Agenda

Los Angeles County Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Union Station CONFERENCE ROOM

1. Call to Order/Roll Call

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

3. Consent Calendar
   • Approval of Minutes
   Attachment 3: Draft January 6, 2010 Minutes

4. Chairperson’s Report
   5 min

5. Legislative Update
   Federal
   State
   15 min

6. FY 2010 Sales Tax Shortfalls
   15 min

7. American Recovery & Reinvestment Act (ARRA I & II)
   Attachment 4: ARRA - Jan 20, 2010
   PowerPoint Presentation
   15 min

Action (Alan Patashnick, Cory Zelmer)

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

Action

Information
(Alan Patashnick)

Information
(Raffi Hamparian)
(Michael Turner)

Information
(Terry Matsumoto)

Information
(David Yale)
8. LRTP Subregional Strategic Projects Update
   5 min
   (Rena Lum)

9. Congestion Mitigation Fee Update
    5 min
    (Robert Calix)

10. Blue Ribbon Committee for Near-term Information
    Strategic Transit Planning Concepts
    10 min
    (Conan Cheung)

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

12. New Business

13. 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 March 3, 2010 at 9:30 a.m. in the Union Station Conference Room, 3rd floor.
Attachment 1

Subcommittee Agendas - January 2010

- Bus Operations
  - January 19, 2010

- Local Transit Systems
  - January 28, 2010

- Streets and Freeways
  - January 21, 2010

- TDM/Air Quality
  - January meeting cancelled
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 October 20, 2009 Minutes
   1 minute
   Action
   BOS

3. Chair’s Report
   5 minutes
   Information
   David Reyno

4. CTC Update
   10 minutes
   Information
   Patricia Chen

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

6. American Recovery & Re-Investment Act (ARRA)
   Update/ARRA FTA Funding & Reporting
   10 minutes
   Information
   Frank Flores

7. FY10 Revenue Shortfall and FY11 Budget Deficit
   20 minutes
   Information
   Terry Matsumoto

8. TAP Update
   10 minutes
   Information
   Jim Pachan
9. Congestion Mitigation Fee
   Information
   Robert CaliX

10. SB 375/AB 32 – Regional Climate Change
    Information
    Sarah Jepson

11. High Speed Rail
    Information
    Irv Taylor

12. BOS TAC Alternates
    Action
    BOS

13. New Business

14. 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 February 16, 2010 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

Board Overflow Room – 3rd Floor

1. Call to Order

Action
Alex Gonzalez, Chair

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

Action
Alex Gonzalez, Chair

3. Mini Call Update
(Attachment 1)

Information
Armineh Saint, Metro

4. TAP Program Update

Information
Jim Pachan, Metro

5. NTD Update
- Status of FY 07 and 08 NTD Payments
- Status of FY 09 Final Audits
- Preparation for FY 10 Audits/Reconvene Working Group
- Standardized DR Trip Sheet

Information
Jay Fuhrman, Metro

6. Payment Status – Local Return and Sub-regional Programs

Information
Susan Richan, Metro

7. Tri Cities/LADOT Request to Receive Formula Funding

Information
Jano Baghdanian, Glendale

8. Adjournment

Alex Gonzalez, Chair
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
   Action (Subcommittee)
   Attachment 1: Draft November 19, 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. Election of Subcommittee Chair & Vice-Chair
   Action (Fulgene Asuncion/Bahman Janka)
   10 min

6. Caltrans Report
   Information (Kirk Cessna)
   10 min

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

8. CTC Update
   Information (Patricia Chen)
   10 min
9. SB 375 Update
   Information (Sarah Jepson)
   15 min

10. 2009 Long Range Transportation Plan Update
    Information (Rena Lum)
    10 min

11. Congestion Mitigation Fee Update
    Information (Robert Calix)
    10 min

12. New Business
    Discussion (Subcommittee)
    5 min

13. Adjournment
    Action (Subcommittee)
    1 min

The next meeting of the Streets and Freeways Subcommittee will be held on February 18, 2010 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
Attachment 2

Subcommittee Actions
Disposition of January 2010 Subcommittee Actions

Bus Operations Subcommittee:

Local Transit Systems Subcommittee:

Streets and Freeways Subcommittee:
Approved minutes for Nov. 19, 2009 meeting
Approved election of Subcommittee Chair, Bahman Janka, and Vice-Chair, Paul Masselbas

TDM/Air Quality Subcommittee:
No meeting in January
Attachment 3

Draft January 6, 2010 TAC Minutes

Sign-In Sheets

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 (Dennis Kobata)
   - Dark in December
   - Next meeting will be January 19th
   Local Transit Systems (Alex Gonzalez)
   - Held a Special Meeting on December 2nd to appoint:
     - Joyce Rooney, City of West Hollywood, and Cathi Cole, City of Pasadena, to serve on the Blue Ribbon Committee, chaired by Conan Cheung, to develop a new Regional Transit Service concept and guidelines
   - NTD Workshop
     - Standardized Dial-a-Ride trip sheet for LA County Operators
   - Next meeting TBD
   Streets and Freeways (Fulgene Asuncion)
   - Dark in December
   - Next meeting will be January 21st
   TDM/Air Quality (Mark Yamarone)
   - Dark in December
   - Next meeting will be January 20th

3. Consent Calendar
   A motion to approve the November 4, 2009 minutes was made by Joyce Rooney (LTSS) and seconded by Robert Brager (League of Cities – Las Virgenes Malibu COG). Lupe Valdez (Goods Movement) abstained. There were no objections.
4. **Chairperson’s Report (Alan Patashnick, Metro)**

Mr. Patashnick announced that Carol Inge (Chief Planning Officer, Metro) retired in December and Doug Failing will be the Interim Chief Planning Officer.

At its December 10, 2009 meeting, the Board approved the following items:

- **Consent calendar:**
  - Lapse the American Recovery and Reinvestment Act – Regional Surface Transportation (ARRA-RSTP) funds and re-program the lapsed funds to regional projects that have met Metro’s deadline; and
  - Direct any redistributed ARRA-RSTP funds to a previously funded Metro regional project that released funds and stipulate that any released funds controlled by Metro would be redirected, directly or indirectly, to those same Cities and the County of Los Angeles.
  - Early implementation project for the Eastern San Fernando Valley (SFV) North-South Bus Speed Improvements Project, striping, signal, and pedestrian enhancements in support of a new Metro Orange Line service, Line 902 that will begin operations in late December 2009. The service will link the Pacoima/Van Nuys Corridor to the North Hollywood Metro Red Line Station;
    - Authorize the Chief Executive Officer to amend the scope of work for the existing Funding Agreement with the City of Los Angeles for the Eastern SFV North-South Bus Speed Improvements project by deleting the preliminary engineering work and adding design and construction of traffic signal timing/priority and street improvements along with pedestrian enhancements to support the new Line 902; and
  - Request from the CTC in FY11, $380,280 in previously programmed State Local Transportation Partnership Program funds to complete the design and construction of new Line 902 Infrastructure Improvements project.
  - Received and filed the State Route 2 Freeway Terminus Improvement Project Draft Initial Study/Environmental Assessment Report (DIS/EA)
  - Executed a Long-Term License Agreement with the Community Redevelopment Agency of the City of Los Angeles to provide parking for a transit oriented development adjacent to the Metro Blue Line’s 103rd Street/Kenneth Hahn Station
  - The Harbor Subdivision Transit Corridor Alternatives Analysis (AA) Study; and
  - Further study in a Draft Environmental Impact Statement/Report (Draft EIS/R) an extension of rail service from either the Metro Green Line Marine Station or Imperial Station to the proposed Torrance Regional Transit Center operating on either new light rail tracks or on the existing freight tracks via the Harbor Subdivision Right-of-Way in addition to the No Build and the Transportation Systems Management (TSM) alternatives.
  - Board Director O’Connor amendment that the project be referred to as the South Bay Green Line Extension in all official Metro documents.

- Received and filed the Crenshaw Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR);
- Adopted the Light Rail Transit (LRT) Alternative as the Locally Preferred Alternative as follows:
  - Stations
    - Exposition/Crenshaw, Crenshaw/Martin Luther King Jr., Crenshaw/Slauson, Florence/West, Florence/La Brea, Aviation/Manchester (optional), Aviation/Century (aerial);
  - Alignment
    - Aerial grade separations: La Brea Avenue, La Cienega Boulevard/I-405, Manchester Avenue, Century Boulevard, and
    - Below grade: 39th to 48th Sts., 59th to Victoria Ave., adjacent to LAX South runways;
- Authorized the Final EIS/EIR environmental review and conceptual engineering for the LPA and the following design options:
  - Design Option 3: Potential Centinela grade separation,
  - Design Option 5: Additional station near Vernon Ave.,
  - Design Option 6: below grade at Exposition/Crenshaw,
  - Alternate maintenance facility sites.
- Adopted a resolution authorizing the Chief Executive Officer to execute a Funding Agreement with Caltrans and the Los Angeles Neighborhood Initiative (LANI) for a $226,800 Caltrans FY 2009 Community Based Transportation Planning Grant for the West Boulevard Station Area and Community Linkages Plan. Metro will provide the required local match of $25,000 with half of the contribution as in-kind labor, which brings the total funding agreement amount to $252,000.
- Motion by Supervisor Mark Ridley-Thomas that:
  - Staff conduct a Feasibility Study to consider the cost, constructability, safety, environmental and economic development benefits associated with linking proposed underground segments of the Crenshaw/LAX Transit Corridor with a below grade connection between 48th and 59th Streets on Crenshaw Boulevard, the cost of the Feasibility Study be capped at $250,000 and due back to the Board by June 2010
  - Staff instructed to develop alternatives, recommendations and a funding strategy for this segment and return to the Board
  - The project to be referred to as the “Crenshaw/LAX Transit Corridor”
- Board Directors Knabe and Katz authorized the Chief Executive Officer to remove the “Site D” maintenance and operations facility site in the City of El Segundo and “Site B” in Westchester from the Metro’s consideration as the preferred or alternate location for the maintenance and operations facility.
- Authorize the Chief Executive Officer to negotiate and award a 9-Year Cost-Plus Fixed Fee for the Crenshaw Transit Corridor Advanced Conceptual Engineering and subsequent phases (options) for preliminary engineering, design-build contract bid support, design support during construction and start-up support services for the LRT Alternative to for Phase I, Advanced Conceptual Engineering
- Authorize the execution of Third Party Agreements with the Cities of Los Angeles, Inglewood, and El Segundo to support advanced Conceptual Engineering and Preliminary Engineering for FY10
- Motion by Supervisor Mark Ridley-Thomas to authorize the Chief Executive Officer to:
- Prioritize specific sections of the Request for Proposal (RFP) for Advanced Conceptual Engineering/Preliminary Engineering for the next phase of the Crenshaw/LAX Corridor project development, including, but not limited to, Safety, Alternative Design Studies, Alignment Design, Community Impact Investigation, Urban Design Integration, Environmental Signage and Graphics (as it relates to uniformity of design for Metro stations), (as it relates to Architectural Design/Documentation); and Joint Use, Joint Development Opportunities
- Move up to $1 million in Phase II Project Design funds into Phase I (not increasing the overall project budget)

- Approve as amended by Mayor Antonio Villaraigosa to pursue a Mitigated Negative Declaration with the goal of installing the gates quickly while protecting Metro’s legal position to:
  - Authorize the Chief Executive Officer to:
    - Negotiate and execute a contract with a Planning or Environmental bench contractor or seek the services of a contractor for an amount not to exceed $1.0 million to conduct the Environmental Impact Report and/or Environmental Impact Study (EIR/S) document that addresses traffic, real estate, noise, visual impacts, and other environmental issues associated with the installation of four quadrant gates on the Metro Gold Line Eastside Extension;
    - Negotiate and execute a contract with a Community Outreach firm on the bench for an amount not to exceed $200,000 to facilitate community participation in the EIR/S;
    - Negotiate and execute Work Orders with the City and County of Los Angeles to provide Traffic Engineering Analysis support to the contractor for an amount not to exceed $2.5 million; and
    - Amend the FY10 budget to increase revenues and expenses by $2.0 million in Project 460202 (Metro Gold Line Four Quad Crossing Gates)

- A motion made by Director Antonovich regarding the Long Range Transportation Plan, which calls for the strategic portion of the LRTP (1) be sent to each sub region of Los Angeles County for their response by the March 2010 Board meeting as to what projects should or should not be included in the LRTP, including any prioritization requests within each sub region; and (2) provide to the Board a compilation of these projects for Board review with appropriate analysis and recommendations for consideration at the May 2010 Metro Board meeting to be amended into the adopted 2009 LRTP.

- **Near Term Strategy and Priority Setting Criteria for the LA County TIP (David Yale)**
  Handout
  Mr. Yale distributed a handout on Metro’s approach for the first five years of the 2009 LRTP. He stated that due to the continuing decline in the State’s budget, the State’s difficulty in selling bonds, and a lack of bond funds from transit operating related Metro funds, the following funding programs are at risk of delay:
  - Corridor Mobility Improvement Account (CMIA),
  - Public Transit Modernization, Improvement and Service Enhancement Account (PTMISEA)
Proposition 1B authorized $19.9 billion in State general obligation bonds for specific transportation programs. Staff has provided the following Proposition 1B funding subtotals for the Los Angeles region:

- Assumed in LRTP $2.9 billion (not including Trade Corridor Improvement Funds)
- Of the $2.9 billion, projects sponsored or programmed by the MTA Board totaled $2.7 billion, and
- The California Transportation Commission (CTC)/Caltrans allocated $977 million of the $2.7 billion sponsored or programmed by the MTA Board;

The estimate is that $1.9 billion in Prop. 1B funds for MTA sponsored or programmed projects is at risk of delay.

The CTC will adopt guidelines to process Letters of No Prejudice (LONP) for projects approved for funding. A region or lead local agency may apply to the CTC for a LONP and if approved, the region or agency may expend its own funds and be reimbursed by the State at a later date. The region or agency must submit a LONP request to CTC. Mr. Yale commented that the CTC, at its January meeting, may defer all Proposition 1B allocations through June 2011 or limit the number of allocations.

Mike Uyeno (City of Los Angeles) asked how the CTC will reimburse the AB 3090 allocation. Mr. Yale replied that a Letter of No Prejudice does not apply to STIP AB 3090. There are two available options for a sponsor to request repayment from the CTC for STIP funds: AB 3090 reimbursement or a replacement. Reimbursement is a cash repayment and the highest allocation priority for the CTC. AB 3090 replacement is a commitment by the CTC to fund substitute projects. Mr. Yale noted that the CTC would prefer see completed projects opened to the public in place of repayment.

Mr. Yale reported that for the 2003 Call for Projects (CFP), Metro presented to TAC Priority-Setting Criteria for funding and proposed to repeat that process for the 2009 CFP. For the January Board meeting, staff will submit a report showing a categorized list of projects that are prioritized as follows (Please note that the item has been deferred):

- Projects under construction
- Projects with construction bids open, but not yet awarded
- Projects with construction bids ready to advertise
- Funding for right of way activity with projects nearing completion design and
- Funding for all development phases of projects.

The prioritization is for projects over $7 million only. Projects under $7 million, including all of the Call for Project (CFP) that is under $7 million, would be exempt from the prioritization process. Staff proposes to honor those grants going forward.

Haripal Vir (City of Los Angeles) asked if the $614 million allocated to the I-405 project between the I-10 and the US Route 101 freeways is for the construction phase and if the $614 million is guaranteed? Mr. Yale replied that the I-405 money is earmarked for the next 14 years.
months, through March 2011. Caltrans had assured us that the I-405 project is on the priority list.

Mr. Yale reported that he will return in February with the priority list categorizing projects and also mail the January Board Report for TAC’s comments.

5. Legislative Update
State (Marisa Yeager, Metro)
Ms. Yeager reported that Governor Arnold Schwarzenegger was currently delivering his State of the State address to be followed by a Special Legislative Session to address the State’s Budget deficit. Ms. Yeager reported that the Governor proposed increasing the Gas Tax and eliminating the State’s Sales Tax on gasoline. This will eliminate the funding source for Proposition 42 and the Public Transportation Account (PTA). Ms. Yeager stated that staff was working to obtain a copy of the speech to review its language in more detail.

Gina Mancha (City of Los Angeles) asked how Proposition 42 would be affected by the elimination of the Sales Tax? Ms. Yeager replied that the Sales Tax is a dedicated revenue source for Proposition 42. Mr. DeChellis (Los Angeles County) commented that the motor vehicle revenues do not have the same protection as Proposition 42, according to his interpretation of Article 19, California Constitution - Motor Vehicle Revenues. He stated that the State can perpetually borrow up to three years of Gas Tax for ever without interest.

Federal
Ms. Yeager reported that the House of Representatives will return to Session on Monday, January 12th and the Senate January 19th. Prior to adjournment, Congress passed the Department of Defense’s HR 3326 Appropriation Bill to fund programs as follows:

- Highway and Transit Formula Program to projects and specifically funding for Metro Eastside Light-Rail Transit (LRT), the Wilshire Bus-Only Lane project,
- $50 million for Positive Train Control (PTC) nationwide, Metrolink to received $475,000,
- $75 million for Energy Efficiencies and Greenhouse Gases Reduction Grants to assist transit agencies to making capital investments that will reduce energy consumption for their operations by replacing gas-fueled buses with electric hybrid buses and powering buildings with wind and solar energy,
- $2.5 billion for High Speed Rail (HSR) and Inner-City Passenger Rail Grants to States or Amtrak for High Speed passenger rail, and
- $600 million for National Infrastructure Investments to support significant transportation projects in a wide variety of modes including highway and bridge, public transportation, and passenger and freight, railroad and port infrastructure.

Additionally, there was language included in the HR 3326 to extend the Authorization Bill through February 28, 2010.

The House of Representative passed a jobs bill, HR 2847, which contains provisions for numerous transportation projects. There is a one-year extension of existing policies, programs, and contract authority through the Federal Fiscal Year (FY), September 30, 2010. The Senate will take up the Bill with language for a one-year extension until FY 2011. Senator Diane
Feinstein (CA-D) released her Appropriation Request Deadline for February 5th. Ms. Yeager stated if any jurisdiction would like to submit their Appropriation requests, there is a nine page form that must be completed. Ms. Yeager stated she will forward the copies of Senator Feinstein’s Appropriation request form and Governor Schwarzenegger’s speech (Copy forwarded by Ms. Yeager).

6. **ARRA Update (Kirk Cessna – Caltrans)**

Mr. Cessna reported that Caltrans District 7 (District) submitted a number of local jurisdictions’ award packages to Caltrans Headquarters (Headquarters) on December 10th. Headquarters is processing the awards packages. Any savings left over will be moved to the I-5 North project and Metro will swap out future Surface Transportation Program (STP) funds for Federal funds. Mr. Cessna added that Local jurisdictions proposing to keep their award savings to use on another project that is shovel ready should submit their project to the District for processing to avoid any de-obligation or loss of savings.

Sumi Gant (City of Long Beach) asked if there was another deadline for local agencies to receive the E-76 from the District? Mr. Cessna replied that the District will process any de-obligated funds and re-obligate them to another project. He added that there were no other deadlines for local jurisdictions and that they should begin invoicing as soon as construction starts.

Mr. Uyeno asked if the District will continue to process E-76s for non ARRA projects? Mr. Cessna replied yes, the District is also processing projects that are not funded by ARRA. Local jurisdictions should continue to submit E-76s to the District.

Larry Stevens (League of Cities-San Gabriel Valley) asked if there will be another round of funds available due to a subsequent loss of funds by a local agency? Mr. Cessna replied that he did not have an update on the status of the de-obligated funds. Pat DeChellis responded that the amount of leftover ARRA funds were insignificant to re-obligate to local jurisdictions throughout the State. Caltrans Headquarters decided to work with those agencies to ensure to obligate the remaining ARRA funds within the State by the Federal deadline.

7. **2009 Long Range Transportation Plan (Rena Lum, Metro) Handout**

Ms. Lum reported that the Board adopted the LRTP at its October 2009 meeting. Staff is producing the final document for posting on the Metro.net web site by February and for mail distribution in March. Currently, the LRTP is under review by Metro’s Executive Office.

Ms. Lum distributed a Board approved motion made by Director Antonovich that requested sub regions to review the Strategic Portion of the LRTP and update their projects by March 2010, for consideration to the Board in May 2010. The Ms. Lum stated that letters will be mailed to the COGs within the next two weeks. Ms. Lum anticipated the Strategic Plan to be updated by mid-year.

8. **SB375 / AB32 – Regional Climate Change (Sarah Jepson, Metro) PowerPoint**

Ms. Jepson provided a PowerPoint presentation on Metro’s role in the implementation of State Bill (SB) 375. Ms. Jepson reported that Metro’s role is vaguely defined in SB 375. She further stated that Metro will work in partnership with sub regions, local governments, and (SCAG) to
further define its role and support the development of the Sustainable Communities Strategy (SCS). The primary ways the MTA contributes to a sustainable transportation system and can support the development and implementation of a Sustainable Communities Strategy is by: Planning, programming, and implementing regional transportation projects, identify local sustainable transportation investments, providing incentives that encourage investments, and working with SCAG and the subregions to develop strategy options for a Sustainable Communities Strategy (SCS).

The LRTP begins to establish a vision for a sustainable transportation system. It identifies and funds regional transportation projects to reduce Greenhouse Gas emissions (GHG), provides a regional framework for the development of land-use and transportation strategies, and helps fund sustainable transportation projects. The LRTP includes an updated Highway Plan, which includes increased investment in carpool lanes to reduce GHG Emissions. The LRTP also includes a Transit Plan that builds-out the system, which will support mode shift and reduce VMTs. New transit investments also create opportunities for Transit Oriented Development, a land-use strategy that can contribute to reduce per capita VMT and GHGs.

The Call for Projects can be used as a funding incentive to implement sustainable transportation projects. Ms. Jepson reported that the 2009 Call for Projects application process encouraged project sponsors to integrate sustainability into their projects.

MTA can support the implementation of land-use strategies that might be included in an SCS through its Joint Development program. The program helps create sustainable developments surrounding transit stations that reduce auto use and increase transit use, accommodate growth through increased density, link transit to a mix of uses, and establish strong neighborhood and intermodal connections. An example of a Joint Development is the Wilshire/Vermont Apartments located near the Metro Red and Purple Lines.

Ms. Jepson stated that the next steps in implementing SB 375 are to continue to work with Metro Ad Hoc Sustainability Committee to establish policy direction, partner with SCAG and sub regional agencies to develop Sustainable Communities Strategies (SCS), develop innovative GHG reduction strategies, foster countywide collaboration and information exchange, help fund sustainable transportation projects such as Call for Projects, Measure “R” Projects and Congestion Mitigation Fee.

Mr. Stevens asked if staff could provide more detail on the CFP funding distribution and on how funding could be better used towards addressing sustainable communities and transportation projects? He stated that funding pots may not be the right size for the funding categories, there may be a need for more Transportation Demand Management (TDM) in the short term in order to achieve the GHG Emissions target. Mr. Patashnick responded that there will be modifications to the 2011 CFP concerning SB 375. Mr. Stevens responded that we may need to do fewer public works projects and instead focus on reducing vehicle miles traveled (VMT) that focus on making vehicle travel more efficient and less congested. Although there are allowable goals, we will not be able to get close to what we are assigned regarding GHG Emissions if we keep doing things the same way. Ms. Gant agreed. Ms. Jepson replied that staff has been discussing the CFP as an effective tool in addressing SB 375.
Mr. Gonzalez expressed concerns that past language regarding Sustainability Incentives language was too vague in its definition regarding Measure R projects. He asked how staff proposes to incorporate Sustainability Incentives into Measure R Guidelines? Ms. Jepson replied that Measure R Guidelines include language that encourages Sustainability, but does not require projects to be sustainable.

Mr. Stevens asked if the Ad Hoc Sustainability Committee was a Metro committee? Ms. Jepson replied that the Ad Hoc Committee is an Executive Committee chaired by Pam O’Connor with representation from the sub regions and Metro Board members.

Mr. DeChellis commented that he anticipated the County of Los Angeles’s share of Measure R funding would back-fill the declining Gas Tax to maintain its transportation system’s operation. The Statewide Local Streets and Roads Needs Assessment completed last year indicated a $7 billion shortfall for the Cities and the County in terms of needs to maintain what they have to date. He stated that the maintenance and preservation of the existing transportation system, being in good condition, will help towards sustainability. Additionally, his Traffic and Lighting staff expressed concerns that traffic signals could be ran more efficiently which in turn would reduce carbon emissions.

Cathi Cole (League-Arroyo Verdugo Cities) replied that the Transit side is back-filling Propositions A and C projects with Measure R Local Return. There have been comments stating that Measure R Local Return funds should be used towards new projects to expand the existing transit system. Mr. DeChellis commented that transit vehicles must use the on local road system and that if the local road system is not in good condition, the cost of operating the vehicles will increase.

Ms. Jepson replied that Measure R Local Return Funds are just one resource for implementing sustainable transportation projects. The MTA recognizes that more funds will be needed, especially if a high GHG target is set for the region. Art Leahy (CEO, Metro) has been involved with the Regional Targeted Advisory Committee (RTAC) to advise the Air Resources Board (ARB) on the methodology for determining the GHG reduction target for our region. He has been adamant that the target needs to reflect available levels of transit funding. He also ensured that the RTAC’s recommendation called for restoring transit funding to support SB 375 implementation.

John Drayton (Metro) agreed with Mr. Stevens comments and added that there should be coordination between the Sustainability Program and its goals for the Call for Projects. Staff should report back to TAC as to how the sustainability elements will be considered as part of the next CFP process. Steve Lantz (SCRRA) noted that Metrolink and the Rail System are updating their Strategic Plan to include Sustainability implementation.

9. **High Speed Rail (Irv Taylor, Metro)**
Mr. Taylor provided a presentation on the California High-Speed Train (CHST) Project. The CHST Project is a partnership with Orange County Transportation Authority (OCTA), San Diego Association of Governments (SANDAG), the Los Angeles, San Diego and San Luis Obispo rail corridor (LOSSAN), Metrolink, San Diego County Regional Airport Authority,
Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG) and other Southern California public agencies to develop high speed rail in the greater Los Angeles area, positive train control and other rail improvements. The CHST project consists of an 800-mile system connecting San Francisco, Sacramento, Central Valley, Los Angeles, Riverside, and San Diego. HST will run on 100% clean electric power with an operating speed of 220 miles per hour based on Federal Railroad Administration (FRA) guidelines, grade separated, safe and reliable. Mr. Taylor stated that the HST project anticipated receiving $2 billion in funding from the ARRA, which will create an economic benefit. The economic benefit of HST would be job creation for the State as it is anticipated that the CHST project will create 55,000 jobs by 2020 and 96,300 by 2035 throughout the State. Construction for the first segment, Los Angeles Union Station (LAUS) to Anaheim, could begin in 2012 and open in 2018.

Mr. Taylor presented a map and stated that the CHST project proposes three corridor alignment segments: LAUS to Palmdale, to Anaheim, and to San Diego (LOSSAN). The LAUS to Anaheim Regional Transportation Intermodal Center (ARTIC) Station segment was proposed as the first of the three alignments. There is a proposal to relocate the Anaheim station from the ARCTIC Station. The LAUS to Anaheim segment is in preparation of its DEIS/DEIR. Mr. Taylor noted that Metro and the Gateway Cities COG formed a Technical Working Group to address the specific issues within their region concerning the HST project. Mr. Taylor reported that the LAUS to Palmdale section is divided into three smaller segments: Downtown Los Angeles to SR-134, SR-134 to Sylmar, and Sylmar to Palmdale and its DEI/DEIR will reflect the division. Mr. Taylor reported that the LOSSAN corridor is an important rail corridor in Southern California because it includes freight and passenger rail service as well as Metro owned Right-of-way. The corridor connects San Diego to San Luis Obispo through Central Los Angeles County. Portions of the LOSSAN corridor connect with the Port of Los Angeles and the Port of Long Beach. Metro has a key role in coordinating the linkages between our transit operations, freight movements and facilities within the HST system through Los Angeles County.

Lupe Valdez, (Goods Movement) commented that there were several names located on the map for the Union Pacific (UP) line that were incorrect. She stated, for instance, that the UP Riverside is named the UP Los Angeles Sub and it is also the Metrolink Riverside Line. Mr. Taylor responded that the information on the map was taken from the Federal Railroad Authority (FRA) in which they have provided a generalized concept of names and locations.

Ms. Gant asked about the issues concerning the Gateway Cities? Mr. Taylor responded that the issues involve environmental issues. One issue is with the HSR Authority and their consultants have not been consistent in their presentations with the Gateway Cities COG, Council members or City Manager causing suspensions and concerns. Mr. Stevens and Mr. Gonzalez expressed concerns about the consultants lack to integrate their proposals to the Gateway Cities citizens in an effective way. Mr. Taylor replied that Metro is working to resolve the concerns with the perspective parties.

Mr. Lantz asked how the Los Angeles to Anaheim segment will be funded, even with the Federal ARRA funds; there is still a fifty percent gap in its cost? Mr. Taylor responded that funding levels have been established and ARRA funds will cover the grade separation and some
structural elements, but that additional funding will be needed for future expenses. Mr. Lantz replied that there need to be another strategy. He explained that the train will not begin for 20 years; in the meantime, funding could be invested to improve the existing corridor between Los Angeles to Anaheim by funding the interim utilities to provide grade separation to support two trains simultaneously in the Gateway Cities. Mr. Taylor agreed and added that staff included in the ARRA application grade separation from Los Angeles to Anaheim to accommodate the potential for the introduction of the CHST and to allow for improvements to Metrolink and Amtrak. The Package excludes funding for platforms at the LAUS and the ARCTIC Station.

10. Congestion Mitigation Fee (Robert Calix, Metro)
Mr. Calix provided a status report on the Congestion Mitigation Fee. The program is in Step 2, of a 4 Step Work Program. Step 2 is working with local jurisdictions to “Identify Local Projects with Regional Benefits”. Staff has met with approximately 56 individual jurisdictions within Los Angeles County, including Caltrans, on the study. Most of the 32 jurisdictions within the San Gabriel Valley COG have submitted their list of Local Projects with Regional Benefits and is ready for Step 3, the Nexus Analysis. The South Bay Cities COG and its jurisdictions are in the process of submitting their lists of Local Projects with Regional Benefits. Due to local jurisdictions’ various levels of project readiness, staff is seeking approval from the MTA Board to proceed with a rolling Nexus Analysis while working to complete Step 2 of the Congestion Mitigation Fee Work Plan. Staff anticipates the completion of Step 3, Nexus Analysis, by the end of the year.

Mr. Calix stated that through outreach and meetings with local jurisdictions, sub regions and COGs, they have asked staff to provide functionality to Metro’s web-based tool in order to address the greenhouse emission reduction benefit of the projects they have selected during this process. Contingent on Board approval, staff will work to develop this greenhouse gas reduction functionality during the next four to five months. Mr. Calix announced that Larry Stevens suggested using Growth Forecasting on the Congestion Mitigation Fee in the same manner as the Consensus Growth Forecast used for SB 375. Mr. Calix stated that staff is looking forward to working with jurisdictions on the Nexus Analysis and is seeking MTA Board approval in February 2010 to do so.

Mr. Stevens asked if staff knew SCAG’s position on the revised growth projections? Mr. Calix responded not at this time. Mr. Jones (SCAG) replied that he would get back to Mr. Stevens and TAC with more information on SCAG’s Growth Projections.

11. CTC Meeting Recap (Patricia Chen, Metro)
- Financial report
  - Randall Iwasaki (Caltrans Director) reported that $2.2 billion in General Obligation bonds were sold by California on November 4th. Of that amount, $716 million is reserved for Caltrans for Transportation projects. Metro would like to see more Bond proceeds put aside to assure funds will be available to complete large regional projects with bond funding that have already received allocation votes such as Expo Phase I and the I-405 High Occupancy Vehicle (HOV) lane project;
- First Quarter Finance Report
  - Allocation Capacity is $7 billion,
• Guidelines
  o Self-Help Counties Coalition Chair Keith Dunn reported that the Self-Help Counties Coalition was pleased to have worked out State Bill (SB) 375 exemption language with CTC staff;
  o Letter of No Prejudice (LONP) Guidelines for Proposition 1B, Metro staff commented on the guidelines, as follows:
    1. Praise for CTC staff for the great work effort they made and particularly for developing consensus on an approach to make it possible for there to be an LONP for the Trade Corridors Improvement Fund (TCIF) program (with the proviso that regions corridors would prioritize their projects to address shortfall in the program).
    2. Suggestions to make the LONP more effective as its purpose of getting projects underway quickly,
    3. Make an Executive Director’s signature sufficient for proof of matching funds;
  • Commission adopted guidelines, similar to TCRP-LONP guidelines.

• Programming Actions
  o Approval of the following Items:
    1. Project for Future Consideration of Funding for the Los Angeles County San Fernando Valley – Construct extension of transit service and a park and ride lot for the Metro Orange Line Extension’s Canoga Transportation Corridor;
    2. Proposition 1B SLTPP for Funding Year (FY) 2009-10 including the following projects:
      ▪ I-10 and I-110 convert HOV and High Occupancy Toll (HOT) lanes - $20 million
      ▪ I-5 Carmenita Interchange - $20 million
      ▪ Orange Line Extension - $14.7 million;
  o Amend Baseline Agreement for City of Los Angeles Traffic Light Signalization Program. The City of Los Angeles re-scoped its projects to address unavailability of bond funds. The way is now cleared for an allocation -- pending Bond fund availability;

• General Comments of Interest
  o Status on Doyle Drive Project in San Francisco - CTC Commissioner James Ghielmetti (CTC) expressed an interest in moving forward with Public Private Partnership (P3) projects and asked CTC staff to return with a list of regional P3 projects that may be in the pipeline.
  o Commissioner Patrick Mason (California Foundation on the Environment and the Economy, San Francisco) said he thought the Desmond Bridge in Long Beach was a perfect example of P3 and the staff should pursue similar projects;
12. New Business
No new business.

13. Adjournment
Mr. Patashnick announced that the next TAC meeting is scheduled for February 3, 2010. If you have questions regarding the next meeting, please contact Cory Zelmer at (213) 922-1079 or email zelmerc@metro.net.
### Table: Technical Advisory Committee Members

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| LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS) | 1. Jana Baghdarian/Alex Gonzalez  
|                                           | 2. Joyce Romney/Martin Browne |
| METROPOLITAN TRANSPORTATION AUTHORITY (Metro) | 1. Alan Patashnick/Cory Zelmer  
|                                               | Countywide Planning & Development |
|                                               | 2. John Drayton/Christopher Gallanes  
|                                               | Metro Operations |
| SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA - Ex-Officio) | 1. Steve Landis/Kate Froenning |
| SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD -- Ex-Officio) | 1. Evonne Sells/Kathryn Higgins  
|                                                            | EDMONDS |
| SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG -- Ex-Officio) | 1. Mike Jones/Annie Nam |
| GOODS MOVEMENT REPRESENTATIVE (Ex-Officio) | 1. Lupe Valdez/LoDona de Camillo |
| TRANSPORTATION DEMAND MANAGEMENT/ AIR QUALITY SUBCOMMITTEE | 1. Mark Yamarone/Phil Aker  
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American Recovery & Reinvestment Act: LA County Transportation Implementation

Senate Transportation and Housing Committee

David Yale
DEO, Regional Programming

January 20, 2010
Sales Tax Receipts

Quarterly Sales Tax Revenue History
Year-over-year Proposition A and C Growth Rate

25-Year Average Growth = 3.24%
American Recovery and Reinvestment Act of 2009

- Recovery Act was a jobs preservation/creation bill
  - Transportation infrastructure secondary goal

- Use-it-or-lose-it provisions
  - Extremely tight deadlines for project delivery
  - No Federal process relief
  - Unused funds to be redistributed
    - Intra-regional redistribution within LA County
    - Inter-regional redistribution within California
    - Interstate redistribution between states

- “Jobs for Main Street” bill will be much more difficult
  - Contract award in 90 days, not grant award
  - Still no Federal process relief
State Legislation Promptly Enacted (ABX3 20)

- State legislation for Highway distribution:
  - 37.5% in Caltrans project selections: $964 M
    - Approx. $625 M to state hwy. maintenance (SHOPP)
    - Approx. $29 M to Transportation Enhancement Activities
    - Remaining $310 M to Trade Corridors and state highway capacity
      - North/South Split on state highway capacity
  - 37.5% in Regional project selections: $935 M
    - Metro staff recommendation: $100 M to I-405 and $20 M to I-5
  - 25.0% intended for City/County selections: $623 M
    - Cities/County of LA: $320 M, much higher than required
  - Transportation Enhancements Activities: $48 M
    - Approx. $14 M for LA County
    - Metro Board Action: 50% Metro and 50% Cities/County
## American Recovery and Reinvestment Act of 2009 Funding

($ MILLIONS)

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<td>Lancaster-Palmdale UZA</td>
<td>N/A</td>
<td>$ 0</td>
<td></td>
</tr>
<tr>
<td>Santa Clarita UZA</td>
<td>N/A</td>
<td>$ 0</td>
<td></td>
</tr>
<tr>
<td>Non-Urbanized Areas</td>
<td>N/A</td>
<td>$ 0</td>
<td></td>
</tr>
<tr>
<td>Subtotal Growing States (5340)</td>
<td>$ 337</td>
<td>$ 42</td>
<td>$ 11</td>
</tr>
<tr>
<td>Transit Capital (5340 High Density)</td>
<td>$ 337</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Fixed Guideway Modernization (5309)</td>
<td>$ 750</td>
<td>$ 67</td>
<td>$ 8</td>
</tr>
<tr>
<td>Discretionary</td>
<td>$ 10,350</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>U.S. DOT - Supplemental Discretionary Grants for a National Surface</td>
<td>$ 1,500</td>
<td>Up to $300</td>
<td>TBD</td>
</tr>
<tr>
<td>Transportation System</td>
<td>$ 750</td>
<td>$ 67</td>
<td></td>
</tr>
<tr>
<td>New Starts (5309)</td>
<td>$ 100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High-Speed Rail Corridor Program</td>
<td>$ 8,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GRAND TOTAL</td>
<td>$ 44,650</td>
<td>$ 3,638</td>
<td>$ 1,083</td>
</tr>
</tbody>
</table>
## Recovery Act Funding for LA County (ABX3 20)

### Much tighter deadline in LA County

<table>
<thead>
<tr>
<th>Federal Program</th>
<th>LA County Target</th>
<th>Project Selection</th>
<th>Funding Priority</th>
<th>Obligation First 50%</th>
<th>Deadline Second 50%</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Capital (5307)</td>
<td>$317 M</td>
<td>Metro/Munis</td>
<td>N/A</td>
<td>135 Days*</td>
<td>320 Days*</td>
<td>Metro- $219 M Munis- $98 M</td>
</tr>
<tr>
<td>Fixed Guideway Modernization (5309 &amp; 5340)</td>
<td>$20 M</td>
<td>Metro</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Starts (5309)</td>
<td>$67 M</td>
<td>US DOT Secretary</td>
<td>Projects in construction or able to obligate in 150 days</td>
<td>150 Days (Competitive)</td>
<td></td>
<td>Gold Line Eastside Extension FFGA.</td>
</tr>
<tr>
<td>Supplemental Discretionary Grants for a National Transportation System</td>
<td>TBD ($300 M California maximum)</td>
<td>US DOT Secretary</td>
<td></td>
<td>Guidance due in 90 days, Then 1 Year (February 2010)</td>
<td></td>
<td>Broad Highway and Transit eligibility.</td>
</tr>
<tr>
<td>Regional Surface Transportation Program- LA County</td>
<td>$116 M</td>
<td>Metro</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Surface Transportation Program- Cities/County</td>
<td>$320 M</td>
<td>Cities/County</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Enhancements Activities</td>
<td>$14 M</td>
<td>1/2 Metro, 1/2 Cities/County</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County Estimate of Caltrans Discretionary Funds</td>
<td>$90 M</td>
<td>Caltrans</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Highway Operation and Protection Program Estimate</td>
<td>$139 M</td>
<td>Caltrans</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$1,083 M</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Projects in construction or able to obligate in 150 days.
- Guidance due in 90 days, Then 1 Year (February 2010).
- Projects expected to be completed within 3 years.
- If the State does not use the 1st 50% in 120 days, the unused portion of the 1st 50% will be redistributed to States that were able to use their 1st 50% within that period.

**Proposed Los Angeles County deadlines are necessary to position ourselves to compete for reallocated funds. Federal legislation has more liberal deadlines.**
## Los Angeles County Recovery Act Projects

### MTA facilitated $400 M+ for 85 cities & 16 transit operators

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Project Mode</th>
<th>Recommended Recovery Act Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Maintenance Backlog and Improvement Work (1)</td>
<td>Highway</td>
<td>$320,358,000</td>
</tr>
<tr>
<td>I-405 Carpool Lane from I-10 to US-101</td>
<td>Highway</td>
<td>$189,900,000</td>
</tr>
<tr>
<td>SHOPP Highway Improvements (I-5, I-710, I-210 and SR-134)</td>
<td>Highway</td>
<td>$139,181,000</td>
</tr>
<tr>
<td>Distributed by Transit Need Formula to 16 Municipal Transit Operators</td>
<td>Transit Bus</td>
<td>$84,449,000</td>
</tr>
<tr>
<td>Metro Blue Line Traction Power Substations</td>
<td>Transit Rail</td>
<td>$70,970,245</td>
</tr>
<tr>
<td>Gold Line Eastside LRT Extension</td>
<td>Transit Rail</td>
<td>$66,740,000</td>
</tr>
<tr>
<td>Bus Replacement (90 New Buses)</td>
<td>Transit Bus</td>
<td>$60,000,000</td>
</tr>
<tr>
<td>Bus Midlife Program (400 Buses)</td>
<td>Transit Bus</td>
<td>$47,000,000</td>
</tr>
<tr>
<td>Electrify Compression of Natural Gas at Combustion Engines at CNG Fueling Stations</td>
<td>Transit Bus</td>
<td>$28,000,000</td>
</tr>
<tr>
<td>Other Transit Projects</td>
<td>Transit Bus/Rail</td>
<td>$26,000,000</td>
</tr>
<tr>
<td>Contracted Services (50 New Buses)</td>
<td>Transit Bus</td>
<td>$24,000,000</td>
</tr>
<tr>
<td>I-5 Carpool Lane from SR 118 to SR 170</td>
<td>Highway</td>
<td>$15,542,000</td>
</tr>
<tr>
<td>Metro Rail Subway Escalator Canopy Project</td>
<td>Transit Rail</td>
<td>$6,770,224</td>
</tr>
<tr>
<td>Replacement of Fiber Optic Transmission Equipment for MRL, MBL and MGL</td>
<td>Transit Rail</td>
<td>$2,500,000</td>
</tr>
<tr>
<td>Silver Line Improvements</td>
<td>Transit Bus</td>
<td>$1,030,644</td>
</tr>
<tr>
<td>Red Line 7th/Metro Station Egress Project</td>
<td>Transit Rail</td>
<td>$800,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$ 1,083,241,113</strong></td>
</tr>
</tbody>
</table>

(1) Distributed on a per capita basis to Cities and County of Los Angeles. Almost all of the projects selected by the recipients addressed their road maintenance backlog.
# Largest County Population

<table>
<thead>
<tr>
<th>State</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>California</td>
<td>38.1 Million</td>
</tr>
<tr>
<td>Texas</td>
<td>24.6 Million</td>
</tr>
<tr>
<td>New York</td>
<td>19.4 Million</td>
</tr>
<tr>
<td>Florida</td>
<td>19.3 Million</td>
</tr>
<tr>
<td>Illinois</td>
<td>12.9 Million</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>12.6 Million</td>
</tr>
<tr>
<td>Ohio</td>
<td>11.6 Million</td>
</tr>
<tr>
<td>Michigan</td>
<td>10.4 Million</td>
</tr>
<tr>
<td>Los Angeles County</td>
<td>10.4 Million</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, Population Division, Interim State Population Projections 2010
Could the Federal Process be Improved?

- Federally funded construction contracts require 22 week minimum processing time
  - 4 Weeks: Trans. Improvement Program amendment
    • Field review, environmental, design review, 1511 Certification
  - 6 Weeks: Request for Grant Approval (Auth.)
    • Local Agencies prepare, Caltrans & FHWA review
  - 3 Weeks: Local Agencies seek City Council approval
  - 4 Weeks: Local Agencies Advertise
  - 3 Weeks: Open bids and return to Council to award
  - 2 Weeks: Contract execution
  - 22 Weeks total elapsed time
- Statewide workload and furloughs create a bottleneck
  - Not all sponsors can get through in 22 weeks
- Federal law and/or regulation must change to permit early advertisement
Steps to Claim ARRA I Highway Funds

Start Here

CITY
Submit projects to MTA/TIP by 2/6/09 pending MTA Board action
Are projects eligible?
Yes
MTA must submit TIP amendment to SCAG by 2/9/09
MTA Board further elaborates funding distribution pending ABX3 20
No
Use back-up project which is already in the TIP
Submit Grant Request to Caltrans by 5/18/09 Per MTA Policy

MTA

SCAG
Are projects eligible?
Yes
Early 3/09 State reviews projects in TIP Amendment
Are projects eligible?
Yes
FHWA reviews projects in TIP Amendment by 3/20/09
No

STATE
03/27/09 ABX320 elaborates how funding to be distributed within Calif.
Are projects eligible?
Yes
No

FEDERAL
3/2/09 FHWA Apportionment of ARRA Funding
Are projects eligible?
Yes
No
Steps to Claim ARRA I Highway Funds

1. **City**
   - Submit Grant Request to Caltrans by 5/18/09 Per MTA Policy

2. **MTA**
   - Advertise Construction Contract
   - City Council Awards Construction Contract
   - Submit Awards Package to Caltrans

3. **SCAG**
   - Is Grant Request In Order?
     - No
     - Yes

4. **State**
   - Is Awards Package Complete?
     - No
     - Yes

5. **Federal**
   - Is Grant Request In Order?
     - No
     - Yes

6. Submit Progress Reports and Invoices to Caltrans and FHWA

7. Are invoices complete?
   - No
   - Yes

8. Pay invoices and report progress to the public
Could the Federal Process be Improved?

• Federally funded construction contracts require 22 week minimum processing time
  – 4 Weeks: Trans. Improvement Program amendment
    • Field review, environmental, design review, 1511 Certification
    • **4 Weeks: Local Agencies Advertise**
  – 6 Weeks: Request for Grant Approval (Auth.)
    • Local Agencies prepare, Caltrans & FHWA review
  – 3 Weeks: Local Agencies seek City Council approval
  – 3 Weeks: Open bids and return to Council to award
  – 2 Weeks: Contract execution
  – **18 Weeks total elapsed time**
• Statewide workload and furloughs create a bottleneck
  – Not all sponsors can get through in 22 weeks, so change is important
• Federal law and/or regulation must change to permit early advertisement
Could the Federal Process be Improved?

• Allow At-Risk Procurement
  – Enable advertisement prior to grant approval
    • Award cannot occur prior to grant approval
• Expedite eligibility determinations
• Eliminate 1511 certification process
  – This new process duplicates TIP
• Eliminate fiscal constraint at TIP stage
  – Use grant approval for fiscal constraint
• Require a single, simplified quarterly report
• Restore directly invoicing Caltrans HQ
## Jobs for Main Street Act of 2010 (HR 2847) Projected Highway Funding

<table>
<thead>
<tr>
<th></th>
<th>National</th>
<th>Existing State Law</th>
<th>ABX3 20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway &amp; Transit Grand Total</strong></td>
<td>$35,300</td>
<td>$3,664</td>
<td>$3,664</td>
</tr>
<tr>
<td><strong>Highway Infrastructure Investment - Total</strong></td>
<td>$27,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Set-Asides (Indian and Federal lands, admin, etc.)</td>
<td>$840</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Transportation Program</td>
<td>$26,660</td>
<td>$2,570</td>
<td>$2,570</td>
</tr>
<tr>
<td>Regional Surface Transportation Program</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Surface Transportation Program (Pop. &gt;200k)</td>
<td>$7,998</td>
<td></td>
<td>$1,388</td>
</tr>
<tr>
<td>Rural Area- Federal Aid Secondary (Pop. &lt;200k)</td>
<td>$161</td>
<td></td>
<td>$161</td>
</tr>
<tr>
<td>State Oversight</td>
<td></td>
<td>$9</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Regional Surface Transportation Program</strong></td>
<td>$771</td>
<td></td>
<td>$1,558</td>
</tr>
<tr>
<td><strong>Transportation Enhancements Activities</strong></td>
<td>$800</td>
<td>$77</td>
<td>$48</td>
</tr>
<tr>
<td><strong>State Share of Surface Transportation Program</strong></td>
<td>$17,862</td>
<td>$1,097</td>
<td>$339</td>
</tr>
<tr>
<td>Los Angeles County - estimate</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interregional Improvement Program - estimate</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHOPP - estimate</td>
<td>N/A</td>
<td>$625</td>
<td>$625</td>
</tr>
<tr>
<td><strong>Subtotal State Share</strong></td>
<td>$17,862</td>
<td>$1,722</td>
<td>$964</td>
</tr>
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</table>
## Jobs for Main Street Act of 2010 (HR 2847)
### Projected Transit Funding

<table>
<thead>
<tr>
<th>Description</th>
<th>National</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transit - Total</strong></td>
<td>$7,800</td>
<td>$1,095</td>
</tr>
<tr>
<td>Set-Asides (Indian lands and administration)</td>
<td>($59)</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>Transit Capital (5307)</strong></td>
<td>$4,804</td>
<td>$783</td>
</tr>
<tr>
<td>Urbanized Area (5336)- LA County</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Urbanized Area (5336)- Lancaster-Palmdale UZA</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Urbanized Area (5336)- Santa Clarita UZA</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Rural Area (5311)</td>
<td>$587</td>
<td>$30</td>
</tr>
<tr>
<td><strong>Subtotal Transit Capital (5307)</strong></td>
<td>$5,391</td>
<td>$813</td>
</tr>
<tr>
<td>Growing States (5340)</td>
<td>$300</td>
<td>$38</td>
</tr>
<tr>
<td>LA County</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Lancaster-Palmdale UZA</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Santa Clarita UZA</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Growing States (5340)</strong></td>
<td>$300</td>
<td>$38</td>
</tr>
<tr>
<td>Transit Capital (5340 High Density)</td>
<td>$300</td>
<td>$-</td>
</tr>
<tr>
<td>Fixed Guideway Modernization (5309)</td>
<td>$1,750</td>
<td>$244</td>
</tr>
<tr>
<td>LA County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lancaster-Palmdale UZA</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Fixed Guideway Modernization (5309)</strong></td>
<td>$1,750</td>
<td>$244</td>
</tr>
<tr>
<td>Discretionary</td>
<td>$600</td>
<td>TBD</td>
</tr>
<tr>
<td>New Starts (5309)</td>
<td>$500</td>
<td></td>
</tr>
<tr>
<td>Discretionary Grants to Transit Agencies for &quot;Green&quot; Projects (TIGGER)</td>
<td>$100</td>
<td></td>
</tr>
</tbody>
</table>
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Intentionally left blank
How Many Jobs are Created and/or Saved?

Whittier Boulevard Traffic Signal Upgrades

10/20/2009
How Many Jobs are Created and/or Saved?

• 1996 FHWA study: 42,100 jobs generated per $1 B for highway construction investment
  – Break down of the generated jobs:
    • Direct 7,900
    • Indirect 19,700
    • Induced 14,500
  – In 2009 $’s, 30,700 jobs instead
    • 13 years of inflation & take out $’s for land
  – Jobs “generated”:
    • Not necessarily net new jobs
    • Not likely to be permanent new jobs
How Many Jobs are Created and/or Saved?

- January 2010 FHWA report found 14,500 jobs per $1 B invested
  - Annual Full Time Equivalents created/saved
    - Consolidated all ARRA spending data
    - To calculate jobs per $1 B, we assumed 5% for right-of-way
- Consistent with MTA Measure R 30/10 Study
  - 14,000 annual FTE’s created/saved
- FHWA Report/MTA Study do not include transportation capacity enhancement jobs
How Many Jobs are Created and/or Saved?

- Efficient transportation systems benefit regional economies
- 7,500 - 9,500 permanent jobs created/saved per $1 B spent
  - Economic impact of improved speeds on regional transportation system
    - Not FTE’s: Ongoing jobs due to more efficient transportation system
  - Transportation capacity construction spending
    - Right-of-way spending is not included
  - MTA results are smaller than some other studies
    - LA County jobs only: Regional, State, and National impacts not measured
    - MTA uses Regional Economic Modeling, Inc (REMI) Model
    - Three MTA studies: Short & Long Term Plans and Prop. 1B applications
Conclusion

• LA County successfully exceeded all ARRA deadlines
  – Over 100 agencies with ARRA projects
    • Early MTA action on tight deadlines was a key factor
  – Success required actions in advance of legislation
    • January 2009 MTA action on funds released in March
  – Population equivalent to Michigan’s
    • MTA is not State DOT or Regional MPO

• ABX3 20 important to success
  – “If it works, don’t fix it”

• Allow At-Risk Procurement in ARRA II