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 (Alan Patashnick)
   - Attachment 3: July 2010 Report

4. Consent Calendar  Action
   - Approval of Minutes
   - Attachment 4: Draft July 7, 2010 Minutes

5. Martha Welborne, FAIA  Introduction
   - Executive Director, Countywide Planning

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

7. 2011 Call for Projects  Information (Brad McAllester)
   - 20 min

8. FY 2010-11 TDA Article 8 Unmet Transit Needs  Information (Susan Richan)
   - 10 min
9. RIITS 10-Year Strategic Plan Information
   Attachment 5: RIITS 10-Year Strategic Plan – Executive Summary
   10 min
   (Desiree Portillo-Rabinov)

10. Congestion Mitigation Fee/Draft 2010 Update
    Congestion Management Program
    10 min
    (Robert Calix/Stacy Alameida)

11. CTC Update Information
    5 min
    (Toye Oyewole)

12. Other Business

13. 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 October 6, 2010 at 9:30 a.m. in the Union Station Conference Room, 3rd floor.
Attachment 1

Subcommittee Agendas – July/August 2010

• Bus Operations
  ➢ July 20, 2010
  ➢ Did not meet in August

• Local Transit Systems
  ➢ Did not meet in June
  ➢ July 29, 2010

• Streets and Freeways
  ➢ July 15, 2010
  ➢ August 19, 2010

• TDM/Air Quality
  ➢ Did not meet in July
  ➢ August 18, 2010
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE

Windsor Conference Room — 15th Floor

1. Call to Order
   1 minute

2. Approval of June 15, 2010 Minutes
   1 minute

3. Chair’s Report
   5 minutes

4. Legislative Report
   10 minutes

5. 2011 Call for Projects
   10 minutes

6. CTC Update
   10 minutes

7. Blue Ribbon Committee Update
   10 minutes

8. RTPA Performance Review
   10 minutes

Action
David Reyno

Action
BOS

Information
David Reyno

Information
Raffi Hamparian/Marisa Yeager/
Michael Turner/Patricia Torres

Information
Rena Lum/Michael Richmai

Information
Patricia Chen

Information
Conan Cheung

Information
Armineh Saint/Moore &
Associates
9. Section 5307 FY10 Funds Adjustment
   10 minutes
   Information/Action
   Carlos Vendiola

10. Section 5307 Funds Tracking Process
    15 minutes
    Information
    Gladys Lowe

11. New Business

12. 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

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 August 17, 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

Union Station Room – 3rd Floor

1. Call to Order

2. Approval of Minutes – April 29, 2010
(to be handed out at meeting)

3. Blue Ribbon Committee Update

4. Mini Call Update

5. JARC funding

6. NTD Reporting Update

7. Local Return (Prop A & Prop C, Measure R)
FY 2010-11 reporting/Forms due

8. LTSS Survey
(to be handed out at meeting)

9. Operator Emergency Plans/Procedures
(to be handed out at meeting)

10. Adjournment

Action
Alex Gonzalez, Chair

Information
Conan Cheung

Information
Armineh Saint, Metro

Information
Ashad Hamideh, Metro

Information
Pari Ahmadi, Metro

Information
Susan Richan, Metro

Information
Alex Gonzalez, Chair

Information
Alex Gonzalez, Chair

Alex Gonzalez, Chair

Tentative Schedule for upcoming LTSS meetings:

<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
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<tbody>
<tr>
<td>September 23, 2010</td>
<td>Thursday</td>
<td>1:30 p.m.</td>
<td>Windsor Room</td>
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<tr>
<td>October 28, 2010</td>
<td>Thursday</td>
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<td>Windsor Room</td>
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<tr>
<td>December 2, 2010</td>
<td>Thursday</td>
<td>1:30 p.m.</td>
<td>Windsor Room</td>
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Metropolitan Transportation Authority

Metro
Thursday, July 15, 2010  9:30 a.m.

Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15th Floor

1. Call to Order
   1 min

2. Approval of Minutes
   Attachment 1: Draft June 17, 2010 Minutes
   Attachment 2: Sign in Sheet/Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda
   1 min

3. Chairperson Report
   5 min

4. Metro Report
   • Proposed New Meeting Date and Time
   10 min

5. Caltrans Report
   10 min

6. Legislative Update
   • Federal
   • State
   15 min

7. CTC Update
   10 min

8. Federal Toll Credits
   Attachment 4: Q&A on Federal Toll Policy
   Attachment 5: CA Toll Credit Use Policy – Draft
   10 min

Action (Bahman Janka)

Action (Subcommittee)

Information (Bahman Janka)

Information/Possible Action (Fulgene Asuncion)

Information (Kirk Cessna)

Information (Michael Turner, Raffi Hamparian, Marisa Valdez Yeager, Patricia Bruno)

Information (Patricia Chen)

Information (Patricia Chen/Maria Lopez)
9. SB-375 Update
   Information (Sarah Jepson)
   10 min

10. 30/10 Initiative
    • Amendment to Measure R Ordinance
    Information (Terry Matsumoto)
    10 min

11. 2010 Call for Projects
    Attachment 6: Recertification List
    Attachment 7: Deobligation List
    Attachment 8: Extension List
    Attachment 9: Results of TAC Appeals Process
    Information (Fanny Pan, Mona Jones)
    10 min

12. 2011 Call For Projects
    Information (Rena Lum)
    10 min

13. I-605 “Hot Spot” Feasibility Study
    Information (Ernesto Chaves)
    10 min

14. New Business
    Discussion (Subcommittee)
    5 min

15. Adjournment
    Action (Subcommittee)
    1 min

The next meeting of the Streets and Freeways Subcommittee will be held on September 16, 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
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 July 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
   - HR 5730 Earmark Rescissions
   - ARRA Inactive Projects
   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. CTC Update
   10 min
   Information (Patricia Chen)
8. 2011 Call For Projects
   • SB-375
   15 min
   Information (Rena Lum, Desire Portillo-Rabinov, Modal Leads)

9. RIITS 10-Year Strategic Plan Final Report
   Attachment 4: RIITS Executive Summary
   15 min
   Information (Desiree Portillo-Rabinov)

10. Gerald Desmond Bridge DB Nomination Process
    10 min
    Information (Michelle Smith)

11. New Business
    5 min
    Discussion (Subcommittee)

12. Adjournment
    1 min
    Action (Subcommittee)

The next meeting of the Streets and Freeways Subcommittee will be held on September 16, 2010 at 1:30 p.m. on the 15th Floor, Windsor Conference Room. Please contact Fulgene Asuncion at (213) 922-3025 should you have any questions or comments regarding this or future agendas.

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

Los Angeles County
Metropolitan Transportation Authority

TDM/AIR QUALITY
SUB COMMITTEE
SPECIAL MEETING

Pasadena
Conference Room
22nd floor

1. Call to Order/Roll Call
   Action (Mark Yamarone)

2. Chairperson’s Report
   5 min
   Information
   (Mark Yamarone)

3. Old Business
   TDM Multi-Mobility Working Group Update
   (Rufina Juarez)

4. Review of the Call for Projects
   TDM Modal Application
   Action
   (Rena Lum)

5. Adjournment

Please call Rufina Juarez at (213) 922-7405 or e-mail to “juarezr@metro.net”, if you have questions regarding the agenda or the meeting. The next meeting will be on September 15th at 10:30 a.m. in Room to TBD
Attachment 2

Subcommittee Actions
Disposition of July/August 2010 Subcommittee Actions

Bus Operations Subcommittee:

- Approved minutes for June 15, 2010 meeting
- Did not meet in August

Local Transit Systems Subcommittee:

- Approved minutes for April 29, 2010 meeting

Streets and Freeways Subcommittee:

- Approved minutes for June 17, 2010 meeting
- Approved minutes for July 15, 2010 meeting

TDM/Air Quality Subcommittee:

- Did not meet in July
- Approved support position on changes to 2011 Call for Projects TDM Modal Application
• APPROVED on CONSENT CALENDAR
  o requesting that the Finance and Budget Committee annually allocate $2 million to the Sustainability Implementation effort with any savings returned to the General Fund;
  o the adoption of a resolution describing the proposed amendment to the Funds Available Beginning dates of the projects listed in the Transit Capital Subfund; directs the Chief Executive Officer to notify California State Legislature members representing Los Angeles County as required by Assembly Bill 2321 and provide the appropriate public notifications; directs the CEO to provide a status report to the Board on the 30/10 Initiative and highway projects acceleration plans, if necessary, at least 60 days prior to scheduling the final action to amend the Measure R Expenditure’s Plan’s funding beginning dates for seven transit projects with the report to include an evaluation of any and all acceleration plans with specific actions and milestones necessary to accomplish the goals of 30/10;
  o the establishment of a Proposition C Capital Reserve Account for the cities of Agoura Hills, Beverly Hills, La Mirada and Lomita; amending the existing Proposition C Reserve Accounts for the City of Malibu to change the Malibu Canyon Road Street Overlay Project to the Civic Center Way Project, including extending the termination date, and amending the City of Santa Monica’s Bus Stop and Shelter Improvement Program to extend the termination date for their Proposition A Local Return project.

• APPROVED
  o Antonovich-Najarian-Katz Motion authorizing the Chief Executive Officer to amend the recommended budget for LACMTA’s share of Metrolink funding for FY 2011 by an additional $11,000 to be used for September 6th service on the Antelope Valley Line;
  o the South Bay Cities Council of Governments (SBCCOG) Highway Implementation Plan project and the programming of
$2 million in Measure R funds earmarked for the South Bay, retroactive to July 1, 2010;
  o Mr. Josue Barrios from the City of Cudahy to the Gateway Cities Governance Council with a term ending June 30, 2011.

**AUTHORIZED**
  o the recertification of $213.87 million in existing Call for Projects commitments from previous Call projects; deobligation of $18.06 million of previously approved Calls for Projects and reprogramming these funds to the projects in the same modal category from the 2009 Call or future Calls for Projects; receiving and filing time extensions for $114.17 million in projects; change project sponsorship and scope of work for the Harbor Freeway Transitway Extension project.

**NOTE:** Based on the Board adopted LRTP Near-Term Strategies and Priority Setting Criteria in March 2010, three traffic signal forum projects were reduced to a limited amount of project development funding. These projects are: 1) San Gabriel Valley Traffic Signal Corridor (#F1321) sponsored by the County of Los Angeles; 2) Gateway Cities Traffic Signal Corridor Phase V (#F1312) sponsored by the County of Los Angeles; and 3) North County Traffic Forum ITS Expansion (#F1300) sponsored by the City of Palmdale. For Attachment D of the Board Report, Staff deleted the last sentence stating that funds would be deferred to 2020. Metro staff will return to the Board in October 2010 to provide a status report on the County of Los Angeles traffic signal projects.

  o as amended by O'Connor-Knabe Motion, that LACMTA be the responsible agency under the California Environmental Quality Act (CEQA) for the Environmental Impact Report/Environmental Assessments (EIR/EA) for both the Interstate 10 and Interstate 110 High Occupancy Toll (HOT) Lanes; that the mitigation measures outlined in the EIR/EAs shall be sufficient to mitigate the consequences to less than significant effects; that all revenue generated from the collection of tolls from single occupant vehicles will be reinvested into the corridor where generated which includes transit services and the operation and maintenance of the facility; LACMTA will offer a toll credit in the form of a low-income Commuter Discount that will credit
qualifying households $25 for application to the transponder fee or pre-paid toll balance, and waive the monthly non-use fee for qualifying low income Los Angeles County households (family of three with income of $35,000 or less); O'Connor-Knabe Amendment that the future High Occupancy Toll Lane Revenue Guidelines and Expenditure Plan reflect and incorporate the priority nature of the Artesia Transit Center in the Interstate 110 HOT Lane Corridor;

- delegating authority to the CEO to award a contract to the successful Design-Build-Operate-Maintain bidder selected for the Metro High Occupancy Toll ExpressLanes Project;
- the reprogramming of $7.9 million in federal Congestion Mitigation and Air Quality funds from the Metro Rapid five Year Plan for the purchase of eight buses and the provision of operating funds for two years to implement the Torrance-Long Beach Rapid Corridor subject to federal approval.

- ADOPTED
  - the Blue Ribbon Committee’s proposed policy guidance for service development in the region.
Attachment 4

Draft July 7, 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 (David Reyno)
- Last met on June 15th
- Received updates on the following items:
  o Metrolink Annual Work Program FY 2010-11
  o Job Access and Reverse Commute (JARC) funding
  o Southern California Association of Governments (SCAG) Transmittal Balances and Reconciliation
  o Elections will be held in September 2010
- Next meeting will be July 20, 2010

Local Transit Systems (Alex Gonzalez)
- Last met on June 10th
- Received National Transit Database (NTD) Training
- LTSS will be dark in July
- Next meeting will be August

Streets & Freeways (Paul Maselbas)
- No report
- Next meeting will be July 15, 2010

TDM/Air Quality (Mark Yamarone)
- Did not meet in June
- Next meeting will be July 14, 2010
3. **Consent Calendar**
A motion to approve the June 2, 2010 minutes was made by Mark Yamarone (TDM) and seconded by Steven Huang (League of Cities – South Bay COG). Paul Maselbas (County of Los Angeles) and Mohammad Mostakhami (League of Cities - Gateway COG) abstained. There were no objections.

4. **Chairperson’s Report (Alan Patashnick, Metro)**
Mr. Patashnick announced that guidelines for a Sustainable Community Planning grant are available online at [www.sgc.ca.gov](http://www.sgc.ca.gov). There will be three funding cycles’ applications at $22 million each. It is anticipated that the minimum award under this solicitation will not be less than $100,000 or more than $1,000,000 each. The deadline to submit applications is August 31, 2010. Four workshops will be held throughout the State with a meeting at Metro on August 3rd at 9:00 A.M.

Mr. Patashnick reported that at its April meeting, the Board:

- **Approved on Consent Calendar:**
  - $14,738,986 in JARC and $3,161,533 in Federal New Freedom funds;
  - Southern California Regional Rail Authority (SCRRA) FY 2010-11 Budget and Metro’s contribution totaling $66,550,914;
  - $1.341 billion in FY 2011 Transit Fund Allocations, which includes: TDA Article 4, Proposition C 40%, Proposition A Local Return, Proposition C Local Return, Proposition C 40%, Measure R local Return, Proposition A Incentive fund reserve, and an estimated Federal Section 5307 allocations;

- **Forwarded to the August Board meeting a unified process and policy for the evaluation of project cost increases against transit program trade-offs relating to the 12 transit projects in the 30/10 Initiative:**
  - Board Member Gloria Molina Amendment to implement a Project Advisory Committee (PAC) for each of the 12 Measure R Transit projects;
  - Board Members Pam O’Connor and Molina Amendment that projects accelerated through 30/10 Initiative be in the same sequence as the adopted 2009 Long Range Transportation Plan (LRTP);

- **Approved as Amended the motions on the SR 710-Gap Closure:**
  - Board Member Richard Katz motioned that Metro conduct a parallel analysis concurrent with the Environmental Impact Report (EIR) scoping to include community input, a cost-benefit analysis to be performed, and the scoping document should evaluate all alternatives, all zones and all modes;
  - Board Members Michael Antonovich and John Fasana Motion that a SR-710 North Advisory Committee be established and include composition and meeting dates.
5. Legislative Update

Federal (Raffi Hamparian, Metro)
Mr. Hamparian reported that on July 1st the Subcommittee on Transportation, Housing, and Urban Development (THUD) of the House Appropriations Committee, chaired by John Olver (D-MA), submitted their FY 2011 THUD Appropriations Subcommittee Markup for transportation, which allocated $45.2 billion for highway, $11.3 billion for public transportation programs, and $2 billion for the New Starts program. The Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Program was not funded in the Fiscal Year (FY) 2011 bill. Mr. Hamparian added that the Rail Safety Improvement Act of 2008 authorized $50 million over five years and that as a result of the Metrolink accidents, the Metro Board has indicated that fully funding Positive Train Control (PTC) is a top priority. Staff worked with Representative Lucille Roybal-Allard (D-34), who serves on the House Committee on Appropriations, to request authorization of $50 million to fund PTC. On July 1st, the House Appropriation Committee's markup for FY 2011 Appropriation funding included $3.2 billion for PTC, Amtrak, and the High Speed and Intercity Passenger Rail program. Mr. Hamparian stated that he would provide TAC with an electronic copy of the House Committee list of earmarks specific to Los Angeles County. Mr. Hamparian stated that the earmarks focus on Los Angeles County’s highway and transit projects. The document also includes a description of the project, the amount appropriated, and the sponsoring member.

He further reported that other markups include the Rail Safety Legislation by Senator Christopher Dodd (D-Conn) Chairman U.S. Senate Banking Committee. The Federal Government will be closing several grant programs in September and October, including Transportation Investment Generating Economic Recovery (TIGER) II, TIGGER, Clean Fuel, and State of Good Repair.

Mr. Mostahkami asked if there were any developments on the next transportation bill? Mr. Hamparian replied that Senator Barbara Boxer (D-CA) committed to a Reauthorization bill by the end of the year and that Congressman James Oberstar (D-Minn) introduced a policy framework for his Transportation Reauthorization bill.

Gina Mancha (City of Los Angeles) asked if the delay in the Reauthorization bill will affect other transportation programs such as the Surface Transportation Program-Local (STPL) funding? Mr. Hamparian replied that the legislature will likely pass a resolution to appropriate FY 2010 funds into the formula programs.

State (Michael Turner, Metro)
Mr. Turner reported that California still does not have a State budget. He stated that Republicans and Democrats are divided over new tax hikes or cuts and that each have their own proposal. He added that an announcement is expected to come from Senate President Pro Tem Darrell Steinberg (D-Sacramento) proposing a package of solutions to the budget on which both Democrats and Republicans can agree. Governor Arnold Schwarzenegger called a “Big Five” meeting with the State Legislature’s four leaders: Senate GOP leader Dennis Hollingsworth (R-Murrieta), Assembly Speaker John A. Perez (D-Los Angeles), Senate
President Pro Tem Darrell Steinberg (D-Sacramento), and Assembly Republican leader Martin Garrick (D-Solana Beach) to discuss California’s spending plan. Mr. Turner stated that Metro is concerned with the Big Five discussions concerning the State’s ability to sell bonds. Metro has several key bond projects such as the I-405 and Exposition projects that depend on the State Controller and Treasurer carrying out their plans to sell bonds this fall. He stated that the Gas Tax/Sales Tax swap was approved earlier this year and funds for public transit were allocated to local jurisdictions.

Mr. Turner reported that at their June meeting, the Board opposed AB 1955, Public Officers: Incompatible Offices (De LA Torre) which prohibits a public officer, including, but not limited to, an appointed or elected member of a governmental board, commission, committee, or other body, from simultaneously holding two incompatible public offices.

6. 2010 Call for Projects Recertification/Deobligation/Extension and Results of TAC Appeals Process (Fanny Pan, Metro)
Ms. Pan announced that staff will go to the Board on July 22nd to recertify ongoing projects and deobligate the funding for 17 projects. Staff is requesting to recertify $213.87 million, receive and file time extensions on projects totaling $114.17 million, and deobligating projects totaling $18.06 million. Based on the Board adopted LRTP Near-Term Strategies and Priority Setting Criteria, Item 9 in March 2010, three traffic signal forum projects were reduced to a limited amount of project development funding for FY 11. Of those projects, two are from the County of Los Angeles, one from the City of Palmdale, and the remaining funds have been deferred to FY 2020.

Ms. Pan reported that of the $18.06 million recommended for deobligation approximately $12.34 million (11 projects) were cancelled by the sponsor, $3.23 million (3 projects) represent audit savings from previous years, $1.72 million (2 projects) are projects that did not meet the Lapsing Policy, and $77,000 (1 project) is a project downscoped due to the receipt of ARRA funding.

Ms. Pan stated that per the Board direction in September 2009, funding recommended for deobligation this and next year are to be reallocated within the same modal category to projects next in line from the 2009 Call for Projects. Of the $18.06 million recommended for deobligation, as noted in Attachment 5, the modal breakdown are as follows: $1.13 million in Highway mode, $2.517 million in Regional Surface Transportation Improvements (RSTI), $2.552 million in Signal Synchronization and Bus Speed Improvement, $6.292 million in Bikeway Improvements, $1.208 million in Pedestrian Improvements, $3.908 million in Transit Capital, and $0.448 million in Transportation Enhancement Activities (TEA) mode.

Highway Mode
Since the Highway modal category is not part of the Call for Projects, we are recommending that the $1.13 million be used to continue our High Occupancy Vehicle (HOV) and Soundwall Programs.
RSTI
We recommend reprogramming $2.172 million (40% local match) to the City of Lawndale’s Inglewood Avenue Corridor Widening Project. The remaining $0.345 million will be placed in reserve for programming in the next Call for Projects as it is insufficient to fund additional projects.

Signal Synchronization and Bus Speed Improvement
We recommend reserving all deobligated funds in this modal category for the next Call for Projects as all eligible projects were previously funded in 2009.

Bikeway Improvements
We recommend 1) programming $3.26 million to the Exposition Bike Path Phase 2 from Venice-Robertson to Centinela (F3513 & F3514) in the City of Los Angeles, and 2) reprogramming $2.721 million to the Burbank Channel Bikeway Regional Gap Closure (F3509) from the City of Burbank. (20% local match). This project is the second Bikeway Improvement project below the line in the 2009 Call for Projects. The first project, South Gate Shared Use Bike Path (F3508) from the City of South Gate is ineligible for funding since the City does not have agreement from Union Pacific to construct the bike path on their Right-of-Way. The remaining $0.314 million will be placed in reserve for programming in the next Call for Projects.

Pedestrian Improvements
Our recommendation is to reprogram $826,560 (20% local match) to the City of Los Angeles Main Street Pedestrian Enhancements Project – 2nd to 4th St (#F3630). We also recommend reserving the remaining $.381 million for the next Call for Projects.

Transit Capital
There are three projects with the same score of 65 below the line and funding requests totaling $13.96 million (un-escalated). We do not have sufficient funds for all three projects and recommend reserving the $3.908 million in Transit Capital for the next Call for Projects.

TEA
There are three projects with the same score below the line totaling $4.64 million. We recommend reserving the $448 million in deobligated funds for the next Call for Projects since there are insufficient dollars to fund all three projects.

Mr. Maselbas inquired of the reallocation of funds from the various modal categories and asked if staff could fully fund projects above the line that were partially funded in the 2009 Call for Projects. Ms. Pan replied that the Board motion states to fund projects below the line from the FY 2009 CFP.

Ms. Pan stated that in regards to all projects on Attachment 7 (Results of Technical Advisory Committee), staff concurs with the TAC recommendations and stated that a motion is needed to approve the 2009 Call for Projects Recertification/Deobligation/Extension.

A Motion was passed by Mark Yamarone (TDM/AQ), 2nd by Ken Husting (City of Los Angeles). There were no abstentions or objection.
7. 2011 Call for Projects (Rena Lum, Metro)
Ms. Lum announced that staff has initiated, internally, the 2011 Call for Projects (CFP) process and will present a receive and file report to the Planning and Programming Committee on July 14th. She stated that staff has identified about $100 million for the 2011 CFP and recommends using these funds as identified in the Board-adopted 2009 LRTP. The tentative Call for Projects schedule has applications being released in October 2010 and due January 2011; scoring reports available in June 2011; TAC appeals scheduled for July 2011; and Board adoption anticipated for September 2011.

Ms. Lum reported that the process is being revised to address the Board motion passed at the September 24, 2009 meeting, as well as recently-passed State legislation such as Senate Bill (SB) 375 - Sustainable Communities Strategy and Climate Protection Act and Assembly Bill (AB) 1358 – Complete Streets Act. In addition, all Goods Movement projects will be evaluated as a separate modal category with a separate funding mark. Ms. Lum announced that a Board Motion was also made regarding the Signal Synchronization mode and stated that Randy Lamm (Metro) has conducted outreach with all of the sub-regions to encourage more applicants for the 2011 CFP.

Ms. Lum introduced the modal leads and stated that they will be meeting with the TAC Subcommittees to collect comments and information. She announced that all modal leads will visit the various Subcommittees this month and noted that TDM and Transit Capital modal leads will not attend the Streets and Freeways Subcommittee. Ms. Lum announced that if members are interested in a separate meeting to discuss the various modes and applications, they can request that during the Subcommittee meetings.

Gina Manacha (City of Los Angeles) asked if the funding years are for FY 2015-16 and 2016-17? Ms. Lum replied yes.

Mr. Mostahkami asked if the $100 million includes the savings? Ms. Lum replied no and that amount available will be $100 million plus the $18.06 million. The $18.06 million will be available for the TAC Appeals process.

Larry Stevens (League of Cities – San Gabriel Valley COG) suggested that the 2011 CFP offer an incentive to local jurisdictions who coordinate their congestion reduction projects. He also asked how staff would implement SB 375 into the process? Ms. Lum replied that modal leads are evaluating ways to address SB 375 and are holding regular, internal meetings to discuss Sustainability and how best to address this in the application process.

8. I-605 “Hot Spot” Feasibility Study (Ernesto Chaves, Metro)

Mr. Chaves reported that the Gateway Cities Council of Governments (GCCCOG) conducted a study on the SR-91/I-605/I-405 and identified congestion “hot spots” along all three corridors. Measure R designated $590 million for improvements to address the I-605 congestion “hot spots”. The first step is a feasibility study. Staff has developed a Scope of Work (SOW) and cost estimate, and a Request for Proposal (RFP) will be released in late July 2010. Mr. Chaves stated that the step following the Feasibility Study is to prepare a Project Study Reports (PSR)
for the identified hot spots. The RFP will include the option to complete up to three PSRs as follows: the I-605/SR-91, I-605/I-60, and I-605/I-5 interchanges.

Mr. Stevens asked if the project extends from I-605/I-405 to the I-210 freeway? Mr. Chaves replied that the project extends from the I-405 to the SR-60 freeway within the Gateway Cities.

Mr. Mostahkami inquired of the timeline for the project? Mr. Chaves replied that staff anticipates the study to take 18 months to complete which includes the accelerated procurement process.

David Reyno (BOS) expressed concerns that the I-210 Freeway was excluded from the study. He stated that the I-605/I-210 Interchange is a nightmare in the San Gabriel Valley and should have been included in the study. Mr. Chaves replied that the Measure R funding was limited to the Gateway Cities geographic area.

9. FY 2011 Transit Fund Allocations (Susan Richan/Carlos Vendiola, Metro)
Ms. Richan reported that the Metro Board approved the FY 2011 Transit Fund Allocations in June and that the Cities and the County should expect to receive Measure R Local Return funding shortly. She stated that the Local Return portion is 15% as compared to Propositions A 25% and C 20%. Ms. Richan reported that on July 2nd, Metro staff received $60 million in Transportation Development Act (TDA)/State Transit Assistance (STA) funds. Mr. Vendiola added that local operators should now file their claim for allocation.

Mr. Patashnick asked what kinds of projects are being submitted for Local Return by the Cities and the County? Ms. Richan reported that most funding is being used to backfill shortfalls. She stated that since Measure R is more flexible than Propositions A & C, the Cities and the County have been submitting pedestrian or landscaping projects.

Mr. Mostahkami inquired of submitting projects before the Measure R’s deadline? Ms. Richan replied August 1, 2010. Staff will be sending reminders of the deadline.

Ms. Richan announced that she will replace Jay Fuhrman on the LTSS Subcommittee. Paul Maselbas asked where he could find signage for Measure R projects that Metro is offering? Ms. Richan replied that she would have to get back to him.

10. Congestion Mitigation Fee (Robert Calix, Metro)
Mr. Calix reported that staff is currently working with the San Gabriel COG on step two, identifying projects with regional benefits, and will soon begin step three, the Nexus Analysis. He shared that the San Gabriel Valley COG is in the process of finalizing their list of projects by ensuring that the local jurisdictions have the capability to fund each project. The San Gabriel Valley COG proposed that the cities and the County collaborate on projects that will have mutual local and regional benefits by the end of July. Mr. Calix added that staff has met with several local agencies such as the Westside Cities and South Bay Cities COGs. The South Bay Cities COG is looking to see how the San Gabriel Valley deals with the issues, specifically growth and benefits at the local and regional levels. Mr. Calix stated that the Nexus Analysis will not be conducted until the cities and the County confirm their list of projects and that he will continue to update TAC on their progress in September 2010.
Shari Afshari (County of Los Angeles) asked whether there were any upcoming workshops? Mr. Calix replied that staff is researching a location in the San Gabriel Valley that will hold representatives from the 32 jurisdictions and County, including planners, engineers and city managers. Currently, the San Gabriel Valley COG has limited space to accommodate all attendees. He stated that Culver City has also initiated a working group to identify their projects, but requested to have a workshop following the San Gabriel Valley COG. Mr. Stevens responded that the San Gabriel Valley COG anticipates having the workshop at the West Covina City Hall. Mr. Calix added that the workshop is scheduled for July 27th from 12:00 P.M. to 3:00 P.M. with registration starting at 11:30 A.M. Any agency interested in the working group should contact Mr. Calix at calixr@metro.net, Mr. Patashnick at patashnicka@metro.net, or Cory Zelmer at zelmerc@metro.net.

11. Federal Toll Credits (Patricia Chen, Metro)
Ms. Chen directed TAC to a handout regarding Toll Credits and stated that Toll Credits began in California in 1992 and has to accrued approximately $5.7 billion. Toll Credits, approved by the Federal Highway Administration (FHWA), allow project sponsors to use the credits in place of the local match requirements for federal grants. Toll Credits are not money and do not reduce the amount a project sponsor pays for the project, but they do allow the project sponsor to be reimbursed 100% with federal funding. Toll credits can be used with: Congestion, Mitigation/Air Quality (CMAQ) funds, Demonstration Projects, Regional Surface Transportation Program (RSTP), Surface Transportation Program – Local (STPL), Transportation Enhancement Activities (TEA), and other federal funds. Toll Credits are not, however, recommended for use with Call for Projects funds due to the local match requirements. Agencies wishing to go forward with the Toll Credits can contact Metro Programming. Ms. Chen stated that staff may conduct a workshop once the procedures from Caltrans and FHWA are finalized.

Mr. Mostahkami asked if the Toll Credits are available to local agencies directly? Ms. Chen replied that it can apply to any federally funded project in the state. Mr. Mostahkami asked if there was a cap on the Toll Credit? Ms. Chen replied no.

Mr. Yamarone asked if the Toll Credit can only be applied to the local match portion? Ms. Chen replied that the Toll Credits do not reduce the overall cost of the project, but rather allow the project sponsor to use STP-L funds (as an example) to pay for the project and then apply the toll credit to receive reimbursement for the local match.

Mr. Maselbas responded that High Priority Projects (HPP) are designated earmark funding for specific projects identified in SAFETEA-LU, each with a specified amount of funding for Funding FY 2005-09. Federal share is 80%, available until expended. He asked if the HPP would receive 100% funding under the Toll Credits program? Kirk Cessna (Caltrans) replied that he was not sure at the moment.
12. CTC Update (Patricia Chen)
Ms. Chen reported on the Impact of Fuel Tax Swap - The Excise Tax will be adjusted annually to maintain revenue neutrality for the following:
- The State Highway Account (SHA) funded STIP will receive $33 million per year additional funds
- Additional State Highway Account (SHA) funding to the State Highway Operation and Protection Plan (SHOPP) of $136 million per year
- The net decreased to Public Transportation Account (PTA) funded STIP of $227 million per year

Ms. Chen reported that there will be an allocation plan for the PTA portion of the STIP and that staff is working to ensure flexible funding will be made available for public transportation needs in the STIP. In a report, Caltrans indicated that there are enough funds in the STIP, if needed, to survive through August 2010 without a budget. After the August 2010 date, Caltrans stated that they will have difficulties moving funds around.

Ms. Chen reported that Los Angeles County has a STIP TEA allocation for the following projects:
- Culver City Sepulveda Blvd. Pedestrian Improvements: $291,000
- Los Angeles County Rosemead Blvd. Median Landscape: $1,587,000
- Los Angeles County Whittier Blvd. Streetscapes: $938,000
- Los Angeles County Florence Ave. Pedestrian Improvement Project Phase II: $3,994,000
- Metro MacArthur Park Station Improvements: $917,000
- Pasadena Streetscape and Pedestrian Improvements: $2,432,000
- Santa Clarita Route 14/Sand Canyon Landscaping: $133,000
- Santa Monica Bike Transit Station: $1,460,000

Ms. Chen reported that the Highway-Railroad Crossing Safety Account (HRCSA) program allocated $5 million to the City of Los Angeles - Riverside Drive Overpass and $50 million to the I-5 South Carmenita project. Proposition 1A funds were not allocated to SCRRRA for PTC, but were held until August 2010 for reconsideration.

Ms. Chen announced that Doug Failing (Metro) provided a presentation on the I-710 Geotechnical Study and the High Desert Corridor. In regards to the I-710 Geotechnical Study, the Commission expressed concerns of the $12 million grant to be spent on the feasibility study. Assemblymember Anthony Portentino expressed that the project include a fatal flaw analysis. Commissioner James C. Ghielmetti picked up the issue and requested Metro return at a future date with an improved cost estimate on the study. In regards to the High Desert Corridor’s alignment, a Sierra Club Transportation Committee speaker opposed the Green Field alignment and stated that it would be better to make improvements to the existing SR-138. Commissioner John Chalker inquired of the cost and Mr. Failing replied that the alignment is 20 miles long and involves drainage work. Commissioner Bob Alvarado commented that Metro should stay away from Availability Payments until there is clarifying legislation. Mr. Failing replied that Metro was not contemplating using Availability Payments.
13. New Business
No new business identified.

14. Adjournment
Mr. Patashnick announced that the next TAC meeting is scheduled for August 4, 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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2. Alex Gonzalez/Joe Barrios |
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| METROPOLITAN TRANSPORTATION AUTHORITY (Metro) | 1. Alan Patashnick/Cory Zelmer  
Countywide Planning & Development  
2. John Drayton/Christopher Gallanes  
Metro Operations |
| SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCARRA - Ex-Officio) | 1. Steve Lantz/Kate Freemming |
| 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 |
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Attachment 5

RIITS 10-Year Strategic Plan
Executive Summary
Regional Integration of Intelligent Transportation Systems (RIITS)

10-Year Strategic Plan

by IBI Group
with Parsons Brinkerhoff and Sarakki Associates, Inc.

June 15, 2010
EXECUTIVE SUMMARY

WHAT IS THE RIITS STRATEGIC PLAN?

The Regional Integration of Intelligent Transportation Systems (RIITS) 10-Year Strategic Plan identifies and prioritizes future investments to enhance the functionality of the multimodal, multi-agency RIITS transportation data exchange network.

The Los Angeles County Metropolitan Transportation Authority (hereafter referred to as MTA), which administers the RIITS network, has collaborated with several MTA departments and a wide range of regional transportation operations, planning, and emergency management agencies to develop the 10-Year Strategic Plan. Stakeholder departments and agencies participated in identification of needs and opportunities and the evaluation of future Strategic Initiatives, providing valuable insights into how RIITS can be leveraged to meet the region’s multimodal mobility, freight movement, sustainability, and emergency management goals. Stakeholder ideas and recommendations became the basis for developing the RIITS Strategic Vision and 10-Year Strategic Plan.

WHAT IS RIITS?

RIITS’ central mission is to support the core business needs of public agencies by creating a ‘one-stop shop’ for real-time data about the complete transportation system.

The RIITS network combines real-time transportation data from Intelligent Transportation Systems and agencies across Los Angeles County, and in return provides value-added information on the operation of multimodal transportation systems (including freeway, arterial, and transit systems) to Partner Agencies and to the general public.

Detailed RIITS data is available to Partner Agencies through a secure web-based interface, while real-time conditions data is also available through a public information website.

A UNIQUE REGIONAL ASSET

The RIITS network is a unique operational and technology asset in meeting the complex transportation challenges of Los Angeles County over the next 10 years and beyond.

RIITS is the only tool in the region, and one of few in the United States, that provides real-time operational information into multimodal networks across jurisdictional boundaries.

THE RIITS NETWORK ENABLES PARTNER AGENCIES TO SHARE REAL-TIME TRANSPORTATION DATA TO MEET THE REGION’S FUTURE MOBILITY CHALLENGES BY:

- Improving Operational Efficiency
- Reducing Traffic Congestion
- Improving Transit Performance
- Increasing Freight Mobility
- Supporting Incident and Emergency Management
- Enhancing Environmental Sustainability
- Supporting Cost-Effective Transportation Investment Strategies
Regional agencies recognize that proactive transportation system management and operations is an essential tool for meeting Southern California’s mobility, sustainability, and emergency management challenges. Through the Strategic Initiatives identified in the 10-Year Strategic Plan, the RIITS Network will have enhanced functionality to assist MTA and Partner Agencies in carrying out important transportation operations, emergency management, and transportation planning functions.

The RIITS network, as envisioned in the Strategic Plan, is a regional resource that greatly enhances the data environment for transportation agencies in Los Angeles County.

**ENHANCED TRANSPORTATION DATA ENVIRONMENT**

- **A Comprehensive, Timely, and Reliable Regional Data Source** – The RIITS network will continue to expand its role as a ‘one-stop shop’ for regional transportation data derived from all participating modes and agencies, supported by investments to grow the capacity, reliability, and reach of the underlying technology network.

- **A Complementary Relationship with Other ITS Investments** – As with the present system, the RIITS network will complement other regional Intelligent Transportation System networks and investments as part of a ‘network of networks’ that amplifies the benefits and investments of each individual system.

- **A Public Platform for Private Innovation** – RIITS serves as a regional portal for access to accurate, reliable public transportation data by private, third-party information service providers (ISPs). RIITS will continue to embrace public-private participation to support innovation in the evolving traveler information marketplace.

- **A Platform for Regional Data Management** – RIITS is currently being enhanced with the development of the baseline Archived Data Management System (ADMS) that will capture and organize the RIITS data streams and establish a framework for analyzing transportation data to meet regional performance monitoring and planning needs.

**RIITS VISION STATEMENT**

*To deliver multimodal transportation information services through a flexible platform to achieve regional mobility, safety, and sustainability goals.*

The RIITS Vision, developed through a collaboration of diverse stakeholders internal and external to MTA, captures values and intrinsic characteristics of the RIITS network:

- “**Multimodal**” – RIITS serves the needs of diverse passenger and freight modes across the region, including transit, freeway operations, arterial operations, commercial vehicles, ports, airports, and non-motorized transportation.
• **“Information Services”** – By integrating and disseminating transportation data from varied sources, RIITS provides value-added Information Services that are responsive to the interests and needs of RIITS public agency partners.

• **“Flexible Platform”** – Agencies leverage the data wealth of the RIITS network through a variety of tools, services, and customized applications that tailor information delivery to a particular agency’s needs, customers, and business objectives.

• **“Regional Mobility, Safety, and Sustainability Goals”** – RIITS is responsive to partner agencies’ core business needs and customers, enabling innovative operations, management, measurement, and planning tools that advance critical regional goals.

**RESPONDING TO THE CHALLENGES OF THE REGION**

In the development of the plan, a number of challenges were identified, many of which were cross-cutting in nature and required the coordination of multiple agencies, modes, and transportation facilities across jurisdictional boundaries (including region-wide approaches).

Analysis of these challenges revealed several common critical regional needs and suggested ways the RIITS network could address these needs in an integrated, deliberate, and cost-effective manner:

• **Transportation System Management and Operations (TSMO).** RIITS provides ITS tools and services to support region-wide, intermodal, real-time operations of the transportation network. Compared to the high cost of conventional infrastructure expansion, investment in RIITS represents a cost-effective alternative.

• **Performance Measurement.** By leveraging the historical data available through ADMS, RIITS can assist MTA and Partner Agencies in measuring the performance of the multimodal transportation system and the effectiveness of transportation investments and policies.

• **Freight Mobility.** Southern California ports are critical U.S. gateways to the global economy. RIITS provides transportation data and information to support freight mobility, and most notably reduction of costs associated with congestion delays.

• **Emergency Management.** Emergency management response is highly dependent on the performance of the transportation network. RIITS will bridge the emergency management and transportation management communities to provide emergency dispatchers and field personnel with unprecedented access to real-time transportation and event information through “situational awareness”.
• **Transportation Sustainability and Climate Change.** RIITS plays a key role in identifying and reducing operational inefficiencies in the transportation system and improving the quality of alternative travel modes that will reduce the carbon footprint of the region. ADMS provides a wealth of transportation data to support emerging climatic transportation analysis and measurement of the efficacy of transportation sustainability measures.

• **Transportation Sustainability and Climate Change.** RIITS plays a key role in identifying and reducing operational inefficiencies in the transportation system and improving the quality of alternative travel modes that will reduce the carbon footprint of the region. ADMS provides a wealth of transportation data to support emerging climatic transportation analysis and measurement of the efficacy of transportation sustainability measures.

**RIITS 10-YEAR STRATEGIC INITIATIVES**

The MTA RIITS team worked with Partner Agencies to develop a series of Strategic Initiatives for the next 10 years, reflecting critical regional transportation needs, agency objectives, and technology trends. Each Strategic Initiative takes advantage of RIITS’ unique attributes and strengths; contributes toward regional mobility, safety, and sustainability goals; and provides demonstrable value to MTA and other agencies.

The RIITS Strategic Initiatives complement and leverage existing investments; enable other regional investments such as 511 Traveler Information and Congestion Pricing; and encourage partnerships with the private sector to deliver accurate information services to agencies and travelers in Southern California. The three strategic initiative groups as well as the “Foundational Elements” that underpin the overall RIITS program are described below.

**FOUNDATIONAL ELEMENTS**

Foundational Elements promote the strengths of the RIITS system by reinforcing its unique attributes; address specific cross-cutting weaknesses in the existing RIITS network, such as performance and reliability; and ensure broad-based understanding and support of the RIITS network. The Foundational Elements are divided into two categories:

**Institutional Foundational Elements**

- Sustainable Funding
- Countywide ITS Policy and Procedures
- Interagency Partnership Agreements
- Information Service Provider Service Agreements
- Configuration Management Committee
- Agency Technical Outreach and Training
Technological Foundational Elements

- Communication Redundancy Enhancements (e.g., Network Redundancy)
- Performance Enhancements (e.g., System Re-Architecture)
- RIITS System Interface Update and Standardization (National & Industry)
- Multimodal Corridor Performance Metrics
- Demonstration Project Development

INTEGRATION OF REGIONAL NETWORKS INITIATIVES

Regional Networks Integration Strategic Initiatives leverage the value of Participating Agency ITS investments and the connectivity of the RIITS network to support advanced ITS services, including congestion pricing and multimodal traveler information. This Group also supports private sector innovation in ITS application development by providing a single, regional portal for timely and accurate agency data. These initiatives:

- Leverage the RIITS interagency platform to provide connectivity among regional ITS systems and devices;
- Provide reliable, timely, and comprehensive data feeds to other ITS applications like 511 and Congestion Pricing; and
- Allow third-party and private sector Information Service Providers to build upon the power of RIITS to deliver innovative information services.

REGIONAL DATA MANAGEMENT INITIATIVES

Regional Data Management Strategic Initiatives support advanced planning and performance measurement functions by capturing regional, multimodal operations data that currently only passes through the RIITS network on a transient basis. To do so, these initiatives:

- Build on the foundation of the baseline ADMS that is providing a data storage and management capacity to RIITS;
- Consolidate and store regional transportation data derived from multiple source systems of participating agencies; and
- Present data in a format that is accessible and valuable to participating agencies for a variety of applications.

OPERATIONS SUPPORT INITIATIVES

Operations Support Strategic Initiatives address transportation and emergency management operational stakeholders’ priority requests for more integrated real-time transportation system data accessible securely through the Web. These initiatives:
• Support transportation and emergency operations in the region through real-time exchange of operations data, video, and/or event information; and
• Develop enhanced ‘Situational Awareness’ capabilities, providing real-time information on regional, multi-modal regional transportation system performance for operations and emergency response.

IMPLEMENTING THE PLAN

To fulfill the potential of the RIITS network, MTA and partner agencies will invest in more robust and reliable network infrastructure while adding new features and functionality to address the most pressing regional needs.

Implementation of the RIITS 10-Year Strategic Plan builds upon the current system with new services, coverage, and partner agencies to deliver high-value services in the Near Term at relatively low cost. In the Medium- and Long-Term, more advanced capabilities will be added to RIITS, with each strategic initiative building upon the data, functionality, and institutional networks of preceding investments.

The sequence of Strategic Initiatives as presented below reflects the order of RIITS network investments and enhancements necessary to achieve stakeholders’ express priorities and needs. Implementation of the Strategic Initiatives and the Foundational Elements occurs incrementally and in parallel over time, recognizing the interrelationship among network investments and functional enhancements in providing value to stakeholders.

The Integration of Regional Networks Strategic Initiatives enhances the core business of RIITS in connecting regional ITS systems to support enhanced multimodal technology applications. Because RIITS is a ‘one stop shop’ for regional transportation data, these Strategic Initiatives allow MTA and Partner Agencies to efficiently develop and operate ITS systems and services that leverage this powerful interagency data resource. The estimated subtotal cost to fully implement the Regional Networks Integration Strategic Initiatives is $4.09 million over ten years.

The Regional Data Management Strategic Initiatives are crucial to supporting the RIITS vision and MTA’s objectives for mobility, safety, and sustainability. Several Strategic Initiatives in this area will build upon the ongoing ADMS efforts and substantially enhance RIITS functionality as a performance monitoring and reporting tool. The estimated subtotal cost to fully implement the Regional Data Management Strategic Initiatives is $7.06 million over ten years.

The Operations Support Strategic Initiatives garnered the highest level of stakeholder support during development of the Strategic Plan, and will further integrate RIITS into the core business functions of existing and future Partner Agencies. The estimated subtotal cost to fully implement the Operations Support Strategic Initiatives is $20.80 million over ten years.
Foundational Elements: As discussed above, ongoing investment in the institutional and technological foundations of the RIITS network is essential to the success of the Strategic Initiatives. To support strategic growth, the MTA RIITS team will expand and evolve its role in promoting regional awareness, collaboration, and investment for both existing and future Partner Agencies. The estimated subtotal cost to fully implement the Foundational Elements is $4.58 million over ten years.

CONCLUSIONS OF THE RIITS STRATEGIC PLAN

Investment in the RIITS network contributes to the MTA mandate of delivering effective, sustainable, and cost-effective mobility options to the region. The system supports core operations, planning, and information technology business functions to proactively manage, operate, and plan the multi-modal transportation network.

RIITS is an integral part of the regional technology infrastructure that supports transportation system management and operations management, which are increasingly vital tools for making the most of the region’s fiscally and physically constrained transportation network.

RIITS creates the multimodal, interagency transportation data environment necessary to support transportation operations, including regional ITS applications such as 511 traveler information, congestion pricing, and advanced freight mobility and emergency management tools.

The RIITS ADMS will support regional planning, project development, and analysis of multimodal transportation system performance with a level of insight not previously possible.

MOVING THE RIITS VISION FORWARD

While RIITS is a regional system involving many Partner Agencies, attaining the RIITS strategic vision is predicated on sustainable funding and ownership from within MTA itself. Integration of RIITS into the organization requires active stakeholder participation, policy leadership, and integration into the day-to-day operations of MTA departments.

Building upon this sustainable foundation and constituency within MTA, the RIITS program will actively seek funding opportunities and collaborative efforts with Partner Agencies to fulfill the regional potential of the RIITS vision. These efforts leverage the substantial existing institutional and technological capital already invested in the RIITS program.

This fiscal and institutional commitment will be rewarded with new tools and services that support MTA and Partner Agency core business objectives, and speak to the most pressing transportation challenges of the region.