first area is GARVEE Bonds. The Governor indicated he would like to see more flexibility in the program and that would be good for MTA. The other area that MTA may initiate legislation deals with Procurement statues that govern the MTA. Ideas that would streamline the MTA’s Procurement process will be proposed.

Concerning the State budget, Mr. Turner commented that the State Department of Finance does not think they can do next year’s budget without suspending Proposition 42. With the passage of Proposition 1A, which restricts the ability of Sacramento to divert local funds from the cities and counties, there will be more pressure for the State to raid the few remaining “eligible” pots, one of which is the Proposition 42 funds.
The Southern California agencies, along with Transportation California and the California Business Roundtable are sponsoring a summit on Proposition 42 on November 9th in Sacramento, specifically to sponsor an advocacy plan to protect Proposition 42 funds. The focus will be on including a Proposition 42 allocation in the budget, and to have the legislature make a permanent fix to prohibit the raid on Proposition 42 funds.

Federal Update
Raffi Hamparian explained that like the State program, the MTA's Federal Legislative program does not change much in 2005. Three major projects will be seeking New Starts funding. The continuation of the Eastside – will seek $80 million, in addition to seeking money for Bus and Bus Facilities, the Municipal Operators, and for ITS funds to support the Universal Fare Card. For TEA-21 Reauthorization, the MTA's Legislative program will focus on the “Return to Source” gas tax deficit. Los Angeles County contributes $200 million more to the Federal Highway Trust Fund than it gets back.

Proposed changes to the CMAQ formula are another area of concern. There is a proposal in the Senate version of the Reauthorization bill to zero out the non-attainment areas weighting factor and to have all areas treated without bias. Since Los Angeles air quality is worse than most other areas around the nation, the MTA Board will be requested to support retaining the CMAQ weighting factors. There is a proposal to provide several billion dollars to “High Density States”. This came from a compromise between Senator Shelby and Senator Sarbanes. Senator Shelby is from a rural state – Alabama, and Sarbanes is the ranking Democrat on the Senate Banking Committee, from Maryland – a densely populated state. Over the six years of the Re-authorization bill, states with population densities in excess of 370 persons/sq. mile would receive more CMAQ funding. California has a population density of only 220 people per sq. mile, so the staff recommendation is to have the MTA Board support reducing the threshold to 220 people/sq. mile so that California can capture some of this funding.

There are proposals in the Reauthorization Bill to making funding available for “Small Starts”, which would be helpful to BRT projects planned in Los Angeles County. There are a number of projects in the Reauthorization bill for which MTA is seeking funding– the I-405, I-5, and Expo Light Rail.

Mr. Hamparian added that the Republican Sweep does not guarantee a swift action on Reauthorization – it does not resolve the differences between the House, Senate and the Administration. There are 2 or 3 days of “Lame Duck” Session, and it is unlikely there will be consensus on Reauthorization. A Corporate Tax bill was crafted for a manufacturing tax credit, which included language which makes a change from a “tax credit” to a “tax incentive” and takes 2.5 cents of the ethanol revenue from the General fund and transfers it to the Highway Trust Fund. This means about $18 billion for the Federal Highway Trust Fund, $3 billion for California and $400 million for Los Angeles County over the next two years.
Ms. Kernaghan asked about the Federal Appropriations bill and whether MTA is supporting a request for federal funding for the Southern California Regional Transit Training Consortium. Mr. Hamparian said it would be included in the MTA’s Legislative program for Appropriations. Michael Gainor (SCAG) asked what is the name of the Corporate Tax Bill. Mr. Hamparian said at one time it was referred to as the Jobs Act, and he said he would send the information on the bill that refers to the Ethanol issue.

Ms. Berlin commented that this item is on the agenda as a possible action. Mr. Turner suggested that Government Relations could provide the Legislative program Board Item once Roger Snoble approves it, then it could be emailed to TAC members.

6. Los Angeles County Intelligent Transportation System (ITS) Policy and Procedures (Peter Liu – MTA Countywide Planning) (Handout)

Ms. Berlin announced that this item has been presented to all of the TAC Subcommittees, with the exception of the TDM/AQ Subcommittee. The Subcommittee comments have been updated from that included in the TAC packet and were distributed. Mr. Liu explained that last year MTA was audited by the Federal Transit Administration (FTA) to make sure that the MTA sponsored Universal Fare System (UFS) project was in compliance with the Federal ITS law adopted in 2001, formally referred to as Section 23 of the Federal Code of Regulations (23 CFR). At that time, it was decided that an ITS policy needed to be established to ensure that all MTA sponsored projects are in compliance with the Federal ITS law – 23 CFR. During the development of the policy and internal review, MTA determined that there was a need to expand the policy to cover not only MTA sponsored projects, but projects funded or programmed through the MTA. Because of the way projects are funded, they may have a variety of funding sources and if any federal funds are involved with the project, then it needs to comply with the policy. The policy requires project sponsors to self certify that they are in compliance.

Mr. Liu reviewed a handout on the Countywide ITS policy. The purpose is to ensure that MTA and the region are in compliance with federal requirements, to expedite the project programming process, and minimize funding delays. Another goal is to ensure that all projects use the LA Regional Integrated ITS (RiITS) Architecture develop under the RiITS project. Ms. Berlin asked for examples of ITS projects. Mr. Liu explained that according to the Federal definition, electronic projects or projects related to communication for transportation services are considered ITS projects. These projects can be implemented to enhance traffic operations and the infrastructure and also refers to any system improvements like Automatic Vehicle Location (AVL) systems that some of the transit agencies are considering for real time traffic control and management. FHWA/FTA felt that routine maintenance and operation projects, such as bus or rolling stock purchases, replacing traffic controllers or replacement of traffic signals are exempted from the Federal requirements. Ms. Berlin asked if voice enunciators, AVL systems, or vans are exempt. Mr. Liu said it was his understanding that if buses/rolling stock include specifications for currently
used equipment, then those kinds of projects would be exempt. However, if the vehicles will have new or upgraded devices or systems then they would fall under this new policy. Ms. Berlin clarified that if operators have existing buses or vans without an AVL system, but they want to buy buses or vans with an AVL system, then they would need to self certify under this new policy. Mr. Liu said that was his understanding. Jesse Glaser (FHWA/FTA Los Angeles) commented that if a new bus has an AVL system that is replacing the same system, with no new capabilities, then it is exempt. It is only when new capabilities are added that it would be considered a new ITS project.

Mr. Liu updated the TAC on the current status of the RIITS project and the Regional ITS Architecture. He reported that the Architecture is complete and the RIITS network will become operational in the next few weeks. The display on the MTA 3rd floor lobby is the initial deployment of the RIITS network. The RIITS Architecture documentation is being updated to include all the Arterial ITS elements. MTA is on schedule for meeting the Federal Compliance requirements. The highlights of the policy cover not only the federal fund sources, but also the state and local (Propositions A & C) fund sources. This uniform standard will maximize the benefits of ITS investments. Another highlight of this policy is the self-certification process. All project sponsors will be asked to self-certify their projects to document the elements, concept of operations and the commitment to follow the system engineering process, and the Federal ITS standards. The Self Certification Form is fairly easy to complete. The policy requirements will be included in the Propositions A and C and the Call for Projects funding guidelines. Mr. Liu said he is asking for TAC’s concurrence and will be going to the Board in January.

Ms. Kernaghan asked if this applies to projects funded with Proposition A & C Local Return funds. Mr. Liu said all projects programmed or funded through MTA would be subject, and that includes Local Return funded projects. Ms. Kernaghan asked how much additional time it would take Countywide Planning Staff to perform the conformance review. Mr. Liu said that project sponsors are being asked to self certify their projects. If the project is significant, then MTA staff will want to discuss the potential for integrating it into the RIITS Network. Ms. Berlin clarified that sponsors will complete the self certification form, MTA staff will review it for completeness, and if there are opportunities to expand RIITS with the project, an MTA project manager will contact the sponsor. Sumi Gant (City of Long Beach) asked if this will apply to projects currently under construction. Mr. Liu said he did not think so, but sponsors should contact MTA if they have a significant project.

Joyce Rooney commented that LTSS asked if an exemption form could be created. For example, a dispatch system should probably be exempted. Ms. Rooney also said that LTSS has issues with putting this requirement on Local Return funds. Ms. Berlin commented that Local Return funds would only be affected if they were being used to match federal funds. Ms. Rooney responded that is not what she was hearing, and she would like clarification. Ray Maekawa (MTA Countywide Planning) commented that if all a sponsor is using is local funds and its an internal system, then it would not need to be part of this process. Ms. Berlin said if you are using
100% Local Return funds, then you do not need to complete the self certification form.

Ms. Berlin reminded TAC that this is an action item. Haripal Vir made a motion to approve the policy with Steve Huang (South Bay Cities COG) seconding. The motion passed, with Brynn Kernaghan abstaining. Mr. Liu explained that if anyone had any questions, they could call him at (213) 922-2813.

7. Multi County Goods Movement Action Plan (Michelle Smith, MTA)
Ms. Smith explained that the region is at a point where future infrastructure improvements relating to Goods Movement need to be more coordinated and designed to meet the most critical needs without disproportionately impacting the surrounding communities and the environment. The five county transportation commissions (VCTC, RTC, OCTA, SANBAG, and MTA), SCAG and four Caltrans offices (Districts 7, 8, 11 and 12) have teamed to develop an action plan and are funding partners in this endeavor. This group is not going to create a new layer of bureaucracy or new committees, with the exception of a steering committee to guide the study.

The Steering Committee will consist of representatives from the above mentioned agencies and will meet every two months. This particular group will not duplicate any other efforts because the movement of goods has been examined extensively and there are quite a few proposed solutions available to choose from. The group will be meeting and reaching out to public and private sector stakeholders to discuss their ideas, issues and concerns to develop the action plan.

Last May the county transportation commissions requested that MTA take the lead in this multi-county effort. The first meeting was held in June. MTA has responded to two motions by Directors Fasana and Proo on examining the impacts of Pports expansion and taking more of a leadership role.

The study has a Technical Advisory Committee, also comprised of staff representatives from each of the five county transportation commissions, SCAG and Caltrans. The TAC meeting is confined to staff from the member agencies, while the Steering Committee meetings are open to the public. The intent of this action plan is to use the results to update county transportation planning documents and the SCAG Regional Transportation Plan (RTP). It is anticipated that the end product will be a document that identifies the issues and problems with Goods Movement, evaluates options and recommends a course of action to guide both the public and private sector decision-makers. The document will provide options for the region as well as options that address Goods Movement problems that are unique to each county.

One of the purposes of the action plan is to assess the impact of the Ports expansion plan as well as the disproportionate impact that have been placed on the local communities. Mr. Yamarone asked if there was any discussion of including Kern County in the study. Kern County has a number of large multi-modal bulk freight
facilities on I-5 just north of the county line, which directly impacts Los Angeles County from the north. Ms. Smith replied that the issue of including Kern County has not come up, is that something that should be addressed. Mr. Yamarone said it is important to remind the group that the region’s Goods Movement issue is more than just the Ports. The I-5 and the other freeways carry a lot of intrastate traffic and all of the previous truck studies have shown that the truck traffic is growing, it’s not all east-west, much of it is north-south.

Ms. Smith explained that the study tasks will involve some technical analysis of the Goods Movement system, which will require consultant assistance. The MTA Board directed staff to specifically look at short-term strategies, and the county transportation commissions also expressed interest in solutions that would take less than three years to implement. Ms. Smith commented that the time frame would be long term for the major capital projects. Non-capital/management strategies working with the ports, and applying ITS to manage freight movement could be accomplished in a shorter time frame. The study will also identify potential funding sources.

The study schedule calls for introducing the action plan to the Board in the November/December Board cycle and seeks approval on entering into a funding agreement with the partner agencies to procure a consultant contract for the specialized work. An RFP will be issued in January, with work commencing in April, and being completed by the Summer of 2006. The end product will not have the level of detail as a corridor study.

Jano Baghdarian (LTSS) asked if the private sector would also be involved. Ms. Smith responded that the trucking and shipping companies, union representatives, terminal operators would be involved. Mr. Baghdarian asked if restrictions on trucks during peak hours would be discussed. Ms. Smith replied yes, the study will look at (or maybe even model) several scenarios on hours of operation. Ms. Berlin commented that LA City Councilwoman Janice Hahn is leading a task force on extended gate hours at the Ports. Mr. Baghdarian asked if the study will involve the Subregions/COGs. Ms. Smith responded that they will be involved.

LaDonna DiCamillo (Goods Movement Representative) commended MTA on its leadership and commented that the study needs to have all the counties involved, not just Los Angeles County. The study area represents a Goods Movement system and the system basically extends beyond the current boundaries identified. Kern County is a big player and needs to be included. There are on average about 80 ships at the harbor, with 40 at anchor currently. Lately, it’s taking twice as long to process these ships through the harbor. Part of the problem is labor issues, but ships are now starting to be diverted to San Diego and Oakland. This is causing major problems for the freight movement system. The goods are going to Oakland and coming down the I-5 by truck into Los Angeles, so this study needs to broaden its scope. She strongly urged the study to involve the private sector including the companies building the warehouses, the trucking companies and the “mom and pop” truckers. It becomes a systems planning/land use issue – looking at where these facilities are being built. There should be an advisory board of private sector entities to review the study as it
progresses to make sure that it is looking at the right issues. A lot of this work is already done. With respect to rail, SCAG and Metrolink have both done studies and know what the Goods Movement industry needs. The information is there, it just needs to be compiled. Ms. DiCamillo expressed concern that waiting until 2006 to start any projects is too long. She suggested implementing some pilot projects even on an experimental basis much sooner would be beneficial. There are things that need to be done and the recommendations and solutions are already known. The question is how long and how many times are we going to keep studying the need for improvements, before we actually start making the improvements. The problems will be compounding and the situation will just get worse while everyone studies the whole thing.

Ms. Smith commented that ACTA and the Ports are looking at shuttle service and trying to do a pilot project. Ms. Smith responded that what she has heard about the timeline for the study is that it is too aggressive – it’s not realistic. Ms. DiCamillo suggested that the private sector Goods Movement people should be included in the Study meetings to talk about the seriousness of the issues and the need to speed up and get some projects implemented. Sumi Gant asked how the study team is interfacing with the Ports. Ms. Smith said through meetings. Ms. Gant commented that for both the I-710 Major Corridor Study and the Pier J expansion Air Quality impacts became a big issue. Ms. Smith said they are hoping to learn from some of the lessons that came out of the 710 Corridor Study. Ms. Gant said that Air Quality impacts are part of the larger picture and we do not know how to address it yet with respect to Goods Movement.

Janno Baghdarian made a motion for TAC to support the concept of the Countywide Multi-Agency Goods Movement Action Plan. Sumi Gant seconded the motion. The motion was approved.

Michael Gainor asked if the Imperial Valley COG was involved. Ms. Smith said that Caltrans District 11 is forwarding information to them. Ms. Smith said she would look to SCAG and Caltrans District 11 to make sure that Imperial Valley’s needs are addressed as well.

8. MTA 10-Year Financial Forecast (Michelle Caldwell) (Handouts)
Ms. Caldwell, Deputy Executive Officer of the MTA’s Office of Management and Budget (OMB), introduced Basil Panas, OMB Director of the 10-Year Financial Forecast. Ms. Caldwell commented on an item on the 90 Day Rolling Agenda called the Mid-Year Budget adjustment. MTA does not currently plan to do a mid-year budget adjustment for expenditures. Although we are seeing some expenditures increasing (fuel, insurance, and workers comp), it is Roger Snoble’s (MTA CEO) intention at this time that the MTA will live within the budgeted level for expenditures. Staff will be requesting Board approval in November/December for additional revenue appropriation as fare revenues are less than budgeted. Therefore, the $20 million difference needs to be appropriated from the MTA’s General Fund balances for bus and Prop C40% for rail. Ms. Caldwell referred to the hand out titled
10-Year Forecast – TAC. She began by stating that the purpose of the forecast is to ensure that all MTA plans are synchronized (SRTP, LRTP, Service Plan, Fleet Plan, etc.) with the financial resources expected. The 10-Year Forecast is updated once per year, in the June to July time frame, and the adopted budget serves as the first year of the forecast. This year the Board added 300,000 hours of bus service to meet the Consent Decree requirements. Those hours were not in the SRTP or the Service Plan. They were adopted independently by the Board, incorporated into the FY 05 budget and included in the 10-Year Forecast. The main change from year to year is the substitution of the current year budget into the base year of the forecast. Other assumptions include the LRTP, SRTP, Service Plans, UCLA Forecast and Metro Financial Standards. Ms. Berlin asked if it is assumed that the Consent Decree ends in 2006. We assume the consent decree ends but there are no service changes assumed when the consent decree ends.

This forecast assumes that the sales tax average annual growth rate is 4.1% (the 20 year historical average growth rate for sales taxes in Los Angeles County) and that the Formula Allocation Procedure (FAP) remains at CPI, except for operators that receive growth over CPI. The forecast incorporates and makes possible bringing forward the deferred Call projects through Proposition C 25% bonding. It adds service – the Orange Line, Eastside extension and the Exposition Light Rail. It assumes that the Immediate Needs program continues with funding capped at $5 million per year in Proposition C 40% funds. Other assumptions include that the no PC 40 beyond FY 06 for Municipal Operators Service Improvement Program (MOSIP) ends in FY 2006, ASI grows at 6.9% per year, and Metrolink is funded based on the plan identified in the SRTP. ASI must come to the MTA Board each year for its funding. ASI receives RSTP funds, however the amount of RSTP funds are fixed. ASI costs grow at the rate of about $10 million per year. The difference is funded with Proposition C 40%.

The Forecast incorporates Metro Service and Capital Plans for the next 10 years and the operating and capital deficit is expected to be $850 million at this time (with the $20 million mid-year budget adjustment, the deficit is expected to increase to approximately $1 billion). MTA does not find the loss of MOSIP – it's a deficit. This forecast does not assume a fare increase over the 10-Year period. It shows that a fare increase is needed to reduce the deficit. Ms. Kernaghan commented that MTA will need to fund the deficit. Ms. Caldwell said there are several options including increasing fares. A risk in the forecast is that fuel costs are increasing at an average annual rate of 3.3%. Ms. Caldwell pointed out that while this forecast includes a reduction in bus revenue service hours, it does provide an increase in the overall amount of seat miles available to passengers. This is made possible by the purchasing of high capacity articulated – 65 seat buses. More passengers will be carried more comfortably than currently, while reducing service hours and thereby reducing costs through more efficient utilization of the bus fleet.

Ms. Caldwell referred to the Major Capital projects in the 10-Year Forecast. The projects listed in the hand out do not include costs from FY 04 and earlier. The projects include Freeway and Surface Transportation Projects, Soundwalls, the
Orange, Eastside, and Expo Lines, and the Crenshaw BRT. Metro Operations expenditures are expected to increase by approximately CPI – 2.9%. The capital program is expected to remain flat over the 10 years and is estimated at the rate of capital depreciation of approximately $300 million per year. The forecast actually only funds about $250 million per year of depreciation.

By the end of the forecast period in FY 2014, the farebox recovery ratio is expected to be 27%, if no further fare increases occur. This would be one of the lowest farebox recovery ratios in the nation. By the end of the plan in 2014, the bus operating cost per revenue service hour is expected to be $139.41 – an annual average increase of 3.5%. The forecast shows a 1% decrease in revenue service hours, offset by a 1% increase in seat capacity. Ridership is forecast to grow by 1.3%, which is consistent with the 20-year historical average. The Rail operating costs are forecast to grow by 2.2%, which is less than CPI. Vehicle Service Hours are expected to grow by 2%, which includes the addition of the Eastside extension and the Exposition Corridor Light Rail Transit projects. Ridership is forecast to grow by 6.1%. The reason ridership is expected to grow without very much increase in service and capacity cost, is that there is excess capacity today on the rail system.

Bus seat capacity is expected to increase by 16% between FY 04 and FY 14. Rail seat capacity is expected to increase by 11%. System wide capacity is expected to increase by about 15%. The 10-Year Forecast was presented to the Board’s Finance and Budget Committee in October as a Receive and File item. Roger Snoble presented the plan and discussed it in conjunction with the Mobility Plan and un-deferring the Call Projects, and upcoming projects. The Board requested that the item be brought back in November. Ms. Caldwell is redrafting the Receive and File report as an action item for the Board to direct staff to proceed with the next steps to make recommendations. The report will request staff to develop future recommendations -- to solve the problems of the operating and capital deficits, to increase the fare box recovery ratio, begin updating the LRTP, and to look at other options for raising revenues. Ms. Kernaghan asked when staff looks at the fare box recovery ratio, will they come up with a recommendation for raising fares. Ms. Caldwell said that staff will bring a Board item to request the $20 million revenue appropriation for the FY 05 budget, and another Board item on the 10-Year Forecast to look at ways to improve the farebox recovery ratio. David Feinberg (Westside Cities) asked if there is a recommended fund source for the $20 million revenue appropriation. Ms. Caldwell said that bus funds will come from the General Fund balance which were earned through MTA sales leaseback and right-of-way lease revenues. Subsequent to the TAC briefing, staff has done some further work on this issue and is reconsidering the above recommendation. Staff is reviewing expenditures to determine if capital projects can be deferred to make up for the revenue loss. This item is still scheduled to be reviewed with the board in November.
9. Election Results Effect on Regional Transportation Planning Agencies (David Yale, MTA) (Handout)

Mr. Yale distributed a sheet summarizing the election results for ten transportation sales tax measures on the ballot around the state. Of the new sales tax measures, three failed (Ventura, Santa Cruz, and Solano Counties), and one as of this morning is not determined (San Diego County), it depends on the absentee ballots. The expansion of Tribal Gaming – Propositions 68 & 70 failed, meaning that the Governor’s provisions in State law on Tribal Gaming will take effect and allow bonds to be issued for between $800 million and $1.2 billion to go into transportation.

Mr. Yale reported on the October CTC Meeting. The CTC is proposing a GARVEE bond for the I-5/Carmenita project’s right-of-way. There was a TEA allocation for the City of Pasadena. The percent of Obligation Authority (OA) used – the federal appropriations to allow the draw-down of STP and CMAQ funds, was 119% of the annual Los Angeles County OA amount, which means that Los Angeles “caught up” by $50 million in unobligated balance. Mr. Yale congratulated the TAC members who worked hard to make sure that LA obligated more than its share, and if that pace holds, LA County will soon catch up and use up its unobligated balance.

Mr. Yale discussed the TEA program. There is a transition between having TEA projects shown in the STIP and the former process similar to RSTP funded projects, where sponsors had their projects obligated by Caltrans Local Assistance. In the transition, MTA staff is finding some projects are listed in the STIP inappropriately and some were in the “Pre-STIP” list inappropriately. Some amendments need to be done to swap these projects, and a few projects may get delayed. Ms. Berlin commented that currently Los Angeles County has a negative Regional TEA balance. Caltrans is not obligating anymore TEA funds until the projects are correctly listed in the STIP.

Mr. Turner added a comment about Propositions 68 and 70 failing. The AB 687 deal the Governor made with the Indian Tribes, which allows gaming revenue to flow to transportation, has a couple of issues. The first is the actual amount that will be available, which ranges from $800 million to $1.2 billion. The $800 million number comes from an estimate the Treasurer has done and is lower based on the lack of information they think will come from the Tribes. The other issue is that a law suit was filed, which contends that the legislature does not have the authority to grant the monopoly in the way they did to the Tribes. The Treasurer can not issue the bonds until the lawsuit is resolved.

Gina Mancha (City of Los Angeles) asked how long it will take for Los Angeles to receive the $400 million resulting from the change in the Ethanol tax. She also asked how much of the Indian Gaming money will come to Los Angeles County and how long until it is received. Mr. Turner said if the lawsuit gets resolved favorably then the Treasurer can issue the bonds at any time. The legislation says how the bond proceeds will be allocated. A good portion will go towards repaying the State Highway Account Loan. There is money that will go into the TCRP program. Mr.
Turner said he can send the TAC members a copy of a legislative brief that explains how the money will be allocated. Ms. Mancha asked if some of the proceeds will go towards the Streets and Road repair allocation specified in Proposition 42. Mr. Turner said he thought there would be some money for Streets and Roads. Mr. Yale indicated that for the Ethanol funds, $85 million would be available in FY 06, and in FY 07 $559 million would be available Statewide. This money may allow STIP allocations to be possible, and may allow additional funds to become available in the 2006 STIP. Ms. Mancha asked if those funds would be allocated in Los Angeles County through a Call for Projects process. Mr. Yale said yes. Mr. Turner also commented that the cost overrun for the Bay Bridge Retrofit would need to be resolved in Southern California’s favor, otherwise the additional funding would be used for the cost overrun.

10. Congestion Management Program (Heather Hills, MTA)
Ms. Hills reported that a consultant contract was awarded to develop the feasibility study to determine if there is a Nexus by subregion or city for a Developer Impact fee. Staff is working on gathering data on growth forecasts. The next step is to start outreach with the cities and COGs, and other stakeholders. The goal is give stakeholders a good idea of the specifics of the impact fee and how it would work. The outreach effort will also present information on potential revenue sources, and the growth forecast to 2030. Ms. Hills explained that by law any Developer Impact fee would have to honor existing fees that cities already have on their books. Ms. Gant asked what does that mean -- honor existing fees. Ms. Hills responded that cities can not double charge fees for the same project, so those cities with existing Developer fees would be given credit for their pre-existing Developer fees.

New Business
None

Adjournment
The November 3, 2004 TAC meeting was adjourned at 11:30 a.m. The next TAC meeting will be held on December 1st in the Union Station Room, 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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| LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS) | 1. 
| | Jano Baghdalian/Martin Gomberg |
| | 2. 
| | Joyce Rooney/Kara Boutilon |
| METROPOLITAN TRANSPORTATION AUTHORITY (MTA) | 1. Renee Berlin/Randy Lamm
| | Countywide Planning & Development |
| | 2. Carolyn Flowers/Andrea Burnside
<p>| | MTA Operations |
| SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA - Ex-Officio) | 1. Steve Lantz/Joanna Capelle |
| SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG - Ex-Officio) | 1. Eyvonne Sells/Kathryn Higgins |
| GOODS MOVEMENT REPRESENTATIVE (Ex-Officio) | 1. Rich Macias |
| | LaDonna DiCamillo/Ron Guss |
| TRANSPORTATION DEMAND MANAGEMENT/AIR QUALITY SUBCOMMITTEE | 1. Mark Vamarode/Phil Aker |
| | 2. Robert Newman/Brooke Geer Person |</p>
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TECHNICAL ADVISORY COMMITTEE (TAC)
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Press Release

OFFICE OF THE GOVERNOR

GAAS:486:04
FOR IMMEDIATE RELEASE
11/01/2004

Governor Schwarzenegger Appoints Will Kempton Director of the Department of Transportation (Caltrans)

Governor Arnold Schwarzenegger today announced the appointment of Will Kempton as Director of the Department of Transportation (Caltrans).

"Public infrastructure is a core responsibility of government," said Governor Schwarzenegger. "An extensive and reliable infrastructure, especially in transportation, is essential to a strong economy and a favorable business climate - top priorities of mine for California. Will brings a tremendous amount of knowledge and practical experience to the Department of Transportation; under his leadership I expect Caltrans to enhance the quality of life of all Californians and the state's leading position in global commerce."

Since January 2003, Kempton has served as the assistant city manager of the City of Folsom where he is responsible for all operating functions of the city, including community development, neighborhood services, parks and recreation, utilities and public works (including transportation). From 1992-2002, he was a partner at Smith, Kempton & Watts, a private public affairs consulting firm with a significant emphasis on major infrastructure programs - particularly, transportation-related. From 1985-1992, he served as executive director of the Santa Clara County Traffic Authority in San Jose, CA. Prior to that, Kempton served in a number of positions at Caltrans, including Assistant Director for Legislative and Congressional Affairs from 1983-1985.

"I am honored the Governor has entrusted me with this important responsibility," said Kempton. "I look forward to continuing the improvement of our state's transportation infrastructure through efficient and effective maintenance and the swift and safe completion of the highways, bridges, and other projects necessary to keep Californians moving and our economy going strong."

Kempton, 57, of Folsom, holds a Bachelor of Arts degree in political science from the University of San Francisco. This position requires Senate confirmation and the statutory salary is $123,255. Kempton is a registered Democrat.

The California Department of Transportation is located within the Business, Transportation and Housing Agency. Caltrans constructs, operates and maintains 50,000 miles of highway and freeway lanes. In addition, Caltrans provides intercity rail passenger services under contract with Amtrak and assists local governments with the delivery of transportation projects, as well as other transportation-related activities.

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ARTICLE I. SCOPE AND RESPONSIBILITIES

Section 1. Subcommittee to the Technical Advisory Committee
Under the Authority of the Los Angeles County Metropolitan Transportation Authority, hereinafter referred to as MTA, the Streets and Freeways Subcommittee, herein referred to as the Subcommittee, shall be consulted on issues and will provide technical input/assistance to the MTA through Technical Advisory Committee (TAC) by reviewing and evaluating various transportation policies, issues and transportation funding programs in Los Angeles County. The Subcommittee shall review, comment upon and make recommendations on such matters as referred to by MTA and TAC.

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

Section 2. Roles and Responsibilities
Under the authority of the MTA, the Subcommittee may engage in such related activities as appropriate to the dispatch of its responsibilities and, from time to time, bring matters of special concern to the attention of MTA and TAC or appropriate policy committees.

At a minimum, the Subcommittee shall consider, comment and act on the following:
- Call for Projects
- Local, State and Federal Legislation
- Funding
- Project Delivery
- RSTI Projects
- Signal Synchronization Projects
- Bikeway/Bicycle Projects and Policies
- Pedestrian Projects and Policies
- Goods Movement

Section 3. MTA Staff Assistance
The staff of MTA shall be available to assist the Subcommittee in its work including the organization of meetings, provision of audio-visual equipment and other support as necessary. Meeting agendas (including supporting material) and minutes of the
previous meeting will be provided by MTA staff to Subcommittee members, alternates and additional persons included on the distribution list no less than three (3) working days before the next scheduled meeting.

ARTICLE II. MEMBERSHIP

Section 1. Membership
The Subcommittee shall consist of (16) voting and (3) ex-officio agencies/modal representatives listed below:

- Automobile Club of Southern California 1
- California Highway Patrol 1
- Caltrans 1
- City of Long Beach 1
- City of Los Angeles 1
- County of Los Angeles 1
- League of California Cities 7
- MTA 1
- Arterial ITS Working Group 1
- Bicycle Coordinator 1
- TDM/Air Quality Sub-Committee (Ex-Officio) 1
- Southern California Association of Governments (SCAG) (Ex-Officio) 1
- Goods Movement (Ex-Officio) 1

Section 2. Members and Alternates
Voting and non-voting agencies shall designate in writing to MTA the names(s) of their designated member(s) and alternate(s). Only the individual designated as a member or, in the absence of the member, designated alternate, may vote during regular or special meetings. The seven members appointed by the League of California Cities, one voting member per each of the following Subregional groups or Councils of Governments (COGs): Arroyo Verdugo, Gateway Cities, Las Virgenes/Malibu, San Gabriel Valley, South Bay, Westside Cities, North County. These representatives must be full-time staff from one of the COG/Subregion member cities, not a paid consultant, and will be nominated by the COGs and confirmed by the League of California Cities.

Section 3. Eligibility
Designated voting and non-voting members of the Subcommittee shall be restricted to employees of the agencies listed above or include employees of agencies who serve on the Subcommittee representing the Arterial ITS Working Group, Bicycle
Coordination, and TDM/Air Quality Subcommittee. Consultants shall not be eligible to participate as voting or non-voting members of the Subcommittee.

Section 4. Officers
The election of officers (Chairperson and Vice-Chairperson) shall be conducted each calendar year at the first regularly scheduled meeting. Officers shall serve for a 12 month period and may serve consecutive terms when approved by majority vote of the Subcommittee. Alternates to TAC may serve as Chairperson or Vice-Chairperson of the Subcommittee.

Section 5. Attendance Policy
After three consecutive absences at regular meetings by the member or alternate, the agency would automatically lose voting privileges. Privileges would not be reinstated until a notice is sent by the MTA notifying the agency of the absences and MTA receives a new letter from the appointing agency identifying the new Subcommittee member and alternate.

ARTICLE III. OFFICERS

Section 1. Duties of Officers
- Chairperson - It shall be the duty of the Chairperson to preside at all meetings of the Subcommittee and to ensure that meeting proceedings are conducted in a manner in keeping with the Bylaws. The Chairperson shall keep, or cause to be kept (by MTA staff), minutes of all regular, special or ad hoc meetings. The Chairperson shall give, or cause to be given (by MTA staff), notice of all meetings in keeping with the Bylaws.

- Vice-Chairperson - In the absence of the Chairperson to act, the Vice-Chairperson shall perform all the duties of the Chairperson.

Section 2. Ad Hoc Committees
The Chairperson may call and seat ad hoc committees as necessary and shall appoint Subcommittee members as needed.

ARTICLE IV. MEETINGS

Section 1. Regular Meetings
Regular meetings of the Subcommittee shall be conducted on the third Thursday of each month and shall be conducted at the direction of the Chairperson or, in the Chairperson’s absence, the Vice-Chairperson. Ad hoc meetings may be conducted at the direction of the Chairperson or, in the Chairperson’s absence, the Vice-Chairperson.

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revised 10/6/04
The following changes to the Bus Operations Subcommittee By-Laws have been suggested by said Committee. Changes were made in conjunction with the MTA Staff between June and October, 2003. A full version of the By-Laws with changes highlighted is included for reference.

Article I

Section 2:
- The last section of the first sentence has been changed so the complete sentence now reads:
  Under the authority of the MTA, BOS may also engage in such related activities as appropriate to the dispatch of its responsibilities and from time to time, may bring matters of special concern to BOS operators to the attention of the MTA through the appropriate MTA policy committees.
- Added to the list of items the BOS will review:
  Annual Funding Marks and related issues for Included and Eligible Operators.

Article II

- Operators - Foothill Transit and Los Angeles Department of Transportation have been removed from the “Eligible Operators” category and added to the “Included Operators” category and asterisks have been added to explain that those operators are either receiving partial or full formula funding under the eligible operator criteria.

Article IV

Section 1:
- Change meetings from “last” Tuesday to “third” Tuesday.
- New Attendance Policy:
  After three consecutive absences at regular meetings by the member or alternate, the agency will automatically be suspended from voting privileges. Privileges will not be reinstated until a written notice is sent by the MTA within 15 days notifying the General Manager of the agency’s suspension. The appointing authority of the Agency must then send a new letter to MTA appointing the agency’s BOS member and alternate. To ensure members are credited with attending the meetings, the roster must be signed at the meeting. The attendance roster becomes part of the meeting minutes.

Article V

- The last sentence has been changed to read:
  50% of the votes cast (plus one) constitute a majority.
Section 2. Quorum
Nine (9) voting members shall constitute a quorum. Motions shall require a second and may be adopted by a majority vote.

ARTICLE V. VOTING PROCEDURES

Each designated voting member, or in the member's absence, designated alternate, shall have one vote. Only voting members, or in the member's absence, the respective alternate, may vote or second motions.

ARTICLE VI. AMENDMENTS TO BYLAWS

The Bylaws of the Subcommittee may be amended following thirty (30) days notice of proposed changes by a two-thirds (2/3) vote of the voting members (subject to ratification by the Technical Advisory Committee).

ARTICLE VII. AUTHORITY

The Subcommittee is seated by the MTA and shall have no authority separate or apart from that of the MTA.
Article VI

- The word "all" has been added so the sentence reads:

  *The bylaws of the Bus Operations Subcommittee may be amended following thirty (30) days notice of proposed changes by a two-thirds (2/3) vote of all the voting members (subject to ratification by the MTA).*
MTA BUS OPERATIONS SUBCOMMITTEE

BY LAWS

ARTICLE I. PURPOSE AND SCOPE

Section 1

Under the authority of the Los Angeles County Metropolitan Transportation Authority hereinafter called the MTA, the Bus Operations Subcommittee, also referred to as BOS, shall be consulted on issues and will provide technical input/assistance to the MTA by reviewing and evaluating the various transportation policies, operating issues, and transportation financing programs in Los Angeles County. BOS shall review, comment upon and make recommendations on such matters as referred to it by the MTA.

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

Section 2

Under the authority of the MTA, BOS may also engage in such related activities as appropriate to the dispatch of its responsibilities and from time to time, may bring matters of special concern to BOS operators to the attention of the MTA through the appropriate MTA policy committees with a minimum 24 hour notification to the TAC Chair to allow TAC, at their option, to send a representative.

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

- Transportation planning and policy-making with impacts on transit, including long-range financial plans.

- Proposition A Discretionary Program Guidelines.

- Proposition A Local Return Policy and Administration Guidelines.

- Proposition C Policy and Administrative Guidelines.

- Legislative issues – federal, state, and local.

- Short Range Transit Plan (SRTP) issues.

- TDA and STA issues.

- Issues related to Proposition A Discretionary Grant MOU approvals.

- Unmet Transit needs findings.
• Annual Funding Marks and related issues for Included and Eligible Operators

Section 3

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

ARTICLE II. MEMBERSHIP

The Bus Operations Subcommittee shall consist of seventeen (17) voting members and ex-officio members selected as follows:

a. Included Operators of Los Angeles County [one (1) vote each]:

- Arcadia Transit
- Claremont Dial-A-Ride
- Commerce Municipal Bus Lines
- Culver City Municipal Bus Lines
- Foothill Transit*
- Gardena Municipal Bus Lines
- LACMTA Operations
- La Mirada Transit
- Long Beach Transit
- Los Angeles Department of Transportation*
- Montebello Bus Lines
- Norwalk Transit System
- Redondo Beach Wave
- Santa Monica's Big Blue Bus
- Torrance Transit System

b. Eligible Operators of Los Angeles County [one (1) vote each]:

- Antelope Valley Transit
- Santa Clarita Transit

c. Non-Voting Members (Ex-Officio)

- MTA – Approved Transportation Zone(s)\(^1\)

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* Asterisk represents that those operators are either receiving partial or full formula funding under the eligible operator criteria.

\(^1\) MTA approved Transportation Zone(s) shall become Included Operators and eligible to vote once provisions for eligibility have been achieved per established guidelines.
ARTICLE III. OFFICERS

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

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

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

Section 1 Duties of Officers

a. Chairperson – It shall be the duty of the Chairperson to preside at all meetings of BOS and to ensure that the proceedings of the meeting are conducted in keeping with adopted by laws. The Chair will also appoint the Alternates to the Technical Advisory Committee (TAC).

b. Vice Chairperson – In the absence or inability of the Chairperson to act, the Vice Chairperson shall perform all the duties of the Chairperson.

c. Secretary – The Secretary shall keep, or cause to be kept (by MTA staff) minutes of all BOS meetings. The Secretary shall give, or cause to be given (by MTA staff), notice of all meetings in keeping with adopted by laws.

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

Section 2

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

Section 3

Meetings Requiring BOS Representation – If any officer or subcommittee member is unable to attend a meeting to which they have been appointed, and which requires BOS representation, the Chairperson may appoint an alternate representative from the subcommittee membership.

ARTICLE IV. MEETINGS

Section 1

Regular Meetings – Regular meetings of the Bus Operations Subcommittee shall be held on the third Tuesday of each month.

a. The Staff of MTA will supply BOS members with copies of meeting agendas (including supporting materials) and minutes of the prior BOS meeting no less than three (3) working days before the next scheduled meeting.
Attendance Policy:

b. After three consecutive absences at regular meetings by the member or alternate, the agency will automatically be suspended from voting privileges. Privileges will not be reinstated until a written notice is sent by the MTA within 15 days notifying the General Manager of the agency’s suspension. The appointing authority of the Agency must then send a new letter to MTA appointing the agency’s BOS member and alternate. To ensure members are credited with attending the meetings, the roster must be signed at the meeting. The attendance roster becomes part of the meeting minutes.

Section 2

Quorum – Nine (9) voting members of the Bus Operations Subcommittee shall constitute a Quorum for the transaction of business.

ARTICLE V. VOTING PROCEDURES

Each voting member shall have one (1) vote. Only designated representatives may vote. Only voting members may make and second motions. 50% of the votes cast (plus one) constitute a majority.

ARTICLE VI. AMENDMENTS TO BY LAWS

The bylaws of the Bus Operations Subcommittee may be amended following thirty (30) days notice of proposed changes by a two-thirds (2/3) vote of all the voting members (subject to ratification by the MTA).

ARTICLE VII. AUTHORITY

The Bus Operations Subcommittee is created by the MTA and shall have no authority separate or apart from that of the MTA.
TO: BOARD OF DIRECTORS
FROM: ROGER SNOBLE
SUBJECT: ROLLING 90-DAY AGENDA ITEMS FOR NOVEMBER 2004 – FEBRUARY 2005

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 November 2004 Committee/Board cycle that may be of interest to you are:

- Approve the revised Environmental Impact report (EIR) for the Metro Orange Line.
- Authorize the CEO to execute a recovery agreement to contract C0675 with Shimmick / Obayashi to recover schedule delays & settle time related claims for the Metro Orange Line.
- Receive and file ordinance, establishing procedures for processing construction change orders.
- Receive and file report on the naming of the Metro Orange Line stations.
- Adopt the proposed 2005 federal, state, and local legislative program.
- Receive report on the Ten Year Forecast.
- Approve the mid-year budget adjustment.
- Authorize the CEO to accept two Federal Dept. of Homeland Security / Office of Domestic Preparedness grants.
- Approve the Multi-County Goods Movement Action Plan.

Attachments:
A. 90-Day Listing by Month
B. 90-Day Listing by Committee
<table>
<thead>
<tr>
<th>Date</th>
<th>Agency</th>
<th>Topic</th>
<th>Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/1/04</td>
<td>BRD</td>
<td>Environmental Impact report for Orange Line</td>
<td>THORPE</td>
</tr>
<tr>
<td>12/1/04</td>
<td>BRD</td>
<td>Authorize CEO to execute a Recovery Agreement to Contract C0675 Design/Build w/ Shimmick Construction Co., Inc/Obayashi Corporation J.V. (SOJV) to recover schedule delays &amp; settle time related claims in lieu of compensable time extensions for the Metro Orange Line Project</td>
<td>THORPE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>CONS</td>
<td>Naming of Metro Orange Line stations</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>11/1/04</td>
<td>CONS</td>
<td>Receive &amp; file ordinance establishing procedures for processing construction change orders</td>
<td>CARNEVALE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>CONS</td>
<td>Award of Contract EN073 Environmental Engineering Services to support major and other capital projects.</td>
<td>THORPE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>CONS</td>
<td>Contract No. H1100 - Authorize contract Change Order in the amount of $992,000.00 and approve an increase in the authorization for expenditure in the amount of $770,000.00</td>
<td>THORPE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>CONS</td>
<td>Execute contract modification to C0675-MOD41.0 to incorporate rubberized asphalt pavement at selected portions of Metro Orange Line Busway.</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>11/1/04</td>
<td>EMAC</td>
<td>Receive oral update on Federal Affairs</td>
<td>KIM</td>
</tr>
<tr>
<td>11/1/04</td>
<td>EMAC</td>
<td>Receive report on usage of Metro</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>11/1/04</td>
<td>EMAC</td>
<td>Adopt the proposed 2005 Federal, State and Local Legislative Program</td>
<td>OTT</td>
</tr>
<tr>
<td>11/1/04</td>
<td>EMAC</td>
<td>Approve the 2004 revision of the MTA Records Retention Schedule</td>
<td>OTT</td>
</tr>
<tr>
<td>11/1/04</td>
<td>EMAC</td>
<td>Authorize CEO to execute 10yr contract for an Operations Passenger Information System w/ Transit Television Network</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Receive Monthly Budget Update</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Receive report on 10 year Forecast</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Approve Actuarial Analysis and Valuation Services</td>
<td>KILDARE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Approve Contract for Insurance Brokerage Services</td>
<td>KILDARE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Award a contract to MBIA MuniServices Company (MMC) for sales tax audit and forecasting services for three years, plus two-one year options</td>
<td>MATSUMOTO</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Mid-year budget adjustment</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Approve revised just compensation/administrative settlement for the Division 10 expansion project</td>
<td>OTT</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive 2550 Rail Vehicle Program Quarterly Report</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive report on Big Rig incident demo projects</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive Metro Connections (Hub and Spoke) Project Update</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive Monthly Metro Operations Performance Report</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive report on the feasibility of converting the last end car on the Metro Red Line subway to allow bicycles without any restrictions.</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive report on Blue Line Right-of-way debris</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>DCEO Presentation</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Update on UFS Project</td>
<td>ORAL</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Authorize CEO to accept two federal Department of Homeland Security/Office of Domestic Preparedness grants</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Authorize CEO to award contract for the purchase of Security Sedans</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Award Contract for Bus Engine Oil</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>M3 Project Contract Extension</td>
<td>CATOE</td>
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<tr>
<td>11/1/04</td>
<td>P&amp;P</td>
<td>Receive report on 10 year Forecast</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>11/1/04</td>
<td>P&amp;P</td>
<td>Receive report on FY 2001-2003 Triennial Audit of MTA &amp; Los Angeles County Transit Operators</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>11/1/04</td>
<td>P&amp;P</td>
<td>City of Santa Monica TDA Capital Rail Reserve Drawdown Request</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>11/1/04</td>
<td>P&amp;P</td>
<td>Multi-County Goods Movement Action Plan</td>
<td>DE LA LOZA</td>
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<tr>
<td>Date</td>
<td>Committee</td>
<td>Item Description</td>
<td>Approval</td>
</tr>
<tr>
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</tr>
<tr>
<td>1/1/05</td>
<td>BRD</td>
<td>Receive report from the Independent Citizens' Advisory and Oversight Committee regarding the Propositions A &amp; C FY 2002 Audit</td>
<td>R&amp;F</td>
</tr>
<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Receive report on Procurement Policy Manual Changes</td>
<td>R&amp;F</td>
</tr>
<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Receive oral update on Federal Affairs</td>
<td>ORAL</td>
</tr>
<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Adopt the Updated Investment Policy</td>
<td>Approval</td>
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<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Federal Legislative Update</td>
<td>Approval</td>
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<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Procurement of Used 5-Color Printing Press</td>
<td>Approval</td>
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<tr>
<td>1/1/05</td>
<td>F&amp;B</td>
<td>Monthly Budget Update</td>
<td>R&amp;F</td>
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<tr>
<td>1/1/05</td>
<td>F&amp;B</td>
<td>Receive Quarterly Sales Tax Update</td>
<td>R&amp;F</td>
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<tr>
<td>1/1/05</td>
<td>F&amp;B</td>
<td>Approve the MTA FY05 Financial Standards</td>
<td>Approval</td>
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<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Quarterly Update on exploring new opportunities to reduce air quality emissions from Metrolink operations</td>
<td>R&amp;F</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Receive report on Access Services Quarterly Update</td>
<td>R&amp;F</td>
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<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Receive report on FSP- Feasibility of Sponsoring with a Cell Phone Vendor</td>
<td>R&amp;F</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Receive report on Line 107</td>
<td>Approval</td>
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<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Receive report on Metro Operations Bus Accident Reduction Program</td>
<td>R&amp;F</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Annual review of Transit Service Policy</td>
<td>Approval</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>ATMS, Amend existing contract with Motorola to incorporate an FSP Communication Upgrade Project</td>
<td>Approval</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Planned installation of ATMS equipment on contract service buses</td>
<td>Approval</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Expo PE</td>
<td>R&amp;F</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>I-710 Major Corridor Study Report</td>
<td>Approval</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Draft, Los Angeles County ITS Policies &amp; Procedures</td>
<td>Approval</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Find that 88 jurisdictions are in conformance with the Congestion Management Program (CMP) for Los Angeles County, and determine that the City of Industry remains in non-conformance</td>
<td>Approval</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Orange Line - Canoga Station, North Parking Lot (contingent on approval of Revised Final EIR - Rapid Bus Alternatives Analysis)</td>
<td>Approval</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Orange Line - Environmental Addendum for Warner Center Satellite Parking</td>
<td>Approval</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Orange Line - Revised Final EIR (Rapid Bus Alternatives Analysis)</td>
<td>Approval</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Wilshire/Western Joint Development Agreement</td>
<td>Approval</td>
</tr>
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</table>
### 90-Day Rolling Agenda Forecast
**November/December 2004 - February 2005**

#### Attachment A

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee</th>
<th>Item Description</th>
<th>Type</th>
<th>Responsible Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/1/05</td>
<td>EMAC</td>
<td>Receive oral update on Federal Affairs</td>
<td>ORAL</td>
<td>KIM</td>
</tr>
<tr>
<td>2/1/05</td>
<td>F&amp;B</td>
<td>Monthly Budget Update</td>
<td>R&amp;F</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>2/1/05</td>
<td>OPS</td>
<td>Receive 6 Month progress report on the Initial Study/Mitigated Negative Declaration for the Division 9 Transportation Building Project</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>2/1/05</td>
<td>OPS</td>
<td>Receive report on the study of the Freeway Service Patrol and SAFE call boxes</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
</tbody>
</table>
### 90-Day Rolling Agenda Forecast
November/December 2004 - February 2005

#### Sort by Committee, then Month

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee</th>
<th>Agenda Item</th>
<th>Approval</th>
<th>Approver</th>
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</thead>
<tbody>
<tr>
<td>12/1/04</td>
<td>BRD</td>
<td>Environmental Impact report for Orange Line</td>
<td>Approval</td>
<td>THORPE</td>
</tr>
<tr>
<td>12/1/04</td>
<td>BRD</td>
<td>Authorize CEO to execute a Recovery Agreement to Contract C0675 Design/Build w/ Shimmick Construction Co., Inc/Obayashi Corporation J.V. (SOJV) to recover schedule delays &amp; settle time related claims in lieu of compensable time extensions for the Metro Orange Line Project</td>
<td>Approval</td>
<td>THORPE</td>
</tr>
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<td>1/1/05</td>
<td>BRD</td>
<td>Receive report from the Independent Citizens' Advisory and Oversight Committee regarding the Propositions A &amp; C FY 2002 Audit</td>
<td>R&amp;F</td>
<td>Board Member</td>
</tr>
<tr>
<td>Date</td>
<td>Committee</td>
<td>Item</td>
<td>Action</td>
<td>Approver</td>
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</tr>
<tr>
<td>11/1/04</td>
<td>CONS</td>
<td>Naming of Metro Orange Line stations</td>
<td>R&amp;F</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>11/1/04</td>
<td>CONS</td>
<td>Receive &amp; file ordinance establishing procedures for processing construction change orders</td>
<td>R&amp;F</td>
<td>CARNEVALE</td>
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<td>11/1/04</td>
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<td>Award of Contract EN073 Environmental Engineering Services to support major and other capital projects.</td>
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<td>THORPE</td>
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<td>CONS</td>
<td>Execute contract modification to C0675-MOD41.0 to incorporate rubberized asphalt pavement at selected portions of Metro Orange Line Busway.</td>
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<tr>
<td>11/1/04</td>
<td>EMAC</td>
<td>Receive report on usage of Metro</td>
<td>R&amp;F</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>11/1/04</td>
<td>EMAC</td>
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<td>KIM</td>
</tr>
<tr>
<td>11/1/04</td>
<td>EMAC</td>
<td>Adopt the proposed 2005 Federal, State and Local Legislative Program</td>
<td>Approval</td>
<td>OTT</td>
</tr>
<tr>
<td>11/1/04</td>
<td>EMAC</td>
<td>Approve the 2004 revision of the MTA Records Retention Schedule</td>
<td>Approval</td>
<td>OTT</td>
</tr>
<tr>
<td>11/1/04</td>
<td>EMAC</td>
<td>Authorize CEO to execute 10yr contract for an Operations Passenger Information System w/ Transit Television Network</td>
<td>Approval</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Receive report on Procurement Policy Manual Changes</td>
<td>R&amp;F</td>
<td>MITCHELL</td>
</tr>
<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Receive oral update on Federal Affairs</td>
<td>ORAL</td>
<td>KIM</td>
</tr>
<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Adopt the Updated Investment Policy</td>
<td>Approval</td>
<td>MATSUMOTO</td>
</tr>
<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Federal Legislative Update</td>
<td>Approval</td>
<td>OTT</td>
</tr>
<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>Procurement of Used 5-Color Printing Press</td>
<td>Approval</td>
<td>RAYMOND</td>
</tr>
<tr>
<td>1/1/05</td>
<td>EMAC</td>
<td>State Legislative Update</td>
<td>Approval</td>
<td>OTT</td>
</tr>
<tr>
<td>2/1/05</td>
<td>EMAC</td>
<td>Receive oral update on Federal Affairs</td>
<td>ORAL</td>
<td>KIM</td>
</tr>
</tbody>
</table>
## 90-Day Rolling Agenda Forecast
### November/December 2004 - February 2005

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee</th>
<th>Action Description</th>
<th>Approval</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Receive report on 10 year Forecast</td>
<td>R&amp;F</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Receive Monthly Budget Update</td>
<td>ORAL</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Approve Actuarial Analysis and Valuation Services</td>
<td>Approval</td>
<td>KILDARE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Approve Contract for Insurance Brokerage Services</td>
<td>Approval</td>
<td>KILDARE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Award a contract to MBIA MuniServices Company (MMC) for sales tax audit and</td>
<td>Approval</td>
<td>MATSUMOTO</td>
</tr>
<tr>
<td></td>
<td></td>
<td>forecasting services for three years, plus two-one year options</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/1/04</td>
<td>F&amp;B</td>
<td>Mid-year budget adjustment</td>
<td>Approval</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>1/1/05</td>
<td>F&amp;B</td>
<td>Monthly Budget Update</td>
<td>R&amp;F</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>1/1/05</td>
<td>F&amp;B</td>
<td>Receive Quarterly Sales Tax Update</td>
<td>R&amp;F</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>1/1/05</td>
<td>F&amp;B</td>
<td>Approve the MTA FY05 Financial Standards</td>
<td>Approval</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>2/1/05</td>
<td>F&amp;B</td>
<td>Monthly Budget Update</td>
<td>R&amp;F</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>Date</td>
<td>Committee</td>
<td>Item Description</td>
<td>Action</td>
<td>Approver</td>
</tr>
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</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive 2550 Rail Vehicle Program Quarterly Report</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive report on Big Rig incident demo projects</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive Metro Connections (Hub and Spoke) Project Update</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive report on the feasibility of converting the last end car on the Metro Red Line subway to allow bicycles without any restrictions.</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Receive report on Blue Line Right-of-way debris</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>DCEO Presentation</td>
<td>ORAL</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Update on UFS Project</td>
<td>ORAL</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Authorize CEO to accept two federal Department of Homeland Security/Office of Domestic Preparedness grants</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Authorize CEO to award contract for the purchase of Security Sedans</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>Award Contract for Bus Engine Oil</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS</td>
<td>M3 Project Contract Extension</td>
<td>Approval</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Quarterly Update on exploring new opportunities to reduce air quality emissions from Metrolink operations</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Receive report on Access Services Quarterly Update</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Receive report on FSP- Feasibility of Sponsoring with a Cell Phone Vendor</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Receive report on Line 107</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Receive report on Metro Operations Bus Accident Reduction Program</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Annual review of Transit Service Policy</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>ATMS, Amend existing contract with Motorola to incorporate an FSP Communication Upgrade Project</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>1/1/05</td>
<td>OPS</td>
<td>Planned installation of ATMS equipment on contract service buses</td>
<td>Approval</td>
<td>CATOE</td>
</tr>
<tr>
<td>2/1/05</td>
<td>OPS</td>
<td>Receive 6 Month progress report on the Initial Study/Mitigated Negative Declaration for the Division 9 Transportation Building Project</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>2/1/05</td>
<td>OPS</td>
<td>Receive report on the study of the Freeway Service Patrol and SAFE call boxes</td>
<td>R&amp;F</td>
<td>CATOE</td>
</tr>
<tr>
<td>11/1/04</td>
<td>OPS / Closed</td>
<td>Approve revised just compensation/administrative settlement for the Division 10 expansion project</td>
<td>Approval</td>
<td>OTT</td>
</tr>
<tr>
<td>Date</td>
<td>Committee</td>
<td>Item</td>
<td>Status</td>
<td>Responsible</td>
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<tr>
<td>11/1/04</td>
<td>P&amp;P</td>
<td>Receive report on 10 year Forecast</td>
<td>R&amp;F</td>
<td>BRUMBAUGH</td>
</tr>
<tr>
<td>11/1/04</td>
<td>P&amp;P</td>
<td>Receive report on FY 2001-2003 Triennial Audit of MTA &amp; Los Angeles County</td>
<td>R&amp;F</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>11/1/04</td>
<td>P&amp;P</td>
<td>City of Santa Monica TDA Capital Rail Reserve Drawdown Request</td>
<td>Approval</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>11/1/04</td>
<td>P&amp;P</td>
<td>Multi-County Goods Movement Action Plan</td>
<td>Approval</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Expo PE</td>
<td>R&amp;F</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>I-710 Major Corridor Study Report</td>
<td>Approval</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Draft Los Angeles County ITS Policies &amp; Procedures</td>
<td>Approval</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Find that 88 jurisdictions are in conformance with the Congestion Management Program (CMP) for Los Angeles County, and determine that the City of Industry remains in non-conformance</td>
<td>Approval</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Orange Line - Canoga Station, North Parking Lot (contingent on approval of Revised Final EIR - Rapid Bus Alternatives Analysis)</td>
<td>Approval</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Orange Line - Environmental Addendum for Warner Center Satellite Parking</td>
<td>Approval</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Orange Line - Revised Final EIR (Rapid Bus Alternatives Analysis)</td>
<td>Approval</td>
<td>DE LA LOZA</td>
</tr>
<tr>
<td>1/1/05</td>
<td>P&amp;P</td>
<td>Wilshire/Western Joint Development Agreement</td>
<td>Approval</td>
<td>DE LA LOZA</td>
</tr>
</tbody>
</table>
Get Smart about Smart Growth!

Workshop on Developing Smart Growth Codes

Smart Growth Codes Workshop

☐ YES, I will be attending the workshop on Thursday, December 9 at the Pasadena Conference Center.

Registration Fee: $45
Continental breakfast, lunch & refreshments will be provided.

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A confirmation letter and directions will be sent via fax or e-mail one week before the event.
Cancellations must be made by December 1, 2004 for refund.

Register on the web: www.lgc.org

For more information, please contact Tony Leonard at (916) 448-1198, ext. 315 or aleonard@lgc.org.
Get Smart About Smart Growth!
Workshop on Developing Smart Growth Zoning Codes

ON THE AGENDA
- Smart Growth 101—What Are We Trying to Achieve and Why?
- Should We Care About Smart Growth and Development Regulations?
- Zoning for Smart Growth: Different Methods and Strategies
- Developing Codes to Encourage Smart Growth
- Getting Street Design to Support Walkable, Livable Communities:
  - Does Sprawl Kill? Why Public Health Cares
  - About Community Design
- Let Me Build Livable Communities: A Smart Growth Developer's Perspective
- Case Studies

SPONSORS:
This workshop is sponsored by Mobility 21, which is presented by the Los Angeles Area Chamber of Commerce and Los Angeles County Metropolitan Transportation Authority in partnership with the Automobile Club of Southern California.

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(916) 448-1198 • fax (916) 448-8246
www.lgc.org

Register on the web: www.lgc.org
<table>
<thead>
<tr>
<th>PROPOSALS/ACTIONS</th>
<th>DESCRIPTION</th>
<th>STATUS</th>
</tr>
</thead>
</table>
| South Park (Perry, Zine)              | Motion relative to lease of MTA's South Park Division at 54th St. and Avalon Blvd. for development of mixed-use wetland habitat and education center.                                                        | 5/21/03 Motion adopted to approve communication recommendations from Public Works and EQ Committees  
7/9/03 Report from General Services relative to replacement sites for MTA facility; currently in Public Works Committee  
8/13/03 Referred to Environmental Quality and Waste Management Committee  
Pending further action by committee |
| Wilshire BRT Demonstration Project (Miscikowski) | Motion authorizing the City of Los Angeles Department of Transportation (LADOT) to work with the MTA to implement the Wilshire Bus Rapid Transit Demonstration Project. (One mile on Wilshire between Federal Avenue and Centinela Avenue in West Los Angeles) | 11/12/03 Motion adopted by Transportation Committee  
11/18/03 Motion adopted by L.A. City Council  
3/25/04 MTA and LADOT to examine expansion of demonstration project |
| Transit Priority System Work Program (TPS) (Villaraigosa) | Motion authorizes $2.5 million in front funding be appropriated from the City's Prop C Local Transit Assistance Fund and further authorizes LADOT to work with the MTA to implement the 2003-2004 expansion of Department of Transportation Transit Priority System work program. | 11/12/03 Motion adopted by Transportation Committee  
11/18/03 Motion adopted by L.A. City Council |
| Opposition to MTA Consent Decree appeal (Ludlow/Villaraigosa) | Resolution stating the Council's opposition to the Metropolitan Transportation Authority (MTA) Board of Directors' decision to appeal a recent court order to purchase additional buses under the consent decree. | 2/10/04 Resolution adopted by L.A. City Council  
2/20/04 Resolution concurred by Mayor |
<table>
<thead>
<tr>
<th>BILL/AUTHOR</th>
<th>DESCRIPTION</th>
<th>MTA POSITION</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACA 21 (Bogh &amp; Spitzer)</td>
<td>Would increase the vote threshold to suspend Proposition 42 from two-thirds (2/3) to four-fifths (4/5) of the Legislature.</td>
<td>Work with Author</td>
<td>Failed Passage.</td>
</tr>
<tr>
<td>ACA 24 (Dutra) Last Amended 4/29</td>
<td>Would apply loan repayment provisions to the Transportation Investment Fund similar to those applicable to the State Highway Account.</td>
<td>Support</td>
<td>Assembly Appropriations Committee</td>
</tr>
<tr>
<td>AB 712 (Liu) Last Amended 6/8</td>
<td>Would create the Metro Foothills Gold Line Construction Authority with a board structure of seven voting members.</td>
<td>Oppose, unless amended</td>
<td>8/26 - Bill amended to address Education issue</td>
</tr>
<tr>
<td>AB 2024 (Bermudez) Last Amended 5/20</td>
<td>Would require the Secretary of the Business, Transportation and Housing Agency to prepare recommendations to implement incentives for port-related cargo during off-peak hours, disincentives for on-peak hours and mandatory hours of operations of port terminals, railroads, trucks, and distribution centers.</td>
<td>Work with Author</td>
<td>9/9 Enrolled and sent to Governor</td>
</tr>
<tr>
<td>AB 2041 (Lowenthal) Last Amended 5/6</td>
<td>Would create the Port Congestion Management District and require the district to impose a fee on containers shipped by truck in the Ports of Long Beach and Los Angeles between certain hours and days of the week.</td>
<td>Work with Author</td>
<td>8/12 Senate Appropriations Committee</td>
</tr>
<tr>
<td>AB 2042 (Lowenthal) Last Amended 6/14</td>
<td>Would require the Ports of Long Beach and Los Angeles to ensure that all future growth at the port will have a zero net increase in air pollution.</td>
<td>Work with Author</td>
<td>9/15 Enrolled and sent to Governor</td>
</tr>
<tr>
<td>AB 2043 (Lowenthal) Last Amended 6/8</td>
<td>Would establish the Maritime Port Strategic Master Plan Task Force</td>
<td>Work with Author</td>
<td>8/24 - enrolled and sent to Governor</td>
</tr>
<tr>
<td>AB 2085 (Montanez) Last Amended 6/8</td>
<td>Would increase fines for specified railroad crossing violations</td>
<td>Support</td>
<td>Vetoed by Governor</td>
</tr>
<tr>
<td>AB 2456 (Spitzer) Last Amended 5/4</td>
<td>Would establish a base amount of funding through the STIP for planning, programming, and monitoring activities and would authorize the allocation of the base amounts even in years when no new STIP funds are made available.</td>
<td>Support</td>
<td>Assembly Appropriation Committee</td>
</tr>
<tr>
<td>AB 2498 (Longville) Last Amended 6/22</td>
<td>Would authorize the creation of new Freeway Service Patrol programs and specify that these new programs are eligible for funds from existing programs.</td>
<td>Work with Author</td>
<td>9/21 Chaptered #638</td>
</tr>
<tr>
<td>AB 2628 (Pavley) Last Amended 8/23</td>
<td>Would allow hybrid vehicles, or advance technology partial zero-emission vehicles (AT PZEV), to use high occupancy vehicle (HOV) lanes regardless of the number of occupants.</td>
<td>Support, seek amendments</td>
<td>9/23 - Signed by Governor</td>
</tr>
<tr>
<td>AB 2737 (Dutra) Last Amended 4/22</td>
<td>Would clarify current law relating to the liability of a public agency arising from the location of public facilities</td>
<td>Support</td>
<td>Failed Passage.</td>
</tr>
</tbody>
</table>

*Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto*

*Note: “Status” will provide most recent action on the legislation and current position in the legislative process.*
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<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 2847 (Oropeza) Last Amended 4/27</td>
<td>Would impose an additional fee of $0.05 on each gallon of gasoline and diesel fuel sold in the state.</td>
<td>Support</td>
<td>Assembly Appropriations Committee.</td>
</tr>
<tr>
<td>SCA 20 (Torlakson) Last Amended 5/11</td>
<td>Would increase the vote threshold to suspend Proposition 42 and require that suspended funds be repaid under specified conditions.</td>
<td>Support</td>
<td>Senate Appropriations Committee.</td>
</tr>
<tr>
<td>SR 33 (Murray) Last Amended 5/17</td>
<td>Would state that the MTA should abandon its current challenge of the consent decree and orders from the special master with regard to the consent decree, and, would request the MTA to take all necessary actions to implement the terms of the consent decree.</td>
<td>Oppose</td>
<td>Adopted by Senate.</td>
</tr>
<tr>
<td>SB 138 (Knight) Last Amended 7/1/03</td>
<td>Would allow Caltrans to enter into agreements with private entities to construct a toll road in the SR 138 corridor running through the Antelope and Apple Valleys</td>
<td>Support</td>
<td>Assembly Transportation Committee.</td>
</tr>
<tr>
<td>SB 1443 (Murray) Last Amended 5/24</td>
<td>Would authorize certain motor vehicle fuel revenues to be continuously appropriated when the state has not enacted a Budget Act.</td>
<td>Support</td>
<td>Assembly Appropriations Committee.</td>
</tr>
<tr>
<td>SB 1614 (Torlakson) Last Amended 4/29</td>
<td>Would impose a $0.10 per gallon fee on gasoline sales.</td>
<td>Support, work with author</td>
<td>Senate Transportation Committee.</td>
</tr>
<tr>
<td>SB 1773 (Soto) Last Amended 6/21</td>
<td>Would allow a two-year appeal process for any claim for refund of a benefit assessment.</td>
<td>Support</td>
<td>Signed by Governor</td>
</tr>
<tr>
<td>Proposed Language Regional Authority for Investment in Transportation (RAIT)</td>
<td>Would authorize the creation of RAIT and would charge the authority with responsibilities currently retained by the LACMTA.</td>
<td>Oppose</td>
<td>Language was not introduced</td>
</tr>
</tbody>
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<th>STATUS</th>
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</thead>
<tbody>
<tr>
<td>FY 2005 Transportation Appropriations Request</td>
<td>$80 million in Section 5309 New Starts Funding for the final design and construction of the Eastside Light Rail project. This innovative light rail project would run from Union Station through East Los Angeles, serving one of the most transit-dependent areas in the City of Los Angeles.</td>
<td>Work with Author</td>
</tr>
<tr>
<td></td>
<td>$10 million in Section 5309 Bus and Bus Related Discretionary Funding to assist the MTA with purchasing new alternative fuel buses and constructing bus divisions. The MTA currently operates the world's largest fleet of state-of-the-art clean burning buses and is fully committed to expanding its highly successful Metro Rapid Bus program.</td>
<td>January 22 - LACMTA Board Adopted 2004 Legislative program</td>
</tr>
<tr>
<td></td>
<td>$55 million in Intelligent Transportation System Funding. These resources would be utilized to implement the MTA's Regional Universal Fare System (RUFS). The RUFS would permit passengers using a card imbedded with a computer chip to board all MTA buses and trains and transfer to services offered by municipal operators, paratransit and Metrolink without having to be concerned with purchasing a new fare or carrying change.</td>
<td>On September 14, the Senate Appropriations Committee approved S. 2806, the Transportation, Treasury, and General Government Appropriations Act, 2005</td>
</tr>
<tr>
<td></td>
<td>$6 million in homeland security funding and enhancements for the MTA.</td>
<td>September 22 - House passed H.R. 5025, the Transportation, Treasury, and Independent Agencies Appropriations Act, 2005 by a vote of 397-12</td>
</tr>
<tr>
<td></td>
<td></td>
<td>September 30, - The House and Senate passed, and the President signed into law on September 30, a Continuing Resolution (CR) that funds federal government programs - including the federal transit program - at Fiscal Year 2004 levels through November 20.</td>
</tr>
</tbody>
</table>

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Note: "Status" will provide most recent action on the legislation and current position in the legislative process.
<table>
<thead>
<tr>
<th>BILL/AUTHOR</th>
<th>DESCRIPTION</th>
<th>MTA POSITION</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.2276 (Boxer)</td>
<td>A bill to allow the Secretary of Homeland Security to make grants to Amtrak, other rail carriers, and providers of mass transportation for improvements to the security of our Nation’s rail and mass transportation system.</td>
<td>SUPPORT</td>
<td>5/04 Metro Board approves 4/1/2004 Referred to Senate committee. Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.</td>
</tr>
<tr>
<td>S.2273 (McCain)</td>
<td>A bill to provide $1.2 billion in funding to meet immediate security needs for intercity and freight rail transportation providers.</td>
<td>WORK WITH AUTHOR</td>
<td>5/04 Metro Board approved 5/21/2004: Committee on Commerce, Science, and Transportation. Reported by Senator McCain with amendments. With written report No. 108-278</td>
</tr>
<tr>
<td>S.2289 (Sessions)</td>
<td>A bill to ensure that railroad carriers and mass transportation providers receive the same protection under federal criminal law.</td>
<td>SUPPORT</td>
<td>5/04 Metro Board approved 4/6 - Referred to Senate Judiciary Committee</td>
</tr>
<tr>
<td>S. 2453(Shelby)</td>
<td>This would provide federal funding for capital, research and operation grants to public transportation agencies for the purpose of enhancing security.</td>
<td>SUPPORT</td>
<td>8/04 Metro board Approved 5/20 – Passed Senate Banking Committee. Now pending on Senate Legislative Calendar.</td>
</tr>
<tr>
<td>H.R. 5082 (Young)</td>
<td>A bill to authorize the U.S. Secretary of Transportation to award $3.5 billion in grants for over 3 years to public transportation agencies and over-the-road bus operators to improve security, and for other purposes.</td>
<td>SUPPORT</td>
<td>Amended in House Transportation and Infrastructure Committee. On House Calendar</td>
</tr>
</tbody>
</table>

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto
Note: “Status” will provide most recent action on the legislation and current position in the legislative process.
<table>
<thead>
<tr>
<th>BILLS/AUTHOR</th>
<th>DESCRIPTION</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>September 26, 2002 MTA Board approved the Revised LA County Regional General Principles and Priority Project lists.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>May 14, 2003, the Bush Administration unveiled SAFETEA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>November 2003, the Senate Environment and Public Works Committee introduces a reauthorization bill – Highway Portion</td>
</tr>
<tr>
<td></td>
<td></td>
<td>November 17, 2003, the House Transportation and Infrastructure Committee introduces it's reauthorization bill – TEA-LU</td>
</tr>
<tr>
<td></td>
<td></td>
<td>March 26, 2004, House Transportation &amp; Infrastructure held a mark-up on HR. 3550-TEALU a $275 billion transportation bill.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>June 24, 2004 U.S. House of Representatives passed another extension bill, HR 4635 by a 418-0 vote. The bill expires on July 31. The Senate passed a similar bill by a voice vote.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>July 26 - Congress passed and the President signed a short-term bill that extends current transit authorizing law through September 30 and highway law through September 24.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>September 30 – Congress passed, and the President signed Into law on September 30, H.R. 5183, which extends TEA 21 for eight months, through May 31, 2005.</td>
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</tbody>
</table>

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto

Note: "Status" will provide most recent action on the legislation and current position in the legislative process.
TRANSPORTATION STRATEGY SUMMIT

November 1, 2004

MEMORANDUM

TO: RTPA Group, MTC, Bay Area CMA’s, Southern California Legislative Roundtable, League of Cities, CSAC, California Transit Association, CALCOG, California Chamber of Commerce, California Business Roundtable, Bay Area Council, Los Angeles Economic Development Corp, AGC, AGC – San Diego, EUCA, Alliance for Jobs, California-Nevada Council of Operating Engineers, California State Council of Laborers, State Building and Construction Trades Council, Transportation California

FROM: Mike Lawson, Transportation California
      Kris Leathers Murray, Southern California Transportation Legislative Roundtable

SUBJECT: 2005-2006 Transportation Budget Strategy Summit

We would be pleased if you can attend a Transportation Strategy Summit on November 9th, at 11:00a to be held at the California Chamber of Commerce, 1215 K Street, Suite 1400.

This is a follow up to our alert we sent out last week. It appears there is substantial and broad interest in developing a strategic approach to heading off a potential suspension of Prop 42 in the 2005-06 Budget. In preparation for the strategy session we have attached several documents that provide relevant background information on the General Fund and Proposition 42.

Please RSVP to lbennett@smithwattsco.com by November 5th.
Los Angeles Countywide Policy and Procedures
Intelligent Transportation Systems (ITS)

November 3, 2004
Technical Advisory Committee

Purposes:
- Insure MTA in compliance with federal funding requirements
- Expedite project programming and minimize funding delays
- Maximize benefits of ITS investments irrespective of funding source
- Use L.A. Regional ITS Architecture for project and system integration
- Provide assistance to internal MTA projects and external Los Angeles County agencies

Technology enhancement projects to: freeway, street, bridge, bus, train, truck and car in infrastructure and operation
- System & Integration projects to: help transportation systems work together: safer, quicker, cheaper and better
- Routine O/M projects exempted
- To be reviewed on case by case basis
- Incorporate additional federal guidelines that are being considered
Federal Requirements Supplement
ITS Architecture: 23 CFR Parts 650 and 649

Requires any ITS project funded wholly or partly with Highway Trust Funds to:
- Be guided by an adopted regional ITS architecture (by April 8, 2005)
- Use systems engineering in project development & deployment
- Utilize adopted ITS standards
- Interface or integrate with the Regional ITS Architecture if applicable

Compliance Status:
- Los Angeles Regional ITS System Architecture has been completed by Regional Integration of ITS (RIITS) project
- Los Angeles Regional ITS Architecture Plan will be completed by December 2004
- Countywide ITS Policy and Procedures to be adopted for consistency with ITS strategies and applicable transportation plans

Any ITS projects with funds programmed and/or administered by MTA i.e.

- All ITS projects funded by FTA & FHWA

- All local (Prop. A & C) and state funded projects
Policy Compliance - Self Certification Forms

- Identify ITS system elements
- Outline the concept of operations
- Identify participating agency roles
- Commit to maintain and operate the project
- Commit to use of systems engineering and life cycle analyses
- Address use of ITS standards
- Interface with Los Angeles County Regional ITS Architecture if necessary

Metro

Countywide ITS Policy Implementation

- CP & D to review, record and update ITS project Self Certification Forms for compliance
- Checks for consistency with Los Angeles Regional ITS Architecture and Plan
- Provides technical support & assistance to MTA internal projects and external agencies on interface development and system integration
- Maintains and operates Los Angeles Regional ITS System Architecture and Updates Plan

Metro

Countywide ITS Policy

Steps:
- Reviewed by internal Metro Departments
- Present to BOS, LTSS and Street/Freeway Subcommittees
- Present to Technical Advisory Committee (TAC) for concurrence (Nov. 2004)
- Finalize the Countywide ITS Policy and Procedures
- Submit to MTA Board and CEO for final approval (Jan. 2005)

Metro
ITS Policy and Procedures Presentations at TAC Subcommittees

BOS
A Question was asked if a technology device in the bus such as a Voice Enunciator falls under the ITS Policy. Yes, per Attachment A: ITS User Services, such devices are covered. It was mentioned that technology devices that are installed under routine maintenance and/or parts replacement do not need to be self-certified. Another question was asked if each agency needs to adopt this policy individually, the answer was no, that this Policy will be adopted by the MTA Board and included in the Call for Projects and SRTP funding guidelines.

Streets/Freeways
A question was asked if a locally funded project needs to comply with the ITS Policy. The answer was if the project is funded through the MTA, then local agency project(s) will be required to comply.

Local Transit Systems Subcommittee
A question was asked that if certain projects are self contained and only applied to the local area, and will never be interfaced with other agencies, should they be exempted from complying with this policy. The question will be forwarded to MTA management for consideration.
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<tr>
<th>County</th>
<th>Transportation Authority</th>
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<th>Current Expiration</th>
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<td>?</td>
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**Other Measures**

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<th>% Yes</th>
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<td>Gambling Expansion</td>
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<td>Tribal Gaming</td>
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<td>Protect Local Government Revenues</td>
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<td>P</td>
<td>83.6%</td>
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Attachment 4

LTSS Motion RE: UFS
LTSS Motion RE: UFS

At the LTSS meeting on Thursday, October 28 LTSS approved a motion to allocate $225,000 from the LTSS $5 million in (CMAQ 2004) funds which had previously been set aside for UFS implementation (card readers).

As background, approximately $3.8 million of the $5 million UFS pot had been allocated, leaving a balance of approximately $1.2 million. In their initial estimates of UFS needs, LADOT had not accounted for approximately 40 farebox units which they intend to install on local, community based DASH routes. Even with this allocation, approximately $1 million in surplus UFS funds will still remain from the $5 million grant.
TO: MTA BOARD OF DIRECTORS
FROM: ROGER SNOBLE, CHIEF EXECUTIVE OFFICER

State

Proposition 42 Summit

On Tuesday November 9th, Metro Government Relations in cooperation with Southern California transportation agencies, Transportation California and the California Business Roundtable, hosted a summit on Proposition 42 aimed at addressing the potential suspension of Proposition 42 in next year’s budget. The focus of this summit was to prepare a coordinated advocacy plan of all transportation stakeholders to support an allocation of Proposition 42 funds in next year’s budget.

Indications have started to surface that next year’s state budget could have a deficit of approximately $6 billion. Additionally, past budget decisions and other actions have limited the resources the state has available to solve its budget deficit and one of the few resources left is Proposition 42.

At this summit, transportation stakeholders agreed to a number of actions to address the potential suspension. Immediate focus will be given to lobbying the Governor’s office to seek an allocation of Proposition 42 funds in his budget proposal. Participating in this effort will be leaders of California’s business community and others from the transportation community including transportation related businesses and representatives of organized labor. A number of press events will also be arranged at the state level and around the state to raise awareness of the loss of transportation revenues.

Tribal Gaming Revenues

Related to the overall transportation funding level is the allocation of tribal gaming revenues to repayment of transportation loans. A number of issues have arisen that impact the allocation of these revenues. The California Transportation Commission (CTC) recently announced that even with the tribal gaming revenues the CTC would not be able to issue new project allocations. These revenues had to be assumed in the CTC’s funding estimates because law requires the loan repayments. The benefit of the gaming revenues is that they provided the state with a resource to make the loan payments. If the state did not use these revenues to repay the loans they may not have had any other source with which to make the payments.
The State Treasurer has also determined that the agreements will generate approximately $850 million not, the $1.2 billion estimated by the Administration. This is due to the inability to verify tribal gaming revenues based on the financial information required to be disclosed under the agreements.

Additionally, a lawsuit has been filed charging that the Legislature granted a monopoly to certain tribal gaming interests in a manner not authorized by the Constitution. The Treasurer may not proceed with the bond issuance until this litigation is resolved.

If you have questions concerning this State Brief please contact Government Relations Manager for State Affairs Michael Turner at (213) 922-2122.
Attachment 6

Revised TDM/AQ Bylaws
TRANSPORTATION DEMAND MANAGEMENT/AIR QUALITY
SUBCOMMITTEE

BY LAWS

ARTICLE I. PURPOSE AND SCOPE

Revised November 2004

Section 1

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

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

Section 2

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

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

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

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

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

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

Section 3

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

ARTICLE II. MEMBERSHIP

Section 1.

The Subcommittee shall consist of fourteen (14) eleven (11) voting members [with one (1) vote each] and three (3) ex-officio members selected as follows listed below:

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

Section 2.

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

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

ARTICLE III. OFFICERS

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

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

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

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

Section 1

Duties of Officers:

a. Chairperson – It shall be the duty of the Chairperson to preside at all meetings of the Subcommittee and to ensure that the proceedings of the meeting are conducted in keeping with adopted Bylaws.

b. Vice Chairperson – In the absence or inability of the Chairperson to act, the Vice Chairperson shall perform all the duties of the Chairperson.

c. Secretary – The Secretary shall keep, or cause to be kept (by MTA staff) minutes of all the Subcommittee meetings. The Secretary shall give, or cause to be given (by MTA staff), notice of all meetings in keeping with adopted Bylaws.

d. Appointed Technical Advisory Committee representatives (or alternates) shall attend all meetings of the TAC. Representatives shall accurately reflect position(s) taken by the Transportation Demand Management/Air Quality Subcommittee. Representatives shall report positions of the TAC during general meetings of the Transportation Demand Management/Air Quality Subcommittee.

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

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

ARTICLE IV. MEETINGS

Section I

Regular Meetings – Regular meetings of the Subcommittee shall be held on the forth Tuesday of the month at 2:00 p.m.; second Tuesday of odd numbered months at 10:30 a.m.

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

Section 2

Quorum – Eight (8) Six (6) voting members of the Subcommittee shall constitute a quorum. Meetings shall be called, noticed and conducted in the manner prescribed by Section 54952.3 of the Government Code (the Ralph Brown Act).

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

MEMBERS

League of California Cities

Mark Yamarone (Chair) (TAC Rep. For League of Cities)
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Robert Newman
City of Santa Clarita
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Santa Clarita, CA 91505
(661) 284-1429
e-mail: rnewman@santa-clarita.com

City of Los Angeles

<table>
<thead>
<tr>
<th>Members</th>
<th>Alternates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phil Aker</td>
<td>Michelle Mowery</td>
</tr>
<tr>
<td>Department of Transportation</td>
<td>Department of Transportation</td>
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<tr>
<td>Transportation</td>
<td>City of Los Angeles</td>
</tr>
<tr>
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<td>221 N. Figueroa</td>
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<tr>
<td>221 N. Figueroa Street</td>
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</tr>
<tr>
<td>Street</td>
<td>90012</td>
</tr>
<tr>
<td>Los Angeles, CA 90012</td>
<td>213) 580-1199</td>
</tr>
<tr>
<td>90012</td>
<td>(213) 580-5429</td>
</tr>
<tr>
<td>(213) 580-5429</td>
<td>FAX: (213) 580-5457</td>
</tr>
<tr>
<td>e-mail: <a href="mailto:paker@dot.ca.la.ca.us">paker@dot.ca.la.ca.us</a></td>
<td>e-mail: <a href="mailto:jowery@dot.ca.la.ca.us">jowery@dot.ca.la.ca.us</a></td>
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</table>
Southern California Association of Governments (SCAG)

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

County of Los Angeles

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Alternate

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South Coast Air Quality Management District

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e-mail: csells@aqmd.gov
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FAX: (818) 543-0975  
e-mail: glendaletma@earthlink.net

Chris Park  
Executive Director,  
Warner Center TMO,  
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Woodland Hills,  
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FAX: (818) 596-6291.  
e-mail: TMO@WarnerCenter.org

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TDM Lead/MTA  
One Gateway Plaza, MS 99-22-2  
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FAX: (213) 922-6996  
e-mail: JuarczR@mta.net

Ex-Officio Members

Caltrans

Alec Mardirossian  
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120 South Spring Street  
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e-mail: amardiro@trmx3.dot.ca.gov
Calstart

Dan Sturges
Project Manager
2181 E. Foothill Blvd
Pasadena, CA 91107

MTA Local Transit Systems Subcommittee (LTSS)

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Diversified Paratransit
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Attachment 7

Metro Bicycle Transportation Plan Overview
Metro Bicycle Transportation Strategic Plan (BTSP)

December 2004
TAC Breathing
• Creates more active places (public safety)
• Reduce household expenses
• Reduce need for more car parking at activity nodes
• Reduces Last Mile Challenge (to and from transit)
• Improve Physical Health (Reduction in Obesity)
• Improve Environmental Quality (Air Quality, Energy Efficiency)
• Improve Mobility Options (Bicycle Access)

Why is it important to link bikes to transit?
- State & Federal Grant Programs
- State Routes to School
- TDA Article 3
- BTA Eligibility
- Call for Projects Incentives

Maximize funding opportunities:
- Set policy priorities
- Improve bike and transit connections
- Expand the use of non-automobile travel options

Why should Metro do a BESP?
What is the BTS Plan?

- Volume 2 - "BTA Document"
- Volume 1 - "Strategic Plan"

Two Volumes
• Identify gaps in regional bike path network

• Toolkit for evaluating other bike-transit hubs

• Bike-Transit Hubs (Bicycle Interfacing with two or more transit services at activity nodes)

• Bike-Transit Hub Access Plans

• Conceptual plans for street, intersection, and bicycle parking and signage improvements

• Metro Policies

Volume 1 - Strategic Plan
• Countwide bike map
• Funds
• Cities can become eligible for BTA
• Local cities
• Fulfill the State BTA requirements if adopted by
• Bicycle education, outreach & expenditures from each city
• Inventory of existing & proposed bicycle facilities

Volume 2-Bicycle Transportation Account Document
Sub-Regional Update
-2nd or 3rd week in January 2005 - May 2005
-Group Meetings (meet every other month)
-August 2004 to August 2005 - Working

Public Participation

Strategic Plan Completed
-October 2005 - Bicycle Transportation

Account Document Completed
-August 2005 - Bicycle Transportation
-August 2004 - Procured Consultant

BTS/OP

Metro BTS/OP Outreach Schedule
Bike Map

A document

Countywide Inventory for Participating Cities to adopt

Access Plans can be used for grant applications

Gaps in regional bike path network

Toolkit for analysis of other bike-transit hub locations

8-12 Bike-Transit Access Plans for selected sites

Countywide list of potential bike-transit hubs

BTSP Products