Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Gateway Conference Room

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

2. Agenda Reports by Standing Committees
   Bus Operations
   Local Transit Systems
   Streets and Freeways
   TDM/Air Quality
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
   5 min

3. Chairperson’s Report
   Attachment 3: December 9, 2010 Report
   5 min

4. Consent Calendar
   • Approval of Minutes
   Attachment 4: Draft November 3, 2010 Minutes

5. Legislative Update
   Federal
   State
   15 min

   Information
   (Raffi Hamparian)
   (Michael Turner)

6. FY 2010 Call for Projects Extensions
   Status Report
   (Fanny Pan)

7. FY 2011 Call for Projects
   Information
   (Rena Lum)

8. Congestion Mitigation Fee
   Update
   (Robert Calix)
9. CTC Update
   Information
   (Patricia Chen)

10. South Bay Metro Green Line: Screening of the Freight Track Alternative
    Information
    (Randy Lamm)

11. Other Business

12. 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 February 2, 2010 at 9:30 a.m. in the Union Station Conference Room, 3rd floor.
Attachment 1

Subcommittee Agendas – November 2010

- **Bus Operations**
  - November 16, 2010

- **Local Transit Systems**
  - Did not meet in November

- **Streets and Freeways**
  - November 18, 2010

- **TDM/Air Quality**
  - November 16, 2010
Tuesday, November 16, 2010
2:00 PM

Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE

Windsor Conference Room — 15th Floor

1. Call to Order
   1 minute
   Action
   Joseph Loh

2. Approval of October 19, 2010 Minutes
   1 minute
   Action
   BOS

3. Chair’s Report

   • Metro Board -
   • TAC Update – Dana Lee/Alva Carrasco
   • Planning and Programming Update – Lois Smith
   • Finance & Budget – Lois Smith
   • Executive Management -
   • Operations – Corinne Ralph
   • General Managers Meeting – Joseph Loh/Dana Lee
   • Measure R Committee – Enny Chung
   • Construction Committee – (Dana suggestion)

4. Legislative Report – Proposition 22
   10 minutes
   Information
   Raffi Hamparian/Marisa Yeager/
   Michael Turner/Patricia Torres

Metropolitan Transportation Authority
5. **1-800 COMMUTE Update**  
   *Information*  
   *Gail Harvey/Warren Morse*  
   *10 minutes*

6. **FY 2011 TIP & Amendment Updates**  
   *Information*  
   *Nancy Marroquin/Herman Cheng*  
   *10 minutes*

7. **New Business**

8. **TPM Report**  
   *Information*  
   *Carlos Vendiola*  
   *60 minutes*

9. **Adjournment**

**Information Items:**

- 90-day Rolling Agenda
- SAFETEA-LU 5307 FY2009 Fund Balances
- SAFETEA-LU 5307 FY2010 Fund Balances
- FTA 5307 Quarterly Balance Report
- Summary of Invoices
- Summary of EZ Pass Invoices
- Subsidy Matrix
- TDA/STA Claim Summary
- TDA-STA Claim Summary Cap
- 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 January 18, 2010 at 9:30 pm in the Windsor Conference Room, 15th Floor of the Gateway Building.
Thursday, November 18, 2010  1:30 p.m.

Agenda
Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15th Floor

1. Call to Order
   Action (Bahman Janka)

2. Approval of Minutes
   Action (Subcommittee)
   Attachment 1: Draft October 21, 2010 Minutes
   Attachment 2: Sign in Sheet/Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda

3. Chairperson Report
   Information (Bahman Janka)

4. Metro Report
   Information (Fulgene Asuncion)

5. Caltrans Report
   Information (Kirk Cessna)

6. 2011 Federal and State Legislative Program/Update
   Information (Michael Turner, Raffi Hamparian, Marisa Valdez Yeager)

7. CTC Update
   Information (Patricia Chen)

8. I-710 South Corridor Project
   Information (Adrian Alvarez, Ernesto Chaves)
9. I-5 Widening – Orange County Line to I-605 Status Report  
   Information (Jon Grace)  
   10 min

10. New Business  
   Discussion (Subcommittee)  
   5 min

11. Adjournment  
   Action (Subcommittee)  
   1 min

The next meeting of the Streets and Freeways Subcommittee will be held on January 20, 2011 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

Tarzana Conference
ROOM, 18th floor

1. Call to Order/Roll Call
   Action (Mark Yamaron)
   Information
   (Mark Yamaron)

2. Chairperson’s Report
   5 min
   Rene Lum

3. Call for Projects

4.

5.

6. New Business
   Request for Call Workshop
   TDM Multi-Mobility Working Group Update,
   Rufina Juarez, Metro

7. Adjournment

Please call Rufina Juarez at (213) 922-7405 or e-mail to “juarezr@metro.net”, if you have questions regarding the agenda or the meeting. The next meeting will be on TBD 2008 at 10:30 a.m. in Room to TBD
Disposition of November 2010 Subcommittee Actions

Bus Operations Subcommittee:
- Approved minutes for October 19, 2010 meeting

Local Transit Systems Subcommittee:
- Did not meet in November

Streets and Freeways Subcommittee:
- Approved minutes for October 21, 2010 meeting

TDM/Air Quality Subcommittee:
- No action
Attachment 3

Chairperson’s Report
December 9, 2010
RECAP OF DECEMBER 9, 2010 BOARD MEETING

At the December 9, 2010 meeting, the following items were acted upon by the Board:

**Adopted/Approved/Authorized** on Consent Calendar the following items:

- Fund transfer from Hollywood-Vine developer to the bicycle parking program for the future implementation of the Hollywood-Vine Bike Room Demonstration Project;
- Villaraigosa Motion that the Board adopt a ride transit free program for Los Angeles County pre-school, elementary, middle and high school students during designated hours for eligible school-organized activities led by teachers;
- A consolidated development strategy for maintenance facilities associated with expansions of Metro Green Line and three new transit extensions—the Crenshaw/LAX Transit Corridor, the South Bay Metro Green Line Extension and the Metro Green Line Extension to LAX;
- The 2011 Call for Projects Application Package; and
- A project budget increase for the I-710 Corridor Project for incorporation of project changes, re-evaluation of project alternatives and facilitation of community participation

**Authorized** the Chief Executive Officer to:

- Amend the FY 2010-11 Budget to include an additional $18 million in Measure R funds to the Southern California Regional Rail Authority (SCRRA) to exercise a 20 car option for Rotem commuter rail cars; and
- (under reconsideration, as amended) Establish a life-of-project budget for the Artesia Transit Center Improvements Project in the amount of $1.24 million; this item also included a Ridley-Thomas and O'Connor Amendment that staff prepare a Preliminary Site Assessment to include, but not be limited to, a technical review of existing conditions, an assessment of the economic feasibility of land uses at the location and preparation of conceptual plans; also includes consulting with the Artesia Transit Center Task Force( including the SBCCOG) and report back by April 2011

**Approved** the following motions:

- Katz Motion that the MTA Board direct the CEO to develop a Clean/Green Construction Policy for MTA-funded construction projects and to report back in March 2011, elements to include financing, evaluation of other nationally adopted policies and input from contractors and other stakeholder groups; and
- Molina Substitute Motion was approved which carried over a Najarian Motion as amended by Fasana to February 2011. Staff was directed to report back on the schedule impact to Measure R, State Route (SR) 710 Gap Closure Project and all other projects. The Najarian Motion was to (1) direct staff to update the 2006 funding estimates for the SR-710 Project based upon sound methodology and
return to the Board with the most accurate estimate of total costs and, (2) based upon this new estimate, have the MTA Board weigh the costs of the project against all flaws and benefits and vote to determine if the project is fiscally responsible to move forward. The Fasana Amendment, which amended the original Najarian Motion, applied the Najarian Motion to all Measure R construction projects.

Approved as Amended:

- Certification of the Wilshire BRT Project Final Environmental Impact/Environmental Assessment (FEIR/EA), adoption of Alternative A as the Preferred Alignment, filing of a Notice of Determination and entering into contract agreements with both the City and County of Los Angeles for the construction of peak-period curbside bus lanes along Wilshire Boulevard between Centinela Avenue and South Park View Street and, through a Yaroslavsky Amendment, remove the project segment between Selby and Comstock Avenues but still, as required by CEQA, complete the necessary environmental impact analysis to determine if there are any significant impacts. The Amendment also moved that staff concurrently conduct a separate technical analysis to assess travel time delay and traffic impacts in the mixed flow lanes along the project corridor, said analysis should serve to help determine any additional mitigation needed to address time delays.

Adopted as Amended:

- DuBois-O’Connor-Najarian-Villaraigosa Amendment instructs the CEO to return in February 2011 with the results of meetings with the Los Angeles County Municipal Operators Association (LACMOA) to address and resolve outstanding issues and concerns with a Regional Fare System Plan (RFSP) prior to bringing the RFSP back to the Operations Committee and the Board and return with an implementation plan that has been vetted with the MTA’s regional partners.

Approved:

- A revision to the Congestion Reduction Demonstration Project Funding Plan increasing the life-of-project budget from $291.6 million to $331.8 million and a contract for design support during construction for the I-10 and I-110 Express Lanes Project; and
- Authorization of leasing space for the Crenshaw/LAX Integrated Project Management Office.
Attachment 4

Draft October 6, 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 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 (Alva Carrasco)
- Last met on October 19th
- Re-introduced the Bi-laws to the Subcommittee
- Received reports on the following items:
  - Implementation of New Quarterly Service Coordination meetings
  - 2011 TDA Article 8 Unmet Transit Needs
  - FY 2011 Short Range Transportation Plan (SRTP) Report
- Next meeting will be November 16, 2010

Local Transit Systems (Alex Gonzalez)
- Last met on October 28th
- Received update on Implementation of New Quarterly Service Coordination meetings
- Discussed NTD Training for the following programs:
  - Dial – a – Ride - December 14th
  - Motor bus - December 15th
- Reviewed membership survey results
- Next year Subcommittee will have more training opportunities, workshops, and roundtables
- Next meeting will be January 27, 2011

Streets & Freeways (Paul Maselbas)
- Last met on October 21st
- Received updates on the following items:
  - Highway projects:
- I-405 Sepulveda Pass Improvement Project
- High Occupancy Vehicle (HOV) Program
- I-5 North Capacity Enhancement Project
  - 2011 Call for Projects application process and upcoming schedule
- Next meeting will be November 18, 2010

**TDM/Air Quality (Mark Yamarone)**
- Did not meet
- Next meeting will be November 17, 2010

### 3. Chairperson’s Report

Mr. Patashnick reported that at its October meeting, the Board:
- Authorized on Consent Calendar:
  - Approving the following nominee the Westside Central Governance Council:
    - Elliot Petty – County of Los Angeles District 2 Supervisor
    - New Appointment filling vacant seat
  - Reappointment on the San Fernando Valley Governance Council:
    - Kymberleigh Richards – City of Los Angeles Appointee
    - Reappointment
    - Appointed by: Council President, City of Los Angeles
    - Term ending: September 30, 2013
  - The Chief Executive Officer (CEO):
    - To advance up to $7.2 million in Measure R 3% funds to the Southern California Regional Rail Authority (SCRRA), until such time as Proposition 1B Trade Corridors Improvement Funds are available for the construction of track work projects along the Antelope Valley Line;
    - To enter into various documents and agreements related to Metro’s Hollywood & Vine Transit-Oriented Development (TOD), each in substantial accordance with the Summary of Key Terms and Conditions; and
    - Directed staff to make Metro Hollywood & Vine bike room a demonstration project and incorporate into regular recurring updates on the LACMTA Bicycle Program;
- Authorized as amended:
  - Accepting the Regional Connector Transit Corridor Project draft Environmental Impact Statement/draft Environmental Impact Report (EIS/EIR) and designating the staff recommended Locally Preferred Alternative recommended below for further study in the final EIS/EIR including removal of the 5th/Flower station;
  - Fully Underground Light Rail Transit (LRT) Alternative - underground alternative via Second Street and under First and Alameda Streets with:
    - 5th/Flower Station- Deleted Station
    - 2nd/Hope Station
    - 2nd/Broadway Station
    - 2nd/Central Station
  - Approving contract options for the Final EIS/EIR and the facilitation of community outreach for the FEIS/FEIR;
- The CEO to negotiate and execute a cost-plus fixed fee contract with for Phase I Advanced Conceptual Engineering and Phase II Preliminary Engineering for the Board-adopted Locally Preferred Alternative for the Regional Connector Transit Corridor in an amount not to exceed $21.5 million;

- Approved Yaroslavsky-Katz motion to have CEO report back next month on the possibility of private funding to study the addition of the 5th and Flower Station.

- Approved as amended:
  - The Westside Subway Extension Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR); and
  - Alternative #2, a 9-mile extension of the existing Metro Purple Line subway with seven stations from its current terminus at the Wilshire/Western Station to a Westwood/Veterans Administration (VA) Hospital Station as the Locally Preferred Alternative (LPA) for further study in the final EIS/EIR with the following recommended station/alignment options and rail support facilities;
    - Wilshire/Crenshaw Station
      - Delete station
    - Wilshire/Fairfax Station
      - East Station
    - La Cienega Station and Connections
      - East Station
      - Delete West Hollywood Connection Structure
    - Century City Station and Alignments
      - Santa Monica Boulevard and Constellation Station options carried forward for further study
      - Constellation North and Santa Monica Boulevard Alignment options between Beverly Hills and Century City carried forward
      - East alignment only between Century City and Westwood carried forward
    - Westwood/UCLA Station
      - Westwood/UCLA on-street and off-street station options carried forward for further study
    - Westwood/VA Hospital Station
      - Westwood VA Hospital North and South station options carried forward for further study
    - Rail Storage & Maintenance Facility
      - Expansion of existing Division 20
    - Other Support Facilities
      - Provision of necessary ancillary facilities including special track work (crossovers, tail tracks, etc), traction power substations, emergency generators, vent shafts as identified in the draft EIS/EIR Volume 2 – Alternative 2 LPA advanced conceptual engineering drawings.
  - Authorizing the CEO to exercise Options #2 and #3 with PB Americas to prepare the final EIS/EIR (Option 2) and continue advanced conceptual engineering (ACE) and complete Preliminary Engineering (PE) Design (Option 3) once
approval is received from the Federal Transit Administration (FTA) and to exercise the option with the Roberts Group to conduct the facilitation of community outreach in support of the final EIS/EIR and PE.

- Yaroslavsky motion that during final EIS/EIR preparation, staff explores all risks associated with tunneling under Beverly Hill High School and to continue to work closely with the neighboring communities; and
  o Direct staff to analyze the possibility of moving the subway tunnel in order to avoid all school buildings and avoid impacting any future plans to remodel Beverly Hills High School.

Approved:

- Ridley-Thomas Motion that the Metro Grade Crossing Policy for Light Rail Transit be revised as follows:
  o The name of the policy shall be changed from the "MTA Grade Crossing Policy for Light Rail Transit" to "Metro Grade Crossing Safety Policy;"
  o The narrative of the policy shall be revised to include consideration of public safety and economic development;
  o Traffic flow analyses of grade crossing alternatives shall be calculated under three scenarios: 1) current automobile traffic levels, 2) traffic levels adjusted to reflect "natural growth" in traffic over 20 years, and 3) traffic levels adjusted to reflect the local jurisdictions’ land use forecasts within a one half mile radius of each crossing over 20 years;
  o Final determination of each grade crossing or grade separation configuration will be made by the Metro Board of Directors in conjunction with approving project environmental documents. Decisions will be based upon current standards including consideration of Public Safety and Economic Development.

- Antonovich, Villaraigosa, Knabe, Katz and Najarian Motion that the Metro Board direct the Chief Executive Officer to do the following:
  o Negotiate and execute an agreement with Metrolink to finance the purchase of the 20-car option for Rotem rail cars in an amount not to exceed $18 million;
  o Return to the Metro Board at the December Board meeting to present the details of this action; and
  o Work with the Metrolink CEO and the appropriate representatives from Orange, San Bernardino, Ventura and Riverside Counties to secure an agreement to provide their share of the necessary funding to finance the entire 20-car option contract for Rotem rail cars in a matter that distributes costs to the five member agencies equitably;

- Najarian Motion (read into the record for consideration on the December 9th Special Board Meeting Agenda) that:
  o The CEO direct staff to update the 2006 funding estimates for the State Route (SR) 710 gap closure based on sound methodology as demonstrated by the state of New Jersey and return to the Board in February 2011 with the most accurate estimate of total costs associated with the SR 710 gap closure; and
Based on this new estimate/methodology, the LACMTA Board would weigh the costs of this project against the flaws and benefits and vote to determine if it is fiscally responsible to move forward with this project.

4. Consent Calendar
A motion to approve the October 6, 2010 minutes was made by Mohammad Mostahkami (League – Gateway Cities COG) and seconded by Paul Maselbas (County of Los Angeles). Allan Abramson abstained. There were no objections.

5. Legislative Update

Federal (Raffi Hamparian, Metro)
Mr. Hamparian reported that the FY 2011 Appropriations bill is in a Continuing Resolution (CR). The CR will continue to fund transit programs at FY 2010 funding levels in FY 2011. Mr. Hamparian explained that typically when Congress passes a CR, legislation does not include earmarks and possibly the Obama Administration and Secretary Ray LaHood (U.S. Department of Transportation – R) may fund more transit projects.

Mr. Hamparian reported that Reauthorization has stalled. He explained that Congressman James Oberstar’s (D-Minnesota) tenure has ended after serving over three decades in the House of Representatives. Congressman Oberstar had planned to write a Surface Transportation Bill for the United States of America. He stated that the new chair of the US House Transportation and Infrastructure Committee, Congressman John Mica (R - Florida) does not have a Transportation Plan, but favors free market solutions, Public Private Partnerships, High Speed Rail, and plans to reevaluate grant programs that were bypassed for Congressional review.

Mr. Hamparian anticipates that funding amounts for grant programs such as TIGER 2, State of Good Repair, and Clean Fuel will be announced by the end of December 2010. In addition, staff anticipates viewing President Obama’s budget outline for transportation spending for the next fiscal year by February 2011.

Mr. Patashnick announced that the Crenshaw/LAX Transit Corridor project was awarded a $546 million Transportation Infrastructure Finance Innovative Act (TIFIA) grant.

David Feinberg (League – Westside Cities, COG) asked if Congressman Earl Blumenauer (D – Oregon) was re-elected? Mr. Hamparian replied yes and that Congressman Peter DeFazio (D – Oregon) was also elected as Chairman of the Highway and Transit Subcommittee and Congressman John Duncan (R – Tennessee) was elected Vice Chair.

Alberto Angelini (Caltrans) inquired of Metro 30/10 Initiative. Mr. Hamparian replied that it is unique in two ways: 1) the political interpretation is that a progressive liberal would view the Initiative as getting America back to work, and 2) conservatives would view the Initiative as changing the dynamics and reducing the burden on transportation for the federal government. The Initiative may be a program that brings Bipartisan appeal.
State (Michael Turner, Metro)
Mr. Hamparian (for Mr. Turner) reported that Propositions 22 and 26 contain a clause which would retroactively invalidate transportation and funding agreements that had been agreed upon by the legislators and Governor Arnold Schwarzenegger. Proposition 22 prohibits the State from borrowing or taking funds from transportation, redevelopment, or local government projects and services and would not overturn the Gas Tax/Sales Tax Swap; while Proposition 26 would repeal the Gas Tax/Sales Tax Swap and reestablish Proposition 42. He stated that if the report was correct, the legislators would have to re-write Propositions 22 and 26 again.

6. FY 2011 Call for Projects (Rena Lum, Metro)
Ms. Lum distributed a handout and reported the following:
- October 26th - PDF of the Draft 2011 Application Package was posted on Metro’s Call for Projects website
- November 1st - hard copy of the Draft 2011 Application Package was mailed to City Managers, Councils of Government Executive Directors, Public Works Directors, Municipal Transit Operators, , Transportation Directors, and other interested parties
- January 28, 2011 - applications due

Staff will conduct workshops for local jurisdictions on the following dates:
- November 8th - Westside Cities
- November 9th - South Bay Cities
- November 15th - Gateway Cities
- November 16th - Metro USG Building
- November 18th - San Gabriel Valley
- November 30th - North County

Ms. Lum distributed the 2011 Call for Projects Application Package. The new requirements include:
- **Sustainability** – Project sponsors are not required to calculate Greenhouse gas (GHG) emission reductions, but describe how transportation investments are consistent with or help to implement Sustainability plans. Questions specific to sustainability are included in the Land Use and Sustainability Policies/Principles criterion, and will address, among others, the standard principles of Place-Based Priorities, Strategic Opportunity Areas, and Sustainable Design Elements;
- **Goods Movement** – is a separate modal category;
- **Project Funding Request Caps** – is established for RSTI and Bike Improvements modes only. For RSTI, the funding cap is $6 million per application. For Bike Improvements, the cap is $2.5 million per application;
- **Construction** – All projects must contain a construction component. Bus vehicle purchases are excluded from this clause;
- **Impact Checklist** – a new pass/fail requirement to the 2011 Call for Projects is located in the General Project Information, Part I, of the Application Package. Applicants for all modes, except TDM, must complete Parts I and II. TDM applicants shall complete Part III of the Impact Checklist only;
• **Federal Toll Credits** – Toll credits are not money, but are similar to waivers or permission slips that allow federal funds to be used at a 100% reimbursement rate. Toll credits were recently granted approval by the Federal Highway Administration (FHWA) for project sponsors in the State of California to participate in the federal toll credits program. This change is effective immediately.

• **Project Funding Disclosure** – Applicants are required to disclose and self-certify grant funding obtained from all sources. Applicants that do not fully disclose all grant funding may be disqualified and not evaluated for funding.

Ms. Lum provided an overview of the next steps and stated that upon Board approval of the draft Application Package, a supplemental package, if needed, will be distributed in mid-December to notify interested parties of any additional program changes. She noted that applications are due January 28, 2011 with Preliminary Call for Projects funding marks presented to the Board for consideration in Spring 2011.

Ms. Lum noted that the draft Application Package will be presented at the December 9th Board meeting and offered TAC the opportunity to take action on the draft Application Package. She stated that the TDM/Air Quality Subcommittee took action agreeing in concept with the changes Metro staff identified for the 2011 Call.

Marianne Kim (Automobile Club) inquired if Metro has identified how to allocate the approved federal toll credits? Ms. Lum replied that the State anticipates that there will be enough toll credits for five to seven years into the future. As an example, if local jurisdictions have unused Surface Transportation Program Local (STPL) funds available, federal toll credits can be used as local match for such funding in this year’s Call.

Mr. Maselbas commented that not all TEA projects receive Surface Transportation Program Local (STPL) funds and would therefore not be eligible for federal toll credits? Projects that are on the Federal Aid System are eligible to use STPL funds. He suggested that staff should make a note of it in the Call for Projects application.

Mr. Mostahkami asked if the Streets and Freeways Subcommittee has taken an action on the 2011 Call for Projects? Ms. Lum replied that the Subcommittee chose not to take action. Ken Husting (City of Los Angeles) responded that the Subcommittee was not given the application to review prior to staff’s request for action, therefore the Call was considered an information item only.

Ferdy Chan (City of Los Angeles) commented that there was discussion of additional money for the Bike mode and asked if that money will be available? Ms. Lum replied that $100 million is available for the entire Call and noted that Preliminary Funding marks will be released in Spring 2011 and any available funds for programming are presented to the Board for consideration. Mr. Chan commented that local jurisdictions find it difficult working with Congestion Mitigation and Air Quality (CMAQ) funding and asked Metro staff why the TEA and Pedestrian Improvements modes receive such a large share of this type of funding? Heather Hills (Metro) responded that in the 2011 Call for Projects it states that TDM, Bike, Pedestrian and TEA projects will be awarded federal and state funds which may include strict “timely use of funds policies” as well as advance authorization.
Mr. Maselbas and Mr. Husting inquired about the 2011 Call for Projects Application Package asking if jurisdictions would be amenable to reduced funding. Can projects be downscoped? Ms. Lum replied that jurisdictions would be allowed to downsize the scope accordingly and noted that this was added to the application so modal leads would know upfront if downsizing was an option for a project applicant.

Mr. Maselbas commented that the RSTI mode does not mention road widening projects as an eligible project. Ms. Lum replied that road widening projects are eligible as long as they are doable within the $6 million funding caps.

Mr. Mostahkami requested that the Streets and Freeway Subcommittee be given ample time to review the next Call for Projects application before it goes to TAC. Ms. Hills replied that the Call for Projects Application process does not allow for the subcommittees to review the application prior to TAC review. The purpose of the Subcommittees is to work with the mode(s) that is germane to their interest and to discuss emerging laws, Board policies, and the proposed changes and ideas to staff that may be used in the application’s scoring process.

Mr. Maselbas responded that historically, TAC and the Streets and Freeway Subcommittee have approved the application prior to Board approval. Ms. Hills replied that TAC now has the opportunity to take no action and proceed with the Call, concur with the application, or make a motion that includes recommendations regarding the application. Staff then considers TAC’s recommendations for possible Board action. Mr. Maselbas asked when do TAC and the Subcommittees get to review the Call application? Ms. Hill replied the application was available online October 26th and that it could nominate a member to represent TAC at the following Board committee meetings:
- November 17th - Planning and Programming Committee
- December 9th - Board Meeting

Ms. Lum responded that there have been instances when the Streets and Freeway Subcommittee provided feedback that staff later incorporated. She stated that both instances were for the Bike mode requesting: 1) Initially, bike paths were not to be eligible for the current Call, but the Streets and Freeway Subcommittee recommended that Bike paths be eligible; and 2) Original funding cap for the Bike mode was $1 million, but Streets and Freeway Subcommittee recommended changing it to a $2.5 million funding cap.

Mr. Husting commented that for future Calls, staff should define the role of the Subcommittees when reviewing the Call for Projects. He asked if the Call was presented to all of the Subcommittees? Ms. Lum replied yes.

Jano Baghdanian (LTSS) asked for a summary of the key changes in this Call compared to past Calls? Ms. Lum replied that changes in the 2011 Call for Project include:

- Inclusion of an Impact Check list at the beginning of the application,
- New Sustainability category, worth up to 20 points,
- Goods Movement as a separate category,
• Bike mode applicants can no longer apply for first-time bike racks for buses,
• Signal Synch mode questions have been moved around,
• Pedestrian Improvement tweaked some questions to receive clear and concise answers, and
• Transit Capital, TEA, and TDM had no substantive changes.

Mr. Mostahkami asked if the RSTI $6 million cap comes from the project cost from past projects? Mr. Patashnick replied yes and explained that after eliminating the higher costing projects, the average amount of an RSTI project was approximately $6 million. Mr. Mostahkami asked if the RSTI mode match is 35%? Mr. Patashnick replied yes. Mr. Hustings clarified that Transportation Management Associations are not allowed to apply for the TDM mode. He asked if they were allowed to go through municipalities to apply? Ms. Lum replied no and explained the Call does not fund operating money. In the past, TDM applications have requested operating dollars which the Call does not fund.

Sumi Gant (City of Long Beach) asked if all modes must contain a construction component? Ms. Lum replied yes. The Call for Projects will only fund environmental, design, or right-of-way purchase in conjunction with construction. This requirement does not apply to bus vehicle purchases.

Mr. Mostahkami inquired of the $100 million and asked if the funding marks have been established for the various modal categories? Ms. Lum replied no and that the preliminary funding marks will be available in Spring 2011.

Mr. Baghdanian asked if staff could provide more information on sustainability for the local jurisdictions? Ms. Lum replied yes and that a Sustainability Policy Manager will be available at the workshops to answer any questions or concerns attendees may have.

Ellen Blackman (ADA) made a motion that TAC approves the 2011 Call for Project Application Package which was seconded by Steve Huang (League of Cities, South Bay Cities COG). There were no abstentions or objections.

Mr. Patashnick announced that a TAC may elect a member to represent TAC’s position at the November 17th Planning and Programming meeting and the December 9th Board meeting. No representative was approved.

7. Measure R 3% Local Contribution Guideline (Laura Cornejo, Metro)
Ms. Cornejo reported that the 3% Local Contribution was adopted into the Long Range Transportation Plan (LRTP) and included in the Financial assumptions for 12 transit projects included in the Measure R Expenditure Plan. At its October 2009 meeting, the Metro Board directed staff to work with the cities and the County to develop guidelines that would define or constitute a local contribution, the timing of the commitment, and develop an agreement. She noted that there are currently five transit corridor projects that are ready to begin discussing the 3% local contribution. Those projects are as follows: Crenshaw/LAX Transit Corridor, Westside Extension, Regional Connector, Expo Phase II, and the Gold Line Foothill Extension Phase 2-A.
Ms. Cornejo reported that staff and the impacted cities will developed a set of universal guidelines detailing the specific outline of the 3% local contribution. However, in a meeting prior to the development of the working group, several cities and COG executive directors expressed concerns regarding the financial burden that the 3% local contribution would place on their cities, and questioned when impacted cities would be expected to pay considering many projects would not be realized for another 20-30 years.

Staff reassessed the approach and concluded not to have a universal guideline which would apply to all 12 transit corridors, but to take an individual approach. The new approach will include the following:

- Staff will work closer with the transit corridor project managers;
- Once a Locally Preferred Alterative (LPA) has been approved by the Board, staff will work with the project manager to determine the appropriated guidelines for their 3% Local Match, the funding, and their in-kind contribution, which includes administration and real estate;
- The contribution should benefit the base project and address the cost of the project;
- The guidelines will serve as the foundation for developing an agreement between Metro and projects cities;
- Set a time to phase-in the contribution into the project; and
- 3% contribution share per city will be determined through this process.

Staff will provide a Receive and File Report to the Measure R Committee November 18th of the new approach and identify which projects are ready to start a dialogue regarding their 3% Local Match guidelines. Mr. Husting inquired of the cities and the County’s contact person on the transit corridor? Ms. Cornejo replied staff will begin with the project manager then work up the chain of command.

Mr. Mostahkami requested a fact sheet be provided to TAC. Ms. Cornejo replied that staff is developing information for the cities and the County and will return to TAC with an update. Mr. Patashnick added that the full report will be available for review on November 18th.

Mr. Feinberg inquired if the Receive and File Report will contain new ideas or background information? Ms. Cornejo replied just the background and the next steps.

Joyce Rooney (BOS) commented that the South Bay Green Line Extension was not mentioned. Ms. Cornejo replied that the project was not at the point to being the dialogue as an LPA has not been approved.

8. Bicycle Program Update (Anthony Jusay, Metro)
Mr. Jusay reported that the bicycle community requested more dialogue with staff regarding Metro’s bicycle program. A Bicycle Roundtable was formed in February 2010 along with two Subcommittees, the Implementation and Operations Subcommittee and the Policy and Planning Subcommittee. To date, there have been three roundtable meetings with a fourth meeting on Friday, November 5th.

A Caltrans Transportation Planning Grant was awarded to the Southern California Association of Governments (SCAG) in partnership with Metro Bike Planning. The
objective is to develop a bicycle data clearinghouse that would include a methodology for bicycle data collection and the ability to estimate and forecast bicycle ridership that will be applicable to regional transportation modeling.

Mr. Jusay reported that staff is working with Metro’s New Business Development Department for the implementation of a secure high-capacity, bicycle parking room at the Hollywood & Vine Metro Red Line Station, Transit-Oriented Development (TOD). He noted that examples of secured high-capacity bike facilities can be found in the Cities of Long Beach and Covina and that staff is coordinating an Inter-Agency Working Group on this subject. At the October 28th Board meeting, staff presented a Report to enter into an agreement related to the Metro Hollywood & Vine TOD. Due to bike community input and other Metro requirements, as part of the agreement, the New Business Development Dept & the Developer identified a more desirable location for a secured high-capacity bike facility.

Mr. Jusay reported that staff is nearing completion of the Folding Bike Implementation Plan funded with a Caltrans Grant. The Plan aims to provide incentive for the use of Folding Bikes on transit. Additionally, staff is improving the Way-Finding signage to platforms, incorporating bicycle information for maps at stations, and redesigning the Metro Bicycle program website to update Facebook, Twitter and Subscriber links. With Board direction, staff is revising the Bikes on Trains policy that includes revising bike rules, designating space for bikes on trains, developing “How to Ride” guidelines, installing signage, and revising the Code of Conduct. Other initiatives include updating the Bicycle Strategic Plan and replacing bike lockers at stations where needed. The next steps are moving forward with the September Board Directive regarding ten specific bike action items, staff is working on its response which will be available in December.

Ms. Blackman commented that there are areas on the trains designated for wheelchair bound passengers and that bikes should not block these areas as well as the train doors. She suggested that wheelchairs be separated from bikes. Mr. Jusay agreed bikes should be separated from ADA areas and not block train doors. Communicating where bikes and wheeled devices should be located on rail vehicles is the key to solving these types of issues and can be addressed in communication materials for transit riders and further clarified in the Code of Conduct.

9. South Bay Metro Green Line Extension (Randy Lamm, Metro)
Mr. Lamm provided a handout and informed TAC that at its December 2009 meeting, the Board approved moving forward into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) phase. He stated that the project’s objectives are to improve mobility with high-frequency transit service options, enhance the transit network with more direct connections to destinations, provide alternative modes of transportation, improve transit accessibility for residents along the corridor, and reduce air pollution and greenhouse gas emissions. The alternatives being considered include a No-Build, a Transportation Systems Management (TSM), a Light Rail Transit (LRT), and a Freight Track.

Mr. Lamm reported that the No-Build alternative evaluates the transportation network in the future without a project. For the TSM alternative, lower cost capital and operational
improvements are evaluated against future conditions for the transportation network.

Mr. Lamm stated that the LRT alternative will use vehicles similar to existing Metro Light Rail vehicles. The LRT alternative proposes to extend the Metro Green Line 4.6 miles from its current terminus at the Redondo Beach Station to a proposed Regional Transit Center (RTC) in the City of Torrance. The LRT alternative will operate on two designated tracks adjacent to an existing freight track within the Harbor Subdivision Right of Way (ROW). The LRT alternative proposes up to four new stations with locations at Manhattan Beach/Inglewood Ave., Redondo Beach RTC, Hawthorne/190th, and Torrance RTC. Facilities for those stations include a bus transfer connection and potential park-and-ride lots.

The Freight Track alternative proposes an 8.7-mile rail line from the LAX area to the proposed Torrance RTC. The Freight Track alternative will operate on the upgraded freight tracks currently occupying the Harbor Subdivision ROW. The Freight Track alternative proposes up to two new stations at Century/Aviation or Aviation/LAX, Douglas or Redondo Beach (Marine). Station facilities include a bus transfer connection and potential park-and-ride lots. There are several vehicle options for the freight track alternative including a Light Self-Propelled Railcar (SPR), Freight-Compatible SPR, and Commuter Rail Transit (CRT).

Mr. Lamm reported that comments from the Scoping meetings included more support for the LRT, TSM and No-Build Alternatives. Concerns by residents living next to the ROW included noise, vibration, property values, crime/security, safety, and traffic impacts. He noted that staff is considering eliminating the Freight Track alternative as an option due to its poor performance, relative to the other alternatives, in meeting project objectives. Preliminary findings include: lower ridership, 4,000 riders per day compared to 13,000 for the LRT alternative, a frequency of service limited to 15 minutes, and additional environmental impacts. The analysis also shows that the cost is rising to a level comparable to the LRT alternative of $500 million. Staff is reviewing all alternatives and coordinating with the Federal Transit Administration (FTA) to eliminate the Freight Track alternative from further consideration during the Draft EIS/EIR process.

Mr. Lamm concluded by stating that the next round of community workshops is scheduled for Winter/Spring 2011 and that the Draft EIS/EIR is scheduled to be available for public review in Fall 2011.

Ms. Gant asked if the Freight Track alternative would produce more noise than the LRT alternative? Mr. Lamm replied yes as they are currently powered by diesel engines and heavier than LRT vehicles. Ms. Gant asked if staff was including a bike path in the project? Mr. Lamm replied that it is being considered within the urban design elements. Ms. Gant asked if the freight tracks are operable? Mr. Lamm replied yes but at low speeds and would need to be upgraded for passenger rail service. Additionally, there is freight service operating along the corridor between the ports and oil refineries in Torrance and El Segundo.

Allan Abramson (County of Los Angeles) inquired of the travel times from the terminus to Union Station? Mr. Lamm replied that travel time from Torrance to Union Station is
approximately 45 minutes, which includes transferring to the Expo Line or the Metro Blue Line. Mr. Abramson asked if an express train from Torrance to the Union Station was an option? Mr. Lamm replied that the Harbor Subdivision Alternative Analysis Study examined several express alternatives, including a regional commuter rail service and a high speed rail service between LAX and Union Station. He added that both alternatives were recommended in the Harbor Subdivision AA Study as potential future projects should additional funding be identified. Mr. Abramson asked if a dedicated LRT train could be used as an express service to Union Station? Mr. Lamm replied that an express train could be considered in the future.

10. Congestion Mitigation Fee (Robert Calix, Metro)
Mr. Calix provided an update that local jurisdictions are working to complete Step 2, Identifying Local Projects with Regional Benefits and moving towards Step 3, the Nexus Analysis. In addition, staff and jurisdictions are attempting to reconcile growth forecasts and expand the transportation network (map). He noted the following updates:

- The San Gabriel Valley COG and the City of Los Angeles are finalizing Step 2, Identify Local Projects with Regional Benefits and anticipate beginning Step 3, Nexus Analysis, in February 2011;

- The South Bay COG, San Gabriel Valley COG, and the North County are moving forward with Step 2, Identify Local Projects with Regional Benefits and anticipate beginning Step 3, Nexus Analysis, in March 2011;

- Staff has been meeting with the Westside Cities, Working group and Gateway Cities COG executive director and city managers to establish their Pilot Study program and anticipate starting Step 3, Nexus Analysis, in July 2011, which will include the Las Virgenes/Malibu COG.

11. New Business
Mr. Feinberg reported that Pam O’Connor was re-elected as City Councilmember for the City of Santa Monica.

Mr. Patashnick reported that the Center for Transportation of Excellence in Washington, DC reported that 55 public transportation related measures were voted upon in 2010, of which 41 passed.

Mr. Patashnick announced the following meeting dates:
- TAC will not meet in December. The next TAC meeting is scheduled for January 5, 2011 in the Union Station Conference Room, 3rd floor;
- Metro Board will not meet in November, but will hold its regular Board meeting on December 9th.
12. Adjournment
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>7. David Feinberg/Sharon Perlstein</td>
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| | 2. Alex Gonzalez/Joe Barrios |
| 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. Patricia Bruno/Kate Froemming |
| 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 Yanarone/Phil Aker  
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# TECHNICAL ADVISORY COMMITTEE (TAC)
## Attendance Record

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Last update 12/14/2010