Agenda
Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Gateway Plaza CONFERENCE ROOM

1. Call to Order/Roll Call
   Action (Alan Patashnick, Cory Zelmer)

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
   5 min
   Information
   (David Reyno)
   (Alex Gonzalez)
   (Paul Maselbas)
   (Mark Yamarone)

3. Consent Calendar
   • Approval of Minutes
     Attachment 3: Draft July 20, 2009 Minutes
     Attachment 4: Draft August 5, 2009 Minutes
     Action

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

5. Arthur T. Leahy, CEO
   Discussion

6. Legislative Update
   Federal
   State
   15 min
   Information
   (Raffi Hamparian)
   (Michael Turner)

7. 2009 Call for Projects
   10 min
   Action
   (Rena Lum)

8. Measure R Local Return Guidelines
   10 min
   Action
   (Susan Richan)
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
</table>
| 9.   | 2009 Long Range Transportation Plan  
• Measure R Highway Advisory Committee | Update (Brian Lin) |
| 10.  | TIGER Grant Application  
Attachment 5: July 15, 2009 Board Report | Information (Michelle Smith) |
| 11.  | ARRA Funding Update  
• RSTP Cost Savings | Update (Patricia Chen / Herman Cheng) |
| 12.  | CTC Meeting Recap | Information (Patricia Chen) |
| 13.  | Congestion Reduction Demonstration Project | Information (Kathleen McCune) |
| 14.  | New Business |
| 15.  | Adjournment |

TAC Minutes and Agendas can be accessed at: [www.metro.net/TAC](http://www.metro.net/TAC)

Please call Cory Zelmer at (213) 922-1079 or e-mail zelmerc@metro.net with questions regarding the agenda or meeting. The next meeting will be on October 7, 2009 at 9:30 a.m. in the Union Station Conference Room, 3rd floor.
Subcommittee August 2009 Agendas

- **Bus Operations**
  - No Meeting

- **Local Transit Systems**
  - No Meeting

- **Streets and Freeways**
  - August 20, 2009

- **TDM/Air Quality**
  - No Meeting
Thursday, August 20, 2009  9:30 a.m.

Agenda
Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15th Floor

1. Call to Order
   Action (Bahman Janka)
   1 min

2. Approval of Minutes
   Attachment 1: Draft July 14, 2009 Minutes
   Attachment 2: Sign in Sheet/Attendance Sheet
   Action (Subcommittee)
   1 min

3. Chairperson Report
   Information (Bahman Janka)
   5 min

4. Metro Report
   Information (Fulgene Asuncion)
   Attachment 3: Subcommittee Roles and Responsibilities
   5 min

5. Caltrans Report
   Information (Kirk Cessna)
   10 min

6. Legislative Update
   Information (Michael Turner,
   Raffi Hamparian, Marisa Valdez
   Yeager)
   - Federal
   - State Budget
   10 min

7. 2009 Long Range Transportation Plan
   Information (Brian Lin)
   - Measure R Highway Advisory Committee
   10 min

8. 2009 Call for Projects
   Information (Susan Chapman)
   - Sponsor Appeals and TAC Recommendations
   15 min
<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>9.</td>
<td>CTC Update</td>
<td>10 min</td>
</tr>
<tr>
<td></td>
<td>Information (Patricia Chen)</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>ARRA Funding Update</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• RSTP Cost Savings</td>
<td>5 min</td>
</tr>
<tr>
<td></td>
<td>Information (Patricia Chen/Herman Cheng)</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>TEA Program</td>
<td>5 min</td>
</tr>
<tr>
<td></td>
<td>Information (Toye Oyewole/Patricia Chen/James Rojas)</td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>Measure R Local Return Guidelines</td>
<td>10 min</td>
</tr>
<tr>
<td></td>
<td>Information (Susan Richan)</td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>Congestion Reduction Demo Project Update</td>
<td>10 min</td>
</tr>
<tr>
<td></td>
<td>Information (Kathleen McCune)</td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td>I-710 (Long Beach to SR-60) EIR/EIS Update</td>
<td>10 min</td>
</tr>
<tr>
<td></td>
<td>Information (Adrian Alvarez)</td>
<td></td>
</tr>
<tr>
<td>15.</td>
<td>New Business</td>
<td>5 min</td>
</tr>
<tr>
<td></td>
<td>Discussion (Subcommittee)</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>Adjournment</td>
<td>1 min</td>
</tr>
<tr>
<td></td>
<td>Action (Subcommittee)</td>
<td></td>
</tr>
</tbody>
</table>

The next meeting of the Streets and Freeways Subcommittee will be held on September 17, 2009 at 9:30 a.m. on the 15th Floor, Windsor Conference Room. Please contact Fulgene Asuncion at (213) 922-3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: [http://www.metro.net/about_us/committees/sfs/sfs.htm](http://www.metro.net/about_us/committees/sfs/sfs.htm)
Attachment 2

Subcommittee Actions
Disposition of August 2009 Subcommittee Actions

Bus Operation Subcommittee:
No Meeting

Local Transit Systems Subcommittee:
No Meeting

Streets and Freeways Subcommittee:

- **August 20, 2009**
  - Approved July 14, 2009 Minutes

TDM/Air Quality Subcommittee:
No Meeting
Attachment 3

Draft July 20, 2009 TAC Minutes

Sign-In Sheet
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call

Cory Zelmer (Alternate Chair) called the meeting to order at 9:35 a.m., took roll and declared a quorum was present.

2. Introduction (Alan Patashnick Metro)

Mr. Patashnick announced that the purpose of the meeting was to conduct the 2009 Call for Projects Sponsor Appeals process. Mr. Patashnick referred TAC members to the TAC Appeals protocol handout that was also distributed via email on Thursday, July 16, 2009. He also announced that the City of Lakewood cancelled their appeal.

Mr. Patashnick reminded TAC members that following the appeals they would need to appoint a person to represent TAC at the following meetings:

August 13th - Special Board Workshop
September 16th - Planning and Programming Committee
September 24th - Board Meeting

Ms. Lum stated that Preliminary Staff Recommendations were posted online on July 6th and sponsors should have received a hard copy in the mail by July 10th.

3. Sponsor Appeals (Alan Patashnick/Rena Lum)

F3622 Southern Avenue Pedestrian Improvement Project (Handout)

Paul Adams (City of South Gate) requested TAC to reconsider the project’s scores in the Regional Significance and Intermodal Integration, Local Match, and Land Use, Environmental Compatibility/Sustainability categories. The Southern Avenue project was rated as a neighborhood project, however, it is designed to complete the third and final...
Phase in the Cesar Chavez development. The Southern Avenue project traverses activity centers, schools, and public gathering facilities that run from Alameda to the Los Angeles River. It runs adjacent to heavy pedestrian traffic and the east/west corridors of Firestone Boulevard and Imperial Highway. Firestone Boulevard and Imperial Highway lack sufficient pedestrian and bicycle access so residents choose a pathway along this corridor to connect to activity centers. The pathway would promote utilitarian travel for pedestrians and bicyclists, if the area was more attractive and users could feel more secure and comfortable when using it.

Mr. Adams requested two points be added to the Local Match due to the sponsor agreeing to reduce Project Cost, while keeping Local Match the same. This would therefore raise the sponsor’s Local Match contribution.

Mr. Adams requested three to four points be added to the Land Use category. The project area proposes the use of drought tolerant landscaping, water reclamation, recycled materials, and solar lighting.

Ellen Blackman (ADA-Citizen Representative) asked if the pathway is accessible for disabled users. Mr. Adams replied that the pathway consists of two components, a concrete pathway and a decomposed granite pathway, which are both ADA-compliant.

Robert Brager (League of Cities, Las Virgenes / Malibu COG) asked what the percentage of Local Match was. Mr. Adams replied that the Local Match was 26% of the project.

Sumi Gant (City of Long Beach) asked if the current pathway connects to another pathway. Mr. Adams replied that the pathway would eventually stretch east/west through the City of South Gate. Phases I and II have been approved and this project represents the final segment.

Larry Stevens (League, San Gabriel Valley) asked if the Local Match was adjusted after discussions with Metro staff. Mr. Adams replied that the initial project cost was reduced at the request of Metro, while the Local Match remained the same. Mr. Stevens clarified that the sponsor reduced the initial project cost from $2.8 million to $2.2 million.

David Feinberg (League of Cities, Westside Cities) asked if sponsors are asked to reduce the Scope, are they required to reduce their Local Match as well. Ms. Lum replied that when projects are asked to downscope, the modal lead contacts the applicant to see if the project is doable at the lesser amount and at the same time the Local Match is decreased accordingly. Ms. Gant asked Metro to clarify Local Match for projects that are downscoped. Susan Chapman (Metro) responded that Metro is not allowing overmatch as a result of downscoping a project.

**F3705 Historic/Cultural Neighborhood Kiosk Project (Handout)**

Sharon Lowe (City of Los Angeles) requested that the project be rescored in the following categories: Regional Significance and Intermodal Integration, Project Need and Benefit to Transportation System, Cost Effectiveness, and Land Use and Environmental Compatibility/Sustainability. Ms. Lowe stated that funding an eco-friendly touch-screen
kiosk project would be a timely, strategic, and smart decision that would increase transit usage, reduce traffic congestion, and reduce the number of single occupant vehicles. During the TDM workshop and Call for Projects briefing, Metro indicated a willingness to look at kiosks projects even though few had been previously funded. Funding the Kiosk project equates to jobs, economic revitalization, improved air quality, increased spending by domestic and international tourists, and increases in local and state tax revenues. The Kiosks are located in densely populated transit-oriented districts that are thoroughly integrated with the Metro transit system. They connect with Metro’s Red, Blue, Gold and Purple Rail lines and nearly 200 bus lines. The project has community support as indicated by letters from thirteen elected officials and over forty community stakeholders, partners, and organizations. The project also demonstrates a strong Public Private Partnership foundation from which to build future connections with the Expo Line, Eastside Gold Line, the San Gabriel Valley Gold Line Extension, and eventually the Subway to the Sea.

Ms. Lowe added that the new and advanced wireless-to-web touch-screen is cost effective, easy to use and its design consists of recycled materials that save energy. The idea is an eco-friendly alternative to maps, brochures, and other tourist-related materials. The Kiosk system is weather resistant and made to withstand vandalism. She asked that the project be rescored in the categories mentioned previously because it will benefit the entire Los Angeles region economically.

**F3112 Inglewood Avenue Corridor Widening Project (Handout)**

Marlene Miyoshi (City of Lawndale) requested scores be reconsidered for the Regional Significance and Intermodal Integration and Project Need and Benefit to Transportation System categories. Ms. Miyoshi stated that Inglewood Ave is a choke point along an arterial highway that parallels the San Diego Freeway (I-405). The project area consists of five through lanes (two northbound and three southbound) between Rosecrans and Marine Avenues. This segment experiences severe congestion as the number of lanes in the southbound direction is reduced as you near the freeway.

Ms. Miyoshi added that this project is Phase III of several proposed plans on Inglewood Avenue. Phases I and II have been approved for funding, including funding from Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). Presently, motorists are creating a third lane – on their own – to enter the northbound freeway ramp. The City of Lawndale would appreciate reconsideration of this project.

Ms. Lum noted that an error was made in the project’s Local Match on the Rainbow Report. The sponsor should receive ten points for Local Match.

Mr. Stevens asked if there were other land uses in the immediate vicinity. Ms. Miyoshi replied that there is a residential area on the east, an elementary school on the north, and an industrial site on the west that is in the City of Hawthorne. The industrial site, a restaurant’s parking lot, would allow for Right-of-Way (ROW) acquisition.
Mr. Chan asked if the City of Lawndale currently has the necessary easements for the project. Ms. Miyoshi replied that the school has approved dedication of ROW for this project but that the City has not yet approached the other two property owners.

**F3725 Regional Student TAP Demonstration Project**

Diana Ho (City of Los Angeles, LACCD) requested scores be reconsidered for the Regional Significance and Intermodal Integration and the Project Need and Benefit to Transportation System categories. Ms. Ho stated that there is currently a two-year demonstration program with Metro and that Metro’s assessment of the application as being a subsidy of an existing subsidy was incorrect. She stated that Dave Sutton, Director of Commute Services (Metro), confirmed that the pricing offered to LACCD is based on net pricing.

Ms. Ho stated that the Community College Student TAP Incentive program will increase accessibility to the municipal operators serving six of the nine colleges. These operators include Torrance, Montebello, Culver City, Monterey Park, and LADOT. The Demonstration project will introduce transit as a viable mode for current students and future commuters. By possessing one transit pass, the Demonstration program will provide students with seamless travel between municipal operators and will avoid purchasing multiple transit passes.

Joyce Rooney (LTSS) asked if the application request is for the TAP passes only and not for machines or other equipment. Ms. Ho replied that it is to purchase TAP Cards that will operate with Metro and the five municipal operators. The current program only allows for Metro services and has been an impediment to more student participation.

**F3617 Pier Avenue Improvement Project**

Patrick Bobko (City of Hermosa Beach) stated that the score for the Regional Significance and Intermodal Integration category was too low. He stated that no other project will impact transportation and bus transit more than this project. Mr. Bobko stated that more than 250 thousand people visited the City over the Fourth of July weekend and another five thousand for the Beach Volleyball Tournament (Association of Volleyball Players, AVP) and that support for this project would have a tremendous impact on bus ridership within Hermosa Beach.

Mr. Bobko added that the Pier Ave. Improvement Project is shovel-ready and obtained California Coastal Commission approval in September 2008. He added that the requested funding could be reduced from $3.2 million to $1.7 million due to the project receiving $1.3 million from the California Water Board – Economic Stimulus funds - to capture and recycle groundwater runoff.

Mr. Feinberg asked if any bus routes are in the project area. Mr. Bobko replied that Metro lines 130 and 232 coming from the City of Cerritos serve the Project area.

Mr. Chan asked what the City will do with the funds from the Water Board if the project does not get funded. Mr. Bobko replied that the City has a shortfall and is asking Metro to fund the project.
Mr. Stevens replied that the project would need funds in FY 09-10. Mr. Bobko concurred. Mr. Patashnick added that funds for the 2009 Call for Projects would not be available until FY 10-11. Mr. Bobko replied that the project is ready-to-go by September 2009 and will be completed in 2010.

**F3175 Culver Boulevard Realignment Project**
Mate Gaspar (Culver City) reported that Caltrans recently installed a new off-ramp onto Culver Boulevard from the I-405 Freeway and reconfigured the on-ramp on Culver Boulevard to the I-405 freeway. He added that the project had a cost of $4.1 million with a $2.8 million shortfall after a combined $2.2 million in SAFETEA-LU earmark and local city funds.

Mr. Stevens asked in which category the sponsor is requesting a change in scoring and what is the reason they have to protect the project. Mr. Gaspar replied that the project received a score of 22 in the Regional Significance and Intermodal Integration that could be increased. He added that the project includes bicycle improvements, modal connections to the I-405 Freeway, and connections from Culver Boulevard.

Ms. Rooney asked if the realignment was east or west of the I-405 freeway. Mr. Gaspar replied that the location is east of the I-405 freeway between Sepulveda and Elenda Street.

**F3813 Ocean Park Boulevard Complete Green Street**
Peter James (City of Santa Monica) requested scores be reconsidered for the Regional Significance and Intermodal Integration, Cost Effectiveness, and Land Use and Environmental Compatibility categories. Ocean Boulevard is a wide two-lane street that ends at the Pacific Ocean. The project area is three thousand linear feet that extends from the beach to Lincoln Boulevard. The project will create a sustainable green street with the use of bio-swales, infiltration planters, trees, median landscaping, street furnishing and repaving the crosswalks. In addition, the project will provide bicycle and pedestrian improvements.

Mr. James added that Ocean Park Boulevard is a major east/west corridor, which is heavily utilized by cars, buses, and bicyclists as a means for connecting to major thoroughfares.

Jano Baghdanian (LTSS) asked about the project readiness. Mr. James replied that the project is ready to begin conceptual design in fall 2009 with construction anticipated to begin in September 2010.

**F3117 Orange Avenue at Hill Street Intersection Improvements**
Barbra Munoz (City of Signal Hill) requested scores be reconsidered for the Regional Significance and Intermodal Integration and the Project Need and Benefit to Transportation System categories. The project is located within the Cities of Long Beach and Signal Hill and proposed to remove an abandoned Pacific Electric Railroad Bridge to allow Orange Avenue and Hill Street to be lowered to match the grade of the Class I trail.
that will traverse the abandoned railroad ROW, currently being constructed by the City of Long Beach.

Ms. Munoz addressed the Regional Significance and Intermodal Integration scores by stating that the project will provide multimodal improvement and better access to transit by both bicyclists and pedestrians. The at-grade intersection will provide direct connectivity to the Pacific Electric Class I trail and connect to a Class II bike lane along Hill Street for better access to both Metro and Long Beach Transit bus stops along Orange Avenue.

She addressed the Project Need and Benefit to Transportation System scores by stating that the project lacks a Class I trail along the old Pacific Electric Railroad ROW from Walnut Avenue to Orange Avenue. The project will provide a Class II bike lane along Hill Street and Orange Avenue, remove the bridge, install an at-grade intersection with wider sidewalks to accommodate ADA access, and eliminate the existing poor sight distance conditions.

Ms. Gant stated that the Pacific Electric Rail Road Class I Bike Path project has been funded through a previous Call for Project by the City of Long Beach Parks, Recreation and Marine. She wanted to know the impact of the project if it did not get funded. Ms. Munoz replied that if the project does not get funded, the Class I Trail would end at the bridge. ROW would need to be purchased north and south of the Pacific Electric Railroad to connect to the street.

Mr. Baghdanian asked about the project readiness. Ms. Munoz replied that they anticipate starting construction in 2011. Mr. Baghdanian asked if the design phase is completed. Ms. Munoz replied that the design phase is not yet complete.

Mr. Stevens asked who controls the Pacific Electric Railroad ROW. Ms. Munoz responded that the City of Long Beach controls the east side of the ROW and the west side is privately owned. Ms. Gant added that the City of Long Beach is in the process of purchasing the entire alignment to make it a Class I trail.

F3803 Five Points Intersection Improvements
Audra McDonald (City of Avalon) requested scores be reconsidered for the Regional Significance and Intermodal Integration and Project Need and Benefit to Transportation System categories. The City is visited by over one million visitors annually and the intersection provides access to many points of interests. Several modes traverse the Five Point Intersection and the project would improve safety for pedestrians, bicyclists, and motorists. Ms. McDonald added the project is shovel-ready.

Mr. Feinberg asked the number of auto trips that enter the intersection. Ms. McDonald replied that golf carts are the primary vehicle and that the number of golf carts entering the intersection is unknown at the moment.

Mr. Chan asked what the points of interest were around the intersection. Ms. McDonald replied that the intersection to serves the City Hall, Avalon school, and the Avalon
Municipal Hospital and clinic. A botanical garden and a new housing development are also located in close vicinity of the intersection.

Unrelated to the appeal of F3803, Mr. Baghdanian asked staff if an applicant receives additional funds towards a project’s local match, will the application’s local match score increase. Heather Hills (Metro) replied that the deadline to submit applications had passed and that sponsors cannot offer up additional local match after the review process in an attempt to receive additional points.

F3836 Hawthorne Boulevard Median Landscaping (Handout)
Ted Semaan (City of Torrance) requested scores be reconsidered in order to fund the final segment along Hawthorne Boulevard. The project area is located on Hawthorne Boulevard between Pacific Coast Highway (PCH) and the southern city boundary. The project is part of a larger streetscape/urban design plan and is the final of five phases. Three phases have been constructed and the fourth phase is anticipated to receive encroachment permits from Caltrans by the end of the week. Through prior Call for Projects, two of the segments were previously funded.

Mr. Stevens asked if the project was a portion of a larger project. Mr. Semaan replied that three of the five segments have been implemented and the fourth segment is expected to receive encroachment permits from Caltrans today, which will close the portion north of Pacific Coast Highway (PCH). This project is the final segment which is located south of PCH and ends at the beach.

Mr. Baghdanian asked if this project received any previous funding under Metro Call for Projects. Mr. Semaan replied that three of the five previous phases received Call for Projects funding.

Mr. Stevens asked if the project consisted of landscaping improvements. Mr. Semaan replied that the project is landscaping and irrigation within an existing median. Asphalt will be removed from within the concrete curbs to make the improvements. Mr. Stevens asked the length of the existing project. Mr. Semaan replied that the project is approximately 1/2 in length.

Mr. Chan asked if the City of Torrance is negotiating with Caltrans to relinquish jurisdiction over Hawthorne Boulevard. Mr. Semaan replied that the project area south of PCH is not under State jurisdiction, but that other segments under the State’s jurisdiction are in negotiations.

Mr. Stevens asked what land uses were in the vicinity of the project area. Mr. Semaan replied that there is vacant land, an assistant living facility, commercial buildings, office buildings, and an approved mixed-used project consisting of commercial and residential spaces.

Mr. Baghdanian asked if there were any ROW issues in the project area. Mr. Semaan replied that there were no ROW issues.
Western Avenue Median Landscaping (Handout)
Ted Semaan (City of Torrance) requested funding of this new landscape implementation project. It is multi-jurisdiction corridor involving the City of Torrance, City of Los Angeles and Caltrans. The proposed median landscaping project is located on Western Avenue between Del Amo Boulevard and Carson Street. The project involves landscaping two miles of existing 6" raised median on Western Avenue. Western Avenue (Route 213) is a State Route and all proposed work will be coordinated and approved by Caltrans.

The City of Torrance currently has a landscaping project on Western Avenue between 190th Street and Francisco Street/Western Way that is in the encroachment review process with Caltrans. The landscape project is of regional significance because it traverses multiple jurisdictions along a roadway that sees 50,000 vehicles per day. In addition, the City Council has provided their approval to process this project’s Call for Projects application.

Avenue K and Avenue L Highway Widening
Jeffery Pleytyak (Los Angeles County) requested scores be reconsidered for the Regional Significance and Intermodal Integration and Project Need and Benefit to Transportation System categories. The proposed project will improve traffic circulation from the residential communities to both the Antelope Valley Freeway SR-14 and the local transit stations served by Metrolink, Antelope Valley Transit, and Santa Clarita Transit. The project will provide a consistent roadway cross-section in both directions and eliminate the existing bottleneck. By reducing delay and congestion along this corridor, the widening project would improve access to and from transit services.

Mr. Pleytyak addressed the Project Need and Benefit of the project by stating that improvements such as turn lanes and traffic signals will reduce delays caused by the lack of lanes on Avenues K and L. He added that the improvements would benefit residents, transit users, and motorists as well as prevent potential accidents.

Nicole Rizzo (League of Cities - North Los Angeles County) asked how many left turn lanes were being proposed. Mr. Pleytyak replied that three corridors were proposed to have full left and right turn lanes.

Mr. Stevens asked the length of the roadway between 40th and 50th Streets. Mr. Pleytyak replied that each corridor is approximately one and a half miles. Mr. Stevens asked about the land uses in the vicinity. Mr. Pleytyak replied that the land use is currently residential, but commercial development has occurred along the corridor leading to the freeway. Mr. Stevens asked if the project area is a secondary collector roadway. Mr. Pleytyak concurred.

Downtown Los Angeles Streetcar Vehicle Purchase
Curt Gibbs (City of Los Angeles) requested that the streetcar service be reconsidered for funding. Mr. Gibbs stated that because a streetcar is not a rail system, language describing the streetcar as urban rail would be removed from all documentation. Mr. Gibbs introduced Dennis Allen (Los Angeles Streetcar Inc.) to provide more information on the streetcar system.
Mr. Allen explained that L.A. Streetcar Inc. was a non-profit organization that was founded to oversee the design, construction, and operation of the L.A. Streetcar system. The City of Los Angeles in collaboration with L.A. Streetcar Inc., significant property owners, Council Districts 9 and 14, and Bringing Back Broadway Trustees have planned a new streetcar service in downtown Los Angeles that connects to major destinations such as LA Live, the Grand Avenue project area, Bunker Hill, and the historic Broadway corridor.

Mr. Allen added that downtown Los Angeles will benefit from a streetcar system and that Metro and other agencies should be a part of this worthwhile project.

Mr. Baghdanian asked whether the sponsor would certify a service manufacturer and acquire one streetcar vehicle. Mr. Allen replied that eight vehicles would potentially be purchased with CRA-LA contributing $400,000 and other funds obtained through a Public Private Partnership. In addition, there are no PUC provisions for streetcars in California. Mr. Baghdanian asked about the cost of each streetcar. Mr. Allen replied that one vehicle costs $3 million dollars. Mr. Baghdanian asked what would happen if the sponsor cannot secure the rest of the funds. Mr. Allen replied that they intend to secure the rest of the funds through several sources and hope that Metro can assist in the funding of the project.

Mr. Stevens asked which category is the sponsor requesting a higher score. Mr. Allen replied that all of the categories, except local match, should be rescored.

F3144 Foothill Boulevard and Sierra Highway Intersection Improvements
Ken Husting (City of Los Angeles) requested funding to signalize and widen the intersection of Foothill Boulevard and Sierra Highway. The project area serves as a bypass for motorists when the I-5 and SR-14 become congested. The improvements to the proposed intersection would improve traffic flow to the freeway interchange, improve mobility, relieve congestion, and increase capacity on the streets. Mr. Husting added that there have been 67 accidents at this location over the last 5 years which prompts the City to rank this project 5 of 38 in priority. Mr. Husting stated that the proposed location would widen the east side of Foothill Boulevard by 12 feet and re-stripe and widen Sierra Highway to separate and allow through traffic.

Mr. Husting requested that the local match category be revisited. The sponsor stated that he is willing to rescope the project by reducing the length of the retaining wall and integrating the project with the ATSAC control system. The proposed changes would reduce the requested cost from $2.5 million to $1.9 million, while keeping the local match the same.

Ms. Rizzo asked the peak hour traffic count. Mr. Husting replied that the A.M. peak hour count was 1,863 and the P.M. count was 2,267.

Sergeant Stefanoff (CHP) asked whether traffic congestion was a daily problem or only when an unexpected event or catastrophe occurred. Mr. Husting replied that traffic delays and detours are a daily occurrence at the project location.
Mark Yamarone (TDM/AQ) asked how the City of Los Angeles ranked the proposed project. Mr. Husting replied that the proposed project ranked 5 out of 38 for the City of Los Angeles.

Mr. Baghdanian asked if the project would receive Economic Stimulus funds. Mr. Husting replied that it would not because the design phase was not completed in time.

**F3143 Mission Road Widening – Griffin Avenue to Marengo Street**
Ken Husting (City of Los Angeles) requested funding to reduce the bottleneck on Mission Road. The project is located adjacent to the Los Angeles County and USC Medical Center (LAC-USC) in the Lincoln Heights community. The proposed project is to widen Mission Road by 10 feet on each side to add an additional through lane in each direction for a total of three lanes in each direction. This will eliminate the bottleneck in the project area, increase road capacity and improve traffic flow. Mission Road is heavily used by emergency vehicles, motorists, transit, and trucks. In addition, the project is ranked 13 out of 38 by the City of Los Angeles.

Pat DeChellis (County of Los Angeles) asked if the sponsor has acquired the necessary ROW. Mr. Husting replied that the project was within the City of Los Angeles’ ROW.

**F3154 Western Avenue Widening at Exposition Boulevard**
Steve Chan (City of Los Angeles) requested scores be reconsidered for the Regional Significance and Intermodal Integration and Project Need and Benefit to Transportation System categories. The proposed project would widen Western Avenue to improve traffic flow by adding right turn lanes and restoring left turn channelization bringing Western Avenue closer to Major Highway standards. The proposed project would also improve a 700 foot section of Western Avenue between Browning Boulevard and West 41st Street. The project traverses major trip generators such as the Exposition Light Rail line, Exposition Park, the University of Southern California and the Los Angeles Coliseum.

Mr. Stevens asked if left turn channelization existed previously. Mr. Chan replied yes and stated that the proposed project would restore the channelization.

Mr. DeChellis asked how the project was ranked by the City. Mr. Chan replied that the project was ranked 30 out of 38.

**F3728 Century City TMO & TDM Programming (Handout)**
Carlos Rios (City of Los Angeles) requested rescoring the entire application and stated that changes have been made to the project’s application. He added that the project was a high priority for the City of Los Angeles. Mr. Rios introduced Lisa Trifiletti with Councilmember Paul Koretz’s (LA City Council – 5th District) office to discuss the project.

Ms. Trifiletti reported that the project was a high priority for the City of Los Angeles, Councilmember Koretz, residents, and LADOT. She stated that the project would form the first area-wide Transportation Management Organization. It uses technology and innovation, ridesharing incentives, parking management, and on-line commuter service...
centers to connect people to work throughout Century City. Ms. Trifiletti added that the City of Los Angeles has committed $1 million over the next five years to promote the project and that the score for the local match did not reflect that funding. Cindy Starrett of Latham & Watkins announced that J.J. Weston, head of the Burbank TMO, would start the Century City TMO. Ms. Starrett reported that West Los Angeles is recognized as the most congested area in the nation and that a TMO would make better use of existing transit services as well as prepare for future rail or bus lines.

Mr. Baghdanian asked if TMO projects have been funded in the past. Rufina Juarez (Metro) replied that TMOs were funded in the past and qualify for CMAQ funding.

Mr. Stevens asked which category was underscored. Ms. Starrett replied that the project was underscored in all of the categories. She added that the project has been revised, the local match increased, and that the project demonstrates creativity and technological innovation.

Shari Afshari (County of Los Angeles) asked what the total cost of the project was and how much the private sector would be contributing to the project. Ms. Starrett replied that the total cost of the project is $3 million. The project currently has $2 million and is requesting $1 million from the Call for Projects. Ms. Starrett stated that the project should be reevaluated to reflect the current changes. Mr. Patashnick replied that project scores cannot be changed in light of new information; every application was scored based on information provided in the application.

**F3630 Main Street Pedestrian Enhancements Project-2nd to 4th Street**

Carlos Rios (City of Los Angeles) stated that the project was located in Los Angeles’ Central City Historic Downtown. Improvements consist of decorative crosswalks, street trees, bump-outs, pedestrian friendly amenities, and public bus stop improvements along Main Street. In addition, the project is a continuation of a previously funded 4th to 8th Street project.

Mr. Baghdanian asked how the City of Los Angeles ranked the project. Mr. Rios replied that the project was ranked number two in the City rankings because of its high transit ridership and the regional connectivity to Union Station.

Mr. Stevens asked the ranking of project F3632, Western Avenue Bus Stop and Pedestrian Improvement, which is above the line. Mr. Rios replied that the Western Avenue Bus Stop and Pedestrian Improvement ranked number seven in the City’s ranking.

Ms. Blackman asked if there were any specific accessibility enhancements for pedestrians using wheelchairs or walkers. Mr. Rios replied that all facets of the corridor were examined in order to bring it up to ADA standards.

**F3416 Western/Exposition Park and Ride Facility**

Project sponsor did not show up to appeal.
4. Public Comments:

**F3144 Foothill Boulevard and Sierra Highway Intersection Improvements**
Faisal Alserri (Council District 7 - Alarcon) stated that the Foothill Sierra Highway Project was a key gateway between the County and the City of Los Angeles. There are many large subdivisions, including Newhall Ranch, which utilize the project area when the freeway is congested or an unforeseen event occurs. He stated that the County has received numerous emails concerning the safety of this intersection and that it is not a suitable intersection to handle heavy traffic flow. There is an extreme safety issue at this intersection.

Mr. Alserri added that, in the past ten-years, traffic accidents have increased tremendously within the project area and asked TAC to reconsider funding the project based on improving safety.

**F3728 Century City TMO & TDM Programming**
Sara Shaw, J and B Reality, announced that the property owners in Century City support the TMO project. She stated that the TMO project is needed in Century City to alleviate growing traffic congestion. She added that the Westside has the worst traffic in the City and the TMO project is a viable solution that should be funded. Century City staff, residents, business and property owners all support the TMO project and Ms. Shaw asked TAC to reconsider staff’s recommendation.

John Goodwin, Westfield, announced that property and business owners have come together to support and help fund the TMO project. Century City residents believe that the TMO project will help reduce traffic in the City and strongly supports this project moving forward. He asked that the project be granted funding.

JJ Westin (Burbank TMO) announced that she was asked to assess the Century City TMO project to see if a collective, collaborative, Public Private Partnership would work. She stated that neither the Public sector nor the Private sector can achieve a successful TMO project alone, but collaboration between Public and Private partners can be successful, as seen in Burbank, Glendale and elsewhere. The TMO project will have a significant impact on the 38,000 commuters that pass through Century City each day. She stated that, currently, there is no fundamental TDM infrastructure in place to sustain the collective approach needed in Century City. The size of the budget will lay the ground work for TDM in perpetuity.

Ms. Westin stated that the TMO project includes some extraordinary innovative projects such as using Hydrogen fuel. The Hydrogen community is supporting an innovative neighborhood Hydrogen Electric vehicle project as well as a Segway project in Century City. Both the State House and Senate support and fund the use of Hydrogen fuel and Century City can be an innovator in adding fundamental TDM components such as internet based, real time traffic information and providing ride matching connections to Metro and other public sector agencies. Ms. Westin asked to reconsider funding the TMO project because it very important and fundamental to Century City.
5. **TAC Discussions/Recommendations**

Mr. Patashnick stated there were seven modes for TAC’s consideration: RSTI, Signal Synchronization, Bikeway, Pedestrian, TEA, TDM, and Transit Capital. Mr. Patashnick suggested discussing the projects that were appealed first followed by discussion of the other modal categories which did not have appeals. Mr. Patashnick reminded TAC that there were six appeals for RSTI, four for TEA, three for Pedestrian, three for TDM, and two for Transit Capital.

**RSTI**

Mr. DeChellis asked how the SR-47 highway project was being funded under the RSTI mode. He stated it was his impression that highways projects did not qualify for the RSTI category. Mr. Patashnick replied that the SR-47 highway project qualified as a Goods Movements project under the RSTI category because it involves a bridge replacement, grade separation, and truck circulation improvements. Walt Davis (Metro) clarified that State Routes are eligible for funding under the RSTI-Goods Movements mode. Mr. DeChellis noted that highway projects are funded under the Long Range Transportation Plan (LRTP) not under the Call for Projects. Mr. Patashnick replied that for the next Call for Projects, staff will recommend to the Board that Goods Movements projects have their own separate category. Ms. Berlin added that the SR-47 project is a City of Los Angeles project, not a Caltrans project, and therefore considered a local project separate of the State Highway system.

Haripal Vir (City of Los Angeles) asked how much RSTI funding was allocated to the four Goods Movement projects. Ms. Hills replied that 22% of the RSTI mode went to Goods Movement. Mr. Vir asked if the LRTP funded any of these projects. Ms. Hills replied that currently no projects are funded under the LRTP. Mr. Vir stated that the highway projects should be funded under the LRTP to free up funds in the RSTI mode for other more eligible projects.

Mr. DeChellis stated that several projects on the list had applied for TIGER Discretionary Grant funds and asked if any project gets funding from other sources, what happens to the Call for Projects money. Ms. Hills replied that the project may get deobligated during the annual Deobligation process. Ms. Berlin added that sponsors will likely secure funding from other sources because Call for Projects funding does not cover 100% of the project cost.

**F3112 Inglewood Avenue Corridor Widening Project (City of Lawndale)**

Mr. Patashnick stated the project ranked 69 in the RSTI category and that the sponsor requested a higher score for the Regional Significance and Intermodal Integration and the Project Need and Benefit to Transportation System categories.

Mr. Chan asked to clarify the projects score in the Regional Significance and Intermodal Integration and the Project Need and Benefit to Transportation System categories. Mr. Walt Davis replied that Lawndale submitted a good project; however, it did not do very
well in these two categories. Mr. Davis stated that the project was evaluated using both a quantitative and qualitative analysis. In the Regional Significance and Intermodal Integration category, the project scored lower due to the Vehicle per Hour (VPH) or Average Daily Traffic (ADT), Level of Service (LOS), and multi-modal criteria. The project downscoped its sidewalk from eight to six and a half feet and no bike path was included. The project did receive credit for a transit connection. In Project Need and Benefit to Transportation System category, the project lacked the components necessary to increase transit use or improve the transit system. In addition, the project did not have the necessary ROW nor had the sponsor approached the property owners about acquisition.

Mr. Stevens asked for a description of Inglewood Avenue. Mr. Huang replied that Inglewood Avenue is a very busy roadway that connects to the I-405 Freeway shared by the Cities of Lawndale and Redondo Beach. Both the Cities of Lawndale and Redondo Beach are working to improve Inglewood Avenue. This project is the third of three phases with Phases one and two, south of Manhattan Beach Boulevard, currently funded by the American Recovery and Reinvestment Act (ARRA).

Ms. Rooney asked if the project had acquired the necessary ROW. Mr. Davis replied that the sponsor had not acquired the ROW and that no discussion had been initiated with the property owners. Mr. Baghdanian added that ROW agreements can take up to two years.

**F3715 Culver Blvd Realignment Project (City of Culver City)**
The project is ranked above the funding line and is requesting additional points in the Regional Significance and Intermodal Integration category.

**F3135 Avenue K and Avenue L Highway Widening (Los Angeles County)**
The sponsor requested additional points in the Regional Significance and Intermodal Integration category.

Mr. Stevens requested staff to comment on the Regional Significance and Intermodal Integration category score. Mr. Davis replied that due to the location of the project the ADT and VPH was not very high and that delay was almost non-existent. He stated that questions rose as to whether a need for an expansion of the lanes through out should be funded. In addition, the project rated poorly on the multimodal component as well as the ADT. The ADT for this project was seven thousand, which is very low compared to other projects with ADT over 60 thousand.

Ms. Gant asked what was the project's ranking. Mr. Davis replied that the project ranked number two out of six for Los Angeles County.

Ms. Rizzo clarified that Avenues K and L are on the Countywide Significant Arterial Network (CSAN) and added that the Avenues play a significant role for Lancaster and the County. Mr. Stevens asked the length of the project area and what are the adjacent land uses. Mr. Davis replied that the project is approximately a mile and a half long with adjacent land uses being primarily residential with commercial districts near the freeway.
Mr. Stevens asked what the rationale was for recommending staff fund a project with a score of 68. Mr. Vir replied that the project was ranked very high by the county and is also a multi-jurisdiction project. Mr. Davis added that it was a $4 million project.

Ms. Hills asked which project would lose their funding if this project moved above the funding line. Mr. Stevens replied that in theory every project in the category would have to shift.

Haripal Vir (City of Los Angeles) made a motion to give additional points to the F3135 Avenue K and Avenue L Highway Widening project which was seconded by Ferdy Chan (City of Los Angeles).

Jim Lefton (City of Los Angeles) stated he was concerned with giving additional points and knocking other projects down the list without first reviewing and comparing all of the projects. He suggested holding recommendations until the end of the discussion.

Mr. DeChellis stated that TAC members had several options: 1- take Mr. Lefton’s suggestion; 2- take Mr. Baghdanian’s suggestion from the July 15th TAC meeting to take a percentage of funds from projects above the line to pay for projects recommended through the appeals process; or 3- recommend that some projects not get funded, such as State Route 47, in order to free up funding. He suggested TAC not be locked to a particular funding amount and concluded by stating he opposed the motion by Mr. Vir.

Ms. Gant added that a discussion on all of the projects should precede any motions.

Mr. Huang suggested selecting four or five projects from the list of appeals to ask the Board to find funding for additional projects. Mr. Baghdanian agreed with Mr. Lefton and suggested reviewing all the appealed projects before making a motion. Ms. Berlin noted that the motion by Mr. Vir and Mr. Chan was invalid due to both members being from the same agency. The motion was withdrawn and TAC agreed to hold all motions until all of the appealed projects had been discussed.

**F3117 Orange Avenue at Hill Street Intersection Improvements (City of Signal Hill)**
Project scored 57 in the RSTI mode. Mr. Davis informed TAC that the existing LOS was a “B” and without the proposed project the LOS would decrease to “C.” The project had low VPH and ADT scores, but received points in the multi-modal component with good transit ridership.

There was no discussion by TAC.

**F3144 Foothill Boulevard and Sierra Highway Intersection Improvements (City of Signal Hill)**
Mr. DeChellis asked why the project scored so low considering the amount of accidents per year in the area. Mr. Davis clarified that all projects were scored quantitatively and that this project did not meet the multi-modal or local match criteria. Although the project demonstrated safety concerns, safety was not an element in the evaluation. Ms. Berlin noted that this project was initially identified as a developer mitigation project, but then included in the Call for Projects after the developer withdrew funding.
Mr. Huang stated that safety is a liability to the Cities and should be a component of their local match. Mr. Hustings replied that the City of Los Angeles did not unfortunately have enough money to fund all of the projects.

Mr. Baghdanian asked if the City could swap this project with another project above the line which was also ranked lower by the City. Mr. Patashnick replied that with the Board's approval, the City of Los Angeles may be able to swap projects. Mr. Stevens replied that swapping projects for a lesser one would not be fair to other projects that scored higher in the same category.

**F3143 Mission Road Widening Griffin Avenue to Marengo (City of Los Angeles)**
There was no discussion by TAC.

**F3154 Western Avenue Widening at Exposition Boulevard**
Mr. Stevens asked if the City is replacing the left turn lane. Mike Uyeno (City of Los Angeles) replied that the wording was misleading and said a light rail line will run through the street and that Western Avenue needs a left turn lane to control left turn traffic.

David Reyno (BOS) asked which of the five City of Los Angeles projects with a score of 72 had the lowest ranking. Mr. Chan replied that the lowest ranking project was the Balboa Boulevard Widening at Devonshire.

**TDM**

**F3705 Historic/Cultural Neighborhood Kiosk Project (City of Los Angeles)**
Mark Yamarone (TDM/Air Quality) announced that the TDM Air Quality Subcommittee held a special meeting to review Metro’s Preliminary rankings. He stated that the presenters that appealed today were not present at the TDM special meeting and there was no discussion. The Subcommittee passed a recommendation to approve staff recommendations as proposed.

Mr. Baghdanian asked if there had been prior funding for Kiosk projects in the Call. Ms. Juarez replied that yes, kiosk projects had been funded in previous Call for Projects. The older model kiosks did not work very well and demanded a lot of maintenance. Today’s kiosks are cost effective, easy to use and their design consists of green and recycled materials that save energy with lower maintenance. Mr. DeChellis asked if the kiosk system was a viable project. Ms. Juarez replied that the kiosks system is geared towards tourists to find their way around the City using alternative modes of transportation.

**F3725 Regional Student TAP Demonstration Project**
Mr. DeChellis stated that the project would reduce the number of student trips on the freeway. Mr. Stevens replied that SB 375, which requires redesigning communities to reduce greenhouse gases, will eventually require more project funding for the TDM category.
F3728 Century City TMO & TDM Programming Project
Mr. DeChellis requested staff to clarify the project. He asked if there were any changes to the application. Ms. Juarez replied that the project did not score well during the application review process. The project requested funds for a study in parking management, innovative technology and forms of alternative transportation, including Segways. The project implied that individuals would abandon their cars and use the Segways without clearly defining how that would be achieved. During a site visit, staff visited the project location and did not see many pedestrians.

Robin Blair (Metro) responded that Century City will be going through a major redesign in the future and that although the project may be a little premature, the City is making a good effort to comply with SB 375.

Ms. Rooney asked about the major employers in Century City and whether they are in accordance with the Air Quality Management District’s (AQMD) Rule 2202. AQMD’s Rule 2202 is a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements. This rule applies to any company or agency which employs 250 or more people on a full or part-time basis at a worksite. Ms. Juarez replied that the number of employees was unknown because the numbers used to support the application were from the U.S. Census Bureau. Mr. Stevens added that employers with 100 or more employees should have a TDM plan on file that follows AQMD.

Pedestrian Improvements

F3622 Southern Avenue Pedestrian Improvement Project (City of South Gate)
Mr. DeChellis asked if an applicant could receive additional points for local match by downscoping. Ms. Berlin responded that Metro asked the applicant if they were able to do the viable project with less money or downscope the project given the lesser funding amount. If the applicant chooses to continue with the existing project by adding more money to the local match and by accepting Metro’s lower funding amount, the applicant does not receive credit for additional local match. Mr. DeChellis asked why not. Mr. Blair responded that when a project is downscoped, often times, there are elements that are eliminated from the project.

Mr. Stevens added that the applicant downscoped the project by taking out the solar lighting element and added that the applicant felt the project was considered a neighborhood project and not a regional project. He asked staff to list the land uses adjacent the project area. Ms. Nguyen replied that the land uses within the project location consist of residential, commercial, and a larger activity center located near the project area. She added that the project was a good project, but there were other projects with better connectivity to transit, employment and larger activity centers.
F3617 Pier Avenue Improvement Project (City of Hermosa Beach)
No discussion.

F3630 Main Street Pedestrian Enhancement 2nd to 4th Street (City of Los Angeles)
No discussion.

Transit Capital

F3421 Downtown Los Angeles Street Car Vehicle Purchase (City of Los Angeles –CRA)
TAC requested clarification on the project’s objective. Larry Torres (Metro) responded that Urban Rail had to be defined by Metro’s Guidelines and that the staff decided to review the project to determine if it was a viable project.

Mr. Feinberg asked how the project relates to the Regional Connector through downtown. Mr. Blair replied that the project complements the Regional Connector by making connections to other rail lines. The Street Car operates in a different tier than Metro’s light and heavy rails because it is a localized circulator like the Dash bus. However, in accordance with the Call for Projects, the project needs to be part of an operable service to receive funding.

F3416 Western/Exposition Park and Ride (City of Los Angeles)
The sponsor did not show.

TEA

F3813 Ocean Park Boulevard Complete Green Street (City of Santa Monica)
Mr. Yamarone asked if the project was ranked on the basis of recreational criteria. James Rojas (Metro) replied that the project received a lower score because there was not a lot of traffic in the area and seemed to be busiest only during the summer months. In addition, the project area is adjacent to primarily residential areas as opposed to a mix of land uses. Mr. Stevens asked how the Cost Effectiveness was evaluated. Mr. Rojas replied that the TEA mode had limited funds, $10 million, to distribute to projects and the sponsor requested $3.1 million for this project alone.

F3803 Five Points Intersection Improvements (City of Avalon)
Sgt. Mike Stefanoff (CHP) commented that the maximum amount of points requested in the Regional Significance and Intermodal Integration category would not get the project above the funding line.

F3836 Hawthorne Boulevard Median Landscaping (City of Torrance)
No discussion.

F3822 Western Avenue Median Landscaping (City of Torrance)
No discussion.
MOTIONS:

Sponsors Appeal on the Preliminary Staff Recommendation of the 2009 Call for Projects

TAC Motions:

1. Approve the staff funding recommendations for the Signal Synchronization and Bus Speed Improvements, Transportation Demand Management (TDM), Bikeway Improvements, Pedestrian Improvements, and Transit Capital projects.

   1st: David Reyno (Bus Operations Subcommittee)
   2nd: Jano Baghdanian (Local Transit Systems Subcommittee)
   Motion approved

2. Exchange the City of Los Angeles Balboa Boulevard Widening at Devonshire Street Project #F3172 scored at a 72 for a recommended funding amount of $1,209,132 with the City of Los Angeles Foothill Boulevard and Sierra Highway Intersection Improvement Project #F3144. Fund Project #F3144 with $1,209,132, and staff not to rescore the project.

   1st: David Reyno (Bus Operations Subcommittee)
   2nd: David Feinberg (League of California Cities – Westside Cities)
   Vote: 11 favor
   7 oppose
   1 abstain
   Motion approved

3. Approve staff funding recommendations for the Regional Surface Transportation Improvements (RSTI) category with the TAC recommended change for the Foothill Boulevard and Sierra Highway Intersection Improvement Project #F3144.

   1st: David Reyno (Bus Operations Subcommittee)
   2nd: Ellen Blackman (Citizen Representative on ADA)
   Vote: 13 favor
   5 oppose
   Motion approved

4. Approve the staff funding recommendations for the Transportation Enhancement Activities (TEA) projects, with the condition that the recommended projects must meet the requirements of SB 286 with regards to the Conservation Corps. If any of the recommended projects cannot meet these requirements, then funding will be recommended to unfunded project(s) based on the ranking in the Preliminary Funding Recommendation report (Rainbow report).

   1st: Mark Yamarone (Transportation Demand Management/Air Quality Subcommittee)
   2nd: Robert Brager (League of California Cities – Las Virgenes Malibu COG)
   Motion approved
Mr. Patashnick announced that a TAC representative is needed for the August 13, 2009 Special Board Workshop, September 16, 2009, Planning and Programming Committee, and September 24, 2009 Board Meeting.

6. **New Business**  
Ellen Blackman (Citizen Representative on ADA) announced that the Accessibility motion unanimously passed the Board's approval.

7. **Adjournment**  
The next TAC meeting will be on August 5, 2009, at 9:30 a.m. in the Union Station Conference Room, 3rd floor.
<table>
<thead>
<tr>
<th>AGENCY</th>
<th>MEMBER/ALTERNATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
<td>1. Marianne Kim/ Stephen Finnegan</td>
</tr>
<tr>
<td></td>
<td>2. David Keely/Joseph Loh</td>
</tr>
<tr>
<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>2. Dennis Kobata/Susan Lipman</td>
</tr>
<tr>
<td>CALIFORNIA HIGHWAY PATROL</td>
<td>1. Sgt. Mike Stefanoff/Lt. Dave Bowen</td>
</tr>
<tr>
<td>CALTRANS</td>
<td>1. Raja Mitwasi/ Alberto Angelini</td>
</tr>
<tr>
<td></td>
<td>2. Vacant/Kirk Cessna</td>
</tr>
<tr>
<td>CITIZEN REPRESENTATIVE ON ADA</td>
<td>1. Ellen Blackman/John Whitbread</td>
</tr>
<tr>
<td>CITY OF LONG BEACH</td>
<td>1. Susan Gant/Mark Christofels</td>
</tr>
<tr>
<td>CITY OF LOS ANGELES</td>
<td>1. James Ethon/John Fong</td>
</tr>
<tr>
<td></td>
<td>2. Haripal Vir/Mike Uyeno</td>
</tr>
<tr>
<td></td>
<td>3. Gina Mancha/Perry Chan</td>
</tr>
<tr>
<td>AGENCY</td>
<td>MEMBER/ALTERNATE</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------------</td>
</tr>
<tr>
<td>COUNTY OF LOS ANGELES</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Mark Herwick/Travis Seawards</td>
</tr>
<tr>
<td></td>
<td>2. Shari Afshari/Josephine Gutierrez</td>
</tr>
<tr>
<td></td>
<td>3. Patrick V. DeChellis/ Paul Maselbas</td>
</tr>
<tr>
<td>LEAGUE OF CALIFORNIA CITIES</td>
<td></td>
</tr>
<tr>
<td>Arroyo Verdugo Cities</td>
<td>1. Greg Herrmann/Cathi Cole</td>
</tr>
<tr>
<td>Gateway Cities COG</td>
<td>2. Desi Alvarez/Lisa Rapp</td>
</tr>
<tr>
<td>Las Virgenes Malibu COG</td>
<td>3. Robert Brager/Ramiro Adeva</td>
</tr>
<tr>
<td>North Los Angeles County</td>
<td>4. Nicole Rizzo/Mike Behen</td>
</tr>
<tr>
<td>San Gabriel Valley COG</td>
<td>5. Larry Stevens/Craig Bradshaw</td>
</tr>
<tr>
<td>South Bay Cities COG</td>
<td>6. Steven Huang/Victor Rollinger</td>
</tr>
<tr>
<td>Westside Cities COG</td>
<td>7. David Feinberg/Sharon Peristein</td>
</tr>
</tbody>
</table>
| LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)          | 1. Jano Baghdasian/Alex Gonzalez  
|                                                   | 2. Joyce Rooney/Martin Browne |
| METROPOLITAN TRANSPORTATION AUTHORITY             | 1. Alan Patashnick/Cory Zelmer  
| (Metro)                                           | Countywide Planning & Development |
|                                                   | 2. John Drayton/Christopher Gallanes  
|                                                   | Metro Operations |
| SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY       | 1. Steve Lantz/Joanna Capelle |
| (SCRRRA - Ex-Officio)                            | 1. Eyvonne Sells/Kathryn Higgins |
| SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT      | 1. David Rubinow/Annie Nam |
| (SCAQMD -- Ex-Officio)                           | 1. Lupe Valdez/LaDonna DiCamillo |
| SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS    | 1. Mark Tamarone/Phil Aker |
| (SCAG -- Ex-Officio)                             | 2. Mark Hunter/Brooke Geer Person |
| GOODS MOVEMENT REPRESENTATIVE (Ex-Officio)        | 1. |
| TRANSPORTATION DEMAND MANAGEMENT/                | 2. |
| AIR QUALITY SUBCOMMITTEE                         | 2. |
# TAC Audience Attendance

**July 20, 2009**

<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Agency</th>
<th>Phone Number</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>David Sutton</td>
<td>Metro</td>
<td>256-33</td>
<td><a href="mailto:sutton.d@metro.net">sutton.d@metro.net</a></td>
</tr>
<tr>
<td>2</td>
<td>Lillian Burkenhein</td>
<td>CRA/CA</td>
<td>977-2601</td>
<td><a href="mailto:LBurkenhein@CRA.APA.GOV">LBurkenhein@CRA.APA.GOV</a></td>
</tr>
<tr>
<td>3</td>
<td>Walt Davis</td>
<td>Metro</td>
<td>922-3679</td>
<td><a href="mailto:Paris.VA@Metro.Net">Paris.VA@Metro.Net</a></td>
</tr>
<tr>
<td>4</td>
<td>Larry Torsos</td>
<td></td>
<td>922-3050</td>
<td><a href="mailto:Torsos.L@Metro.Net">Torsos.L@Metro.Net</a></td>
</tr>
<tr>
<td>5</td>
<td>Derek Fretheim</td>
<td>ACI</td>
<td>449-275-6365</td>
<td><a href="mailto:Fretheim@acireinc.com">Fretheim@acireinc.com</a></td>
</tr>
<tr>
<td>6</td>
<td>Max Whire</td>
<td>City/NC</td>
<td>512-866-9571</td>
<td><a href="mailto:maxwhire@lakewood.org">maxwhire@lakewood.org</a></td>
</tr>
<tr>
<td>7</td>
<td>Bill Raitt</td>
<td></td>
<td>522-928-6214</td>
<td><a href="mailto:raitt@wildan.com">raitt@wildan.com</a></td>
</tr>
<tr>
<td>8</td>
<td>Curt Gerri</td>
<td>CRA/CA</td>
<td>213-977-1682</td>
<td><a href="mailto:cgerri@califct.org">cgerri@califct.org</a></td>
</tr>
<tr>
<td>9</td>
<td>Sharon Lowe</td>
<td>CRA/CA</td>
<td>223-459-7931</td>
<td><a href="mailto:Smyles@gmail.com">Smyles@gmail.com</a></td>
</tr>
<tr>
<td>10</td>
<td>Mary Reyes</td>
<td>DWP</td>
<td>624-458-3934</td>
<td><a href="mailto:mreyes@dwp.lacounty.gov">mreyes@dwp.lacounty.gov</a></td>
</tr>
<tr>
<td>11</td>
<td>Ricc Smith</td>
<td></td>
<td>213-977-2492</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>R. Jackson</td>
<td>South</td>
<td>714-379-1316</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Abdulla Ahmed</td>
<td>South</td>
<td>313-563-9581</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Paul Adams</td>
<td>South</td>
<td>233-568</td>
<td><a href="mailto:PAdams@SOGATE.ORG">PAdams@SOGATE.ORG</a></td>
</tr>
<tr>
<td>15</td>
<td>Mona Jones</td>
<td>Metro</td>
<td>233-85</td>
<td><a href="mailto:Jones.mn@metro.com">Jones.mn@metro.com</a></td>
</tr>
<tr>
<td>16</td>
<td>Marvin Miyoshi</td>
<td>LAUNDALE</td>
<td>310-923-5260</td>
<td><a href="mailto:MHiyoshi@laundercity.org">MHiyoshi@laundercity.org</a></td>
</tr>
<tr>
<td>17</td>
<td>Herbert Hemstreet</td>
<td>LAUNDALE</td>
<td>310-921-210</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Ted Semoan</td>
<td>City</td>
<td>310-610-5979</td>
<td><a href="mailto:Tsemoan@TJNA.NET">Tsemoan@TJNA.NET</a></td>
</tr>
<tr>
<td>19</td>
<td>Jeff Cargary</td>
<td>CRA/LA</td>
<td>213-977-1718</td>
<td><a href="mailto:JCargary@LCITY.ORG">JCargary@LCITY.ORG</a></td>
</tr>
</tbody>
</table>

**Other Attendees:**
- Rick Morgan
- Kit Bobko
- Mate Caspar
- Hung Wong
<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Position</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>James Ocazalear</td>
<td>CAAED</td>
<td><a href="mailto:joca@lacity.org">joca@lacity.org</a></td>
<td>213-249-3246</td>
</tr>
<tr>
<td>21</td>
<td>Diana Ito</td>
<td>General</td>
<td><a href="mailto:diana@lacity.org">diana@lacity.org</a></td>
<td>310-274-5556</td>
</tr>
<tr>
<td>22</td>
<td>Cesarie Honegger</td>
<td>Supervis</td>
<td><a href="mailto:cesar@lacity.org">cesar@lacity.org</a></td>
<td>323-987-7375</td>
</tr>
<tr>
<td>23</td>
<td>Mohammed Mustakian</td>
<td>SE</td>
<td><a href="mailto:mustakian@lacity.org">mustakian@lacity.org</a></td>
<td>323-563-9782</td>
</tr>
<tr>
<td>24</td>
<td>Dennis Allen</td>
<td>GSA</td>
<td><a href="mailto:dennis@lacity.org">dennis@lacity.org</a></td>
<td>213-618-9781</td>
</tr>
<tr>
<td>25</td>
<td>Jeffrey Pletyak</td>
<td>DPW</td>
<td><a href="mailto:pletyak@lacity.org">pletyak@lacity.org</a></td>
<td>626-300-4721</td>
</tr>
<tr>
<td>26</td>
<td>Faisal Alseerri</td>
<td>CD</td>
<td><a href="mailto:faiseal@lacity.org">faiseal@lacity.org</a></td>
<td>213-847-7777</td>
</tr>
<tr>
<td>27</td>
<td>Ken Husking</td>
<td>ADOT</td>
<td><a href="mailto:ken@lacity.org">ken@lacity.org</a></td>
<td>213-972-5808</td>
</tr>
<tr>
<td>28</td>
<td>Steven Chen</td>
<td>BOX</td>
<td><a href="mailto:steven@lacity.org">steven@lacity.org</a></td>
<td>213-485-4516</td>
</tr>
<tr>
<td>29</td>
<td>Yvonne Ross</td>
<td>ADOT</td>
<td><a href="mailto:yvonne@lacity.org">yvonne@lacity.org</a></td>
<td>213-972-4963</td>
</tr>
<tr>
<td>30</td>
<td>Renee Westl</td>
<td>ADOT</td>
<td><a href="mailto:renee@lacity.org">renee@lacity.org</a></td>
<td>310-770-5415</td>
</tr>
<tr>
<td>31</td>
<td>Nick Dini</td>
<td>L+T</td>
<td><a href="mailto:nick@lacity.org">nick@lacity.org</a></td>
<td>713-582-9682</td>
</tr>
<tr>
<td>32</td>
<td>JS Wessin</td>
<td></td>
<td><a href="mailto:js@lacity.org">js@lacity.org</a></td>
<td>818-953-7289</td>
</tr>
<tr>
<td>33</td>
<td>Katherine Young</td>
<td>L+T</td>
<td><a href="mailto:katherine@lacity.org">katherine@lacity.org</a></td>
<td>213-891-8019</td>
</tr>
<tr>
<td>34</td>
<td>Nick Dini</td>
<td></td>
<td><a href="mailto:nick@lacity.org">nick@lacity.org</a></td>
<td>213-891-8019</td>
</tr>
</tbody>
</table>
Attachment 4

Draft August 5, 2009 TAC Minutes

Sign-in Sheet

TAC Member Attendance
1. Call to Order/Roll Call

Cory Zelmer (Alternate Chair) called the meeting to order at 9:35 a.m., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees

BOS (David Reyno)
- Last met on July 21st
- Received updates on:
  - ARRA’s deadline
  - Metro’s Developer/Data Site
  - Google Transit & Metro
  - ASI & ADA Compliance of Bus Stops
  - RIITS Strategic Plan/Coordination with Muni Operators
- BOS will be dark in August. The next meeting will be September 15th

Local Transit Systems (Joyce Rooney)
- Dark in July
- Next meeting is August 27th

Streets and Freeways (Paul Maselbas)
- Last met on July 14th
- Discussed:
  - 2009 Call for Projects
  - ARRA reallocations of additional funds
TDM/ Air Quality (Mark Hunter)
• Last met on July 8th
• Discussed the 2009 Call for Projects TDM category: motion passed to accept staff’s recommendation
• Next meeting is September 9th

3. Consent Calendar Attachments

A motion to approve the July 1, 2009 minutes was made by Greg Hermann (League of Cities, Arroyo Verdugo Cities) and seconded by Robert Brager (League of Cities – Las Virgenes Malibu COG) Paul Maselbas (County of Los Angeles) abstained. There were no objections.

A motion to approve minutes from the Special TAC meeting on July 15, 2009 was made by David Reyno (BOS) and seconded by Larry Stevens (League of Cities, San Gabriel Valley COG). There were no abstentions or objections.

Mr. Patashnick announced that after the Chairperson’s report, Mr. Zelmer would provide a brief update on the 2009 Call for Projects Deobligation process for which TAC deferred action and requested updates at the August meeting.

4. Chairperson’s Report (Alan Patashnick, Metro)

At its July 23, 2009 meeting, the Metro Board:
• Approved the findings and recommendations for using Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Article 8 Fund Estimates of $17,032,447 as follows:
  o In the City of Avalon there are unmet transit needs that are reasonable to meet, and the City of Avalon chooses to use $98,663 of their Article 8 funds for their transit services; therefore, TDA Article 8 funds will be used to meet unmet transit needs;
  o In the Antelope Valley, which includes the Cities of Lancaster and Palmdale and unincorporated areas of Los Angeles County, transit needs are being met using other funding sources such as Proposition C Local Return; therefore, TDA Article 8 funds in the amount of $4,057,217 and $4,131,354 (Lancaster and Palmdale, respectively), may be used for transit and/or street and roadway purposes;
  o In the Santa Clarita Valley, which includes the City of Santa Clarita and unincorporated areas of Los Angeles County, transit needs are met with TDA Article 8 funds; however, other funding sources such as Propositions A and C Local Return may be used to address their needs; therefore, there are no unmet transit needs. TDA Article 8 Funds in the amount of $4,945,574 for the City of Santa Clarita may be used for transit and/or street and roadway purposes, as long as their transit needs continue to be met;
  o In the northern unincorporated areas of Los Angeles County, encompassing both the Antelope Valley and the Santa Clarita Valley, the allocation is $3,799,638;
• Establishing Proposition C Capital Reserve Account for the City of Lynwood for $1,588,686 for its Imperial Highway street Improvement Project and the Cities of Arcadia, Calabasas, Pomona, San Gabriel, South Gate, Temple City and West Covina, have requested that LACMTA extend the term limits of their established Proposition A
• Authorize the CEO to exercise one of the following options, depending on which can maximize funding for the region:
  o Submit a Multi-Agency Grant application for up to $398 million in Transportation Investment Generating Economic Recovery (TIGER) Funds for Goods Movement Improvements through the State of California (Caltrans); or
  o Submit a Multi-Agency Grant application for up to $398 million in TIGER Funds to Caltrans;
• Recommend supporting:
  o Development of the California High Speed Rail (HSR) with an emphasis on the first segment from Los Angeles Union Station to Anaheim;
  o General improvements to the Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) for more efficient and coordinated service;
  o Preparation of a statewide application for ARRA funding in cooperation with Caltrans, California HSR Authority, Orange County Transportation Authority, San Diego Association of Governments, LOSSAN, Metrolink and other Southern California Public Agencies that includes development of HSR in the greater Los Angeles area, Positive Train Control and other improvements;
• Approved the 2009 Countywide Call for Projects Recertifications and Deobligations for Los Angeles County as follows:
  o Recertify $129.49 million in existing FY 2009-10 commitments from previous Countywide Calls for Projects and authorizing the expenditures of funds to meet these commitments;
  o Deobligating $7.22 million of previously approved Countywide Call for Projects funding and reprogramming these funds in the 2009 Call for Projects;
  o Grant more than one Administrative extension to extend the lapsing deadline for projects that meet the administrative extension criteria;
  o Receiving and Filing Time Extensions for $153.34 million in projects;
• Approved programming $42 million in Measure R Highway Capital funds for the Alameda Corridor East Project in FY10;
• Approve Toll Rates for I-10/I-110 Express Lanes, as follows:
  o Receive the results of Public Hearings held June 13 - June 22, 2009 and additional written public comments received by July 14, 2009 concerning Toll Rates and Toll Policy for Express Lanes; and
  o Adopt the following Toll Rates for the I-10/I-110 Express Lanes: Minimum Toll per mile of $.25, and Maximum Toll per mile of $1.40;
  o Adopting the Express Lanes Toll Policy;
• Approved Director Katz substitute motion to carry the 2009 Long Range Transportation Plan (LRTP) over to the September Board meeting:
• Approved the following actions regarding exercising Light Rail Vehicle Options under Contract No. P2550:
  o Extend the Bid Expiration for a period of 60 days,
Negotiate the Contract and an Irrevocable Letter of Credit, and have outside counsel and financial experts review the Letter of Credit, and pursue resolution of potential issues with the FTA.

Cory Zelmer provided an update as requested by TAC on the following projects subject to deobligation in the 2009 Call for Projects Deobligation Process:

- Project F1704 (City of Los Angeles) - Downtown L.A. Alternative Green Transit Modes Trial Program-Petty Cab: this project was subject to deobligation due to the funding agreement not being executed. Since the appeals, the sponsor was able to agree on a Scope of Work that included a fixed route for this pilot program. Metro’s County Counsel is currently reviewing the Letter of Agreement (LOA);
- Project F1659 (City of Beverly Hills) - Pedestrian Improvements for Intersections with Bus Stops: this is a multi-jurisdictional project that was subject to deobligation due to the funding agreement not being executed. Sponsor requested that the project be downscoped from 27 to 8 intersections and that sponsorship of the project be transferred to the City of Culver City. LACMTA approved the downscope and transfer and will recommend deobligating funds granted to the Cities of Beverly Hills, Santa Monica, and West Hollywood. The new grant amount will be $976,000 with a total project cost of $1.5 million. Culver City will maintain the existing 35% local match requirement in the amount of $525,000;
- Project F1199 (Port of Los Angeles) - South Wilmington Grade Separation: this project was subject to deobligation due to the funding agreement not being executed. Since the appeals, the funding agreement was approved by the Harbor Commission, signed by the Port’s Executive Director, and is en route to LACMTA for final approval.

5. 2009 Call for Projects (Rena Lum, Alan Patashnick)
Mr. Patashnick announced that the August 13\textsuperscript{th} Board workshop was cancelled. He also informed TAC members that their recommendations for the 2009 Call for Projects were included as an attachment to the agenda. He reported that TAC approved the Signal Synchronization/Bus Speed Improvements, TDM, Bikeway Improvements, Pedestrian Improvements, and Transit Capital categories as recommended by staff.

For the RSTI category, TAC recommended to “exchange the City of Los Angeles Balboa Boulevard Widening at Devonshire Street Project (F3172) scored at a 72 for a recommended funding amount of $1,209,132 with the City of Los Angeles Foothill Boulevard and Sierra Highway Intersection Improvement Project #F3144 scored at 63 points. Fund Project #F3144 with $1,209,132 and staff will not rescore the project.” Mr. Patashnick stated that staff does not concur with the TAC recommendation. To maintain the integrity of the Call for Projects evaluation process which bases funding recommendations on the evaluation criteria scores, we do not recommend changing the preliminary staff funding recommendations to swap a lower-scoring project.

For the TEA category, Mr. Patashnick stated that TAC’s recommendation was, “Approve the staff funding recommendations for the TEA projects, with the condition that the recommended projects must meet the requirements of SB 286 with regards to the
Conservation Corps. If any of the recommended projects cannot meet the requirements of SB 286, then funding will be recommended to unfunded project(s) based on the ranking in the Preliminary Funding Recommendation Report (Rainbow report).” Mr. Patashnick stated that after discussion, LACMTA staff does not concur with TAC’s recommendation regarding SB 286 requirements in the TEA category. Staff believes there is some flexibility for TEA projects not funded by ARRA.

Sumi Gant (City of Long Beach) commented that SB 286 does not strictly require the use of the Conservation Corps on all projects and that the City of Long Beach was exempt from using the Conservation Corps on a TEA-funded project. Ms. Gant stated that the intent of TAC was to secure additional monies for unfunded projects should recommended projects be unable to meet the SB 286 requirements. Mr. Patashnick replied that agencies should contact the Conservation Corp for clarification on their participation.

Mr. Stevens concurred with Ms. Gant and added any surplus funds should go to the next eligible, unfunded TEA project.

Jano Baghdanian (LTSS) made a motion to confirm TAC’s recommendations of July 20th which was seconded by Steve Huang (League of Cities, South Bay Cities COG). Nicole Rizzo (League of Cities, North Los Angeles County) abstained and there were no objections.

Mr. Patashnick announced that a TAC Member is needed to represent the Committee when the Call for Projects is discussed at the September 16th Planning and Programming meeting and the September 24th Board meeting. David Reyno (BOS) agreed to attend and represent TAC at both meetings.

6. Legislative Update

Federal (Raffi Hamparian, Metro)

Mr. Hamparian reported on the Highway Trust Fund, the Surface Transportation and Railroad Safety Bill, the Rail Modernization Hearing and Earmarks.

Mr. Hamparian reported that the Highway Trust Fund (HTF) is running short of money. He stated that the House of Representatives approved legislation transferring $7 billion from the U.S. Treasury’s General Fund to the HTF to ensure the highway program remains solvent through the end of FY 2009. On July 30th, the Senate approved the measure and President Obama is expected to sign the Bill.

Mr. Hamparian stated that members of the House and Senate disagree with the Administration’s plan to extend the current Surface Transportation program by 18-months. Chairman Max Baucus (D-MT), Senate Finance Committee, proposed legislation which would transfer $27 billion into the HTF to sustain transportation programs through the 18-month extension. Consequently, Congressman Jim Oberstar (D-Min), Chairman of the Transportation and Infrastructure Committee, proposed a smaller HTF bailout bill which would maintain pressure on the Administration and Senate to enact a multi-year Reauthorization bill as soon as possible. The
issue is expected to come before both chambers in September when the resources for the HTF begin to run out. Mr. Hamparian added that the Federal fiscal year end is September 30, 2009.

Mr. Hamparian noted that the House Bill provides $41.1 billion for Federal-Aid Highways, which will serve as a placeholder until Congress is able to pass the Reauthorization bill or legislation is passed providing solvency to the HTF. The Senate’s version allocates $43.5 billion for highways.

Mr. Hamparian reported that Senator Barbara Boxer (D-CA) and John Rockefeller (D-WV) have written a letter to key Senate appropriators urging them to fully fund the Railroad Safety Technology Grants program, adopted into law under the Railroad Safety Improvement Act of 2008. The letter proposes to appropriate $50 million for the program, which is consistent with the amount authorized under the Act. The House appropriated $1.2 billion, $250 million over five-years, towards the Act, which includes High Speed Rail (HSR). The Senate reallocated funds from the National Infrastructure Bank to increase the HSR total amount to $4 billion.

Mr. Hamparian stated that Congresswoman Lucille Roybal-Allard (D-LA), member of the House Appropriations Committee, took the lead in supporting increased funding for a Railroad program that funds anti-collision technologies. The House Transportation Appropriations Bill provided additional funds for the Federal Railroad Administration’s Research and Development Account that can be used towards funding Positive Train Control (PTC) systems.

Mr. Hamparian reported that the Rail Modernization Hearing, called by Senator Robert Menendez (D-NJ), is under close scrutiny due to its seven-tier system that greatly disadvantages the Southern California Rail System. The current system benefits older systems such as Chicago, New York, and Pittsburgh. Mr. Hamparian stated that California Senators are rethinking the program in order to benefit rail lines in Southern California, which would be of major benefit to partners like Metrolink.

Mr. Hamparian reported that a list of earmarks for Los Angeles County was available and that a copy would be sent to TAC members via email for their review. He provided the Wilshire Bus Rapid Transit project as an example and stated that the project will receive $13.5 million, consistent with the annual Small Starts Report. Mr. Vir asked if the project was funded with Small Starts funding or from a separate earmark. Mr. Hamparian replied that the $13.5 million is in the form of an earmark.

Mr. Baghdanian stated that activities are occurring in the City of Glendale regarding the HSR program and that Stimulus funding has been provided to support HSR programs. Mr. Baghdanian asked how Metro was coordinating with the HSR authority to support receipt of federal Stimulus funding. Mr. Hamparian replied that, according to ARRA, States are the only eligible entities that can apply for HSR Stimulus funding and that Metro will work in coordination with the State in funding those segments of HSR pertaining to Los Angeles County.
State (Michael Turner, Metro)

In regards to HSR, Mr. Turner reported that at their July meeting, the Board approved a policy to support the HSR project and has entered into a Memorandum of Understanding with the HSR Authority. Metro and the HSR Authority are in discussions to address issues associated with the Los Angeles Union Station to Anaheim segment.

Mr. Maselbas commented that local jurisdictions should be involved in the HSR discussion and allowed to voice their concerns regarding potential impacts resulting from the project. He added that the HSR Authority will need to interface with several different interests in coordinating such a complex project. Mr. Baghdanian asked how cities adjacent to the HSR corridor will be made aware of ROW impacts within their respective jurisdictions. Mr. Turner replied that much coordination will need to take place between the HSR Authority and a wide variety of stakeholders.

Mr. Turner announced that the State adopted a budget. However, with a large deficit already anticipated for the next budget cycle, Governor Arnold Schwarzenegger announced that he will call the legislature into a special session following the Commission on the 21st Century Economy (Commission) submitting its recommendations for modernizing and stabilizing California’s out-of-date revenue laws that contribute to our feast-or-famine state budget cycles. Mr. Turner announced that the Legislature is on recess until August 17th and upon its return will finish the session.

Mr. Turner reported that the Board approved a work with author position on two bills: 1) Senator Leland Yee’s (D) SB 535, which would allow a new generation of ultra fuel efficient vehicles to utilize the High Occupancy Vehicle (HOV) lanes from 2011 to 2015; and 2) Assemblymember Ted Lieu’s (D) AB 1500, which would extend the sunset for low emission and hybrid decals that allow use of the HOV lanes regardless of the number of occupants in the vehicle. This Bill would extend the current sunset of January 1, 2011 to January 1, 2016. He added that both bills may affect Metro’s Congestion Pricing Program, which assumes the current law will eliminate all exemptions for single-occupant vehicles using HOV lanes by 2011.

Alex Gonzalez asked if there is a website for the Commission on the 21st Century Economy. Mr. Turner responded that the website can be found on the State’s webpage, “Commission on the 21st Century Economy” or www.cotce.ca.gov.

Mr. Maselbas asked why the State withdrew the Budget Conference Committee recommendation to take two years of the local portion of gas tax revenue in fiscal year 09-10 and 75 percent the following year. Mr. Turner responded that pressure from groups such as the League of Cities and California State Association of Counties and the proposed threat of legal action if the Committee pursued that course of action. He added that there was no response from the Legislature, but the State and the Committee may revisit the action in January to construct an alternative solution.
Mr. Lin reported on the Measure R Highway Program, a major component of the LRTP, and in particular the funding set aside for highway projects over the first five years. He stated that Measure R is designed to fund both highway and transit projects over a 30 year period. Currently, transit projects are listed in Measure R with details on when the funding will be available as well as when the project is expected to be completed. For the highway projects, however, less detail was provided on both the availability of funds and when the project(s) would be completed. Given the lack of information, the Board requested more information be provided for highway projects listed in Measure R. For this reason, a Measure R Highway Advisory Committee was formed to obtain feedback from Cities and the County on the information to be conveyed to the Board. The Committee’s primary role is to assist in developing a vision for the Highway Program; assist in defining eligible projects for operational improvements; and communicate information to their respective subregion/COG member cities. Mr. Lin reported that the Committee will meet next on August 11th, August 18th, and August 25th.

Mr. Lin referred TAC members to a handout and stated that the LRTP Financial Forecast model shows $642 million budgeted over the first five years for Measure R Highway projects. Mr. Lin listed each highway project and their corresponding funding amount over the next 5 years. He also explained whether the project was in the planning stage, design, or environmental clearance. Along with projects funded by Measure R, Mr. Lin also listed the following Measure R projects that are funded by other sources:

- I-5 / SR-14 Carpool Lane Direct Connector
- I-5 Carpool Lanes from SR-134 to SR-170
- I-5 Carmenita Road Interchange Improvement
- I-5 Carpool Lanes from I-605 to Orange County line

Mr. Vir asked Mr. Lin to explain how the highway escalation will be allocated in the Financial Forecast Model, specifically, funding for the I-5/SR-14 Capacity Enhancement project. Mr. Lin replied that the escalation cost is funding reserved for highway projects with 2008 dollars. In regards to the I-5/SR-14 Capacity Enhancement, the project would receive an escalated $90.8 million.

Ms. Gant asked about funding on the I-710 South project. Mr. Lin replied that the I-710 project is currently in the EIR phase for truck lanes and that funding over the first five years totals $57 million, of which $15 million is for a utility coordination study.

Mr. Maselbas asked if there is a list of Committee members currently available on the Metro.net website. Mr. Lin replied that there was not a list on the website, but that one would be provided to TAC members via email.

Robert Brager asked if the $642.1 million is the maximum amount that will be distributed to those projects listed on the spreadsheet. Mr. Lin replied that the LRTP Financial Forecast Model shows $642.1 million for the first five years, and $7.5 billion over a 30-year period.
Ms. Afshari stated that there was discussion at the Measure R Highway Program Advisory Committee meeting that the COG’s may want to bond against future Measure R funding. She stated that the Measure R Highway Financial Forecast must project a longer Financial Forecast. Mr. Lin concurred with Ms. Afshari and stated that the Committee is looking into extending the Measure R Highway Financial Forecast to ten years or more. Ms. Afshari asked what happens to the allocated funds if a project is not on schedule. Will the funds sit or will they be reallocated? Mr. Lin replied that the Measure R Highway funds are based on project readiness and that if a project is delayed, any unused funds may be reprogrammed to another project. Mr. Lin added that reprogramming of funds can be discussed further at the next Measure R Highway Committee meeting on August 11th.


Ms. Chen distributed a handout titled “Draft Timeline for ARRA Funding”, dated July 7, 2009. Ms. Chen stated that the final version is anticipated by the end of the week and that Metro is coordinating its schedule according to the current timeline.

Ms. Chen pointed out the following deadlines:

- November 1, 2009 - Regions MUST submit to Caltrans Division of Local Assistance (DLA) Headquarters (HQs) a report with the amount of Recovery Act funds they plan to obligate
- December 1, 2009 - Metro and local agencies MUST submit “Draft” Requests for Authorization (RFA) to District Local Assistant Engineers (DLAEs)
- December 15, 2009 – Local Agencies MUST submit “Final” project RFAs funded with Recovery Act funds to DLAEs

Ms. Chen distributed a memo titled “ARRA options for Securing Project Savings” and stated that the memo coincides with the November 1st deadline to obligate Recovery Act funds. She stated that there are concerns that low bids on projects may result in cost savings and the project sponsors don’t want to lose the funds. To address this issue, Metro first requests that project sponsors speak with their Caltrans District 7 Local Assistance Engineer to explore all possible methods of utilizing the savings before applying to Metro for one of the administrative options listed below:

- Transfer funds between the local jurisdiction’s own ARRA projects
- Expand the limits of an existing project

If sponsors need to utilize either option above, the sponsor must send their request to Metro by August 10, 2009 in order to meet the timelines set by FHWA in obligating our remaining regional share of ARRA-RSTP funds.

Gina Mancha (City of Los Angeles) asked if savings could be swapped between jurisdictions as long as the recipient project is also ARRA-funded. Ms. Chen replied that Metro does not recommend swapping project savings between project sponsors. The options provided are intended to keep the project savings within the project’s jurisdiction.
Mr. Huang pointed out that the August 10th deadline may be too soon for sponsors to realize true cost savings. Change orders may eat into the savings, but will not be known until the end of construction. David Yale (Metro) replied that sponsors have the opportunity to use their ARRA project savings now and use their local funds to cover change orders.

Mr. Maselbas concurred with Mr. Huang and added that most projects have a contingency of 10 percent built into their E-76. Mr. Yale suggested project sponsors preserve the 10 percent contingency to cover change orders. Mr. Yale asked Mr. Cessna what happens if the project savings are deobligated. Kirk Cessna (Caltrans) replied that if a project is deobligated prior to the March 2, 2010 deadline, then the funds will be lost to the Region. Conversely, the ARRA funds could be reallocated to another project prior to that deadline and the project sponsor would not lose those funds. If, however, the project is deobligated after the March 2nd deadline, then the project sponsor has until the end of the Federal fiscal year to obligate the funds.

Mr. Maselbas asked if the option to expand the limits of the existing project is allowable. Mr. Cessna replied that according to the Caltrans Environmental Group, under special circumstances, the project sponsor is allowed to expand the existing project. However, if the project sponsor requests a change in Scope for the project, that would not be allowed because it violates federal bid procedures.

Mr. Yale suggested MTA may apply ARRA project savings to a regionally significant project such as the I-405 in order to free up STP-L funds for reallocation to local agencies that incurred project savings. The I-405 project is funded with $10 million in Regional Surface Transportation Program (RSTP) funds in addition to ARRA funding.

Mr. Maselbas stated that his agency cannot respond to Metro’s August 10th deadline. Mr. Yale replied that August 10th deadline is required in order to comply with State and federal deadlines. Mr. Maselbas replied that his agency will likely need to shift funds between projects but will not know for sure until all the construction contracts have been awarded. Mr. Maselbas asked if minor adjustments to the lump sum would be acceptable after August 10, 2009, for a particular agency. Mr. Yale stated that agencies have until September 10th, 2009, to change the lump sum list and submit final paperwork to Caltrans Headquarters for their 1511 Certification.

Ms. Mancha asked if funds left over after the Federal fiscal year would be distributed to local agencies according to those that lost their savings or would it be open to all sponsors who obligated their ARRA funding. Mr. Yale replied that the Board policy is to allow all sponsors who obligated all of their funding to participate in a formula distribution by population of any left over funds.

Mr. Maselbas asked if Metro could clarify the Assembly Bill regarding use of the Conservation Corps. Ms. Chen replied that there is language in ABX-320 that describes how priority is given to projects that use the Conservation Corps. She added that there was also language in ARRA requiring any project receiving ARRA funds to pay prevailing wage. Ms. Chen stated that the Conservation Corps does not pay prevailing wages for projects and that
the Federal Government trumps all other policies. Therefore, Metro is contacting the eleven project sponsors using ARRA-TEA funds to suggest they notify the Conservation Corps to confirm the Federal requirement to pay prevailing wages. Mr. Maselbas asked if all of the eleven project sponsors are using the Conservation Corps on projects. Ms. Chen replied that one project is an acquisition only which does not require use of the Conservation Corps.

Mr. Maselbas asked whether the other ten projects are using the Conservation Corps and whether E-76 packages can be submitted without first approaching the Conservation Corps. Ms. Chen replied that all ten projects have at least approached the Conservation Corps. Mr. Maselbas stated that discussion is needed amongst agencies using the ARRA-TEA funds to ensure each agency is using the Conservation Corps correctly. Josephine Gutierrez (County of Los Angeles) replied that her agency is waiting on a response from Caltrans on how to incorporate the Conservation Corps in their E-76. Mr. Maselbas asked if Mr. Cessna is involved in the process. Mr. Cessna replied that the requests have not been brought to his attention. Ms. Chen added that according to the CTC meetings, there are possibly two models when working with the Conservation Corps: 1) directly parceling out a piece for the Conservation Corps and distributing the rest of the project to a contractor; or 2) have the contractor work directly with the Conservation Corps.

Ms. Gutierrez stated that staff from Caltrans Headquarters does not advise that agencies ask contractors to work directly with the Conservation Corps. Ms. Chen encouraged sponsors to comply with ABX-320 and SB286 and stated that if TAC members have any further questions concerning the Conservation Corps or ABX-320 and SB-286, that they can call her at 213-922-3041 or James Rojas at 213-922-2451. Ms. Chen added that the California Conservation Corps’s representative or the Association for Local Corps’ representative in Sacramento can be contacted for additional clarification as well. Mr. Cessna added that he will also provide more information at the next Streets and Freeways Subcommittee meeting.

9. CTC Meeting Recap (Patricia Chen, Metro)

Ms. Chen recapped the July 8th and 9th CTC meeting in San Jose, California.

- CTC staff, Susan Bransen, delivered the Executive Director’s report. Ms. Bransen discussed the Regional Transportation Plan (RTP) Guidelines update, which will respond to the Global Warming Solutions Act, SB 375. Ms. Bransen reported that a Drafting Subcommittee, led by Rusty Selix from CALCOG, and a Modeling Subcommittee, led by Ron West of Cambridge Systematics, was formed. The goal of the Drafting Subcommittee is to create Draft RTP Guidelines for CTC consideration later this calendar year.
- Jim Bourgart provided the Deputy Secretary of Transportation’s report. Mr. Bourgart reported on SB 4 guidelines for Public Private Partnerships (P3) and Design Build. He added that the California P3 concept is very popular and that there have been several key workshops to discuss the criteria used in selecting projects. Mr. Bourgart stated that one workshop had nearly 120 attendees.
- Will Kempton gave his last report as Caltrans Director and stated that he is looking forward to working with the Commission in his new role as Head of the Orange County Transit Authority (OCTA). He announced several of his accomplishments while working for
Caltrans including that the average cooperative agreement took 353 days to process when he started and that at his departure 52 percent of cooperative agreements are now processed within 60 days

- Brittany Odermann (Santa Barbara) gave her first report as the Regional Agencies’ Moderator, stating that the Regions have collectively delivered $776 million in ARRA Funds and will be working with the Commission staff on the STIP Guidelines to develop project prioritization. She stated that it is very important for the Commission to recognize the Regions’ priorities as well as the Commission staff’s priorities. Ms. Odermann also reported on a State Legislative Analyst Office proposal for Caltrans to be reimbursed for Project Initiation Documents, such as Project Study Reports (PSRs). She will be working with Caltrans staff on the guidelines to streamline the cost to the Regions;

- Currently, there is no report on the FY 2010 STIP Fund Estimate due to the delay with the State budget. Ms. Chen added that there was a conference call after the CTC meeting and the budget was approved. The Fund Estimate will be on the Commission’s agenda for notice in September and an action will be taken in October. She anticipates STIP adoption in June 2010. Regarding the STIP Guidelines, it was not possible to develop guidelines without having a budget and thus knowing the available funding sources.

- Budget and Allocation Capacity update: The California Transit Association (CTA) lawsuit against the State of California over the Mass Transportation fund repayments is being appealed, so no STA transfers are assumed in the FY 2010 budget. There is sufficient funding for FY 2010 TEA allocations while revenues are down for the Transportation Facilities Account (TFA), Proposition 1B, and Proposition 42.

- The CTC approved the updated guidelines for the Proposition 1B State and Local Partnership Program. Metro and other counties were successful in getting some language added regarding the allocation formula that will benefit Los Angeles County financially;

- ARRA update: California has obligated more ARRA Transportation funds than any other state at $2.5 billion and Washington DC is in second place with $2.4 billion.

10. New Business
No new business.

11. Adjournment
The next TAC meeting will be September 2, 2009 at 9:30 a.m. in the Gateway Plaza Conference Room, 3rd floor.
<table>
<thead>
<tr>
<th>AGENCY</th>
<th>MEMBER/ALTERNATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
<td>1. Marianne Kim/ Stephen Finnegan</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>1. David Reyno/ Joseph Loh</td>
</tr>
<tr>
<td></td>
<td>2. Dennis Kobata/Susan Lipman</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>CALIFORNIA HIGHWAY PATROL</td>
<td>1. Sgt. Mike Stefanoff/Lt. Dave Bowen</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>CALTRANS</td>
<td>1. Raja Mitwasj/ Alberto Angelini</td>
</tr>
<tr>
<td></td>
<td>2. Vacant/ Kirk Cessna</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>CITIZEN REPRESENTATIVE ON ADA</td>
<td>1. Ellen Blackman/ John Whitbread</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>CITY OF LONG BEACH</td>
<td>1. Sumi Gant/ Mark Christoffels</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>CITY OF LOS ANGELES</td>
<td>1. James Lefton/ John Fong</td>
</tr>
<tr>
<td></td>
<td>2. Haripal W/ Mike Uyeno</td>
</tr>
<tr>
<td></td>
<td>3. Gina Mancha/ Ferdy Chan</td>
</tr>
<tr>
<td>AGENCY</td>
<td>MEMBER/ALTERNATE</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>COUNTY OF LOS ANGELES</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Mark Herwick/Travis Seawards</td>
</tr>
<tr>
<td></td>
<td>2. Shari Assari/Josephine Gutierrez</td>
</tr>
<tr>
<td></td>
<td>3. Patrick V. DeChellis/ Paul Maselbas</td>
</tr>
<tr>
<td>LEAGUE OF CALIFORNIA CITIES</td>
<td></td>
</tr>
<tr>
<td>Arroyo Verdugo Cities</td>
<td>1. Greg Herrmann/Cathi Cole</td>
</tr>
<tr>
<td>Gateway Cities COG</td>
<td>2. Desi Alvarez/Lisa Rapp</td>
</tr>
<tr>
<td>Las Virgenes Malibu COG</td>
<td>3. Robert Brager/Ramiro Adeva</td>
</tr>
<tr>
<td>North Los Angeles County</td>
<td>4. Nicole Rizzo/Mike副书记</td>
</tr>
<tr>
<td>San Gabriel Valley COG</td>
<td>5. Larry Stevens/Craig Bradshaw</td>
</tr>
<tr>
<td>South Bay Cities COG</td>
<td>6. Steven Huang/Victor Rollinger</td>
</tr>
<tr>
<td>Westside Cities COG</td>
<td>7. David Feinberg/Sharon Perlstein</td>
</tr>
<tr>
<td>Committee</td>
<td>Members</td>
</tr>
<tr>
<td>-----------</td>
<td>---------</td>
</tr>
</tbody>
</table>
| **LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)** | 1. Jano Baghdalian/Alex Gonzalez  
2. Joyce Rooney/Martin Browne |
| **METROPOLITAN TRANSPORTATION AUTHORITY (Metro)** | 1. Alan Patashnick  
    Alan Patashnick/Cory Zelmer  
    Countywide Planning & Development  
2. John Drayton/Christopher Gallanes  
    Metro Operations |
| **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRRA - Ex-Officio)** | 1. Steve Lantz/Joanna Capelle |
| **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD – Ex-Officio)** | 1. Eyvonne Sells/Kathryn Higgins |
| **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG – Ex-Officio)** | 1. David Rubinow/Annie Nam |
| **GOODS MOVEMENT REPRESENTATIVE (Ex-Officio)** | 1. Lupe Valdez/LaDonna DiCamillo |
| **TRANSPORTATION DEMAND MANAGEMENT/AIR QUALITY SUBCOMMITTEE** | 1. Mark Yamaron/Phil Aker  
2. Mark Hunter/Brooke Geer Person |
# TAC Audience Attendance

**August 5, 2009**

<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Agency</th>
<th>Phone Number</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Judy Silva</td>
<td>MTA</td>
<td></td>
<td><a href="mailto:Silvaj@metro.net">Silvaj@metro.net</a></td>
</tr>
<tr>
<td>2</td>
<td>Alex Gonzalez</td>
<td>Couwa</td>
<td>(626) 384-5579</td>
<td><a href="mailto:agonzalez@couwa.ca.gov">agonzalez@couwa.ca.gov</a></td>
</tr>
<tr>
<td>3</td>
<td>Teresa Fong</td>
<td>Metro</td>
<td>(213) 922-2854</td>
<td><a href="mailto:fongtc@metro.net">fongtc@metro.net</a></td>
</tr>
<tr>
<td>4</td>
<td>Abdullah Ansari</td>
<td>MTA</td>
<td>213 239 5815</td>
<td><a href="mailto:Abdullah.Ansari@barins.com">Abdullah.Ansari@barins.com</a></td>
</tr>
<tr>
<td>5</td>
<td>Patricia Chen</td>
<td>MTA</td>
<td>(213) 922-3041</td>
<td><a href="mailto:chenp@metro.net">chenp@metro.net</a></td>
</tr>
<tr>
<td>6</td>
<td>Eyal Shavit</td>
<td>MTA</td>
<td>(213) 922-7518</td>
<td><a href="mailto:shavit@metro.net">shavit@metro.net</a></td>
</tr>
<tr>
<td>7</td>
<td>Andrew More</td>
<td>MTA</td>
<td>213 922 2550</td>
<td><a href="mailto:mmore@metro.net">mmore@metro.net</a></td>
</tr>
<tr>
<td>8</td>
<td>Philip Kamhi</td>
<td>MTA</td>
<td></td>
<td><a href="mailto:kamhip@metro.net">kamhip@metro.net</a></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>AGENCY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marianne Kim/Stephen Finnegan</td>
<td>AUTO CLUB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Reyno/Grace Eng Nadel</td>
<td>BOS SUBCOMMITTEE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dennis Kobata/Susan Lipman</td>
<td>BOS SUBCOMMITTEE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sgt Mike Stefanoff/Lt. Dave Bowen</td>
<td>CHP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raja Mitwasi/Alberto Angelini</td>
<td>CALTRANS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vacant/Kirk Cassena</td>
<td>CALTRANS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ellen Blackman/John Whitbread</td>
<td>CITIZEN REP ON ADA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sumi Gant/Mark Christoffels</td>
<td>LONG BEACH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>James Lefton/John Fong</td>
<td>CITY OF LOS ANGELES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Haripal Vir/Mike Uyeno</td>
<td>CITY OF LOS ANGELES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gina Mancha/Ferdy Chan</td>
<td>CITY OF LOS ANGELES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark Herwick/Travis Seawards</td>
<td>COUNTY OF LOS ANGELES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shari Afsharli/Josephine Gutierrez</td>
<td>COUNTY OF LOS ANGELES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrick DeChellis/Paul Maselbas</td>
<td>COUNTY OF LOS ANGELES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gregg Herrmann/Cathi Cole</td>
<td>ARROYO VERDUGO CITIES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Desi Alvarez/Lisa Rapp</td>
<td>GATEWAY CITIES COG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robert Brager/Ramiro Adeva</td>
<td>LAS VIRGENES MALIBU COG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nicole Rizzo/Mike Behen</td>
<td>NORTH L.A. COUNTY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Larry Stevens/ Craig Bradshaw</td>
<td>SAN GABRIEL VALLEY COG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steven Huang/Victor Rollinger</td>
<td>SOUTH BAY CITIES COG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Feinberg/ Sharon Perlstein</td>
<td>WEST SIDE CITIES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jano Baghdanian/Alex Gonzalez</td>
<td>LTSS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joyce Rooney/Martin Browne</td>
<td>LTSS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alan Patashnick/Cory Zelmer</td>
<td>METRO</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Drayton/Christopher Gallanes</td>
<td>METRO</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steve Lantz/Kate Froemming</td>
<td>SCRRA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eyvonne Sells/Kathryn Higgins</td>
<td>SCAQMD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Rubino/Annie Nam</td>
<td>SCAG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lupe Valdez/LaDonna DiCamillo</td>
<td>GOODS MOVEMENT REP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark Yamarone/Phil Aker</td>
<td>TDM/AQ SUBCOMMITTEE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark Hunter/Brooke Geer Person</td>
<td>TDM/AQ SUBCOMMITTEE</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Attachment 5

TIGER Grant Application:
July 15, 2009 Board Report
SUBJECT: FEDERAL TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER) DISCRETIONARY GRANT FUNDS

ACTION: SUBMIT TIGER GRANT APPLICATION

RECOMMENDATIONS

A. Authorize the Chief Executive Officer to exercise one of the following options, depending on the option that maximizes funding for the region:

(1) Submit a multi-agency grant application for up to $300 million in TIGER funds for goods movement improvements through the State of California (Caltrans), as a part of the statewide application process utilizing the candidate projects in Attachment A; or

(2) Submit a multi-agency grant application to the Department of Transportation for up to $300 million in TIGER funds utilizing the candidate projects in Attachment A.

B. Modify the preliminary list of candidate projects recommended for TIGER funds, in Attachment A, if necessary, to maximize funding for the region.

ISSUE

On February 17, 2009, the President of the United States signed the American Recovery and Reinvestment Act ("ARRA") of 2009 to, among other purposes, preserve and create jobs, and promote economic recovery; invest in the transportation infrastructure to provide long term benefits; and assist those most affected by the current economic downturn. ARRA appropriated $1.5 billion of discretionary grant funds to be awarded to each eligible applicant, on a competitive basis, by the Department of Transportation ("DOT") for capital investments in surface transportation infrastructure. ARRA specifies that grants funded under the TIGER program may be no less than $20 million and no greater than $300 million. Moreover, ARRA prohibits the award of more than 20 percent (or $300 million) of the funds made available under the TIGER program to projects in any one state.
Projects that are eligible for TIGER grants include, but are not limited to (1) highway or bridge projects; (2) public transportation projects, including investments in projects participating in the New Starts or Small Starts programs; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments that include projects that connect ports to other modes of transportation and improve efficiency of freight movement. Project Sponsors can apply directly to the DOT for TIGER funds or participate in the statewide application process. While the statewide application process would be supported by the Governor and demonstrate strong leadership on the part of Caltrans, it could also mean all decisions regarding final projects submitted for consideration and the distribution of TIGER funds awarded would be deferred to Caltrans. Staff recommends pursuing the statewide application process and the region's fair share of TIGER funding. If the region and the State can not reach agreement on TIGER funds for the region, staff recommends submitting an application in conjunction with the other Southern California counties directly to the DOT for the region.

The Southern California Consensus Working Group (Working Group), which consists of representatives from Metro, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, Southern California Association of Governments, the Ports of Los Angeles and Long Beach, the Alameda Corridor East Construction Authority and the Alameda Corridor Transportation Authority, intends to submit applications to the DOT and/or the State for consideration, as part of the statewide application process.

The deadline for submitting applications directly to the DOT for TIGER Discretionary Grants is September 15, 2009. The deadline for submitting applications through the State for TIGER Discretionary Grants is July 27, 2009.

POLICY IMPLICATIONS

This action is consistent with measures taken by the Board to seek non-Metro fund sources to improve mobility.

ALTERNATIVES

There are two alternatives to be considered. First, the Board could decide to submit a separate application for eligible projects in Los Angeles County only. This option was contemplated by us prior to receiving guidelines for the TIGER grants. We are not recommending it based on discussions with DOT that indicated Southern California’s port and freight projects in coordination with a regional application would be more competitive than other projects. Also, discussions with DOT indicate they recognize Southern California’s role as the
nation's international global gateway and the limited funding that has been made available for port and/or freight improvements through traditional transportation fund sources over the years.

Second, the Board could decide not to support the Working Group's application for TIGER funds. This option would not be prudent given Southern California's need for alternate transportation funding sources. Also, in addition to requesting projects that achieve long-term benefits for the region, create jobs and stimulate the economy, DOT is requesting projects that employ innovative approaches and demonstrate partnership and collaboration among neighboring and/or regional jurisdictions to achieve long-term benefits. The projects set forth in Attachment A will fulfill this requirement. Further, DOT has indicated specific interest in the port and freight project submittals from Southern California.

**FINANCIAL IMPACT**

The funding for staff to implement Options 1 and/or 2 is included in the FY10 budget in Cost Center 4360, Project No. 405522.

**Impact on Bus and Rail Operating and Capital Budget**

The funding for this activity is not eligible for Metro Bus and Rail Operating or Capital Funds.

**BACKGROUND**

At its February 26, 2009 meeting, the Board established a Los Angeles County funding approval/obligation deadline for all federal transportation capital funds to be made available through ARRA. The Board also adopted funding plans subject to ARRA funds being made available and nominated the Exposition Light Rail Transit (LRT) Phase I project and the Gold Line Foothill LRT Extension project as preliminary projects and directed staff to work on the development of additional projects. Subsequent discussions with DOT revealed Southern California's port and freight projects would be more competitive than transit projects.

Based on the guidelines, TIGER Discretionary Grants may be used for up to 100% of project costs, but priority will be given to projects for which Federal funding is required to complete an overall financing package that includes non-Federal sources of funds. Also, DOT will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas. Additionally, priority will be given to projects that can be completed by February 17, 2012. A project is considered complete if all of the
TIGER funds awarded to the project have been obligated and expended and construction of the project is substantially complete.

Due to the need to expedite the grant award process to meet the requirements and purposes of ARRA, DOT will evaluate all applications and announce the projects that have been selected to receive grant funds as soon as possible but no later than February 17, 2010. DOT reserves the right to revoke any award of TIGER funds and to award such funds to another project to the extent that such funds are not expended in a timely manner and/or construction does not begin in accordance with the project schedule. DOT’s ability to obligate funds for TIGER grants expire on September 30, 2011.

NEXT STEPS

If the Board approves this recommendation, we will continue to work with the Working Group and the State to meet the TIGER application requirements and deadline.

ATTACHMENT

A. Southern California’s Consensus Working Group Preliminary Candidate Project List for TIGER Funds

Prepared by:

Shahrzad Amiri, Deputy Executive Officer, San Gabriel Valley Area Team
Michelle Smith, Project Manager, San Gabriel Valley Area Team
Carol Inge
Chief Planning Officer
Countywide Planning and Development

Arthur T. Leahy
Chief Executive Officer
# SOUTHERN CALIFORNIA CONSENSUS WORKING GROUP
## Candidate Project List for TIGER Funds

<table>
<thead>
<tr>
<th>PROJECT SPONSOR</th>
<th>PROJECT NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</td>
<td>• Alameda Corridor East - Baldwin Avenue Grade Separation Project</td>
</tr>
<tr>
<td></td>
<td>• Alameda Corridor Transportation Authority - SR-47 Expressway Project</td>
</tr>
<tr>
<td></td>
<td>• Port of Los Angeles - San Pedro Bay Ports Rail System: West Basin Rail Access Improvements</td>
</tr>
<tr>
<td></td>
<td>• Port of Los Angeles - South Wilmington Grade Separation</td>
</tr>
<tr>
<td></td>
<td>• Port of Long Beach - Gerald Desmond Bridge Construction</td>
</tr>
<tr>
<td>METROLINK</td>
<td>• Positive Train Control</td>
</tr>
<tr>
<td>ORANGE COUNTY TRANSPORTATION AUTHORITY</td>
<td>• Laguna Nigel to San Juan Capistrano Main Track</td>
</tr>
<tr>
<td>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</td>
<td>• Auto Center Drive/BNSF</td>
</tr>
<tr>
<td></td>
<td>• Iowa Avenue/BNSF</td>
</tr>
<tr>
<td>SAN BERNARDINO ASSOCIATED GOVERNMENTS</td>
<td>• Hunts Lane at UPRR Grade Separation</td>
</tr>
<tr>
<td></td>
<td>• I-10 Cherry Interchange Reconstruction</td>
</tr>
<tr>
<td></td>
<td>• I-10 Citrus Interchange Reconstruction</td>
</tr>
<tr>
<td></td>
<td>• I-10 Mixed Flow lane westbound from Ford St to West of Live Oak Canyon Rd</td>
</tr>
<tr>
<td></td>
<td>• I-10 Ramp widening &amp; Aux Lane at Cherry, Citrus, &amp; Cedar Ave</td>
</tr>
<tr>
<td></td>
<td>• Monet Vista at UPRR &amp; BNSF Grade Separation</td>
</tr>
<tr>
<td>VENTURA COUNTY TRANSPORTATION COMMISSION</td>
<td>• Port of Hueneme for Wharf Stabilization &amp; Improvements</td>
</tr>
</tbody>
</table>

July 2, 2009