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  Information
   - Bus Operations  (David Reyno)
   - Local Transit Systems  (Alex Gonzalez)
   - Streets and Freeways  (Paul Maselbas)
   - TDM/Air Quality  (Mark Yamarone)
   - Attachment 1: Subcommittee Agendas
   - Attachment 2: Subcommittee Actions
   5 min

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

4. FY 07-09 Triennial Performance Review  Information
   10 min  (Armineh Saint)

5. Metrolink Annual Work Program FY 2010-11  Information
   10 min  (Jay Fuhrman)

6. Consent Calendar  Action
   - Approval of Minutes
   - Attachment 3: Draft May 5, 2010 Minutes

7. Timed Agenda 9:45 AM  Action
   Call for Projects Deobligation Appeals
   - Attachment 4: TAC Call for Projects Appeals Protocol
   - Attachment 5: Recommended Project Deobligations
   2 hrs 30 min  (Renee Berlin/Fanny Pan)
8. New Business

9. Adjournment

TAC Minutes and Agendas can be accessed at:
http://www.metro.net/about/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 July 7, 2010 at 9:30 a.m. in the Union Station Conference Room, 3rd floor.
Attachment 1

Subcommittee Agendas – May 2010

• Bus Operations
  ➢ May 25, 2010

• Local Transit Systems
  ➢ Did not meet in May

• Streets and Freeways
  ➢ May 20, 2010

• TDM/Air Quality
  ➢ Did not meet in May
Tuesday, May 25, 2010
9:30AM

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 April 20, 2010 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/Patricia Torres

5. CTC Update
   10 minutes
   Information
   Patricia Chen

6. TDA Triennial Performance Review 2007-2009
   15 minutes
   Information
   Armineh Saint/Moore and
   Associates

7. 511 Program Update
   15 minutes
   Information
   Anne Karna

8. FY 2011 FTA Section 5307 15% Discretionary and TEA
   1% Program Allocations
   Action
   BOS

Metropolitan Transportation Authority
9. New Business

10. Adjournment

Information Items:

90-day Rolling Agenda
SAFETEA-LU 5307 15% Discretionary Fund Balances
SAFETEA-LU 5307 85% Fund Balances
SAFETEA-LU TE1% Fund Balances
Summary of Invoices — FY10
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 Yvette White-Hodge at 213-922-7474 if you have questions regarding the agenda or meeting. The next BOS meeting will be held June 15, 2010 at 9:30 am in the Windsor Conference Room, 15th Floor of the Gateway Building.
Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15th Floor

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

2. Approval of Minutes
   Attachment 1: Draft April 15, 2010 Minutes
   Attachment 2: Sign in Sheet/Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda
   1 min
   Action (Subcommittee)

3. Chairperson Report
   5 min
   Information (Bahman Janka)

4. Metro Report
   • ARRA I/II Update
   10 min
   Information (Fulgene Asuncion)

5. Caltrans Report
   10 min
   Information (Kirk Cessna)

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

7. SB-375 Update
   10 min
   Information (Sarah Jepson)

8. 511 Program
   10 min
   Information (Anne Karna)
9. I-710 Tunnel Technical Feasibility Study Information (Shahrzad Amiri, Michelle Smith)
   10 min

10. Soundwall Program Update Information (Fulgene Asuncion)
    10 min

11. 2010 Call for Projects Information (Alan Patashnick)
    • Recertification/Deobligation/Extension
    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 June 17, 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 May 2010 Subcommittee Actions

Bus Operations Subcommittee:
Approved minutes for April 20, 2010 meeting

Local Transit Systems Subcommittee (April 29 Meeting):
Approved minutes for March 25, 2010 meeting

Streets and Freeways Subcommittee:
Approved minutes for April 22, 2010 meeting

TDM/Air Quality Subcommittee:
Did not meet in May
Attachment 3

Draft May 5, 2010 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 (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 (Linda Hui)
   • Last met on April 20th
   • Received updates on:
     o Metro Gold Line Foothill Extension
     o FY 2011 Draft Funding Marks for TDA, Prop A, Prop C, STA, and Measure R
       ▪ Approved FTA Section 5307 15% Discretionary and TEA 1% Program Allocations Forms/Principles, Applications and Application Schedules. Project applications are due Monday, May 10th
       ▪ Allocations will be available at the next scheduled meeting
     o Congestion Mitigation Fee
   • Next meeting will be May 18, 2010
   Local Transit Systems (Jano Baghdanian)
   • Last met on April 15th
   • Received updates on:
     o Tier II Eligible Operators Task Force status for the Cities of Pasadena, Glendale, Burbank, and LADOT
     o Mini-Call regarding jurisdictions that have received funding from the LTSS. There are local agencies that still need to submit their invoices by June 30th
     o National Transit Database (NTD) upcoming audits
   • Next meeting will be May 27, 2010
   Streets & Freeways (Paul Maselbas)
   • Last met on April 15th
     o Metro reported:
       ▪ No decision has been made regarding a FY 2011 Call for Projects
The FHWA stated that they will not approve any ARRA 2 funded projects at this time.

SB-375 Sustainable Communities Strategy (SCS). Jacob Lieb (SCAG) is the contact person for SCS survey results related to the Air Resources Board’s target setting process. As part of the SCAG SCS, a countywide Technical Working Group (TWG) will be created. There are no details to report regarding the TWG’s role at this time.

2009 LRTP Strategic Element which includes a list of unfunded highway and transit projects is being updated. The Board requested the Subregions/COGs to review and update this list and submit any additional project recommendations. The updated list of projects will be brought before the Board in May.

Congestion Reduction Demonstration Project to be completed in 2012.

- Caltrans reported:
  - Potential deobligation of ARRA 1 funds for inactive projects
  - Safe Routes to School State Cycle, applications due June 30, 2010

Next meeting will be May 20, 2010.

TDM/Air Quality (Mark Yamarone)
- Dark in April
- Next meeting will be May 19th;

Mr. Yamarone announced that Carol Gomez, Air Quality Management District (AQMD) is currently revising Rule 2202 - On-Road Motor Vehicle Mitigation Options, Employee Commute Reduction Program (ECRP) Guidelines and is requesting comments. A Stakeholder Working Group Meeting was held on April 29th at the AQMD Headquarters in Diamond Bar. Mr. Yamarone suggested agencies review the draft revisions and provide comments to Carol Gomez at cgomez@aqmd.gov.

3. Consent Calendar
A motion to approve the March 3, 2010 minutes was made by Jano Baghdanian (LTSS) and seconded by Mark Yamarone. There were no abstentions or objections.

4. Chairperson’s Report (Alan Patashnick, Metro)
Mr. Patashnick reported that at its April meeting, the Board:
- Approved on Consent Calendar:
  - The City of Los Angeles Community DASH services and the Cities of Glendale, Pasadena and Burbank fixed route services (known as Tri-Cities/LADOT) to receive Proposition A-Growth Over Inflation funds as wells as eligible operators to receive their Formula Allocation Procedure (FAP) funds. There was an authorization of $6 million a year for three years, to FY 2013;

  - Authorizing the Chief Executive Officer (CEO) to enter into a Partnership Agreement with the High Desert Corridor Joint Powers Authority (HDCJPA), the Southern California Association of Governments, the San Bernardino Associated Governments, the State of California represented by the Department of Transportation (Caltrans) Districts 7 and 8, the Town of Apple Valley, the Cities of Adelanto, Victorville, Lancaster and Palmdale, the County of...
Los Angeles and the County of San Bernardino contingent upon Metro and San Bag becoming members of the JPA once the transfer of $800,000 in federal earmark to assist with the project’s development efforts;

- Advancing $2 million to the Westside Subway Extension’s Draft Environmental Impact Statement/Report and Advanced Conceptual Engineering. The $2 million will not increase the project’s budget;

- Approved the following nominee for membership on the San Gabriel Valley Governance Council to fill position vacated by Kathy Salazar:
  Steven Ly – New Appointment-Elected Official
  Appointed by: Montebello/Monterey Park/Rosemead City Cluster
  Term ending: June 30, 2012;

- Approved:
  - The 30/10 Initiative;
  - Motion by Board members Villaraigosa, Ridley-Thomas, Robinson, and Huizar to direct the CEO and the Metro Board Secretary to schedule a Special MTA Board Meeting on Saturday, May 8th at 8 a.m. to update the public on the implementation of the scheduled July 1, 2010 fare increase;

5. 30/10 Initiative (Doug Failing, Metro)
Mr. Failing announced that the Metro Board adopted a support position on the 30/10 Initiative which proposes to accelerate and complete construction of 12 Measure R transit projects by fiscal year (FY) 2019. Currently, the 2009 LRTP has those transit projects being constructed over the next 30 years (FY 2010 to FY 2039). He explained that of the 12 transit projects, three projects are environmentally cleared (Gold Line Foothill Extension, Expo Phase II to Santa Monica, and the Metro Orange Line Canoga Extension); five projects are actively working towards environmental clearance (Crenshaw/LAX Transit Corridor, Westside Subway Extension, Downtown Regional Connector, Eastside Transit Corridor Phase 2, and the South Bay Metro Green Line Extension); and three projects are in early planning stages (West Santa Ana Branch Corridor, East San Fernando Valley North-South Rapidways, and San Fernando Valley I-405 Corridor Connection). Mr. Failing indicated that Measure R 35% Transit Capital funds cannot fund highway projects. However, staff is exploring Public-Private Partnerships (P3) and federal funding opportunities that may expedite highway projects such as the High Desert Corridor, 710 South, and 710 North Gap Closure and various other highway projects throughout the County.

Mr. Failing informed TAC that local jurisdictions need to begin displaying signage indicating that Measure R projects are underway, Measure R dollars are being utilized, and that jobs are being created. He shared that staff and Caltrans are working together to create a unique and iconic Measure R sign for display on local streets as early as July 1st. He noted that agencies could start using their local subvention dollars towards implementing projects throughout the County.
Ellen Blackman (ADA) asked about the ground breaking ceremony on the Gold Line Foothill Extension? Mr. Failing replied that the groundbreaking is scheduled for June 26 at New Castle Park in Arcadia. Ms. Blackman asked what the expected completion dates are for the Gold Line Foothill Extension and Expo Phase 2? Mr. Failing replied that the Gold Line Foothill Extension is expected to be open to Azusa by late 2013, Expo Phase 1 by summer 2010 and Phase 2 expected by 2014.

Lisa Rapp (League of Cities, Gateway Cities COG) asked Mr. Failing to elaborate more on the federal funding in regards to the 30/10 Initiative? Mr. Failing explained that the Metro Board supported the 30/10 Initiative which included the local highway improvements. Staff was directed to seek additional funding for those highway improvements from various sources such as federal funding, P3, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. Mr. Failing noted that the goal is to have some source of funding established by September 2010.

Jano Baghdanian (LTSS) stated that projects become delayed due to the Caltrans review process and asked if there was a way to streamline that process. Mr. Failing replied that staff and local jurisdictions are in discussions with Caltrans on ways to deliver projects in a timelier fashion.

6. Legislative Update

Federal (Raffi Hamparian, Metro)
Mr. Hamparian reported that the United States Department of Transportation (US DOT) released a Draft US DOT Strategic Plan FY 2010 – FY 2015 “Transportation for a New Generation” on April 15th. He added that the House submitted their Authorization requests, but there is no word yet on the Senate’s requests. The deadline for the Senate to submit their requests was April 30th.

Mr. Hamparian reported that the Federal Transit Administration (FTA) published information in the Federal Register regarding available grants. The grants are as follows:
(1) State of Good Repair Bus and Bus Facilities Initiative Funds, $775 million
(2) US DOT Transportation Investment Generation Economic Recovery (TIGER) 2 Discretionary Grant, $600 million
(3) Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) under the Clean Fuels Grant program, $81.2 million

Lupe Valdez (Goods Movement Representative) shared that the City of Chicago has created a successful program to fund Positive Train Control (PTC) improvements that includes both public and private partnerships and benefits. Mr. Hamparian asked if he could obtain a template regarding the program to see if Metro could implement a similar strategy for the 30/10 Initiative or various other programs. He reported that the 30/10 Initiative may have a fair amount of media coverage on Saturday, May 8th at Metro Headquarters.

Mike Uyeno (City of Los Angeles) asked if the TIGER 2 process will be the same as TIGER 1? For TIGER 1, the State packaged $300 million in projects with $300 million in city and the
County projects to submit to the Federal government. Mr. Hamparian replied no and stated that Metro may take a different approach with TIGER 2.

**State (Patricia Torres-Bruno, Metro)**

Ms. Torres-Bruno reported that the State’s Budget sales tax receipts are lower than projected. She stated that Legislators may delay taking action on the budget until after the election. However, a revised budget will be released next week. In addition, the State Treasurer is scheduled to meet with Art Leahy (CEO) and staff to discuss Metro’s Bond Funded programs. Ms. Torres-Bruno noted that Metro has a lot of bond funded projects in Measure R and the Long Range Transportation Plan (LRTP). The purpose of the meeting is to secure funds for transportation and make it a priority if the State decides to sell bonds. Transportation is competing with water and other Infrastructure projects for State funding.

Ms. Torres-Bruno reported that Metro is sponsoring several bills:

1. Senate Bill (SB) 1341 - authorizes Metro to expand the existing Small Business Enterprise Program to non-federally funded competitive bid contracts, authored by Senator Curren Price (D); and
2. Assembly Bill (AB) 1224 - revises the implementation dates (beginning and ending dates) for the ExpressLanes project, authored by Assembly member Mike Eng (D).

In June, staff will present the following to the legislature for consideration:

1. AB 2620 (Eng) - dedicates an unspecified percentage of net toll revenues from future toll facilities on the State Highway system for Maintenance, Preservation, and Rehabilitation of the state system. (Oppose)
2. AB 2324 (Perez) – creates new misdemeanors, recasts fines and punishments for crimes committed on public transit vehicle facility (Support – work with author)

Regarding AB 2620 Ms. Torres-Bruno stated that those toll revenues will be lumped into the State Highway Operation & Protection Program (SHOPP). Metro is concerned because the SHOPP program is a statewide discretionary pot and Metro would prefer to have control over funding for its own projects. She noted that Assembly member Eng worked with Metro and has exempted the ExpressLanes project from the bill. However Metro is concerned that the Bill will affect future expansion of the ExpressLanes or any new tolling projects. Staff is working with Assembly member Eng’s office to add amendments or language to allow the funding to return to the Los Angeles Corridor if no SHOPP projects are available. At the May Board meeting, staff is recommending a position to oppose the Bill unless it is amended.

Steve Lantz (SCRRA) inquired if the SHOPP program includes maintenance or rehabilitation responsibilities for the ExpressLanes. Ms. Torres-Bruno replied yes, under the Highway program, which is responsible for maintenance on state highways.

Mark Yamarone inquired about Senator Eng’s Bill, the Excise Property bill. Ms. Torres-Bruno replied that the author pulled the bill from the Policy Committee and subsequently missed the deadline.

Heather Hills (Metro) asked if staff is tracking the repeal of AB 32, which requires the California Air Resource Board (CARB) to develop regulations and market mechanisms to
reduce California’s greenhouse gas emissions by 25 percent by 2020? Ms. Torres-Bruno replied yes, staff is monitoring the different initiatives and there are signatures being collected. She stated that legislators are generally in support of the policies that reduce greenhouse gases such as AB 32 and SB 375.

7. Sub-regional Strategic Project List Update to 2009 Long Range Transportation Plan (LRTP) (Heather Hills, Metro)
Ms. Hills reported that staff is going before the Board in May with a report requesting the Board to approve the various projects that the sub-regions submitted in March. In compliance with the December 2009 Board Motion, staff requested that sub-regions submit additional transit and highway projects of regional significance. If approved, the adopted 2009 LRTP will include Supplement #1 and be published with a list of those identified projects.

Paul Maselbas (County of Los Angeles) asked when the item will become available for public review? Ms. Hills replied May 12th.

Larry Stevens (League of Cities, San Gabriel Valley COG) asked why the various names for the Metro Gold Line Foothill Extension? Ms. Hills replied that the Metro Gold Line Foothill Extension is commonly known by its construction phases: Phases 1, 2A and 2B. Phase 1 is complete and runs from Union Station to Pasadena, Phase 2A runs from Pasadena to Azusa, and Phase 2B will run from Azusa to Montclair.

8. 2010 Call for Projects Recertification/Deobligation/Extension (Fanny Pan, Metro)
Ms. Pan reported that the TAC Appeals will be presented on June 2nd and that a total of 33 projects are on the Call For Projects list for Deobligation as follows:

- 19 Projects are subject to lapse on June 30, 2010;
- 1 project did not meet the Memorandum of Understanding (MOU) special condition;
- 3 projects still do not have an executed agreement MOU or Letter of Agreement (LOA); and
- 10 projects on the list do not have lapsing funds, but sponsors were requested by TAC at last year’s Appeals to return this June to provide a status update.

Ms. Pan stated letters were sent to each of the project sponsors notifying them of the potential deobligation and providing them with an opportunity to appeal to TAC on June 2nd. The Deobligation appeals will be on a timed schedule. Project sponsors will be allowed a 3-minute presentation to be followed by a 2-minute question and answer session. TAC will then make a recommendation to staff on whether the project should be deobligated. Projects recommended for deobligation will be brought to the Metro Board in July.

Mr. Baghdanian asked if the sponsor would be allowed to provide additional information precluded from their original application during the appeals process. He stated that TAC would have to make an immediate decision as to whether the information is valid or not in the decision process. Ms. Pan replied that prior to the TAC appeal, staff requested the sponsor to provide additional information to determine if a TAC appeal is necessary.
To schedule an appointment for the TAC appeal, please contact Cory Zelmer at 213-922-1079.

9. **Congestion Mitigation Fee (Robert Calix, Metro)**
Mr. Calix reported that the Travel Demand Model is moving forward with its modifications and updates. Staff is conducting one-on-one discussions with the various jurisdictions to confirm their submittals of local projects with regional benefits. Staff is also confirming with jurisdictions to fully vet their project lists prior to sharing this information with third parties such as the building industry. Mr. Calix anticipates beginning the Nexus Analysis for the San Gabriel Valley cities, the South Bay cities, the City of Los Angeles and the County of Los Angeles when the jurisdictions have fully reviewed their project submittals.

10. **Congestion Reduction Demonstration Project (Kathleen McCune, Metro)**
Ms. McCune distributed handouts and reported that staff has completed the I-110 and I-10 Freeways’ National Environmental Policy Act (NEPA) process, which includes the Final Environmental Impact Report (FEIR) and the Findings of No Significant Impact (FONSI). In regards to the California Environmental Quality Act (CEQA) process, staff anticipates Metro Board approval at the May meeting. At its April 28th meeting, the Metro Board approved those documents and the project’s administrative account fees. Those fees were based on existing California High Occupancy Toll (HOT) fee policies, which consists of additional account service charges as follows:

1. **Account Establishment** - a required one-time charge for the initial prepaid toll balance and transponder deposit;
2. **Account Replenishment** – to maintain a minimum balance threshold in the customer’s account and to replenish the prepaid account; and
3. **Account Administrative Services** – these fees cover monthly non-user fees per transponder and for each occurrence, fees can be incurred for transponder replacements, defective/malfunctioning transponders, credit/debit card decline, returned check, negative balance, and forced account closing.

Ms. McCune noted that the fees were derived to ensure Metro’s HOT Lane operation will be self-sustaining and competitive with the other California facilities, such as the State Route (SR) 91 Express Lanes.

Ms. McCune reported that the legislature requested staff to develop a Low Income Commuter Assessment report to reveal how the project will impact those commuters. The report can be found at [www.metro.net/projects/expresslanes/public-reports](http://www.metro.net/projects/expresslanes/public-reports). Metro will offer low income commuters a $25 credit to be used towards the account establishment or replenishment fees with a limit of one per household within the Los Angeles County service area. To off-set perceived road pricing injustices with commuters, the Assessment report defines a low income commuter, per household, as earning $35,000 or less per year.

Ms. McCune reiterated that the Metro Board at its February 25th meeting and the United States Department of Transportation (US DOT) approved the extension of the HOT lanes for 19 months to allow for the completion of various roadway improvements for each corridor. Ms. McCune stated that the HOT lanes were scheduled to open in December 2010, but now anticipates an August 2012 opening. She added that the draft documents were circulated on February 12th and two public hearings were conducted on March 9th and 10th. She added that
the enhanced transit services and roadways improvements are planned to be implemented over three years. The project will be out to bid at the end of May.

Mr. Lantz asked if there was an additional $25 deposit for lost or damaged transponders? Ms. McCune explained that the $25 deposit is required by users who pay by cash or check to open an account. If the transponder is not returned or is damaged, the user forfeits the $25 deposit. If the account is opened with a debit card, then the $25 deposit is waived, but the credit card holder will be charged $25 if the transponder is not returned or is damaged.

Mr. Stevens asked if funding for the various capital projects such as roadway improvements will be completed prior to the demonstration project beginning? Ms. McCune replied correct and that 70% of the federal funding is allocated to transit such as bus purchases or improvements on both corridors.

Mr. Maselbas inquired of the non-users’ fee. Ms. McCune explained that the non-users’ fee is a maintenance fee in which $3 is billed to the user’s account each month the account shows inactivity from the transponder. The maintenance fee is then used to off-sets administration and improvement costs on the corridors.

Warren Whiteaker (SCAG) asked if Metro's transponder will coordinate with other FasTrak operations? Ms. McCune replied no, the ExpressLane Transponders do not work on FasTrak. However, State law requires FasTrak transponders to be compatible with ExpressLanes. Metro will offer a no-cost upgrade to FasTrak holders who need to travel on the ExpressLanes.

Mark Herwick (County of Los Angeles) asked if there was data which shows drivers’ behavior on ExpressLanes/FasTrak such as dishonest drivers in the dedicated lanes? Ms. McCune replied that currently data shows an eight percent violation rate on HOV lanes. She added that the California Highway Patrol (CHP) will be patrolling the lanes to help reduce violators in the ExpressLanes.

Ms. Lantz asked if occasional carpool users will be excluded from using the carpool lanes on the ExpressLanes. Ms. McCune replied that all vehicles must possess a transponder to use the ExpressLanes. Drivers are required to use at least four one-way travel trips per month on the ExpressLanes.

Ferdi Chan (City of Los Angeles) asked if each transponder is associated with specific vehicles? Ms. McCune replied that an account holder can register and use one transponder with multiple vehicles in a household.

11. Eastside Phase 2 Transit Corridor Study (Kimberly Yu, Metro)
Ms. Yu distributed a handout and reported that the Scoping comment period closed on April 14th and over 500 public comments were received. The Metro Board approved conducting a draft environmental alternative study on two Light Rail Transit (LRT) segments in the eastern portion of Los Angeles County.
The project proposes to extend the Metro Gold Line from East Los Angeles to Whittier. The two alternatives to be studied are:

1. State Route (SR) 60 Freeway LRT, which travels along the freeway; and
2. Washington Boulevard LRT, which extends from the Eastside Terminus in Pomona, travels along the Freeway via Garfield Avenue to connect the Cities of Pico Rivera, Whittier, and Montebello.

The next steps are to develop Urban Station Planning workshop meetings for the cities and the stakeholders. Ms. Yu anticipates recommendation and Board approval on the Locally Preferred Alternative (LPA) by next year. Staff is currently working with the FTA to obtain New Starts funding.

Mr. Lantz asked if one of the alternatives will serve the new proposed stadium located in the City of Industry? Ms. Yu replied no and stated that the proposed stadium is located outside of the study area.

12. South Bay Metro Green Line Extension (Cory Zelmer, Metro)
Mr. Zelmer stated that the proposed project will extend the existing Metro Green Line into the South Bay. At their December 2009 meeting, the Metro Board renewed the Harbor Subdivision Alternatives Analysis (AA) study and directed staff to move forward with the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for an extension of the Metro Green Line. In addition, the Metro Board re-named the project from the Harbor Subdivision Transit Corridor to the South Bay Metro Green Line Extension.

The Study Area is approximately 29 square-miles running from LAX to the City of Torrance. As part of the EIS/EIR, staff will analyze four alternatives: No Build, Transportation Systems Management (TSM), Light Rail, and Freight Track alternatives. The No Build alternative represents the transportation network in the year 2035, but without the proposed South Bay Metro Green Line Extension. The TSM alternative represents low cost transportation improvements to the No Build network with the purpose of making the best use of existing infrastructure. A key part of the TSM alternative includes a Bus Rapid service running a similar route and serving similar stations as either of the rail alternatives. The Light Rail alternative is a 4.6 mile extension of the existing Metro Green Line, within the existing Harbor Subdivision ROW, from the current Redondo Beach station to a proposed Regional Transit Center (RTC) in the City of Torrance. This alternative would utilize rail vehicles compatible with the existing Metro Green Line. The Light Rail alternative currently proposes four new stations at the following locations: Manhattan Beach Blvd/Inglewood Ave, proposed Redondo Beach RTC adjacent the South Bay Galleria, Hawthorne Blvd/190th St, and the proposed Torrance RTC. The Freight Track alternative proposes an 8.7 mile rail service using upgraded freight tracks, within the existing Harbor Subdivision ROW, from the intersection of Century and Aviation Boulevards to the proposed Torrance RTC. This alternative also proposes four new stations out of the following six locations: Century/Aviation Blvds, Imperial Hwy/Aviation Blvd, Douglas Station, Redondo Beach Station, Redondo Beach RTC, and Torrance RTC.
Staff will compare each alternative to one another using evaluation criteria grouped into the following four categories: transportation system performance, cost-effectiveness, community acceptability, and environmental benefits and impacts. At the conclusion of the Draft Environmental phase, staff anticipates recommending a Locally Preferred Alternative (LPA) to the Metro Board for approval and potential advancement to the Final Environmental phase.

On April 14th, staff published a Notice of Intent (NOI) to prepare the Draft EIS/EIR in the Federal Register. This date represents the beginning of the public scoping period. As part of the scoping process, four public meetings were scheduled throughout the Study Area as follows:

- Torrance on April 26th
- Redondo Beach on April 28th
- Lawndale on May 1st and
- El Segundo on May 5th

In addition to the public meetings, one interagency scoping meeting was held on May 4th and was attended by approximately 24 representatives from various federal, state, and local agencies. During the public scoping period, the public is encouraged to provide feedback on the purpose of the project, the alternatives under consideration, and the environmental benefits/impacts to evaluate. Public comments may be submitted verbally or in writing at the public meetings, by mail, phone, email, or through our project website at http://www.metro.net/projects/south-bay. The comment period concludes on May 28th, 2010.

Ms. Blackman asked which of the various alternatives required a transfer to the Metro Green Line? Mr. Zelmer explained that the Light Rail alternative would extend the existing Light Rail service and therefore not require a transfer; however, all other proposed alternatives would require a transfer to the Metro Green Line.

Mr. Lantz asked if the Rapid Bus alternative would use the existing street network or run along the railroad right-of-way. Mr. Zelmer replied that the Rapid Bus service as part of the TSM alternative would use the existing street network.

13. CTC Meeting Recap (Patricia Chen)
Item cancelled.

14. New Business

15. Adjournment
Mr. Patashnick announced that the next TAC meeting is scheduled for June 2, 2010 in the Union Station Conference Room, 3rd floor. If you have questions regarding the next meeting, please contact Cory Zelmer at (213) 922-1079 or email zelmerc@metro.net.
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<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>1. David Keyno/ Linda Futi</td>
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<td>CALIFORNIA HIGHWAY PATROL</td>
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| Local Transit Systems Subcommittee (LTSS) | 1. Jano Baghdarian/Kathryn Engel  
|                                         | 2. Alex Gonzalez/Joe Barrios |
| Metropolitan Transportation Authority  | 1. Alan Patashnick/Cory Zelmer  
| (Metro)                                 | Countywide Planning & Development  
|                                         | 2. John Drayton/Christopher Gallanes  
|                                         | Metro Operations |
| Southern California Regional Rail Authority  | 1. Steve Lantz/Kate Frommning |
| (SCARRA - Ex-Officio)                   |                                         |
| South Coast Air Quality Management District (SCAQMD - Ex-Officio) | 1. Eyvonne Drummonds/Kathryn Higgins |
| Southern California Association of Governments (SCAG - Ex-Officio) | 1. Warren Whiteaker/Annie Nam |
| Goods Movement Representative (Ex-Officio) | 1. Lupe Valdez/LaDonna DiCamillo |
| Transportation Demand Management/Air Quality Subcommittee | 1. Mark Yamamoto/Phil Aker  
|                                         | 2. Mark Hunter/Brooke Geer Person |
# TAC Audience Attendance
May 5, 2010

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Attachment 4

TAC Call for Projects Appeals Protocol
TECHNICAL ADVISORY COMMITTEE
CALL FOR PROJECTS PROCESS

TAC Call for Projects Roles and Responsibilities: Since TAC membership consists of various countywide agencies, the TAC’s role and responsibility with regard to the Call for Projects process is to provide an objective, technical, and countywide perspective when considering both Metro staff project funding recommendations and applicant appeals, and developing TAC recommendations. To ensure the spirit and intent of TAC’s countywide perspective, these TAC protocols have been developed to provide rule by which TAC member shall abide during the Call for Project’s highly competitive grant award process.

- For projects for which their respective agency has submitted an application(s), TAC members and/or Alternates should have someone other than themselves provide oral testimony.

- If TAC members and/or Alternates participate in the appeals process by presenting a particular project(s), that same TAC member and/or Alternate cannot participate on any TAC discussion, recommendation and/or motion pertaining to the Call for Projects.

- Motion seconds should be made from an agency/jurisdiction/TAC subcommittee representative other than the agency/jurisdiction/TAC subcommittee that originated the motion.

- TAC members and/or Alternates should not participate in TAC discussions concerning project(s) their agency sponsored so as not to be perceived as taking an advocacy role.

- The Alternate TAC member shall only participate in the meeting when the primary TAC member is not present.

- Any discussion involving the public should be limited to “Public Input Discussion Period” and will only be allowed when acknowledged by the TAC chairperson.

- TAC discussions and motion development is intended for TAC members’ participation only.
Attachment 5

Recommended Project Deobligations
# Staff Recommendations - 2010 Call for Projects Deobligation

## Technical Advisory Committee Appeals

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<th>Total Prog $ (000')</th>
<th>Amount Subject to Lapse (000')</th>
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## Staff Recommendations - 2010 Call for Projects Deobligation
### Technical Advisory Committee Appeals

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<th>Proj ID #</th>
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