Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Union Station Conference Room

1. Call to Order/Roll Call
   Action (Alan Patashnick, Matthew Abbott)

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. LACMTA Acquisition of Union Station
   15 min

4. Chairperson’s Report
   5 min

5. Consent Calendar
   - Approval of Minutes
   Attachment 3: Draft April 6, 2011 Minutes

6. Formula Allocation Procedure (FAP)
   FY 2011-12 Funding Marks
   10 min

7. Legislative Update
   - Federal
   - State
   15 min

8. SB-375 Update
   15 min

Information

(Roger Moliere)

(Raffi Hamparian, Marisa Yeager, Michael Turner)

Information

(Sarah Jepson)
9. Congestion Mitigation Fee
   Information
   (Robert Calix)

10. 2011 Call for Projects Update
    Information
    (Rena Lum)

11. 2011 Call for Projects
    Recertification/Deobligation/Extension
    Information
    (Fanny Pan)

12. Los Angeles County Congestion Reduction Demonstration Program
    Information
    (Kathleen McCune)

13. FY 2012 Budget Workshop
    Information
    (Nalini Ahuja)

14. Other Business

15. Adjournment

TAC Minutes and Agendas can be accessed at:
http://www.metro.net/about/tac/

Please call Matthew Abbott at (213) 922-3071 or e-mail abbottm@metro.net with questions regarding the agenda or meeting. The next meeting will be on June 1, 2011 at 9:30 a.m. in the Union Station Conference Room, 3rd floor.
Attachment 1

Subcommittee Agendas – April 2011

• Bus Operations
  ➢ April 19, 2011

• Local Transit Systems
  ➢ Did not meet in April

• Streets and Freeways
  ➢ April 21, 2011

• TDM/Air Quality
  ➢ Did not meet in April
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 March 23, 2011 Minutes
   Action
   Joseph Loh

3. Chair’s Report
   • General Managers Meeting – Dana Lee/Joseph Loh
   • TAC Update – Dana Lee/Alva Carrasco
   • Operations – Corinne Ralph
   • Measure R Committee – Enny Chung
   Information

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

5. FTA Updates
   10 minutes
   Information
   Jonathan Klein

6. 2011-2012 Funding Marks Formula Allocation
   15 minutes
   Action
   Carlos Vendiola

7. FY 2012 FTA 5307 15% and 1% Funds Appropriation
   Action
   Linda Hui
8. New Business

9. Adjournment

Information Items:

90-day Rolling Agenda  
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 ANNELLE ALBARRAN at 213-922-4025 or Quenisha Williams at 213-922-7474 if you have questions regarding the agenda or meeting. The next BOS meeting will be held May 17, 2011 at 9:30 am in the Windsor Conference Room, 15th Floor of the Gateway Building.
Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15th Floor

1. Call to Order
   1 min

   Action (Nicole Rizzo)

2. Approval of Minutes
   Attachment 1: Draft March 17, 2011 Minutes
   Attachment 2: Sign in Sheet/Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda
   1 min

   Action (Subcommittee)

3. Chairperson Report
   5 min

   Information (Nicole Rizzo)

4. Metro Report
   10 min

   Information (Fulgene Asuncion)

5. Caltrans Report
   • SR-2 Angeles Crest Highway Project Update
   10 min

   Information (Kirk Cessna)

6. State and Federal Legislative Update
   10 min

   Information (Michael Turner, Raffi Hamparian, Marisa Yeager)

7. Call for Projects Update
   10 min

   Information (Rena Lum)

8. CTC Update
   10 min

   Information (Patricia Chen)
9. I-210 Truck Origin-Destination Study
   Information (Teresa Fong)
   10 min

10. ITS Implementation Plan for Goods Movement
    Information (Jon Grace)
    10 min

11. State Route 2 Freeway Terminus Improvement Project
    Information (Ben Jong)
    10 min

12. Formula Allocation Procedure (FAP) FY2011-12
    Funding Marks
    Information (Susan Richan/Carlos Vendiola)
    10 min

13. New Business
    Discussion (Subcommittee)
    5 min

14. Adjournment
    Action (Subcommittee)
    1 min

The next meeting of the Streets and Freeways Subcommittee will be tentatively held on May 19, 2011 at 9:30 a.m. on the 15th Floor, Windsor Conference Room. Please contact Fulgene Asuncion at (213) 922-3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: http://www.metro.net/about_us/committees/sfs/sfs.htm
Attachment 2

Subcommittee Actions
Disposition of April 2011 Subcommittee Actions

**Bus Operations Subcommittee:**
- Approved minutes for March 23, 2011 meeting
- Approved FY 2011-12 Funding Mark Formula Allocation
- Approved FY 2012 FTA 5307 15% and 1% Funds Appropriation

**Local Transit Systems Subcommittee:**
- Did not meet in April

**Streets and Freeways Subcommittee:**
- Approved minutes for March 17, 2011 meeting.

**TDM/Air Quality Subcommittee:**
- Did not meet in April
Attachment 3

Draft April 6, 2011 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
Matthew Abbott (Alternate Chair) called the meeting to order at 9:40 a.m., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees
BOS (Alva Carrasco)
- Last met on March 23, 2011
- Received updates on the following:
  - State and Federal Legislative report;
  - Federal Transit Administration (FTA) report;
  - Southern California Regional Transit Training Consortium;
  - Draft 2012 Funding Marks;
  - FTA 5307 1% and 15% Funds Applications; and
- Next meeting is scheduled for April 19, 2011
Local Transit Systems (Alex Gonzalez)
- Last met on March 17, 2011
- Took action on the following:
  - Approved the ASI Nominating Committee; and
  - Approved 3rd Draft of Prop A Discretionary Fund Marks;
- Received updates on the following:
  - Transit Procurement
- Next meeting is scheduled for May 21, 2011
Streets & Freeways (Ken Husting)
- Last met on March 17, 2011
- Received updates on the following:
  - Caltrans report on the Angeles Forest Highway Project;
  - L.A. County Congestion Reduction Demonstration Program; and
  - L.A. County Highway Projects;
Next meeting is scheduled for April 21, 2011

TDM/Air Quality (Mark Hunter)
- Did not meet in March
- Next meeting is scheduled for May 18, 2011

3. Chairperson's Report
Mr. Patashnick reported that at its March meeting, the Board:
- Approved the motion by Director Knabe that the Metro Board direct the CEO to review the Breaking Down Barriers Initiative being advanced by the Orange County Transportation Authority (OCTA), and to provide a written and oral report to the Board within one month that includes a recommendation as to whether or not the Board should endorse this Initiative. The Initiative recommendations expedite the federal project delivery process such as reducing federal oversight and emphasizing quality in federal environmental documents;
- Approved on Consent Calendar:
  - Directors' Villaraigosa, Knabe and Antonovich motion that the Metro Board direct the CEO to develop a recommended strategy and timeline for transitioning to super low/zero emission buses;
  - Contract for the restoration of Historic Streetcar Service in Downtown Los Angeles for an amount not to exceed $2,260,000;
  - Contract for the Metro Green Line to LAX project to complete the Alternatives Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R) and Conceptual Engineering (CE);
  - Preliminary Funding Marks for the 2011 Call for Projects;
  - Directors' Villaraigosa, Molina, Katz and O'Connor motion that the Metro Board direct the CEO to prepare a Union Station Master Plan;
- Approved on Discussion:
  - Two of the five recommendations regarding the updated Los Angeles County Transportation Improvement Program (TIP) priorities:
    - The programming of $236.9 million in federal operating and capital funds for Access Services, $70.2 million in Congestion Mitigation and Air Quality Improvement (CMAQ) program funds and $35.3 million for the Countywide Rideshare/Vanpool program;
    - The programming of $50.1 million for State of Good Repair projects;
  - Contract for the I-710 South Corridor Project – South End Utility Relocation Study;
  - Service changes to Tier 1 bus lines.
    - The Board also approved a motion by Directors' Villaraigosa, Molina and Wilson that the Metro Board direct the CEO to report back on recent and future service changes, service levels, service quality, cost effectiveness and service enhancements. Recent service changes and service levels will be presented to the Operations Committee and the full Board in April. The remaining items will go to the Board in the upcoming months;
- Received and Filed:
  - Information regarding the America Fast Forward initiative (Metro’s 30/10 initiative on a federal level);
Report on a proposed Congressional effort to create a new Federal Bond program to support the construction of highway and transit projects; and
• Read into record by Director Antonovich for consideration at the April Finance & Budget and Executive Management & Audit Committee meetings, information on the impact of the potential cancellation of the Prop 1B bond sales.

Mr. Patashnick reported that a workshop regarding the FY 12 Budget is tentatively being scheduled for the May TAC meeting. Members from each of the four Subcommittees will be invited to participate in the workshop.

Mohammad Mostahkami (Gateway Cities COG) asked for details regarding the I-710 South Corridor project contract. Mr. Patashnick responded that the contract was awarded to AECOM for an amount not to exceed $6,987,317.

Ferdy Chan (City of Los Angeles) asked if there are any updates regarding the February Board motion to identify strategies to eradicate damage and unsafe road conditions on Wilshire Boulevard. Mr. Patashnick responded that any future updates or Board action on that item will be brought to TAC.

4. Consent Calendar
A motion to approve the March 2, 2011 minutes was made by Mr. Mostahkami and was seconded by Ken Husting (City of Los Angeles). Mark Herwick, John Walker and Paul Maselbas (representatives from the County of Los Angeles) abstained. The motion was approved with no objections.

5. National Transit Database (NTD) Auditor Training Letter (Alex Gonzalez)
Mr. Gonzalez reported that the LTSS Subcommittee submitted a letter to the Metro CEO in 2009 regarding issues surrounding NTD audits. Several problems have developed since that letter was sent and the LTSS has drafted a new letter requesting that:
• A single point of contact be assigned for each city for each audit, with no changes (if at all possible) to the auditors or the point of contact during the audit;
• Auditors should maintain their appointments and should not arrive unannounced;
• Auditors should note issues to city representatives in the field and request clarification when staff is present; and
• Auditors hired to conduct the audit (not just the supervisors that manage the audit) should be trained by Metro staff prior to beginning work in the field.

A motion to approve the NTD Auditor Training Letter was made by Joyce Rooney (BOS Subcommittee) and was seconded by Ellen Blackman (ADA). The motion passed with no abstentions or objections.

6. Addition of the City of South Gate to the 5th Priority unit of Prop A 5% Incentive Funding (Susan Richan, Metro)
Ms. Richan reported that LTSS approval was requested to add the City of South Gate to the 5th Priority unit for Motor Bus (MB) service. Following discussion at the March 17th LTSS meeting, it was determined that agencies would be added to the 5th Priority unit upon request. In the case of a funding shortfall, cuts would be made to Priority VI.
Mr. Mostahkami asked if agencies being added to the 5th Priority unit will receive funds automatically, or do they still have to request the funding. Ms. Richan responded that in order to be added, agencies must pass an NTD audit. Once they pass the audit, they will be included in the unit and receive funds.

7. LTSS Prop A 5% Incentive Fund Mark (Susan Richan, Metro)
Ms. Richan reported that funding marks for agencies in Priority I have been set based on three standards. There are no agencies in Priorities II-IV. In Priority V, agencies receive an estimate based on their NTD data, which is paid after two years. Priority VI includes special demonstration projects, such as the Hollywood Bowl Shuttle Service. The fund marks were approved by the LTSS Subcommittee and will be included in the Formula Allocation Process (FAP) in June.

Ms. Rooney asked what funds are being used to cover the shortfall. Ms. Richan responded that she does not know. Ms. Rooney asked if this is the first year that there has been a shortfall. Ms. Richan responded that Metro has used reserve funds to cover shortfalls the past three years. Mr. Walker asked if the funding that is used to cover the shortfall will cover Priority VI as well. Ms. Richan responded yes, they will not make any cuts this year.

A motion to approve the Prop A 5% of 40% Incentive Fund Marks was made by Ms. Rooney and was seconded by Ms. Blackman. The motion passed with no abstentions or objections.

8. Legislative Update (Raffi Hamparian and Michael Turner, Metro)
Mr. Hamparian and Mr. Turner did not report.

9. Bike Program Update (Lynne Goldsmith, Metro)
Ms. Goldsmith reported that 10 bicycle directives were passed by the Metro Board last September. Metro staff is currently working on updating the Bike Program to incorporate those directives and anticipates presenting a second update to the Board in June. The 10 Board directives are as follows:

1. Increase Bike funding in the 2011 Call for Projects (Call). The request to increase bicycle funding to 15% (for a total of $15.5 million) was approved by the Board in March;
2. Utilize triple bike racks on buses. Metro’s Government Relations department will be introducing an amendment to the Omnibus bill to allow Metro to use triple bike racks on all Metro buses;
3. Retrofit trains for bikes. This item will go before the Board in April to remove the restrictions for bikes on Metro trains during peak hours. Metro’s Rail Operations will be removing seats on Light Rail Vehicles (LRV) to accommodate bicycles;
4. Revise the Code of Conduct (Code). In June, the Metro Board will pass a new Code that is on par with the new Transit Court (to take effect July 1st);
5. Utilize bike racks on vanpool vehicles. Metro’s current contract for its vanpool vehicles will not expire until the end of 2012; however Metro is looking into offering bike racks for vanpool vehicles;
6. Improve wayfinding signage. Wayfinding signage for bicycles is a big issue – especially for getting in and out of the rail stations;
7. Incorporate bicycle messages. From now on, marketing materials will incorporate bicycle messaging, and a decal of the new bicycle map will be installed in stations;
8. Improve security. Bicycle theft and vandalism is an issue at stations where people use the bicycle racks, and staff will be meeting with the Sheriff’s department to find out the extent of the problem;
9. Install stair channels in future transit stations. Metro will be conducting a feasibility study to determine if it is possible to retrofit stations to install these features. A pilot program might be possible for one of the Red Line stations, and Metro is already looking into incorporating stair channels in new stations; and
10. Increase bicycle parking.

Ms. Goldsmith reported that Metro is anticipating releasing a Request for Proposal (RFP) in June to update the Bicycle Transportation Strategic Plan (BTSP). The update will incorporate new areas, such as a Bikeway Transportation Corridor and a Network Connection Study. All agencies have been asked to look at ways to complete corridor bicycle networks and Metro will focus the BTSP on identifying gaps in connectivity.

Ms. Goldsmith reported that Metro will be releasing an RFP in April or May to incorporate four high-capacity bicycle parking stations: Gateway Garage Enclosure, Hollywood-Vine Store Front, North Hollywood Modular Facility and El Monte Store Front. Non-attendant station designs are preferred due to the cost savings; however, attended parking will be an option with an interested sponsor. Currently, Metro is working on the draft Bicycle Parking guidelines for its Transit Oriented Development (TOD) stations.

Ms. Goldsmith reported that Metro received 24 applications from 14 jurisdictions for the 2011 Call. A total of $30 million was requested and $15.5 million is anticipated to be approved for the Bikeway mode. For future Calls, Metro would like to see more jurisdictions apply for bike projects.

Kathryn Engel (LTSS) asked if Metro completed the new Code. Ms. Goldsmith responded that the draft Code will go before the Board in June and will be available to the public the same week.

Ms. Blackman asked if wheelchairs will have priority over bicycles for open spaces on Metro Rail. Ms. Goldsmith responded yes.

10. CTC Update (Patricia Chen, Metro)
Ms. Chen reported that the May 11-12th CTC meeting has been moved to Metro Headquarters. At the March 23-24th CTC meeting, it was reported that:
• Because Appropriations have been authorized through September, transportation should not be affected if there is a government shutdown;
• State Highway Account (SHA) State Transportation Improvement Program (STIP) and Transportation Enhancements (TE) are over-allocated; however, there is some Public Transportation Account (PTA) capacity remaining. The Commission is continuing to recommend allocations for now;
• Because of the continuing resolutions, Obligation Authority (OA) has been building up while some projects are not moving forward. This surplus of OA might be
released towards the end of the fiscal year, and if so, Commission staff has stated that they would like that OA moved towards the State Highway Operation and Protection Program (SHOPP);

- The “Delivered but Not Allocated” list is building up because there is no bond sale this Spring. No allocations were recommended for bond projects in January;
- Fund Estimate assumptions for FY 11 includes: reenactment of the fuel tax swap, delayed economic recovery, continued current level of federal funds and no PTA funds for the STIP. Because PTA funds usually fund transit projects, it is unclear if transit projects will continue to be funded in the STIP. Metro’s position is to use flexible federal funds for transit projects. David Yale (Metro) spoke to the CTC on the need for a modally balanced STIP and for STIP assumptions and guidelines that allow transit projects in the STIP;
- About 20 years ago the STIP was almost completely consumed by cost increases. In response, the Project Initiation Documents (PID) process was created. Since then, the PID process has grown more costly and time intensive. We now have a 3-year rolling PID Strategic Plan to make sure that we have the right number and types of PIDs. The main solution is to use a Project Study Report-Project Development Support as the baseline PID, except for special cases where a full-blown PID is required. This will push detailed cost estimates to the Project Approval-Environmental Document (PA-ED) process. The PA-ED will be more expensive, but will begin sooner and will eliminate duplication of cost estimates;
- STIP-TE allocations were made, including $193,000 for City of Los Angeles West 3rd Street Pedestrian Improvement;
- $7.9 million in Environmental Enhancement and Mitigation (EEM) Program allocations were made for 28 projects, including eight in Los Angeles County:
  - Tree Plantings Associated with Interstate 5 High Occupancy Vehicle (HOV) Lanes (Hollywood Beautification Team);
  - Native Habitat Restoration on Public Road Right of Ways Highway 101 in Los Angeles (Hollywood Beautification Team);
  - Urban Forestry Revitalization Project (City of Pasadena);
  - Greening the Expo Line – Continuation (Koreatown Youth and Community Center);
  - La Brea Greenbelt Urban Forestry Project (North East Trees);
  - Audubon Habitat Restoration Project (Los Angeles Conservation Corps);
  - Emerald Necklace Multi-Benefit Park & Greenway Project – Upper San Gabriel River (Amigos De Los Rios); and
  - Emerald Necklace Expanded Multi-Benefit Park & Greenway (Amigos De Los Rios);
- $1.02 million in STIP PTA allocations were approved for the Glendale Beeline CNG Buses; and
- An update was given on the 2010 Statewide Local Streets and Roads Needs Assessment. The Pavement Condition index for California declined from 67.8 in the 2008 study to 66.1 in the 2010 update.

Gina Mancha (City of Los Angeles) asked if the CTC meetings will be held in Los Angeles from now on. Ms. Chen responded no, the meeting was moved to Los Angeles for this May only.
11. 2011 Los Angeles County TIP Priorities (Toye Oyewole, Metro)
Mr. Oyewole reported that in March, Metro staff presented the updated Los Angeles County TIP priorities to the Metro Board. Two of the five recommendations included in the Board report were approved (recommendations B & E), and the other three were held over until May (recommendations A, C & E). The recommendations were as follows:

A. Approve the LA County TIP priorities shown in Attachment A (of the Board report) for use in programming FY 2010-11 to FY 2018-19;
B. Approve the programming of $236.9 million in federal operating and capital funds for Access Services; $70.2 million in CMAQ program funds for new rail corridor operations; and $35.3 million for the Countywide Rideshare/Vanpool program for FY 2011-12 through FY 2014-15, as shown on Attachment B (of the Board report);
C. Authorize the Chief Executive Officer or his designee to assign strategically, or reassign as necessary, federal, state and local funds to support Board-approved projects and programs;
D. Authorize the Chief Executive Officer or his designee to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized; and
E. Approve the programming of $50.1 million in FY 2010-11 federal State of Good Repair Funding for projects shown in Attachment C (of the Board report).

Mr. Husting asked what the main issues were that caused the three recommendations to be held over. Mr. Oyewole responded that some of the Board members felt that they did not have enough information to approve those recommendations. Metro staff has since produced a revised Board report which provides information on each of the changes.

12. FY 2011 Call for Projects (Heather Hills, Metro)
Ms. Hills reported that the Rainbow report (preliminary recommendation of scores and funding for all of the eight modes) will be released once reviewed and approved for release to project sponsor by the Board at their regularly scheduled June meeting. TAC appeals are currently scheduled for July 26-28th with Board adoption scheduled in September.

Ms. Hills reported that in 2009, a Board motion was passed that asked staff to review the 2009 LRTP funding scenarios for the TDM category and create a “reserve” fund (between 5-10%) for future Calls for meritorious projects that were denied funding (subject to TAC approval). In March 2011, the Board approved the funding marks for each transportation modal category along with a reserve fund of $2,856,000. TAC could recommend how to distribute these funds during the July appeals. Ms. Hills recommended that a few TAC members volunteer to work with Metro staff to amend the TAC appeals process protocol to include guidelines for distributing the reserve funds. These new guidelines would then be voted on by the full TAC at their May meeting. Sumi Gant (City of Long Beach), Mr. Maselbas and Mr. Husting volunteered to work with Metro staff to develop protocol for the reserve funds. Ms. Engel stated that Jano Baghdanian (LTSS) would also like to volunteer.

13. SB-375 Update (Jacob Lieb, SCAG)
Mr. Lieb reported that the Greenhouse Gas emission (GHGe) reduction targets for the first Sustainable Communities Strategy (SCS) have been finalized. The targets have been set at
an 8% per capita GHGe reduction (from 2005 figures) for 2020 and a 13% reduction for 2035. With the current programs that are in place (both land use and transportation investment and policy), the 2020 target reduction is generally seen as achievable; whereas the 2035 target reduction is more challenging. At the time that the targets were proposed, SCAG asked for a series of conditions that acknowledges that the SCAG region cannot achieve these aggressive targets on their own. It is particularly important to acknowledge that a full partnership is needed between the State and Federal government for things like transit operations funding, capital funding for supportive redevelopment, etc. The Air Resources Board (ARB) was very supportive of the conditions put forward by SCAG and they provided funding for the Compass Blueprint Demonstration projects in the SCAG region as one step to acknowledge the need for support and assistance from State partners. They continue to be a good advocate for SCAG and other Metropolitan Planning Organizations (MPO) in trying to restore transit operations funds. SCAG has held work sessions (in partnership with Metro) with each of the 14 subregions throughout the region in order to gather information that will feed into the SCS.

Mr. Lieb reported that SCAG will be releasing a series of alternative scenarios and performance measures for discussion and feedback in preparation of the draft SCS in November 2011. A series of workshops (as required by SB-375) will be held in late June or early July. In the event that the preliminary plan does not achieve the targets, they would then proceed with an iterative process, where each stakeholder and participant would be asked to consider additional strategies and commitments to close the gap. It is unclear if that will be necessary; however, some discussion and/or policy tradeoffs are anticipated before the draft plan is released in November.

Mr. Lieb reported that unique to the SCAG region, there is an opportunity for subregions to develop their own SCS. The Gateway Cities is one of two subregions that have taken advantage of that opportunity. Because the subregional SCS is an input and incorporation process to the larger strategy, the Gateway Cities will release their subregional SCS in early May.

Mr. Lieb reported that the Regional Transportation Plan (RTP) that contains the SCS is built through a bottoms-up process. For that purpose, there are a few radical interventions for things like local land use or major transportation investments. The big question for the SCS is the role that congestion pricing is going to play. Congestion pricing may be considered, if the targets are not met.

Larry Stevens (San Gabriel Valley COG) asked what consideration SCAG is giving to previous commitments given by cities for growth, if the Governor cuts the redevelopment program. Mr. Lieb responded that SCAG is aware of the potential problem, but has no way to assess specific potential impacts. Mr. Stevens asked if Pricing strategies are realistic given the difficulty of implementing those methods. Mr. Lieb responded that while Congestion Pricing is a tough sell, every study that has been done on mobile source GHGe reduction shows that pricing is the most effective.
Mike Behen (North County) asked what happens if the targets are not met by 2035. Mr. Lieb responded there is the option to prepare an alternative planning strategy. SCAG is going to put before the Regional Council one or more different scenarios for obtaining the targets.

14. Public-Private Partnership (Kathleen Sanchez, Metro)
Ms. Sanchez reported that Metro’s Public-Private Partnership (PPP) program was approved by the Board in 2008 to develop alternative project delivery and finance mechanisms to deliver projects on time. Ms. Sanchez reported that by working with the private sector, Metro can:
- Accelerate project delivery by developing projects in “parallel”;
- Ensure project quality. If the private sector helps finance the projects, then they will be invested in the project and potentially develop a higher quality product. Metro will also be allowed to begin the projects before the Measure R funds are available;
- Share project risks that they normally assume on their own;
- Leverage Measure R revenues and enhance cash flows; and
- Compliment the 30/10 Initiative approach

Ms. Sanchez reported that Metro has selected three potential PPP Measure R Transit projects (Crenshaw/LAX Transit Corridor, Regional Connector and the Westside Subway Extension) and three potential Measure R Highway projects (I-710 South and/or Early Action Projects, High Desert Corridor and the SR-710 North Gap Closure). The PPP option provides a lower cost on a present value (life cycle) basis. In determining the potential value of utilizing PPP for the projects, Metro compared the private sector cost estimate for the design, build, finance, operation and maintenance (DBFOM) for each of the projects and looked at the cost of a public agency to do the same thing over the same period of time. Ms. Sanchez reported on the status of the following transit and highway projects:

Crenshaw/LAX Transit Corridor
Using the comparison, the PPP option for the Crenshaw/LAX Transit Corridor project represents a potentially positive value. While Metro does not need private funding to complete this publicly funded project, private funding would be useful for operations and maintenance.

Regional Connector Transit Corridor
This project is under-funded and would be a good candidate for PPP; however, there is not a lot of opportunity for innovation and would therefore be better suited for design-build rather than operation and maintenance. At this time, the project shows an inconclusive “value for money”.

Westside Subway Extension
This project is an excellent candidate for DBFM and it represents a potentially positive “value for money”. Preliminary indications show that it could provide a great opportunity to transfer maintenance to the private sector.
High Desert Corridor
Metro is looking at possibly including a toll facility in the center segment of the High Desert Corridor route. The PPP option for this project would be feasible, if tolling was utilized and the use of tolling could possibly cut the need for public funding in half.

I-710 South Corridor
This project has $590 million in Measure R funds. The project includes freeway widening to 10 lanes, a four-lane tolled freight corridor and improvement of most existing interchanges. The Freeway widening and interchange improvements would be moved forwards as a typical public funded project to be done as funding becomes available. Metro could proceed earlier with the PPP freight corridor as a tolled facility. This would shift a lot of the truck traffic from the general purpose lanes into the corridor and help address some of the traffic and air quality issues early on by allowing the trucks to move more quickly north-south along the freeway. Metro would be proceeding as a DBFOM project for the freight corridor. The PPP option represents a neutral value for money.

SR-710 North Gap
Metro is beginning the scoping for this project and is hoping to award an Alternatives Analysis (AA), Preliminary Engineering (PE) and EIR contract this summer. $1 billion is available in Measure R funds for project development. Metro is still considering each of the five zones that were included in the original Geotechnical Study. The PPP option for this project is in Zone 3 (the nominal route of the direct link between I-10 and I-210). Metro will proceed as a DBFOM facility. Funding is currently insufficient to develop this project; however, tolling revenues would sufficiently supplement Measure R funds to finalize the project without additional public funding. The Metro Board asked staff to compare the initial project costs for this project with a similar tunnel in Seattle (Alaska Way Tunnel). The cost for the tunnel in Seattle is similar to the estimates used in the initial analysis for the SR-710 tunnel.

Sepulveda Pass Transit Corridor
Metro is adding the Sepulveda Pass Transit Corridor project to the possible PPP project list. The project has $1 billion in Measure R funds. Metro will be preparing a Request for Information (ROI) / Request for Qualifications (ROQ) to focus the alternatives that will be considered in the environmental documents. It is possible that this project could be privately operated so that a consortium could charge tolls to recover the costs.

Alberto Angelini (Caltrans) asked how a privately funded transit project could recover its costs. Ms. Sanchez responded that if they were operating a rail project, the consortium would collect the fare revenue.

15. New Business
Mr. Behen asked if Sarah Jepson (Metro) could provide an update regarding Metro’s involvement with SB-375 at the May 4th meeting. Mr. Patashnick will request that Ms. Jepson provide the update.
16. Adjournment
Mr. Patashnick announced that the next TAC meeting is scheduled for May 4, 2011 in the Union Station Conference Room, 3rd floor. If you have questions regarding the next meeting, please contact Matthew Abbott at (213) 922-3071 or email abotttm@metro.net.
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<tr>
<th>AGENCY</th>
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<td>3. Paul Maselbas/</td>
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<td>3. Robert Brager/Ramiro Adeva</td>
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<td>San Gabriel Valley COG</td>
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<td>South Bay Cities COG</td>
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| Local Transit Systems Subcommittee (LTSS) | 1. Kathy Engel  
Jano Baghdarian/Kathryn Engel  
2. Alex Gonzalez/Joe Barrios |
| Metropolitan Transportation Authority (Metro) | 1. Alan Patashnick/Matthew Abbott  
Countywide Planning & Development  
2. John Drayton/Christopher Gallanes  
Metro Operations |
| Southern California Regional Rail Authority (SCRR – Ex-Officio) | 1. Anne Louise Rice/Karen Sakoda |
| 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 Yamarone/Phil Aker  
2. Mark Hunter/Brooke Geer Person |
# TAC Audience Attendance

**April 6, 2011**

<table>
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<tr>
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<tr>
<td>1</td>
<td>Kevin Minne</td>
<td>LAPD</td>
<td>213-172-4961</td>
<td><a href="mailto:Kevin.Minne@lapd.org">Kevin.Minne@lapd.org</a></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>DAS</td>
<td>(213) 776-1921</td>
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<tr>
<td>3</td>
<td>Farrokh Abolfathi</td>
<td>Carson</td>
<td>310-752-1700</td>
<td><a href="mailto:farrokh.abolfathi@carson.ca.us">farrokh.abolfathi@carson.ca.us</a></td>
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