Agenda
Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Union Station Conference ROOM

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

2. Agenda Reports by Standing Committees
   Bus Operations
   Local Transit Systems
   Streets and Freeways
   TDM/Air Quality
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
   10 min
   Information
   (Dana Lee)
   (Joyce Rooney)
   (Sharon Perlstein)
   (Mark Yamane)

3. Consent Calendar
   • Approval of Minutes
   Attachment 3: Draft September 12, 2007
   Minutes
   Attachment 4: Rolling 90-Day Agenda
   Action/Concurrence

4. Chairperson’s Report
   5 min
   Information
   (Alan Patashnick)

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

6. CTC Meeting Recap
   10 min
   Update
   (Tim Papandreou)

7. Transit Corridor Studies
   10 min
   Update
   (David Miejer)
8. 2007 Call for Projects
   - New Federal/State Requirements
   - Letter of Agreement (LOA) Updates
     5 min

9. Rescoping of Martin Luther King Call for Projects Grant – CFP # 8223
   Information
     5 min

10. Long Range Transportation Plan
    Update
     10 min

11. Countywide Congestion Mitigation Fee Feasibility Study
    Update
     5 min

12. Congestion Pricing Feasibility Study
    Update
     10 min

13. New Business

14. Adjournment

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

Please call Fanny Pan at (213) 922-3070 or e-mail to “panf@metro.net”, if you have questions regarding the agenda or the meeting. The next meeting will be on November 14, 2007 at 9:30 a.m. in the Union Station Room.
Attachment 1

Subcommittee September 2007 Agendas

- Bus Operations
- Local Transit Systems
- Streets and Freeways
- TDM/Air Quality
  ➢ No meeting in September
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE

Windsor Conference Room — 15th Floor

1. Call to Order
   1 minute
   Action
   David Reyno

2. Approval of July 17, 2007 Minutes
   1 minute
   Action
   BOS

3. Chair’s Report
   5 minutes
   Information
   David Reyno

4. Legislative Report
   10 minutes
   Information
   Raffi Hamparian/Marisa Yeager/
   Michael Turner

5. Prop C Allocation
   10 minutes
   Information
   Michelle Caldwell

6. FY08 SRTA Guidelines Update
   10 minutes
   Information
   Susan Richan

7. FY08 Prop. C 5% Security MOU and MOSIP MOU
   Update
   10 minutes
   Information
   Susan Richan

8. FY08 State Budget Impact on STA and Other Funding
   Marks
   10 minutes
   Information
   Susan Richan /Toye Oyewole

9. EZ Pass Guidelines
   10 minutes
   Discussion/Possible Action
   Patricia Chen
10. Prop 1B Transit Bonds
   - Senate Bill 88
   - Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMSEA)

Information
Gloria Anderson

11. ASI Draft Action Plan Update
    10 minutes

Information
Arun Prem

12. Election of BOS Officers for 2008
    10 minutes

Action
BOS

13. New Business

Information
BOS

14. Adjournment

Information Items:

90-day Rolling Agenda
Pre-SAFETEA-LU 5307 15% Discretionary Fund Balances
Pre-SAFETEA-LU 5307 85% Fund Balances
Pre-SAFETEA-LU TE1% Fund Balances
RTAA-CMAQ Fund Balances
SAFETEA-LU 5307 15% Discretionary Fund Balances
SAFETEA-LU 5307 85% Fund Balances
SAFETEA-LU TE1% Fund Balances
Summary of Invoices — FY07
2006 Document Requirement Status
Summary of EZ Pass Invoices — FY07
TDA/STA Claim Summary for FY07
Regional Pass Sales

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

Please call MARTHA BUTLER at 213-922-7651 or Ilda Licón at 213-922-2805 if you have questions regarding the agenda or meeting. The next BOS meeting will be held Tuesday, October 16, 2007 at 9:30 am in the Windsor Conference Room, 15th Floor of the Gateway Building.
Agenda

Los Angeles County Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE

Los Angeles Room– 11th Floor

1. Call to Order

2. Approval of Minutes – May 31, 2007
   (Attachment #1)

3. Revised EZ Transit Pass Guidelines (draft)
   (Attachment #2)

4. Prop. A Incentive Reserve Mini Call MOU Status

5. FY ’07 NTD Reporting -- Status
   (Attachment #3)

6. LTSS Representative to TAC

7. Universal Fare System Update

8. Immediate Needs Working Group Update

9. ASI Update

10. Sub-Regional Paratransit Payments for FY ’07
    (Attachment #4)

11. New Business

12. Adjournment

Action
Joyce Rooney, Chair

Action
Joyce Rooney

Information
Patricia Chen, Metro

Information
Jay Fuhrman, Metro

Information
Jay Fuhrman, Metro

Discussion
Joyce Rooney

Information
Kelly Hines, Metro

Information
Armineh Saint, Metro

Information
Arun Prem, ASI

Information
Susan Richan, Metro

Joyce Rooney

Joyce Rooney
Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15, Floor

1. Call to Order
   1 min

2. Approval of Minutes
   Attachment 1: Draft July 19, 2007 Minutes
   1 min

3. Chairperson Report
   10 min

4. Metro Report
   - Changes to Letter of No Prejudice
   Attachment 2: 90 Day Rolling Agenda
   10 min

5. 2007-08 Streets and Freeways Roles and Responsibilities
   Attachment 3: Roles and Responsibilities

6. Caltrans Report
   - Safe Routes to Schools
   15 min

7. Legislative Update
   15 min

8. State Budget
   - CTC Update
   15 min

9. Congestion Pricing
   10 min

Action (Sharon Perlstein)
Action (Subcommittee)
Information (Sharon Perlstein)
Information (Randy Lamm)
Action (Subcommittee)
Information (Kirk Cessna)
(Dale Benson/Abdollah Ansari)
Information (Michael Tuner,
Raffi Hamparian)
Information (Gloria Anderson)
Information (Ashad Hamideh)
10. SR-2 Freeway Terminus Improvements
   10 min
   Information (Dolores Roybal)

11. Soundwell Policy Changes
    10 min
    Information (Fulgene Asuncion)

12. New Business
    5 min
    Discussion (Subcommittee)

13. Adjournment
    1 min
    Action (Subcommittee)

The next meeting of the Streets and Freeways Subcommittee will be held on October 18, 2007 at 9:30 AM in the Windsor Conference Room, 15th Floor. Please contact Randy Lamm at (213) 922-2470 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: http://www.metro.net/sfs
Attachment 2

Subcommittee Actions
Disposition of September 2007 Subcommittee Actions

Bus Operation Subcommittee:

September 18, 2007 meeting

Approved EZ Pass Guidelines with some minor edits

Local Transit Systems Subcommittee:

September 27, 2007 meeting

No Actions

Streets and Freeways Subcommittee:

September 20, 2007 meeting

Approved 2007-08 Streets and Freeways Roles and Responsibilities

TDM/Air Quality Subcommittee:

Cancelled September meeting
Attachment 3

Draft Sept 12, 2007 TAC Minutes

Sign-In Sheet

Handouts
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call

Fanny Pan (Alternate Chair) called the meeting to order at 9:45 a.m., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees

BOS (David Feinberg)
- August meeting cancelled;
- Next meeting is September 18th.

LTSS (Joyce Rooney)
- August meeting cancelled;
- Local operators were busy preparing their NTD reporting data which was due in August. Audits are currently in progress with completion expected by the end of September;
- Next meeting is September 27th.

Streets and Freeways (Sharon Perlstein)
- August meeting cancelled;
- Discussed the Safe Routes to Schools Grant Program at the July meeting:
  - Problems with scoring of applications;
  - Lack of funding for projects in the Southern California region;
- Working with Lynn Goldsmith, other Metro staff, and Caltrans on these issues;
- Next meeting is September 20th.

TDM/AQ (Mark Yamarone)
- August meeting cancelled;
- Next meeting is September 19th.
3. Consent Calendar (Renee Berlin)

The consent calendar which included the minutes from the July 11th meeting was approved on a motion by Joyce Rooney (LTSS) and seconded by David Feinberg (League of California Cities - Westside Cities COG).

4. Chairperson's Report (Renee Berlin) Handout

Ms. Berlin stated that the Rolling Agenda for the next 3 months is included on page 31 of the agenda packet. She also referred TAC members to a handout which detailed revisions to the TAC handbook, specifically TAC's new meeting time on the second, as opposed to the first, Wednesday of each month.

Ms. Berlin reported that at their July meeting, the Metro Board approved the prioritization of projects for the 2007 Call for Projects, but did not approve the funding. Due to the State budget issues, the Board deferred the funding discussion to the September 27th Board meeting. On that date, the item will go directly to the Board meeting. Should the Board approve funding the Call, Metro staff has tentatively scheduled a Call for Projects workshop for October 9th. Ms. Berlin strongly encouraged Call for Projects funding recipients to send representatives to the workshop. Since there hasn't been a Call since 2001, it will provide excellent training for staff not previously involved with the Call as well as explain changes to boilerplate agreements, audit requirements, and general Call requirements. Upon Board approval, staff will notify sponsors and TAC members regarding the Call for Projects workshop.

Ms. Berlin stated that with the Expo Construction Authority receiving their State money last week, funding for the Call looks favorable.

Ms. Berlin reminded TAC members that at their May 2006 meeting, the Metro Board changed the Call for Projects requirements to allow cities to use pre-development expenditures as a local match for future Calls. This change became problematic in allowing staff flexibility with regards to fund assignments as state and federal funds cannot be used if expenditures have been made prior to authorizations to proceed. After examining the number of sponsors taking advantage of this condition, approximately 5, staff has decided to recommend to Metro Board that this option be eliminated. This will occur next July during the Recertification/Deobligation process. Ms. Berlin also stated that Metro would no longer grant Letters of No Prejudice (LONP) for federally funded RSTP and CMAQ projects as well as projects funded through the STIP, TEA, or RIP. LONPs will only be allowed for projects funded through Proposition C 10% and Proposition C 25%.

Ms. Berlin informed TAC members that Carolyn Flowers has been permanently appointed Chief Operations Officer and Mike Cannell, formerly with the Gold Line Construction Authority, has been appointed Metro's General Manager for Rail Operations. The SAFE Board met in July and approved the Call Box restructuring plan which increased the distance between boxes from a quarter mile to a half mile thereby reducing the number of call boxes significantly.

Ms. Berlin announced that a special Board meeting in August resulted in the appointment of Joe Stitcher as a member of the Westside / Central Service Sector Governance Council;
the approval of Metro's written comments on the South Coast Air Quality Management Plan in regards to Goods Movement, Air Quality, Conformity, etc.; and a workshop on the Long Range Transportation Plan (LRTP) which informed the Board that $4 billion is available for new projects, but not until after 2022 or 2023.

Ms. Berlin stated that the Board realized it could no longer rely on state and federal funding and must consider alternative funding sources, such as Congestion Pricing. The Board appointed an Ad Hoc Board Committee on Congestion Pricing that will have its first workshop on September 19th at 3 pm. Presentation of a quarterly progress report and a work program for the Congestion Pricing proposal are expected at that time. Ms. Berlin added that Ashad Hamideh and Gladys Lowe are the staff contacts for the Congestion Pricing proposal. Mark Yamarone (TDM/Air Quality) asked the names of the Ad Hoc Committee members to which Ms. Berlin stated John Pasano, David Flemming and Mike Antonovich.

Ms. Berlin announced that this would be her last meeting as chairperson and that Alan Patashnick would be assuming the role of TAC Chairperson beginning October 2007. She thanked TAC members for the opportunity to chair the Committee and appreciated getting to know the members.

5. Legislative Update
Federal Update (Raffi Hamparian, Metro)

Mr. Hamparian stated that as a result of the bridge collapse in Minnesota, James Oberstar, Chairman of the House Committee on Transportation and Infrastructure, put forth a policy proposal to increase the federal gas tax five cents in order to fund bridge rehabilitation. Oberstar’s proposal states that 26% of the 594,000 bridges in the national bridge inventory are structurally deficient and of the 116,000 bridges on the national highway system, 6,100 are structurally deficient. The proposal has gained support from both the American Society of Civil Engineers and the American Public Transportation Association. Although Republicans are against increasing the gas tax and the White House calls the proposal a non-starter, Mr. Oberstar claims to have the support of Speaker Pelosi and intends on bringing the legislation forward in October.

Mr. Hamparian stated that the FY 08 Transportation Bill, which passed earlier today, was $4 billion higher than what the White House wanted. The White House has indirectly threatened to veto the Bill. The Bill includes an amendment by Patty Murray (D-WA) to add $1 billion to repair structurally deficient bridges. Another amendment by Jim Demint (R-SC) seeks to eliminate the Davis Bacon provisions in the bill as it relates to working on structurally deficient bridges. This amendment, however, has been tabled. A third amendment by Chris Dodd (D-CT) seeks to prohibit the FTA from implementing new rules related to Section 5309.

Mr. Hamparian also stated that a Dodd-Hagel bill would create a National Infrastructure Bank for the purpose of financing projects costing in excess of $75 million. The bank would have a cap of approximately $60 billion and could finance projects involving roadways, water, public housing, bridges, etc. Metro is supporting the bill because it offers a new source of funding, yet working with the bill’s authors to prevent the proposed bank from diverting funds away from current funding mechanisms such as FTA or FHWA.
Norm Emerson (Emerson & Associates) asked whether Metro was in support of the Oberstar bill. Mr. Hamparian replied that Oberstar’s staff is still working on the Bill’s language and opponents have raised credible arguments suggesting the proposal is too narrow in scope to effectively address the needs of our aging infrastructure. Opponents asked why the bill proposes to fix only bridges on our national highway system while neglecting the network of roadways that connect them. Metro staff believes the bill should be broader in scope, but understands a five cent increase will not be sufficient in financing a wider range of issues. Mr. Hamparian added that because most bridges in Los Angeles County were retrofitted following the Northridge earthquake, they are less likely to receive federal funding for rehabilitation.

David Feinberg (League of California Cities - Westside Cities COG) asked for clarification on the amendment prohibiting the FTA from implementing new rules related to Section 5309. Mr. Hamparian replied that some in Congress are not pleased with the new rules recently implemented by the USDOT. The amendment by Senator Dodd is designed to prohibit any and all spending directed toward creation, implementation and/or enforcement of new rules pertaining to Section 5309.

State Update (Michael Turner, Metro)

Mr. Turner reported that with the adoption of the FY 08 state budget, the legislature took $1.3 billion from the Public Transportation Account (PTA). The CTC did vote to allocate money to the Exposition Light Rail Transit Project (Expo) and the legislature appropriated enough money to make one year’s worth of allocations.

The California Transit Association (CTA) filed a lawsuit last week against the State for $900 million of the $1.3 billion taken from the PTA. Mr. Turner stated that the State’s fiscal condition next year is expected to be worse and transit agencies should prepare for another decline in PTA funding. With the CTC’s approval of the Expo project, there is a baseline figure for next year’s cash flow, but it remains uncertain as to whether there will be capacity for new projects.

The legislature passed SB 79 which provides that, in future years, half of the spillover would go to the General Fund and half would go to the PTA. The Proposition 1B Implementation bill, SB 88, was also passed which allocates $600 million in transit capital funding according to the STA formula.

Lastly, Mr. Turner stated that Senator Don Perata (D-CA) amended SB 717 to address Proposition 42. Proposition 42 funding of approximately $700 million first flows to the Traffic Congestion Relief Fund with the balance being broken down with a 40/40/20 split: 40% goes to cities and counties, 40% to the STIP, and 20% to the PTA. The PTA is split further with half going to State Transit Assistance (STA) and half to the State Transportation Improvement Program (STIP). Although the PTA has been allocating funds to the STIP for quite some time, Metro feels the allocation of transit funds based on highway miles is a flaw and SB 717 helps address that issue. When the Traffic Congestion Relief Program (TCRP) expires, all Proposition 42 funding becomes subject to the 40/40/20 split. However, the money in the PTA account will be subject to a different split: 75% to the STA and 25% to the STIP. This increase in STA funding means more money for Municipal
Operators and Metro as well as more flexibility because funds may be used for both capital and operating purposes. These changes are expected for FY 08 and Metro is working to ensure the statute remains in effect after the TCRP expires.

Stephen Finnegan (Automobile Club of California) asked Mr. Turner his opinion of the CTA's lawsuit and whether or not he expected it to succeed. Mr. Turner replied that research began a year ago in anticipation of this maneuver by the State and that it is now up to the courts to determine an appropriate interpretation of state and federal laws.

6. CTC Meeting Recap (Tim Papandreou, Metro)

Mr. Papandreou stated that at the CTC's September 5th meeting, the 2008 STIP Fund Estimate assumptions were reviewed. FY 08 allocations were made for non-Prop 1B and Prop 1B portions of the STIP. These included $314.6 million for the Expo Line Phase I, $7.5 million for the I-105 Sepulveda Boulevard off-ramp widening project, and $600,000 for Metrolink's Sealed Corridor Program. Assumptions for the FY 08 fund estimate were revised to take into account the $1.3 billion taken from the PTA.

Mr. Papandreou informed TAC that the FY 07-08 allocation capacity is $5.45 billion with $2 billion for STIP, $2.2 for SHOPP, $303 million for TCRP, and $920 million for other Bond categories. Out of the $2 billion for the STIP, $660 million came from bonds with the remaining $1.3 billion coming from existing sources.

There is a CTC meeting scheduled for September 19th and 20th in Rocklin, CA that includes the following items of importance to TAC: $5 million is recommended for the southern portion of the I-710 program, $1 million is being requested for the Santa Clarita Commuter Trail, and the CTC is expected to reject South Pasadena's request for supplemental TE funds for their Business Improvement District as this project is under construction.

Mr. Papandreou reported that Andre Boutros (Caltrans) has been appointed Chief Engineer for the Corridor Mobility Improvement Account Delivery Council.

Mr. Emerson asked whether the use of GARVEE bonds was expected. Mr. Papandreou replied that the CTC is considering the use of GARVEE bonds for the SHOPP program because it is struggling significantly and may otherwise require funding diverted from other programs in the STIP.

7. Long Range Transportation Plan Update (Heather Hills)

Ms. Hills stated that staff has been working for the last two years on an update to the 2001 LRTP. She reported that the update was delayed in order to determine the effects of the Consent Decree's final year, the outcome of the November 2006 Infrastructure Bond measure requiring California voter approval, and finally the fare increase approved earlier this year by the Metro Board.

A special workshop was held on August 16th which presented a renewed financial forecast to the Board. The new financial forecast revealed Metro has $4 billion available for new projects as opposed to the $11.2 billion available in 2001. The $4 billion, however, will not be realized until 2022 or 2023. Staff's preliminary spending recommendations will be
presented at the November Board meeting with the release of a draft LRTP anticipated in late January 2008 followed by a 45-day public review period.

Steve Lantz (SCRRRA) asked whether the discussion surrounding alternative funding sources would be included in the LRTP. Ms. Hills replied that it would. Mr. Lantz asked if any alternative funding sources were included in the LRTP’s financial forecasts. Ms. Hills replied that the current financial forecast only represents traditional funding sources which are definitely committed.

Ms. Berlin introduced Rena Lum (Metro) who has been promoted to Heather Hills’s former position and will be helping Ms. Hills on the LRTP.

8. Countywide Congestion Mitigation Fee (Robert Calix)

Mr. Calix stated that the Congestion Mitigation Fee Feasibility Study (CMFFS) is nearing completion. He apologized that the Policy Advisory Committee (PAC) meeting on September 20th was cancelled, but informed TAC members that the next meeting will be held on October 30th. At that time, staff expects to release the CMFFS Report which will outline all the work accomplished over the last few years, proposal for implementing the program, and a look at hypothetical fee scenarios for each individual jurisdiction in Los Angeles County.

Mr. Calix added that following the release of the CMFFS report, comments are anticipated and welcomed from all concerned stakeholders. Following valuable stakeholder input, staff anticipates presenting its recommendations for the CMFFS report to the Metro Board in March 2008. If approved by the Board, staff will proceed with project selection/identification and consensus on growth forecasts with the intent to eventually conduct a Nexus Analysis.

9. Congestion Pricing Feasibility Study (Ashad Hamideh)

Mr. Hamideh stated that on June 28, 2007 the Metro Board passed a motion directing the CEO to work with Caltrans and other agencies as appropriate to develop an operating plan with at least three options for implementing congestion pricing in Los Angeles County by 2010. The operating plan is intended to provide revenue impacts and projections, environmental effects, mobility impacts, legislative and institutional requirements, and the technical feasibility of implementing congestion pricing in our region by 2010. Following the June 28th meeting, the Board announced the creation of an Ad-Hoc Congestion Pricing Committee.

Mr. Hamideh stated that the primary objectives for implementing congestion pricing in Los Angeles as directed by the Board are to increase the operational performance of the regional transportation system, improve air quality, and provide a revenue source that assists in funding Los Angeles County’s transportation needs.

Staff has reviewed congestion pricing schemes and applications in the United States as well as around the World and acknowledged a need for professional expertise in the implementation of a Congestion Pricing Program in Los Angeles County. Staff met with regional stakeholders and has identified issues that have been incorporated into a Draft
Action Plan to be presented to the Ad-Hoc Congestion Pricing Committee on September 19, 2007. The Action Plan primarily involves Outreach and a Technical Feasibility Study which will occur simultaneously. Staff expects to release the Request for Proposals for both the outreach and technical feasibility study next month with the contract(s) awarded by March 2008. The Action Plan also includes the establishment of a Stakeholder Advisory Group.

The Technical Feasibility Study will be conducted over the course of one year with the first few months focused on narrowing the number of alternatives to up to three. Staff discussed three main congestion pricing schemes from which to draw alternatives: cordon pricing, managed lanes, and area-wide pricing. Staff believes that the majority of the study should be devoted to a limited set of alternatives.

The meeting of the Ad-Hoc Congestion Pricing Committee scheduled for September 19, 2007 is its first.

Mr. Yamarone asked how the members of the Stakeholder Advisory Group would be selected. Mr. Hamideh replied that there are no criteria yet for the composition of this group. He added that all interested parties are welcome to make any suggestions. The first meeting of the Stakeholder Advisory Group is planned for January 2008.

10. SCAG Regional Transportation Plan (David Rubinow, SCAG) Handout

Mr. Rubinow stated that SCAG is in the process of updating the Regional Transportation Plan (RTP) and that today's presentation would briefly describe the RTP, why an update is needed, how findings and projections are utilized, and the steps taken to update the RTP.

Mr. Rubinow stated that the RTP is a 25 to 30-year plan for the future of our region's transportation system. The RTP is mandated by the federal government and required in order to receive federal and state funding.

Mr. Rubinow stated that the dominant themes SCAG will need to address includes congestion which represents one of the region's greatest challenges as growth in population, vehicle miles traveled, port activity, air travel, and regional truck traffic continue to outpace improvements to our transportation system.

From a financial viewpoint, SCAG is forecasting $238 billion in transportation revenue against $239 billion in costs through the year 2035 which are preliminary estimates as of this point in time. The cost estimates may change depending on future input as they are based on the information provided to SCAG to date by the county commissions. Projects are considered fiscally constrained such that there are sufficient revenues projected to cover the costs. The baseline revenue model includes projection of revenue sources which are both reasonable and currently available. Cost projections will need to be evaluated to ensure the rising costs of construction are taken into account. The projects and their cost information were compiled from County Long Range Plans, city input, and any other comments received.

Mr. Rubinow stated that the next step involves strategies toward maximizing system preservation, system efficiency, the freight rail system, and overall land use. Several workshops are scheduled for the next 5-6 weeks which cover topics such as Goods
Movement, Growth Scenarios, Transit, and Transportation Finance. SCAG anticipates the release of a draft RTP in November 2007 with the final RTP expected for February 2008.

Mr. Rubinow directed TAC members to SCAG’s website http://scag.ca.gov/rtp2008 for further information.

Ms. Berlin asked how Metro’s LRTP would be incorporated into SCAG’s RTP if the draft LRTP was scheduled for release in January 2008 and SCAG plans to adopt the RTP by February 2008. Mr. Rubinow replied that although the RTP needs to take into account information found in Metro’s LRTP, he was uncertain exactly how that might unfold in such a narrow timeframe.

Mr. Lantz asked if the $4 billion in forecasted revenues for Metro was included in the RTP’s forecasted revenue. Mr. Rubinow replied that SCAG’s forecast projections were developed in conjunction with Metro and as such should be consistent.

11. SCAG Regional Comprehensive Plan (Warren Whiteaker, PMC) Handout

Mr. Whiteaker stated that the Regional Comprehensive Plan (RCP) represents a vision and framework for achieving a sustainable region. The RCP is a derivative of the SCAG’s Compass Blueprint and focuses on nine resource areas: air quality, economy, energy, land use and housing, open space and habitat, security and emergency preparedness, solid waste, transportation, and water.

Unlike the RTP, there is no federal or state mandate requiring a RCP. Nevertheless, the RCP is important because sustainability requires proactive planning, regional consensus, and local implementation. With 187 member agencies, SCAG is well positioned to build consensus and coordinate implementation of sustainable policies. Other benefits of preparing a RCP include: meeting the integrated planning requirements of SAFETEA-LU, better compete for federal and state funds, respond to calls to reduce Greenhouse Gas emissions, and improve SCAG’s Intergovernmental Review process.

Mr. Whiteaker announced that a joint workshop will be held on October 4th in conjunction with the RTP followed by a Sustainability Conference in January. The release of a draft RCP and Regional Council adoption of the final RCP are expected in November and February, respectively.

Mr. Whiteaker directed TAC members to www.scag.ca.gov/rcp/ for more information.

12. Adjournment

The next meeting will be held on October 10, 2007 in the Union Station Conference Room on the 3rd Floor at 9:30 a.m.
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| LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)                         | Jano Baghdjian/Thomas Uwal  
|                                                                  | Joyce Rooney/Bertha Tafoya |
| METROPOLITAN TRANSPORTATION AUTHORITY (Metro)                      | Renee Berlin/Fanny Pan  
|                                                                  | Countywide Planning & Development  
|                                                                  | John Drayton/Christopher Gallanes  
|                                                                  | Metro Operations |
| SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCARRA - Ex-Officio) | Steve Lantz/Joanna Capelle |
| SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD -- Ex-Officio)| Byronne Sells/Kathryn Higgins  
|                                                                  | David Rubenow/Annie Nam |
| SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG -- Ex-Officio)|                                           |
| GOODS MOVEMENT REPRESENTATIVE (Ex-Officio)                        | LaDonna DiCamillo/Ron Guss |
| TRANSPORTATION DEMAND MANAGEMENT/AIR QUALITY SUBCOMMITTEE          | Mark Yankarone/Phil Aker  
<p>|                                                                  | Robert Newman/Brooke Geer Person |</p>
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<td>1</td>
<td>Ferry Chan</td>
<td>BBS</td>
<td>(213) 847-6870</td>
<td><a href="mailto:ferry.chan@larry.org">ferry.chan@larry.org</a></td>
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<tr>
<td>2</td>
<td>Arsen Manoukian</td>
<td>ADOT</td>
<td>(213) 972-4981</td>
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<td>Alan Perestamka</td>
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<td>4</td>
<td>Jeff Carpenter</td>
<td>ORA-LA</td>
<td>(213) 977-1718</td>
<td><a href="mailto:jeff.carpenter@lacity.org">jeff.carpenter@lacity.org</a></td>
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<td>Joe Gullone</td>
<td>CDIFP</td>
<td>855-273-0856</td>
<td><a href="mailto:jgullone@cdifp.com">jgullone@cdifp.com</a></td>
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<td>Robert Calix</td>
<td>WTA</td>
<td>813-922-5648</td>
<td><a href="mailto:rcalix@metro.com">rcalix@metro.com</a></td>
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Technical Advisory Committee (TAC)

New Member Orientation

1. **Role and Function of TAC:**
The Committee provides technical assistance to the Metro by reviewing and evaluating various transportation proposals and alternatives within Los Angeles County. Transportation issues discussed by the Committee include the funding, operation, construction and maintenance of streets and freeways, bus and rail transit, bikeway and pedestrian improvements, demand and system management, and air quality improvements. The Committee generally reviews and makes recommendations on transportation issues of countywide interest, such as the Metro’s Call for Projects, Short and Long Range Transportation Plans, local, state and federal funding issues.

2. **Structure of TAC:**
TAC is composed of 31 members – 27 voting members and 4 non-voting (ex-officio) members.

There are four standing Subcommittees:
(1) **Bus Operations Subcommittee** - Review and provide technical input on bus operations, capital, and legislative issues.

(2) **Streets and Freeways Subcommittee** - Review and provide technical input on projects and issues related to traffic systems management, streets and freeways operations, programming seaports, airports access, goods movement, bikeways, pedestrian, and Transportation Enhancement Activities (TEA).

(3) **Local Transit Systems Subcommittee** - Provide technical input on issues affecting local transportation systems including fixed route circulation, commuter services, paratransit, transportation demand management (TDM), and rail feeder services.

(4) **Transportation Demand Management/Air Quality Subcommittee** - Provide technical input on TDM and air quality issues, and advice on bikeways, pedestrian and TEA projects.
3. **Responsibilities of TAC Members:**
Committee members are expected to provide technical and professional input into discussions on a variety of transportation related issues pertaining to Los Angeles County. Committee members shall serve at the pleasure of their appointing agency.

4. **TAC and Subcommittee Relationship to the Metro Board:**
Positions taken and recommendations made by TAC and/or the Subcommittees on an item will generally be reflected in the Board report written by Metro staff, if the Board report has not been finalized. On particular items, TAC may appoint a representative to attend Metro Board meetings to express TAC’s opinion. Subcommittee members may also speak at the Metro Board meetings, but must follow the protocol stated in the TAC Administrative Code. All TAC and Subcommittee members should ensure they are familiar with this protocol. (See TAC Administrative Code, Page 3, Subsection 2 h.)

5. **Meeting Format, Dates and Times:**
TAC usually meets on the second Wednesday of each month at the Metro Headquarters building located at One Gateway Plaza (on the corner of Cesar Chavez and Vignes Streets). See enclosed map for building location. Meetings start at 9:30 a.m. and usually last for 2 hours. Both the member and the alternate may attend the meeting. However, should the primary member be present, he/she is the only one with voting privileges and allowed to sit at the TAC member tables. Should the primary member be absent, the alternate will assume all rights of the primary member. The agendas for the meetings are sent out one week prior to each meeting. Should members have items they would like to place on the agenda, they should contact the TAC Chair or the designated Metro staff person. (See Page 11 - TAC and Subcommittee Chairs & Designated Metro Staff Contacts)

   Upon arrival to the meeting, members and alternates must sign the attendance roster and have their parking tickets validated. Meetings generally follow Robert’s Rules of Order and all TAC meetings are audio recorded. The room is arranged such that all TAC voting members sit at the tables with the microphones and speak into the microphones to be heard on the recording. Alternates will sit in the seating provided for the general public, unless their primary member is absent.
6. **Attendance Policy:**
After three consecutive absences at regular meetings by the member or alternate, the agency will automatically lose voting privileges. Privileges will not be reinstated until a notice is sent by the Metro notifying the agency of the absences. The appointing authority must then send a new letter to the Metro appointing the agency's new TAC member and alternate. To ensure you are credited with attending the meetings, please sign the attendance roster prior to the beginning of each meeting. The attendance roster becomes part of the meeting minutes.

7. **Parking:**
Parking is available in the parking structure under the Metro Headquarters building. It is accessible from both Cesar Chavez and Vignes Streets. Make sure to bring your parking ticket to the meeting in order to have it validated. Without validation, you will be charged for parking, and Metro cannot reimburse.

8. **Compensation:**
All TAC positions are unpaid positions. No TAC member shall receive an honorarium or have expenses reimbursed by the Metro for attending the TAC meetings or undertaking any business related to, or on behalf of the TAC.

9. **TAC Website:**
TAC Agendas and Minutes can be viewed or downloaded from TAC's website. The address is [http://www.metro.net/TAC](http://www.metro.net/TAC)
The 2008 Regional Transportation Plan
Making the Connections

What is the RTP?

Why Update The RTP?

The RTP is...
- Mandated by the federal government
- Required for federal and state funding
- Required for federal NEPA clearance
- A tool to help our region comply with air quality mandates

The RTP is...
- A tool to help our region meet performance goals
- Mobility
- Accessibility
- Reliability
- Safety

The RTP is...
- Our collective vision of the future of our region's transportation system
- The framework for investing in our transportation system over the long run

- Address changes in:
  - Growth forecasts
  - Escalating project costs
  - Project scopes/priorities
  - Funding and financing
  - Mandates (SAFETEA-LU)
  - Air Quality Plans
Regional Challenges

Explosive Growth in our region
18 million people today...
24 million by 2035
will lead to...

Congestion
Most congested region in America for the last two decades

Growth in Vehicle Miles Traveled
Greatly Exceeds Population Growth

[Graph showing growth in vehicle miles traveled, population, and transportation revenue over time from 1970 to 2002]
Average Daily Speed

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Ports Handle 40% of Nation's Trade

20-Foot containers in thousands 2006 2020

Average Daily Delay per Capita (minutes)

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2003 Base Year

PM PEAK

Less than 15 mph

Regional truck travel will double by 2020.
Financial Challenges

- The RTP's assumptions for project financing must be backed up with detailed funding plans to demonstrate fiscal constraint and regional consensus (i.e. commitment).
Budgeting for Construction Cost Escalation Is a Major Issue

History of Preservation Underfunding
California 1970 - 2005

Projected Costs
$239 Billion thru 2035
Transit, Highway & Debt Service
Computed from County LRPs and CTC Input

Unfunded Needs
Roadway Preservation and Operations ($10-20 billion)
Corridor Projects
Goods Movement ($40-50 billion)
Tolled Truck Lane System

Looking Ahead
Maximize...
System Preservation

- Consider allocating maximum funding for preserving existing system
- Ensure preservation costs are adequately reflected in new projects

Maximize...
System Efficiency

- Encourage Transportation Demand Management
- Emphasize Transportation System Management

What's Next?

- Workshop #2
  - DATE: September 26, 2007
  - LOCATION: Long Beach
  - THEME: Goods Movement Strategies, Ports

- Workshop #3
  - DATE: October 4, 2007
  - LOCATION: SCAG Los Angeles
  - THEME: Growth Scenarios, Transit, RFP

What's Next?

- Workshop #4
  - DATE: October 18, 2007
  - LOCATION: Ontario Convention Center
  - THEME: Aviation, High Speed Rail

- Workshop #5
  - DATE: October 25, 2007
  - LOCATION: Orange
  - THEME: Final Wrap-Up

The Strategy
What's Next?

➤ Draft Plan Release: Nov. 2007

Get Involved

Visit the RTP website at:
http://scag.ca.gov/rtp2008
➤ For updates
➤ To request a presentation
➤ To take SCAG’s transportation survey

Questions?
What is the RCP?

- Vision of how region can balance resource conservation, economic vitality, and quality of life
- Long-term planning framework for achieving sustainability

What is The RCP?

- Nine resource areas:
  - Air Quality
  - Economy
  - Energy
  - Land Use & Housing
  - Open Space & Habitat
  - Security & Emergency Preparedness
  - Solid Waste
  - Transportation
  - Water

Land Use & Housing Example

- Goal: Implement Compass Blueprint
- Outcome: Increase housing units and jobs created within Compass Blueprint opportunity areas by 2012 and improve the regional jobs/housing balance
- Action Plan:
  - Constrained Policy: Provide technical assistance and regional leadership to implement the Compass Blueprint growth scenario
  - Strategic Initiative: SCAG and CTAs should initiate a program to secure significant resources for implementing Compass Blueprint
Why is SCAG preparing an RCP?

- Proactive planning is needed
- Requires regional consensus and local implementation
- County resource and economic plans are often limited in geography or scope

What's Next?

- October 4: Joint Workshop with Regional Transportation Plan for Elected Officials and the General Public
- November: Public comment period of draft RCP begins
- January: Sustainability conference to discuss key themes of the RCP
- February: SCAG’s Regional Council to adopt the RCP

For More Information

Please visit our homepage on the SCAG website:
www.scag.ca.gov

You can also reach us at maininfo@scag.ca.gov or call the RCP Hotline at (213) 236-1818
Attachment 4

Rolling 90-Day Agenda
TO: BOARD OF DIRECTORS

FROM: ROGER SNOBLE


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 October 2007 Committee/Board cycle that may be of interest to you are:

- Award contract for SAFE MATIS / 511 Motorist Aid and Traveler Information System.
- Adopt the Metro Ridership Plan.
- Award contract for AFSCME labor negotiations support.
- Receive and file report on service improvements for Metro Gold Line.
- Receive and file report on increased maintenance costs for contract service providers and early termination of North Region contract.
- Approve proposed changes to Tier 1 bus service.
- Award contract for Metro Support Services Solar Panel and Energy Efficiency project.

Attachments:
A. 90-Day Listing by Month
B. 90-Day Listing by Committee
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<td>Chief Executive Officer's Report</td>
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<td>Authorize the CEO to award a contract to purchase two new printing presses for Metro's Print Shop</td>
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### 90-Day Rolling Agenda Forecast
**October 2007 - January 2008**

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**October 2007 - January 2008**

### Attachement B

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<td>Oct-07</td>
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<td>Oct-07</td>
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<td>Receive and file report on increased maintenance costs for contract service providers and early termination of North Region Contract</td>
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<td>OPS</td>
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