Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Union Station 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 October 7, 2009 Minutes
   Action

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

5. CTC Meeting Recap
   10 min
   Information
   (Patricia Chen)

6. Timed Agenda: 10:00 AM
   - ARRA Appeals
   Attachment 4: ARRA Lapsing Funds Letter
   1 hr
   Action
   (Alan Patashnick, David Yale)

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

Metropolitan Transportation Authority
8. SB375 / AB32 - Regional Climate Change Information (Ernest Morales)
   10 min

9. Public Private Partnership Program Information (Kathleen Sanchez)
   10 min

10. New Business

11. Adjournment

TAC Minutes and Agendas can be accessed at:
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 January 7, 2010 at 9:30 a.m. in the Union Station Conference Room, 3rd floor. (TAC will not meet December 2009)
Attachment 1

Subcommittee October 2009 Agendas

- **Bus Operations**
  - October 20, 2009

- **Local Transit Systems**
  - October 22, 2009

- **Streets and Freeways**
  - October 15, 2009

- **TDM/Air Quality**
  - October 28, 2009
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE

Windsor Conference Room — 15th Floor

1. Call to Order
   1 minute
   Action
   David Reyno

2. Approval of September 15, 2009 Minutes
   1 minute
   Action
   BOS

3. Chair’s Report
   5 minutes
   Information
   David Reyno

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

5. 2009 LA County Infrastructure Report Card
   10 minutes
   Information
   Joyce Rooney

6. 2009 Call for Projects
   10 minutes
   Information
   Rena Lum

7. Crenshaw Transit Corridor Update
   10 minutes
   Information
   Roderick Diaz/Fulgene Asuncion

8. Congestion Reduction Demonstration Project Update
   10 minutes
   Information
   Kathleen McCune
9. Measure R Guidelines
   Information
   10 Minutes
   Nalini Ahuja

10. New Business

11. Adjournment

Information Items:

   90-day Rolling Agenda
   RTAA-CMAQ Fund Balances
   SAFETEA-LU 5307 15% Discretionary Fund Balances
   SAFETEA-LU 5307 85% Fund Balances
   SAFETEA-LU TE1% Fund Balances
   Summary of Invoices — FY09
   Summary of EZ Pass Invoices
   Subsidy Matrix
   TDA/STA Claim Summary
   Regional Pass Sales
   Document Requirement Status

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

Please call MARTHA BUTLER at 213-922-7651 or QUENISHA WILLIAMS at 213-922-7474 if you have
questions regarding the agenda or meeting. The next BOS meeting will be held November 17, 2009 at
9:30 am in the Windsor Conference Room, 15th Floor of the Gateway Building.
Agenda

Los Angeles County Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE

Windsor Room – 15th Floor

1. Call to Order

2. Approval of Minutes – May 28, 2009
   (to be handed out at meeting)

3. TAP Program Update

4. Section 5310 and 2009 Call for Projects Update

5. 2009 LA County Infrastructure Report Card
   (see attached)

6. Measure R Local Return Guidelines

7. Gold Line Eastside Presentation
   (see attached)

8. Mini Call Update
   (see attached)

9. NTD Reporting Update
   -- FY ’06 NTD Payments
   -- FY ’07 MOU’s
   -- FY ’09 Draft Data
   (see attached)

10. New Business/Adjournment

Action
Alex Gonzalez, Chair

Action
Alex Gonzalez, Chair

Information
Jim Pachan, Metro

Information
Larry Torres, Metro

Information
Joyce Rooney, West Hollywood

Information
Susan Richan, Metro

Information
Metro Staff

Information
Jay Fuhrman, Metro

Information
Jay Fuhrman, Metro

Alex Gonzalez, Chair
Agenda
Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15th Floor

1. Call to Order
   1 min

2. Approval of Minutes
   Action (Subcommittee)

   Attachment 1: Draft September 17, 2009 Minutes
   Attachment 2: Sign in Sheet/Attendance Sheet
   1 min

3. Chairperson Report
   Information (Bahman Janka)
   5 min

4. Metro Report
   Information (Fulgene Asuncion)
   5 min

5. Caltrans Report
   Information (Kirk Cessna)
   15 min
   - SAFETEA-LU Rescissions
   - Status of E-76 on ARRA Projects
   - ARRA Project Savings & Deadlines
   - Safe Routes to School Grant Opportunity

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

7. CTC Update
   Information (Patricia Chen)
   10 min
8. 2009 Call for Projects Update
   • Signal Synchronization Mode
     10 min
   Information (Alan Patashnick, Randy Lamm)

9. 2009 Long Range Transportation Plan
    20 min
   Information (Heather Hills/Gloria Anderson)

10. High Speed Rail
    15 min
    Information (Alex Clifford)

11. Regional Integration of Intelligent Transportation Systems (RIITS)
    15 min
    Information (Peter Liu, Karen Fleming)

12. New Business
    5 min
    Discussion (Subcommittee)

13. Adjournment
    1 min
    Action (Subcommittee)

The next meeting of the Streets and Freeways Subcommittee will be held on November 19, 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
Agenda

Los Angeles County
Metropolitan Transportation Authority

SPECIAL TDM/ AIR QUALITY SUB COMMITTEE

Sierra Madre (16th floor) Conference Room

Call to Order/Roll Call  
1. Chairperson’s Report  
   5 min

2. Inclusion of TDM Projects in the Proposed Regional Congestion Mitigation Fee

3. New Business

4. Adjournment

Please call Rufina Juarez at (213) 922-7405 or e-mail to “juarezr@metro.net”, if you have questions regarding the agenda or the meeting. The next meeting will be on TBD at 10:30 a.m. in Room to TBD
Attachment 2

Subcommittee Actions
Disposition of October 2009 Subcommittee Actions

Bus Operations Subcommittee:

October 20, 2009
• Approval of September 15, 2009 minutes

Local Transit Systems Subcommittee:

October 22, 2009
• Approval of May 28, 2009 minutes

Streets and Freeways Subcommittee:

October 15, 2009
• Approval of September 17, 2009 minutes

TDM/Air Quality Subcommittee:

October 29, 2009
• No Action Taken
Attachment 3

Draft October 7, 2009 TAC Minutes

Sign-In Sheets

TAC Member Attendance
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call
Cory Zelmer (Vice 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)
   - BOS met September 15th
   - Received updates and presentations by Metro staff on:
     - ARRA
     - TAP
     - CTC
     - Draft Measure R Local Return Guidelines
     - Short Range Transportation Plan (SRTP) Deadline & Guidelines
     - MOU for Proposition C 5% Securities, waiting for agencies’ signatures
     - David Reyno was re-elected as Chair and TAC representative at the Annual BOS Elections
   - Next meeting will be October 20th

   Local Transit Systems (Alex Gonzalez)
   - LTSS did not meet in September
   - Next meeting will be moved to October 22nd due to conflict with CTA schedule

   Streets and Freeways (Paul Maselbas)
   - Last met on September 17th
   - Received presentations on:
     - 2009 Long Range Transportation Plan
     - ARRA TIGER Discretionary Grant Funds
     - 2009 Call for Projects and motion by the Planning and Programming Committee
   - Next meeting will be October 15th
TDM/ Air Quality (Mark Hunter)

- TDM/Air Quality did not meet in September
- Next meeting will be a Special Meeting on October 28th with the community regarding the appropriateness of including TDM projects in the proposed Congestion Mitigation Fee Program
- TDM Mobility Forum tomorrow, October 8th

3. Consent Calendar Attachments

A motion to approve the September 2nd minutes was made by Paul Maselbas (County of Los Angeles) and seconded by David Reyno (BOS). There were no abstentions or objections.

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

Mr. Patashnick announced that on Thursday, October 8, 2009, a Multi-Mobility Forum will be held at Metro in the Windsor Room, 15th floor at 8:00 A.M. to assist local jurisdictions in developing project business work plans that are critical to the successful implementation of TDM Grants awarded through Metro’s 2009 Call for Projects.

At its September 24, 2009 meeting, the Metro Board approved:

- Exchange of up to $8.3 million from the Fiscal Year 2009 Federal Section 5307 Allocation to Santa Monica Big Blue Bus (SMBBS) with Proposition C 40% Discretionary or other available Local/Regional Funds, so that the exchanged funds may be used for a bus facility construction project
- Staff recommendations regarding Call for Projects, Technical Advisory Committee (TAC) motions; adjustment of the Board adopted Modal Marks and program $337.551 million in seven Modal Categories for the 2009 Call for Projects
- Adjusting the Life-of-Project budget for the Express Lanes on I-10 and I-110 Freeways in the amount of $34.1 million; reprogramming of $1 million of FTA 5307 funds from Foothill Transit to Metro for the Harbor Transitway upgrades project; increase to Life-of-Project (LOP) budget for Capital Project #202287 Harbor Transitway from $2.85 million to $3.85 million
- Support position on H.R. 2746 (Carnahan) Transit Operation Assistance Grant Program – would allow Public Transit agencies to use a portion of their Federal Transit funding for Day-to-Day operating expenses
- Authorizing the Chief Executive Officer to approve the FY10 Annual Work Plan for the City of Los Angeles
- Establishing a LOP Budget for the Harbor Transitway and El Monte Busway Stations Amenities project in the amount of $1.03 million
- Establishing a LOP budget for the Bus Stop Information System Improvement project in the amount of $1.15 million
- The following nominees were approved for membership on the San Fernando Valley Service Sector Governance Council:
  - Gary Bric-New Appointment-Elected Official
  - Appointed by: City of Burbank
  - Term Ending: September 30, 2012
  - Steve Veres – New Appointment - Elected Official
Appointed by: City of San Fernando
Term Ending: September 30, 2012

- Yaroslavsky motion that staff report to Planning and Programming Committee within 60 days on a Gating plan for light rail lines, specifically those under construction and being planned such as Expo, Foothill Extension and the Crenshaw Lines including a financial analysis
- Katz motion, as amended by Yaroslavsky/Fasana, that directs the Chief Executive Officer to exercise the light rail vehicle (AnsaldoBreda) options, subject to receipt of a written guarantee signed by the authorized representative of Finmeccanica, in the form of today’s email from Finmeccanica, the letter of credit and all other agreements and documents relating to the contract and the exercise of the options; and
  - Finmeccanica agrees to be subject to California Law for this contract and for all the guarantees that have been negotiated. As a condition to the exercise of the option, the contract shall include the following as agreed to and represented by AnsaldoBreda S.P.A.: AnsaldoBreda S.P.A. will reduce, at their cost, all excess weight on the base car that AnsaldoBreda S.P.A. is responsible for (responsibility shall be determined through a mutually agreed upon dispute resolution mechanism for allocating responsibility)
  - The option cars will meet the contract weight specifications; train line compatibility on all base cars and option cars shall be provided in compliance with the contract specification; seat size will be ¼ inch narrower than the contract specification and AnsaldoBreda S.P.A. shall add seat spacers; the price for each of the 100 option cars will be fixed based on the PPI Index on the month prior to the exercise of the option
  - AnsaldoBreda S.P.A. shall provide an irrevocable letter of credit in the amount of $75 million and, by contract, will agree to renew annually and to replenish such letter of credit, if drawn upon, to an aggregate amount of $300 million; AnsaldoBreda S.P.A. will provide a $300 million performance bond for the option cars; that Metro extend the period of time within which to exercise the options, for no more than 30 days, in order to finalize and sign the legal papers
  - If not completed within 30 days, the Chief Executive Officer is also directed to move forward with a new procurement as expeditiously as possible
- Authorizing the Chief Executive Officer to pursue a Long-Term Federal Funding Agreement through the U.S. Department of Transportation to construct the Westside Extension and Regional Connector Project in order to secure Los Angeles County’s fair share of Federal rail funding through the New Starts Program. This recommendation is consistent with the proposed Long Range Transportation Plan and Measure R Project Delivery Committee Discussions

Mr. Patashnick reminded TAC members of their discussion with Metro’s Chief Executive Officer, Art Leahy, regarding TAC’s role and level of involvement in Metro Program Development. He asked TAC what their role should be and how should we best address their involvement. Jano Baghdanian (LTSS) replied that TAC is composed of professionals whose expertise should be utilized more effectively. As an example, TAC was able to develop a process for the ARRA program, as opposed to Metro staff preparing the process that involved extensive input on decisions that affect the County. TAC could also be a part of the decision-
making process for the Call for Projects program because that program also affects most stakeholders in Los Angeles County. In all, Mr. Baghdanian stated that TAC should have more involvement in those programs with regional funding implications.

David Feinberg (League-Westside Cities COG) concurred with Mr. Baghdanian and added more flexibility is needed with TAC involvement. He added that TAC once had the ability to provide input prior to Metro’s CEO finalizing the Board Report. Metro staff used to request TAC’s input, but now that has been lost over the last several years. Lastly, Metro should take more advantage of TAC’s knowledge of the local level when developing regional programs.

Sumi Gant (City of Long Beach) stated that the previous administration did not allow staff reports to come before TAC until it was completed. She added that Mr. Leahy stated that that will change under his administration.

Haripal Vir (City of Los Angeles) concurred with Mr. Baghdanian and added that TAC’s talents are wasted and needs to be more proactive in Metro’s Program Development.

Mr. Patashnick stated that staff will relay TAC’s concerns and their request to increase the level of involvement with program development. He added that TAC members should contact him if they have additional concerns or comments.

5. Legislative Update

State (Michael Turner, Metro)
Mr. Turner reported that the legislature was on recess since September, but will soon be in extra sessions to consider a variety of issues. The Senate is expected to return next week to review some remaining issues such as Water, Corrections, Education, Budget issues, and the Tax Commission’s proposal. The Commission of the 21st Century Economy released its proposal for a revised tax structure, which involves repealing and restructuring taxes as well as a new business receipt tax. The proposal has already received opposition from both the business community and labor groups. The Governor has called a Special Session to consider the proposal. The Legislature will hold two hearings and the Assembly Revenue and Tax Committee will hold overview hearings on Thursday and Friday. In addition, the Commission considered a Pollution Tax, which resembled the Gas Tax increase, starting with an 18% increase and annual increases thereafter based on CPI or indexing. Mr. Turner added that it could be a significant amount of revenue flowing into Transportation depending on its structure. Consequently, the Commission was charged with dealing with revenues only and not with expenditures. Metro is concerned with the structure of the Pollution Tax because none of the funds would currently come to public transit. The Commission wrote the Pollution Tax to restrict public transit to Article 19 in which the funds would be for Fixed Guideways only.

Mr. Turner reported that Metro would be looking at last year’s Assembly Bill 2558, which proposed a Carbon fee, by Assembly member Mike Feuer (D-LA) as a model for a new kind of fee that is not Article 19 restricted.
Mr. Turner reported that the Supreme Court decided in favor of the Transit Association’s lawsuit against the State taking transit funds. Mr. Turner stated that the lawsuit revealed two issues:

- Appellate Court found past takes of the public transit funds were illegal; and
- Ongoing takes of public transit funds will be illegal

Metro’s argument is that the State is required to return the funds that were taken from public transit. He noted that STA funds should start coming to Metro for allocation to local operators. It is still unknown how the $3 billion will be returned to public agencies from the State. Mr. Turner stated if the State returns the money to public transit; the State would need to take the funds from the Prison system by releasing 40,000 prisoners, the Education system, Healthcare, Homeless shelters, Seniors, Disabled and Mental Health services. Mr. Turner noted that since it is ambiguous where the State funds will come from, Metro is concentrating on restoring the STA funds.

**Federal (Raffi Hamparian, Metro)**

Mr. Hamparian reported that the new Reauthorization Bill needed to be enacted by the end of the Federal Fiscal Year, September 30th. The House and Senate are working to finalize 13 Appropriations Bills for FY 2010. A Continuing Resolution (CR) was approved to give Congress until October 31st to complete the action and Congress enacted a one month extension for SAFETEA-LU. He included that a separate Transportation Appropriation Bill may be passed in the Senate in the coming weeks.

Mr. Hamparian reported that the House and the Senate are split on funding for:

- High Speed Rail (HSR) - the Senate recommends $1.2 billion, while the House provides $4 billion; President Obama requested $1 billion
- New Starts programs – the Senate allocated $2.3 billion, while the House provided $4.8 billion
- Positive Train Control – The Senate allocate $50 million, while the House provided nothing
- TIGER – The Senate requested the TIGER and TIGGER grant programs provide a second round of funding; they are expected to return with approximately $1 million to $300 million in programmed grant funds.

Mr. Feinberg asked how much funding is in the TIGER grant program. Mr. Hamparian replied $1.5 billion. He stated that Secretary Ray LaHood plans to expedite the grant programs prior to January 2010 and announce $8 billion for the HSR provided by ARRA in the beginning of 2010.

Mr. Hamparian reported that the Clean Energy Jobs and American Power Act, S. 1733, sponsored by Senator Barbara Boxer (D-CA) and Senator John Kerry (D-MA) will begin being marked up in October. James Oberstar, Chairman of the House of Transportation & Infrastructure (D-MN) will also mark up the bill. The bill was tabled until next year due to Healthcare issues. Mr. Hamparian offered Senator Boxer’s Bill to TAC members via email. Ellen Blackman (ADA) asked how the transit funding will impact programs such as Sections 5310, 5316, and 5317. Mr. Hamparian replied that from a policy perspective, those issues will be pending the new Authorization bill. In respect to funding, there should not be any changes.
Mr. Feinberg asked about the CNG fuel tax credit. Mr. Hamparian replied that SAFETEA-LU has a 50¢ per gallon credit for transit agencies. It was to expire September 30th, however an Energy Bill passed last year moved the expiration date to December 31st. There is a Tax Extenders Bill, which takes tax bills before they expire and combines them into a package. Senator Orrin Hatch (R-UT) and Senate Majority Leader Harry Reid (D-Nev) are the principal authors of the Tax Extenders Bill. Mr. Hamparian added that Metro receives $1.7 million per month as a tax benefit. Metro contacted Senate Majority Leader Harry Reid’s office of its support as well as Representative Xavier Becerra (D-CA) of the Ways and Means Committee. Mr. Hamparian stated that if TAC was interested in any particular concern to reach him at hamprianr@metro.net. Mr. Baghdanian asked the length of the Bill. Mr. Hamparian replied it was three years.

6. 2009 Long Range Transportation Plan, Update (Renee Berlin, Heather Hills, Brian Lin, Gloria Anderson, and David Yale, Metro)

Renee Berlin (Metro) announced that the LRTP will go before the Planning and Programming Committee on October 14th and Metro Board for adoption on October 22nd. Since the Metro Board deferred the LRTP in July 2009, there have been weekly meetings with Board staff. Currently, there is no Board Report to show TAC as it is still under development. In September, the Metro Board approved the Westside and Regional Connector as our New Starts projects. Gloria Anderson (Metro) and David Yale (Metro) are ensuring that there is local match for both the Westside and Regional Connector projects.

Ms. Berlin announced that:

- The Crenshaw Transit Corridor is in the Draft Environmental Impact Statement/Environmental Report with the Public Comment period currently open until October 26
- Expo II is holding community meetings and anticipates releasing the EIR in January 2010

Ms. Berlin added that all Measure R projects are in the constrained plan and listed the following examples:

- Canoga Corridor (under construction)
- East San Fernando Valley
- Wilshire BRT
- Crenshaw Corridor
- Expo Phase II
- Regional Connector
- Westside subway
- Foothill Extension

The transit projects will stay on their Measure R schedule and will show the last year of the range as to their opening dates.

In regards to Highway projects, Metro staff is working with the Advisory committee, which has met six times this summer, to develop a schedule and cash flows for Measure R projects. There are two projects the High Desert Corridor in which Measure R provided only the Environmental. Metro added construction dollars into the LRTP and the BNSF Grade Separation had $35 million for one grade separation. The LRTP contains funding for the remainder of the grade separations.
Ms. Berlin explained that there is a Highway Program which has been melded into the LRTP. Ms. Hills (Metro) replied that staff is developing a response to the Board motion regarding TDM projects. She stated that Metro will be adjusting the annual amount per year for the TDM mode, but keep the overall funding as shown in the July Draft LRTP. She noted that the Metro Board report for the LRTP is not complete at this time, but that excerpts could be provided to TAC members upon request. The Board report is anticipated to be posted on Friday, October 9th. Ms. Hills handed out the Draft Table of the “Funding Strategy for Measure R Transit Corridors in First Decade,” from the Board report. The handout describes an initial funding strategy to be pursued going forward through the first decade of the LRTP. Ms. Hills explained that with Measure R, the LRTP covers three decades: first decade is to 2019; second decade to 2029; and the third decade to 2039 or 2040.

Ms. Hills noted that if the Metro Board approves the LRTP, production of the document will begin immediately and staff anticipates its release in December 2009 or January 2010. There will be three new chapters or sections that were not provided in the previous LRTP document. Those sections cover High Speed Rail, Public Private Partnership, and Los Angeles Anaheim (LOSSAN). LOSSAN is a rail to rail coordination effort between Metrolink, Amtrak and transit. The Metrolink section in the plan will be expanded to deal with safety issues and service expansion. The Congestion Reduction Demonstration project section will be updated.

Ms. Berlin announced that at last week’s Board staff briefing, we were asked to present the LRTP to the Councils of Governments (COGs) one more time. Therefore, if any of the COG members would like to have another presentation or a special meeting, please let Metro staff know. Mr. Feinberg asked if the total on the handout for the Exposition LRT Phase II is a range ($1.3 to $1.6 million). Ms. Berlin confirmed that the Exposition LRT Phase II total cost is a range.

Mr. Lin (Metro) reported on the Measure R Highway Program and referred TAC members to the Highway Program handout which stated that staff:

- Worked with project sponsors to identify a timeline for projects in Measure R Expenditure Plan
- Developed project specific cash flows for delivery of each project, including:
  - Funding plan identifying additional dollars needed; and
  - Various bonding scenarios to accelerate project delivery
- Formed a Highway Program Advisory Committee to assist in developing a vision and timing for Measure R Highway Projects for inclusion in the LRTP. Committee representatives included:
  - Each COG
  - City of Los Angeles
  - County of Los Angeles
  - Caltrans
  - Metro

Mr. Lin reported that the committee assisted with:

- Clarifying project eligibility for Measure R Operational Improvement dollars;
- Defining Project completion for the purposes of Measure R; and
• Providing input and feedback on project delivery dates, cash flow, funding plan and bonding scenarios

Mr. Lin referred TAC to a handout describing two Bonding Scenarios: Scenario C Revised - Proposed Measure R Highway Detail for the First 10 Years and Scenario D – Proposed Measure R Highway Detail for the First 10 Years. He stated that the difference between the two scenarios is the inclusion of certain Soundwall projects. Scenario C shows $124 million and Scenario D shows $220 million. Mr. Lin referenced a map of the locations for various Soundwall Packages and explained that Scenario C only funds to Package #8 which will extend the SR-605 soundwall from Slauson Avenue to SR 10-Santa Fe Springs & Irwindale. For Scenario D, funding is provided through construction of Package #11 to extend the SR-170 soundwall from SR-101 to Sherman Way and the I-405 soundwall from north of Stagg Street to south of Stagg Street. Mr. Lin noted Measure R will fund 1/3 of the total cost of highway projects listed in the expenditure plan.

Ms. Anderson (Metro) stated that the High Dessert Corridor (construction) and the remaining BNSF grade separations are not funded under the LRTP by Measure R and that Metro assumes other funding for the full cost of those projects. She added that the Highway Strategy program is an approach that Metro is pursuing to secure State and Federal funds.

Mr. Vir directed Mr. Lin to the “Clarifications on Project Eligibility for Highway Operational Improvement and Ramp/Interchange Improvements” page of the handout and the first bullet, which stated “interchange modification (but not to accommodate traffic volumes that are significantly larger than existing facilities were designed for),” and asked if the modifications referred to the freeway or the freeway interchange. Mr. Lin replied that the interchange modifications referred to all interchanges within one mile of a State Highway. Mr. Vir asked what the language in the handout stated “…where the volumes are significant larger than existing facilities…” meant. He also added that most of the current facilities far exceeded their design volumes 15 to 20 years ago. Mr. Lin replied that the intent of the handout [language] was to distinguish Operational Improvements from Capital Improvements to increase capacity. He explained that Operational Improvements could be a lane widening or a left turn lane, but not to redesign or reconfigured an intersection. Mr. Patashnick added that the first sentence is descriptive of the bullet point and reiterated Mr. Lin’s explanation.

Ferdy Chan (City of LA) asked in regards to the seventh bullet item shown on the same page, if local agencies have any input on “intersection street” widening. Mr. Lin replied that local agencies would have input as long as an intersection is located within one mile on either side of the freeway and would benefit operational improvements of the State Highway. Mr. Chan asked when and what time local agencies would be involved in the input and the selection of the location. Mr. Lin replied that Metro is currently working to develop a Memorandum of Understanding (MOU) boilerplate for the Highway Advisory Committee’s review. Ms. Anderson added that local jurisdictions would have to first submit a project list with an expenditure plan. Mr. Chan asked if Metro anticipated a Call for Projects process. Ms. Anderson responded that local jurisdictions would be submitting their requested projects in Measure R that needs funding.
Alberto Angelini (Caltrans) responded that it applies to the three subregions projects, which are unfunded. Mr. Lin concurred by listing the Arroyo Verdugo, Las Virgenes, and South Bay subregions.

Mr. Vir asked who the members on the Highway Advisory Committee are. Mr. Lin replied the Highway Program Advisory Committee is composed of representatives from all of the Council of Governments (COG), the City of Los Angeles, the County of Los Angeles, Caltrans, and Metro. Expenditure Plans were distributed to TAC members.

Mr. Patashnick introduced David Yale (Metro) to answer questions on the ARRA funding. Mr. Baghdanian asked Mr. Yale what was the total amount of ARRA funding distributed to the Cities and the County? Mr. Yale replied that approximately $320 million was allocated to the Cities and the County. Mr. Baghdanian asked of the $320 million, how much went to the first Tier. Mr. Yale replied that the “Tiers” referred to the different levels of possible funding from the ARRA. Metro put into the TIP projects which could be funded with the $320 million and nothing more. Mr. Baghdanian responded that 50% of the ARRA funds were to be encumbered by the Cities and the County. Mr. Yale replied that the “50%” referred to a deadline by which funds were to be used by the Cities and the County according to a Federal law passed down to the State of California. Metro obligated almost all of the 50% on the I-405 project, which almost met the 50% deadline all by itself. Mr. Baghdanian asked in terms of the use of the funds, what is the timing for the use of the other 50%. Mr. Yale replied that Caltrans indicated that they will sweep up any unobligated funds in November and re-obligate the funds to any California jobs that are ready-to-go. Mr. Yale added that on November 1st Metro must inform Caltrans of the projects for which Metro will apply any unobligated ARRA funding.

Mr. Baghdanian responded that the Cities and the County have started the bid process in which some bids were low, and that there will be savings that other projects in the Federal TIP could use. Also stated Mr. Baghdanian, will happen to the unused contingency funds? Kirk Cessna (Caltrans) responded that any contingencies could be reallocated or swapped with other funds. Mr. Cessna stated that if any local jurisdictions submitted an Award package with low bids, Caltrans will deobligate the savings. Agencies with savings should discuss with Metro about swapping the project(s) or move the funds to another project. He noted that local jurisdictions should be aware of the region losing any funds to a statewide pot. Mr. Yale added that a letter from Metro’s CEO asked Caltrans to submit a list of all projects that have been or will be obligated by October 15th. Mr. Yale stated that any project sponsor who has not obligated their funds will have them swept up for reallocation. Unobligated ARRA RSTP will be discussed with TAC at a later date. He added that there are two ways of spending the funds:

- Return it to the agency that had project savings taken away by accident; and
- Distribute the funds to those agencies that successfully obligated the funds by formula.

Mr. Yale added that in November a Board Report will be written and that a TAC Appeals process will be recommended for those jurisdictions that did not meet the deadline. Metro and TAC will determine if local agencies presented a good case to have their funds returned. If it is determined that an agency did not present a good case for having their funds returned, then Metro will ask the Metro Board to reprogram the funds. Mr. Baghdanian replied that the information given was confusing and that specific instructions are needed. He added that his
projects are all out to bid and that no agency wants to lose their funds. He asked if there was a mechanism to avoid agencies losing their funds. Mr. Chan replied that Metro could swap the funds and return it to local jurisdictions. Mr. Yale replied that his staff was not able to offer returning alternate funds to local jurisdictions as a service. Mr. Cessna added that currently there are about seven agencies whose fund requests have not been sent to his office. Subsequently, those agencies had been told to inform Metro of their situation. Mr. Baghdanian replied that every project should have a 5% or 10% contingency. Mr. Cessna replied that those agencies could deobligate their funds projects after March 2nd and reobligate it to another project. Mr. Yale replied that the FHWA wants agencies to report their low bids and reallocate the funds. Mr. Chan replied that Metro is doing local agencies a favor by lumping funds together and finding a way to return funds to local agencies.

Paul Maselbas asked if funds can be passed from region to region. Mr. Cessna replied that it is unknown to him if regions can go into another region’s shortfall and get funds after the fiscal year. He stated that he will get back to TAC with an answer.

Mr. Huang (League of Cities – South Bay Cities COG) asked if Metro will share the list of Cities that are up for deobligation with TAC. Mr. Yale replied yes. Shari Afshari (County of Los Angeles) asked in regards to Mr. Baghdanian’s concerns, should the Cities and the County start communicating with Caltrans as to what is on the table. Mr. Baghdanian requested a set date or notice from Caltrans or Metro as to how local agencies deobligate their funds. Mr. Yale replied that local agencies have choices as to deobligating their funds now or waiting until March 2nd. Mr. Yale added that he would be willing to hold a committee meeting for TAC to discuss various options. Ms. Afshari asked if the remaining funds can be reallocated to another project in the Federal TIP. Mr. Yale replied that the project must be in the Federal TIP. Mr. Maselbas responded that a strategy his agency used was to find a Federal TIP project and programmed a small amount of STPL funds into the project to get it into the Federal TIP and change it later. Mr. Yale replied that Metro staff is available to work with agencies on project savings. Mr. Baghdanian asked if Metro could set up the committee meeting soon and that Ms. Pan has the email list of people to participate. Mr. Patashnick replied that Metro will try to set a meeting.

7. 2009 Call for Projects (Rena Lum, Fanny Pan Metro) Handout

Ms. Lum thanked David Reyno for attending and representing TAC at both the Planning and Programming Committee and the Metro Board meeting.

Ms. Lum reported that the Metro Board adopted the 2009 Call for Projects (CFP) and directed TAC members to a handout which showed the Metro Board’s motion. The motion stated that in June 2009, the MTA Board approved $330 million by mode for the Call for projects. The TDM, Signal Synchronization, and Bicycle categories were over-funded by $16.9 million, primarily due to the lack of meritorious projects. The $16.9 million was transferred to other modal categories and additional projects were awarded. Project sponsors were notified and included in the final Call for Projects “Rainbow” report for distribution throughout the county. The Board added that a number of worthy projects in respective categories, which are immediately below the threshold of funding, could be funded through the near term deobligation of Call funds in the respective categories.
Therefore, the Board’s motion is as follows:

- Report back to the Board through the LRTP at a recommended funding level for TDM projects that reflects the historical project funding level for meritorious and productive projects;
- Report back to the Board on strategies for working with local jurisdictions, COGs and other groups to produce fundable and phased Signal Synchronization projects for the next Call for Projects, recognizing that signal synchronization and bus-signal priority are cost effective tools in maximizing existing infrastructure, reducing congestion and reduction of green-house gases;
- Report back to the Board on establishing a “reserve” fund in future Call for Projects for meritorious projects that were denied funding, but were successfully granted an appeal. This “reserve” fund should range between 5-10% depending of the total Call for Projects;
- In future Call for Projects, any funding mark changes between mode be brought back to the Board for approval prior to the reallocation of funds and awarding of projects and notification to project sponsors;
- In future Call for Projects scoring be normalized so “fundable” and “non-fundable” projects fall within the same approximate scoring range; and
- That the Board Approve Item 9 and apply a policy provision that as Call funds become de-obligated in specific categories in the next two years, those de-obligated funds will be applied to the projects next in line under the threshold of Approval in that respective category.

Nicole Rizzo (League of Cities – North County) asked if the term “appeal” is referring to TAC Appeals. Ms. Lum replied that the motion has not been defined.

Ms. Lum stated that Metro Board presented a Call for Project’s scoring scenario for a threshold. The number 70 was arbitrarily chosen to use as the Call for Project’s funding threshold. She stated, hypothetically, any project that scored 70 or above should be awarded funding. Subsequently, any project that scored lower than 70 will not receive funding. Ms. Lum clarified that a threshold would be easier for the Board members to explain to their constituents.

In regards to normalizing across modes, Ms. Lum added that Metro will evaluate normalizing as was done in the past within modes.

Ms. Lum stated that the Metro Board has identified substantial changes to the Call for Projects’ evaluation process and that traditionally the process would have started a year prior to Metro Board’s adoption. Due to the significant changes, she added, Metro may potentially return to TAC in the next three to six months to start the next Call for Projects process.

Ms. Lum noted that TAC members may have concerns with the Call for Project’s process and clarified that as in the 2009 Call for Project, Metro was diligent in visiting TAC as well as its Subcommittees to seek their input. Ms. Lum added that Metro welcomes TAC members input, suggestions, comments, and ideas and to forward them to her at lumr@metro.net or 213-922-6963, or contact the specific modal lead. She included that there have been weekly internal Call for Project meetings with the modal leads to review the Call for Project process. There have
been two debriefing meetings on September 23rd and October 7th in which each modal lead suggested how they would like to refine the process next year.

Mr. Baghdanian asked when Metro anticipates the next Call for Projects. Ms. Lum replied that theoretically the Call occurs every two years. Mr. Vir responded that TAC members would like to have a role in the Call for Projects scoring process. He explained that the Cities and the County have a lot of knowledge of their respective areas and its needs because they deal with the public everyday, see the congestion and accidents and are a lot more familiar than Metro staff. It would be nice to join hands in the scoring process with some kind of role by having a subcommittee. Mrs. Berlin responded that it would not be appropriate for the Cities and County to be allowed to score their own projects because they would not be objective observers. Local jurisdictions have a stake in the project as opposed to the Metro staff that is neutral to those projects. For instance, the City of LA may not be objective if they have submitted 50 applications. Mr. Vir replied that it is an issue of objectivity, knowledge, and experience. Ms. Lum responded that there was an evaluation committee for each mode which included a person from each area team who was familiar with the Cities and the County projects. Ms. Lum gave an example of how each mode had a representative to represent the Cities and County’s project in each mode. She stated that in the TDM category, someone from the Central Area Team represented the City of Los Angeles or someone from the Westside Area Team represented the City of Santa Monica.

Ms. Lum noted that part of the responsibility is on the applicants. The applications allows agencies to provide as much information and knowledge about their project. Ms. Lum stated if TAC feels that Metro staff did not evaluate their project adequately, then Cities and the County may want to strengthen the discussion on their application.

Ms. Pan announced that Metro will hold a Successful Sponsor Workshop on Tuesday, October 13th from 9:30 a.m. to 12:30 p.m. in the Metro Board room. She asked local jurisdictions to send a representative to the workshop. The workshop will provide information on the requirements of the funding agreements, Metro’s lapsing policy, Federal Transportation Improvement Program (FTIP) requirements, Quarterly Reports, and audit requirements. In addition, a representative from Caltrans will review their general process. Ms. Pan stated that attendees must RSVP at panf@metro.net or call 213-922-3070. She added that a letter was sent last week to successful sponsors.

Ms. Berlin added that in regards to the Successful Applicant Workshop, at the start of the Call for Projects, sponsors fill the Metro Board Room. Subsequently, when Metro holds the Successful Applicant Workshop, fewer sponsors attend. Ms. Berlin clarified that the Successful Applicant Workshop is for all sponsors and the requirements may have changed. This part of the Call is just as important as the beginning of the Call. TAC should encourage their local jurisdictions to attend the workshop.

Mr. Feinberg requested an email to be sent to TAC members as a reminder. Ms. Pan replied she would do so.
Mr. Baghdanian suggested that Metro staff revise the application’s questionnaire because the questions are redundant, tedious and repetitive with some answers having to be made up. He asked if the air quality questions could be streamlined so that sponsors would know what Metro is expecting from the applicant. Mr. Feinberg concurred and added that the same language applied to different questions in different parts of the questionnaire.

Steven Huang suggested that Metro staff should form an advisory group by choosing several TAC members as a subcommittee to help develop an improved application. In regards to the scoring, the Subcommittee could assist in standardizing the scores.

8. **Crenshaw Transit Corridor (Fulgene Asuncion, Metro)**

Ms. Asuncion reported that the Crenshaw Transit Corridor:

- Completed its Draft Environmental Impact Statement/Report (DEIS/DEIR)
- Conducted four Public Hearings with the last one held October 6th
- The 45 days comment period began September 11th and concludes October 26, 2009

Ms. Asuncion passed out copies of the Crenshaw Transit Corridor project’s fact sheet which summarizes the project alternatives that are considered in the DEIS/DEIR. She reported that the Study area is a north/south corridor encompassing the Crenshaw District, Leimert Park, Inglewood, and LAX and includes portions of the City of Los Angeles, Inglewood, Hawthorne, El Segundo, and the unincorporated areas of the County. There are two build alternatives: a Bus Rapid Transit (BRT) and a Light Rail Transit (LRT). The BRT Alternative is approximately 12 miles in length, which extends from the Wilshire/Western Station of the Metro Purple Line to the Metro Green Line Aviation/LAX Station, and travels primarily along Crenshaw Blvd. and the Harbor Subdivision railroad right-of-way. The LRT Alternative generally follows the same alignment as the BRT, except the alignment terminates in the north at the Exposition Line at the Crenshaw/Exposition Boulevards intersection to the Metro Green Line.

Ms. Asuncion announced that the DEIS/DEIR is available for public viewing on the Metro website as well as in libraries along the Corridor. Anyone who wishes to comment on the document could email Roderick Diaz, Project Manager, at diazroderick@metro.net; visit Metro website to download a comment form; or call the Project Hotline to record your comment. The information is listed on the fact sheet.

Ms. Asuncion announced the next steps for the Crenshaw Transit Corridor project is selection of a Locally Preferred Alternative (LPA) by our Board. The final environmental documents are expected to be completed by Fall 2010. Upcoming dates include:

- November 18th: Planning and Programming Committee; and
- December 10th: Metro Board will likely decide on a LPA

Mr. Patashnick added that at the Tuesday, October 6, 2009, Public Hearing, located at the Transfiguration Church Hall on Martin Luther King Jr. Blvd., Los Angeles, there were approximately 100 attendees as well as Supervisor Mark Ridley Thomas and Councilmember Bernard Parks.
Mr. Vir asked which LPA, LRT or BRT, had the most comments. Ms. Asuncion replied there was a lot of support for the LRT alternative. Mr. Vir asked whether the project needs extensive right-of-way (ROW) for the LRT. Ms. Asuncion replied that the LRT will run mostly on the street right-of-way from the Metro Expo Line in the north and connect with the Harbor Subdivision Railroad right-of-way before connecting to the Metro Green Line.

9. Public Private Partnership Program (Kathleen Sanchez, Metro)

Withdrawn from the Agenda

10. CTC Meeting Recap (Patricia Chen, Metro)

Ms. Chen announced that the CTC meeting of September 9th and 10th was held at the Port of Long Beach and reported that:

- The Self-Help Counties Coalition held its annual “Focus on the Future” conference. Presentations were made by Mike Feuer and Robert Hertzberg.
  - City of Pasadena hosted an offsite tour for the conference, which outlined the powerful interaction between parking policies and redevelopment;
  - Caltrans hosted a tour at their Traffic Management Center in Glendale;
- STIP Fund Estimate Workshop - There was discussion on the decrease of 31% in STIP revenues resulting in cuts or shifting out projects. The CTC staff did not present any County targets, however, it will be done via an Allocation plan. She added that it is uncertain whether the Fund Estimate presented in September will change in October depending on the state’s response to the CTA victory on the STA lawsuit and the whether funding may flow into the STIP for PTA eligible projects;
- Draft 2010 STIP Guidelines - Information item with action to occur next week. She added that due to the low capacity, the STIP will consist of moving 2008 STIP projects out;
- Non-TEA projects for FY 2010 can be reprogrammed to a later year, if they have been delivered or received a time extension before the adoption of the Fund Estimate;
- CTC staff presented their Allocation priorities. Regions and Commissioners both requested more regional input on the Allocation Plan; thus the plan will come back in October.
- SB 4 Guidelines for Public Private Partnership (P-3) and Design Build. Regarding P-3, there was an issue with the language – “shall or may” - in a sentence as to whether regions or Caltrans would have to return to CTC at the end of their negotiations. There were voting problems due to one of the Commissioners not yet being sworn in. In the agenda item for October the CTC has provided new language – “the Commission expects”- as a compromise;
- ARRA update – California is in the lead nationwide with transportation obligation at $2.6 billion.

11. Congestion Reduction Demonstration Project (Kathleen McCune, Metro)

Ms. McCune reported that Metro received a grant from U.S. DOT for $210.6 million to convert the HOV lanes on the I-10 and I-110 freeways into HOT (High Occupancy Toll) lanes. Metro is funding improvements to transit facilities along the corridors including 59 new buses. Metro’s
new bus line # 910 will be a through service running from the El Monte Transit Center to the Artesia Transit Center. Ms. McCune provided an update on each project as follows:

- **Toll technology**
  - working on completing 30% design; Design Build Operate Maintain (DBOM) procurement strategy to be used
  - I-10 Freeway – to add a second HOV/HOT lane
  - I-110 Freeway - widening Adams Blvd. and the off ramp; PSR for $2 million for a fly-over,

- **Transit operations**
  - Line 910:
    - went before Metro Board in September for a Public Hearing regarding the new base fare rate of $2.45
    - fare rate to go before Metro Board for approval in October 2009
    - scheduled to begin operations in December 2009
  - Partnership with local municipal transit agencies: I-10: Foothill Transit, I-110: Gardena Transit and Torrance Transit. Metro is providing those agencies with a one-year operating subsidy during the demonstration period.

- **Funding LADOT to provide Transit Signal Priority along both Flower Street and Figueroa Streets;**

- **Providing additional funding for vanpools;**

- **Transit facilities**
  - Rebuilding El Monte Transit Center - in the process of approving the EIS/EIR and award a Design Build contract in November
  - Patsaouras Transit Plaza Connector off of the I-10 Freeway - Board approval in October regarding the Preliminary Engineering contract
  - Harbor Transitway – improving the Artesia Transit Center including a new Sheriff Substation; improving lighting, signage and security at the stations and park and ride lots

- **Metrolink-Pomona Station - providing funding to expand the parking lot and the platform**

- **LADOT – providing $15 million towards new parking technology in Downtown Los Angeles.**
  - Board approved the Toll Rates at $.25 to $1.40 per mile. Price increases as demand increases in the HOT lanes. The Board also approved the primary Business Rules including the requirement that every vehicle using the I-10 and I-110 HOT lanes will be required to have a transponder in their vehicle

12. **New Business**

No new business.

13. **Adjournment**

The next TAC meeting will be November 4, 2009 at 9:30 a.m. in the Union Station Conference Room, 3rd floor. TAC will not meet in December 2009.
## TECHNICAL ADVISORY COMMITTEE
### Sign in Sheet
October 7, 2009

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<th>AGENCY</th>
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<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
<td>1. Marianne Kim/ Stephen Finnegan</td>
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<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>1. David Reyno/Joseph Loh</td>
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<td>2. Dennis Kobata/Susan Lipman</td>
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<td>CALIFORNIA HIGHWAY PATROL</td>
<td>1. Sgt. Mike Stefanoff/Lt. Dave Bowen</td>
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<td>CALTRANS</td>
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<td>Gateway Cities COG</td>
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<td>LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)</td>
<td>Jano Baghdjian/Alex Gonzalez</td>
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<td>METROPOLITAN TRANSPORTATION AUTHORITY (Metro)</td>
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<td>Countywide Planning &amp; Development</td>
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<td>John Drayton/Christopher Gallanes</td>
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<td>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA - Ex-Officio)</td>
<td>Steve Lantz/Kate Froemming</td>
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<td>Eyvonne Sells/Kathryn Higgins</td>
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<td>Mike Jones/Annie Nam</td>
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<td>Lupe Valdez/LaDonna DiCamillo</td>
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# TAC Audience Attendance

**October 7, 2009**

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<tr>
<th>Name</th>
<th>Agency</th>
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<tbody>
<tr>
<td>Shirley Lam</td>
<td>City of LA</td>
<td>213 847-0894</td>
<td><a href="mailto:shirley.lam@city.org">shirley.lam@city.org</a></td>
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<tr>
<td>Alex Gonzalez</td>
<td>LTSS</td>
<td>626 660-6788</td>
<td><a href="mailto:agonzalez@cityofla.org">agonzalez@cityofla.org</a></td>
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<tr>
<td>David Yace</td>
<td>MTA</td>
<td>(213) 922-2489</td>
<td>yace420 @ Metro.net</td>
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<tr>
<td>Kathy McCune</td>
<td>MTA</td>
<td>213 922 7241</td>
<td><a href="mailto:mccune0@metro.net">mccune0@metro.net</a></td>
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- **Name:** Shirley Lam  
  **Agency:** City of LA  
  **Phone Number:** 213 847-0894  
  **E-Mail:** shirley.lam@city.org

- **Name:** Alex Gonzalez  
  **Agency:** LTSS  
  **Phone Number:** 626 660-6788  
  **E-Mail:** agonzalez@cityofla.org

- **Name:** David Yace  
  **Agency:** MTA  
  **Phone Number:** (213) 922-2489  
  **E-Mail:** yace420 @ Metro.net

- **Name:** Kathy McCune  
  **Agency:** MTA  
  **Phone Number:** 213 922 7241  
  **E-Mail:** mccune0@metro.net
## TECHNICAL ADVISORY COMMITTEE (TAC)

### Attendance Record

**10/29/2009**

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</table>
Attachment 4

ARRA Lapsing Funds Letter
October 21, 2009

TO: CITY MANAGERS, PUBLIC WORKS DIRECTORS, AND TRANSPORTATION MANAGERS FOR THE FOLLOWING CITIES:

BELLFLOWER, BURBANK, CERRITOS, COMPTON, HERMOSA BEACH, HIDDEN HILLS, HUNTINGTON PARK, INGLEWOOD, LOMITA, MONROVIA, ROLLING HILLS, SOUTH PASADENA, AND TORRANCE

FROM: CAROL INGE, CHIEF PLANNING OFFICER COUNTYWIDE PLANNING AND DEVELOPMENT

SUBJECT: LAPSING FUNDS FROM THE AMERICAN REINVESTMENT AND RECOVERY ACT (ARRA) ALLOCATED TO CITIES

The Los Angeles County Metropolitan Transportation Authority (MTA) Board of Directors set a May 18, 2009 obligation deadline for specified projects utilizing American Reinvestment and Recovery Act (Recovery Act or ARRA) funds provided by formula to Cities and the County of Los Angeles. Based upon information we have received from Caltrans District 7, we believe your City has not met this deadline and we are now preparing a board report for November that would recommend lapsing your City's unused Recovery Act funds, as shown in Table 1.

TO APPEAL THE STAFF RECOMMENDATION TO LAPSE AND REDISTRIBUTE YOUR CITY'S RECOVERY ACT FUNDS, WE STRONGLY ENCOURAGE A REPRESENTATIVE TO APPEAR BEFORE THE MTA'S TECHNICAL ADVISORY COMMITTEE (TAC) ON WEDNESDAY, NOVEMBER 4, 2009 AT 10:00 AM. IF YOUR AGENCY DOES NOT WISH TO APPEAL OUR RECOMMENDATION, THEN NO APPEARANCE IS NECESSARY.

The TAC meeting will be located in the third floor Union Station Conference Room of the MTA Headquarters building at One Gateway Plaza, Los Angeles. The MTA Headquarters building is directly behind (east of) the historic Union Station terminal in downtown Los Angeles. Parking maybe found on Vignes Avenue, just north of the US 101 (Hollywood) Freeway and east of Union Station.

The City representative should be prepared to give a three-minute presentation or less and should present an “e-76” obligation form or any other documentation that would provide proof of federal grant approval to the TAC. TAC then will make a recommendation to us.

We will consider the TAC recommendation and report on a final recommendation to the MTA Board of Directors. We expect this item to go to our Planning and Programming Committee on November 18, 2009 at 1:00 PM in the Board Room (also on the third floor of the MTA Headquarters building). We expect the final action of
the MTA Board of Directors on December 10, 2009. At both the Planning and Programming Committee and the MTA Board meeting, agencies have the opportunity to attend and can have one minute to appeal any of our final recommendations.

Table 1: Unobligated ARRA funds as of September 30, 2009 (per Caltrans District 7):

<table>
<thead>
<tr>
<th>Local Jurisdiction</th>
<th>Funds Subject to Lapse</th>
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<tr>
<td>Bellflower</td>
<td>$425,000</td>
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<td>Burbank</td>
<td>$600,000</td>
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<tr>
<td>Cerritos**</td>
<td>$529,000</td>
</tr>
<tr>
<td>Compton</td>
<td>$2,900,000</td>
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<tr>
<td>Hermosa Beach</td>
<td>$578,000</td>
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<tr>
<td>Hidden Hills*</td>
<td>$500,000</td>
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<td>Huntington Park</td>
<td>$1,800,000</td>
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<td>Inglewood</td>
<td>$278,000</td>
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<td>Lomita</td>
<td>$623,000</td>
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<td>Monrovia</td>
<td>$1,100,000</td>
</tr>
<tr>
<td>Rolling Hills*</td>
<td>$500,000</td>
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<td>South Pasadena</td>
<td>$761,360</td>
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<td>Torrance</td>
<td>$2,355,000</td>
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</table>

* Never submitted projects eligible for ARRA-RSTP Funding  
** ARRA-TEA funds

BACKGROUND

The Recovery Act use-it-or-lose-it provisions require the MTA to act swiftly to secure the Los Angeles County share of the funds. Specifically, Caltrans announced on August 19, 2009 that it would require all Regional Transportation Planning Agencies, such as the MTA, to submit a report by November 1, 2009 that would show the amount of Recovery Act funds that they plan to obligate by January 1, 2010. The list also must specify any previous Recovery Act-funded project that will not be obligated by January 1, 2010. Finally, the report must include a list of back-up Recovery Act projects that could be obligated if planned projects are not ready or if any redistributed Recovery Act funds become available. If all Recovery Act funds are not obligated by January 1, 2010, then these funds may be lost and the region will be ineligible to participate in a potential regional or state redistribution.

If you have further questions about the Recovery Act lapsing funds appeals process, please contact the MTA Deputy Executive Officer for Regional Programming, David Yale, at yaled@metro.net or by phone at (213) 922-2469.