Agenda
Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE
William Mulholland Conference Room

1. Call to Order/Roll Call Action (Renee Berlin, Matthew Abbott)

2. Agenda Reports by Standing Committees Information
   Bus Operations (Joyce Rooney)
   Local Transit Systems (Ryan Thompson)
   Streets and Freeways (Dave Roseman)
   TDM/Sustainability (Mark Yamarone)
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
   5 min

3. Chairperson’s Report Information
   • June Board Recap (Handout) (Matthew Abbott)
   • 2015 Call for Projects
   • August TAC Meeting

4. Consent Calendar Action
   • Approval of Minutes
     Attachment 3: Draft June 4, 2014 Minutes

5. TAC Membership Working Group Recommendations Action (Renee Berlin)
   15 min

6. LACMTA Green Construction Policy Update Information (Cris Liban)
   10 min

7. 2014 Short Range Transportation Plan (SRTP) Information (Heather Hills)
   10 min

8. 2016 Sales Tax Initiative Action (Patricia Chen)
   10 min
9. 2014 Open Streets Program Events
   Information
   (Avital Shavit)
   10 min

10. Bicycle Sketch Model Plan – Initial Jurisdiction
    Test Run Results
    Information
    (Robert Calix)
    10 min

11. Complete Streets Policy Update
    Information
    (Tham Nguyen)
    10 min

12. CTC Update
    (Handout to be distributed in lieu of oral report)

13. Active Transportation Plan Update
    (Handout to be distributed in lieu of oral report)

14. Cap and Trade Revenues
    (Handout to be distributed in lieu of oral report)

15. Other Business

16. 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 September 3, 2014 at 9:30 a.m. in the William Mulholland Conference Room.
Attachment 1

Subcommittee Agendas
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE
Mulholland Conference Room-15th Floor
9:30 am

1. Call to Order
   (1 minute) Action
   Joyce Rooney

2. Approval of April 15, 2014 Minutes
   (1 minute) Action
   BOS

3. Chair’s Report
   (5 minutes) Information
   Joyce Rooney

4. FTA Updates
   (10 minutes) Information
   Jonathan Klein/Charlene Lee Lorenzo

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

6. Regional Short Range Transit Plan
   (15 minutes) Information
   Scott Hartwell

7. Complete Streets Policy Update
   (15 minutes) Information
   Tham Nguyen

8. FTA Section 5310
   (15 minutes) Action
   Ashad Hamideh/Cosette Stark
9. FTA Section 5337 & 5339 Opt-Out Information & Grant Certification Forms (10 minutes) Information Ashad Hamideh

10. New Business
   a) 2015 Special Olympics Information Jane Leonard
   b) FAP Documents Information Carlos Vendiola

Information Items:

- 90-day Rolling Agenda
- Summary of Invoices FY 2013
- Summary of EZ Pass Invoices
- Subsidy Matrix FY12-13
- TDA-STA Capital Claims
- TDA-STA Claims
- Regional Pass Sales
- FY 2015 FTA Section 5307 15%
- Discretionary & 1% Associated Transit Improvement Fund Allocation

BOS Agenda Packages can be accessed online at: http://www.metro.net/about_us

Please call ANNELLE ALBARRAN at 213-922-4025 or JOHN GREEN at 213-922-2837 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on July 15, 2014 at 9:30 am in the Mulholland Conference Room, 15th Floor of the Gateway Building.
Thursday, June 19, 2014  9:30 a.m.

Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

→ Mulholland Conference Room, 15th Floor

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

2. Approval of Minutes
   Attachment 1: May 15, 2014 Minutes and
   April 17, 2014 Revised Minutes
   Attachment 2: Sign-in Sheet/Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda
   1 min
   Action (Subcommittee)

3. Chair Report
   5 min
   Information (Bahman Janka)

4. Metro Report
   5 min
   Information (Fulgene Asuncion)

5. State and Federal Legislative Update
   10 min
   Information (Raffi Hamparian/
   Marisa Yeager/ Michael
   Turner/Patricia Soto)

6. 2015 Call for Projects
   5 min
   Information (Heather Hills)

7. SRTP
   5 min
   Information (Heather Hills)
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<td>8</td>
<td>Caltrans Report</td>
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<td>Information (David Sosa)</td>
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<td>Active Transportation Program</td>
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<td>Information (Erina Hong)</td>
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<td>10</td>
<td>LACMTA Green Construction Policy</td>
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<td>Information (Cris Liban)</td>
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<td>I-605 Hot Spots</td>
<td>10 min</td>
<td>Information (Adrian Alvarez)</td>
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<td>12</td>
<td>Bicycle Sketch Plan Model</td>
<td>20 min/10 min Q&amp;A</td>
<td>Information (Robert Calix)</td>
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<td>13</td>
<td>New Business</td>
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The next meeting for the Streets and Freeways Subcommittee will be held on July 17th at 9:30 a.m. on the 3rd floor, Henry Huntington 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/sfs/](http://www.metro.net/about/sfs/)
Attachment 2

Subcommittee Actions
Disposition of June 2014 Subcommittee Actions

Bus Operations Subcommittee:

- Approved meeting minutes from the April 15, 2014 meeting.
- A motion was made by Judy Vaccaro to carry over the recommendation of the Working Group for the Section 5310 funding to be the same for FY 2013 and FY2014. The motion was passed.

Local Transit Systems Subcommittee:

- Did not meet in June.

Streets and Freeways Subcommittee:

- Approved meeting minutes from the April 17, 2014 and May 15, 2014 meeting.

TDM/Air Quality Subcommittee:

- Did not meet in June.
Attachment 3

June 4, 2014 TAC Minutes

June 4, 2014 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

Bus Operations Subcommittee (BOS)
- Did not meet in May
- Next meeting is scheduled for June 17, 2014

Local Transit Systems Subcommittee (LTSS)
- Did not meet in May
- Next meeting is scheduled for June 30, 2014

Streets and Freeways Subcommittee
- Last met on May 15, 2014
- Discussed the Pedestrian and Bicycle Coordinator TAC membership addition.
- A presentation was given on the Metro Fiscal Year 2015 Budget

Transportation Demand Management (TDM)/Sustainability Subcommittee
- Did not meet in May
- Next meeting is scheduled for June 18, 2014

3. Chairperson's Report (Matthew Abbott, Metro)
A handout was distributed in lieu of an oral report.

Mr. Abbott reported that Metro is hosting a Bicycle Design Workshop and Field Study on June 23rd and 25th. Flyers for the workshop were provided for TAC members.
Renee Berlin (Metro) reported that Metro received the Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) for Section I of the Metro Purple Line Extension Project.

4. Consent Calendar
A motion to approve the May 7, 2014 TAC minutes was made by Mohammad Mostahkami (League of California Cities – Gateway Cities COG) and seconded by James Lefton (City of Los Angeles). Robert Newman (League of California Cities – San Fernando Valley COG) abstained. The minutes were approved with no objections.

5. TAC Membership Working Group Formation (Renee Berlin, Metro)
Ms. Berlin reported that Bahman Janka (Streets and Freeways Subcommittee Chair) was in attendance to discuss the formation of a Working Group for the selection of the TAC Bicycle, Pedestrian, and Public Health representatives. She reminded the Committee that at the May 7, 2014 meeting, TAC voted for the addition of one voting Bicycle Representative, one voting Pedestrian Representative, and one ex-officio (non-voting) Public Health Representative. It was agreed that a Working Group would be established to identify candidates and select the members. Ms. Berlin noted that the Streets and Freeways Subcommittee (S&F) had previously gone through an extensive outreach process when they were filling the alternate positions for their Bicycle and Pedestrian representatives. During that process, solicitation letters were sent to City Managers, Public Works Directors, Planning Directors, and the municipal operators. Seven applications were received as a part of that solicitation process.

Mr. Janka reported that S&F is amenable to the formation of a TAC Working Group, but he does not believe that the results will differ from when the Subcommittee conducted their solicitation. He noted that S&F conducted an exhaustive solicitation for a Pedestrian Representative over two years ago, but received zero applications. Seven months ago, another solicitation was issued for both an Alternate Bicycle and an Alternate Pedestrian Representative, and only seven applications were received. There are not many agencies in Los Angeles County that have a staff member who spends 50% of their time on pedestrian or bicycle issues. He explained that S&F has done their due diligence to find the most qualified people for the Bicycle and Pedestrian positions.

Ms. Berlin reported that Michelle Mowery (Los Angeles Department of Transportation) is the Primary Bicycle Coordinator on S&F and Richard Dilluvio (City of Pasadena) is the Alternate. Dale Benson (Caltrans) is the Primary Pedestrian Coordinator on S&F and Valerie Watson (City of Los Angeles) is the Alternate.

Mr. Lefton commented that the main goal is to find the most qualified people for the positions and that it may not be necessary to form a Working Group for the selection of the Bicycle and Pedestrian representatives. He noted that S&F has already conducted an exhaustive solicitation, so it would be redundant to form a Working Group in addition to the Subcommittee to conduct the same solicitation. Ms. Berlin clarified that the Working Group would be established to determine the Public Health Representative. In addition to this, they would discuss how to proceed with the selection of the Bicycle and Pedestrian TAC representatives.
Ellen Blackman (Citizen Representative on ADA) asked if the solicitation for the Bicycle and Pedestrian representatives could be opened to organizations other than public agencies or cities? Ms. Berlin replied the TAC members must be representatives from public agencies.

Mr. Mostahkami stated that it is okay for S&F Bicycle and Pedestrian Representatives to serve on both the Subcommittee and the TAC. He suggested that the Bicycle and Pedestrian Coordinators from S&F be invited to TAC to report on why they should be the TAC representative. Ms. Berlin responded that in order to move the issue along, it would be preferable to have a smaller group discuss and make a recommendation to TAC.

Paul Maselbas (County of Los Angeles) stated that the requirement that the Bicycle and Pedestrian Representatives spend at least 50% of their time on bicycle or pedestrian issues unnecessarily restricts the selection pool. He noted that many candidates can be experts in the field without spending 50% of their time on those issues. Larry Stevens (League of Cities – San Gabriel Valley COG) replied that a 50% standard limits the pool of candidates to the County of Los Angeles, the City of Los Angeles, the City of Long Beach, the City of Santa Monica, and the City of Pasadena. Ms. Berlin clarified that the original solicitation letter didn’t specify that candidates must spend 50% of their time on bike and pedestrian issues, but rather that the members’ responsibility with their local jurisdiction or transportation agency must be primarily focused on bicycle or pedestrian technical issues, including policy development and project implementation. The requirement was to ensure that the applicants would have expertise on bicycle and pedestrian issues. Ms. Berlin reported that they were looking for a representative with a user’s perspective rather than someone from an engineering perspective.

Ms. Berlin recommended that TAC form a Working Group comprised of Mr. Janka, Mark Yamarone (TDM/Sustainability), John Walker (County of Los Angeles), and Dan Mitchell (City of Los Angeles), and to have the Working Group come back with a recommendation for TAC in July. Mr. Lefton agreed that a Working Group should be formed to discuss the path forward on the selection process of the new representatives. Ms. Berlin asked if any of the subregions would like to participate in the Working Group? David Feinberg (League of California Cities – Westside Cities COG) volunteered and was added to the Working Group. Ms. Berlin reported that the Working Group will meet later in June and form a recommendation for the July 2nd TAC meeting.

6. 2014 Call for Projects Recertification/Deobligation/Extension (Teresa Wong, Metro)

Ms. Wong reported that staff is recommending to recertify $58.2 million in projects that have funding in Fiscal Year 14-15, deobligate a total of $8.93 million from 13 projects, and prioritize the current year deobligation and future year deobligation to fund the three previously approved, but deferred County of Los Angeles signal forum projects. A list of the deobligated projects was included in the agenda packet as Attachment 5. Attachment 6 included a list of the 74 projects that will be receiving time extensions and Attachment 7 contained a summary of the individual sponsor appeals and TAC recommendations from the May 7, 2014 TAC appeals meeting.

The June Board Report will include the list of projects to be recertified, deobligated, and extended. It will be presented to the Planning and Programming Committee on June 18th and
at the Regular Board Meeting on June 26th. Ms. Wong noted that similar to last year, staff is requesting that a TAC member volunteer to be present at the Planning and Programming Committee meeting and Board meeting. Mr. Walker was nominated to be the TAC representative.

7. 2015 Call for Projects (Rena Lum, Metro)
Ms. Lum reported that over the past month-and-a-half, a series of Working Group meetings have been held for the 2015 Call for Projects (Call). The Working Group is comprised of members of TAC, S&F, BOS, and LTSS. Staff held separate meetings for the motorized modes, Active Transportation, and Transit Capital modes. Ms. Lum reported that the meetings were very informative and productive and resulted in good discussions on the Call process and application. Some issues that were raised have been elevated to Metro Executive Management. The modal leads are currently processing the feedback and are making tweaks to the application. The TAC appeals protocol was also discussed during the meetings. Ms. Lum stated that she will be scheduling follow-up meetings in August with the Working Group members to notify them of the changes that the modal leads will be incorporating into the 2015 Call.

Ms. Lum reported that the tentative schedule for the 2015 Call is as follows: the draft applications will be available in late September 2014, Subregional Call workshops will be scheduled for October and November 2014, applications will be due to Metro by mid-January 2015, funding marks will be available in the Spring of 2015, the Rainbow Report will be available in July 2015 and the TAC appeals will be held in mid-July. Board adoption will occur in September 2015.

Mr. Stevens asked if there has been any discussion on how the lapsing policy might be changed? Ms. Lum responded that discussion on the lapsing policy was brought up at the meetings and it has been discussed with Metro Executive Management. She noted that there are thoughts of adopting the California Transportation Commission (CTC) lapsing policies (i.e. one 20-month extension that each project could apply for).

8. Short Range Transportation Plan (SRTP) (Rena Lum, Metro)
Ms. Lum reported that staff has completed outreach for the SRTP, which included seven community meetings and over 25 Council of Governments (COG) meetings. The comment period closes on June 18, 2014. Staff will seek Board adoption of the SRTP in July. After Board adoption, the SRTP will be finalized and made available in September. Copies of the draft SRTP were made available as handouts.

9. FY 2015 Proposed Transit Fund Allocations (Carlos Vendiola, Metro)
Mr. Vendiola reported that for FY 15, staff is estimating revenue to be 3.6% over the FY 14 budget. The procedure and allocations have been approved by the BOS and LTSS. Mr. Vendiola distributed a one-page summary of the FY 2015 Proposed Transit Fund Allocations packet.

Mr. Feinberg stated that he supports the FY 2015 Proposed Transit Fund Allocations. Joyce Rooney (BOS) agreed. Mr. Stevens responded that the allocations are simply based on a formula that was agreed upon by the transit operators.
Ms. Berlin reported that the FY 2015 Proposed Transit Fund Allocations also include funding marks for Measure R, Propositions A and C Local Return. They are presented to TAC so that member agencies know their FY 15 allocation amounts.

10. LACMTA Green Construction Policy Update (Cris Liban, Metro)
Mr. Liban did not report.

11. CTC Update (Patricia Chen, Metro)
Ms. Chen reported that at the June CTC meeting, Secretary Kelly reported that he will continue to explore road pricing, possibly with a Vehicle Miles Traveled (VMT) charge. He will also look at expanding the use of performance measures and targets whenever formula funding is available from the State. Ms. Chen reported that the primary focus of discussion was the State Transportation Improvement Program (STIP), but there was also discussion regarding Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP) funds as well. There will be an Active Transportation Program (ATP) lessons learned conference call to discuss the issues in the application process. Ms. Chen encouraged members to send her comments as soon as possible so that she can mention them during the conference call.

Ms. Chen also reported that at the June CTC meeting, Jeanie Ward-Waller (Safe Routes to School) presented on the function of the national partnership and provided statistics about the need for bicycle and pedestrian facilities improvements. Secretary Kelly commented that State funding has previously been highway-centric, but that this is changing due to AB-32, SB-375, the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and the ATP.

CTC staff has been working with legislative staff to develop language for a Bill that will postpone adoption of the next ATP cycle until December 2015. Current law requires the adoption of the next cycle by April 2015, which means that the start of the next cycle needs to begin immediately after the first cycle finishes. CTC staff is confident that the extension will be approved.

Staff has also been monitoring the ATP webpage on Caltrans’ website, and 764 applications for the ATP program had been received as of Monday, June 1\textsuperscript{st}. The Southern California Association of Governments (SCAG) informed Metro staff that they have received copies of 272 applications from the SCAG region (36\% of the State total), of which 118 of those applications are from Los Angeles County (15\% of the State total). Metro has only received copies of 108 of the 118 applications from Los Angeles County. Ms. Chen asked project sponsors to send an application copy to Metro, if they have not done so already.

Ms. Berlin asked how many of the 118 applications from Los Angeles County were previously funded Call applications? Ms. Chen replied 39.

Ms. Chen reported that staff currently does not know the total dollars requested statewide. She noted that the 118 Los Angeles County applications only accounts for 15\% of the total applications. This is an underrepresentation of Los Angeles County based on the population
proportion, which is 26% of the State. Ms. Chen encouraged TAC members to apply for more funding to ensure that Los Angeles County gets its fair share.

Carlos Rios (City of Los Angeles) asked if the application review schedule has changed based on the volume of applications received? Ms. Chen replied that she has not heard anything about a change in schedule. She added that there is a large panel of 64 people that are reading and reviewing the applications. Metro’s Sustainability Department staff and Bicycle and Pedestrian modal leads have volunteered to be part of the panel. Initial review of the panel composition has shown that it is heavily oriented towards people from Northern California, which has sparked some concerns about the geographical balance that was promised in the ATP guidelines.

Ms. Berlin asked if panel participants from Los Angeles County are allowed to review applications from Los Angeles County? Ms. Chen replied that she has not been in the meetings, but she does not believe that participants would be restricted from reviewing applications from their own area.

Mr. Rios asked what the timeline is for the next ATP cycle? Ms. Chen replied that current law has the funding recommendations for the second ATP cycle being adopted by April 2015. The current cycle finishes in November 2014, which will require the next cycle to begin immediately after the first cycle ends. Ms. Berlin added that the Metro 2015 Call will start around the same time as well, further adding to the difficulty. Ms. Chen noted that the CTC staff is confident that they will get an extension until December 2015. The extension would allow approximately one year to update the guidelines, release the application, and give the cities more time to apply.

Mr. Rios asked what would happen if the Bill requesting an extension is not passed? Ms. Chen replied that the ATP guidelines would likely not be updated much and the application would be released immediately after the adoption of the current ATP cycle funding recommendations.

12. Metrolink Annual Work Program/Budget (Jay Fuhrman, Metro)
Mr. Fuhrman reported that staff is seeking Board adoption in June for the staff recommended Los Angeles County Commuter Rail Program for FY 14-15. Metro’s subsidy to Metrolink will rise from $53 million to $60 million, an increase of $7 million. Mr. Fuhrman reported that Metrolink is not planning a fare increase this year, so their revenues are projected to remain relatively similar in FY 14-15. In addition, one of Metrolink’s major cost increases for FY 14-15 is due to the full implementation of the Positive Train Control (PTC) system. Metro’s subsidy to Metrolink for FY 14-15 will mostly fund operations, but will also fund new service on the 91 Line, Rehab and Renovation, New Capital, Right of Way Security, and PTC. Metrolink subsidy for Rehab and Renovation has been reduced substantially from $20.5 million in FY 13-14 to $12.4 million in FY 14-15 due to Metrolink delay in project delivery.

Karen Sakoda (Southern California Regional Rail Authority) stated that Metrolink funds many projects on a system-wide basis with funding shares from the four-member counties. The reduction in Rehab and Renovation subsidy has potential impacts on projects that the other four-member counties have already allocated funds towards. Ms. Sakoda noted that the cut
in subsidy places Metrolink in a difficult position. Mr. Fuhrman replied that he will discuss the issue further with Ms. Sakoda after the meeting.

Ms. Berlin asked how the Rehabilitation and Renovation subsidy reduction affects Metrolink’s State of Good Repair? Ms. Sakoda replied that Metrolink utilizes the Rehabilitation budget for State of Good Repair projects. The other four-member counties use Federal State of Good Repair funds, but Metro uses local funds. If Metro’s subsidy is reduced, other County money will need to be used.

Mr. Fuhrman reported that the Metro subsidy to Metrolink’s operations budget has increased by approximately $20 million since FY 2011-12.

Mr. Stevens asked what factors lead to the increase in operational cost for Metrolink? Mr. Fuhrman responded that some of the increased costs are from additional service, increased cost escalators with Metrolink contracts, increased maintenance cost, and the implementation of PTC.

Mr. Fuhrman reported that the Metrolink Board chose not to adopt a fare increase this year because ridership has been flat in the last year. Ridership needs to rise by approximately 2% in order to keep up with the additional operating expenses.

Alex Gonzalez (LTSS) asked if the change in Federal reimbursement for commuter transit has had an effect on Metrolink ridership? Mr. Fuhrman stated that he did not have ridership figures, but that Foothill Transit runs a line parallel to the San Bernardino Line that has more robust service levels and is considerably less expensive.

Marianne Kim (Automobile Club of California) asked if Metrolink’s farebox recovery ratio has stayed the same with the fare increases over the years? Mr. Fuhrman replied that it has stayed relatively the same, but has been falling slightly in recent years. He noted that Metrolink’s farebox recovery ratio is currently around 43-44%.

Ms. Sakoda noted that ridership differs between counties. She reported that ridership is increasing on Orange County lines, but those increases are offset by declines in the Downtown Los Angeles Central Business District. Metrolink’s primary ridership was largely government employees and the loss in government jobs has hurt ridership.

Mr. Mostahkami asked for additional detail on the Metrolink cost to the Los Angeles County Sheriff’s Department. Mr. Fuhrman explained that Metrolink contracts with the Sheriff’s Department for the overall system security, fare enforcement, and to patrol the stations and right-of-way.

Ms. Kim asked if the Metrolink park-and-ride facilities are at full capacity, and if parking availability has influenced ridership? Mr. Fuhrman replied that every station is different; some have no parking, while some have tremendous amounts of parking. He reported that he does not believe that parking at any of the stations in Los Angeles County are at capacity. Staff will be conducting a Los Angeles County Station Needs Assessment Study and will be looking into which stations have parking shortages.
Eric Bruins (Los Angeles County Bicycle Coalition) asked if the Station Needs Assessment Study will look at First and Last Mile issues in addition to parking? Mr. Fuhrman replied yes.

Mr. Stevens commented that he rarely uses Metrolink, but the times that he has there have been issues with ticket purchasing and/or train delays. Ms. Sakoda replied that those issues are known problem areas, which is why State of Good Repair is so important to Metrolink. The biggest issues are with the aging locomotive fleet and the ticket vending machines that have been in operation since the beginning of Metrolink in 1992.

The Los Angeles County Commuter Rail Program for FY 2014-15 can be found at http://www.metro.net/about/tac/.

13. Cap and Trade Revenues (Michael Turner, Metro)
Mr. Turner reported that there are three proposals for how to manage Cap and Trade revenues: the Governor's proposal, the Senate's proposal, and the Assembly proposal. The Governor's proposal would allocate $850 million of Cap and Trade revenues this year. Most of those funds would be allocated to the High Speed Rail (HSR) Project. The proposal also recommends that 33% of future Cap and Trade revenues be allocated to HSR. The Senate's proposal, developed by Senator Steinberg, would create a permanent framework for allocating Cap and Trade revenues. Senator Steinberg has noted that the proposal would allow the Governor's proposal to govern the first year of allocations, but the Senate proposal would govern subsequent future allocations. The Senate proposal notes that no less than 20% of Cap and Trade revenues would be allocated to HSR. Metro staff has been involved with the development of allocation criteria for funds that would go to regions for Sustainable Communities Strategy (SCS) implementation and funds that would go to transit agencies for transit projects. Staff has been advocating that the overall percentage of funds is fairly large for these categories (25-30% of Cap and Trade revenues) and that the funds are allocated by the regions in proportion to their population. The remaining balance of Cap and Trade revenues would go to non-transportation uses. The Assembly's proposal would allocate $1 billion of Cap and Trade revenues for this year. Of that, $400 million would go to SCS implementation, $400 million would go to transit projects, and $200 million would go to non-transportation uses. Under this plan, HSR would compete in the $400 million pot with all other projects. The Assembly proposes that funds be administered through a statewide competitive process. Metro staff is continuing to advocate that the funds should be allocated by local agencies.

Mr. Turner reported that a consistent theme being brought up during the discussions is that the funds should be allocated through a competitive process. The State continues to push to be the arbiter of the competitive process, but staff believes that funds are allocated more effectively when local agencies manage the competitive process. Mr. Turner predicted that most of the Cap and Trade revenues going to transportation will likely be allocated to HSR.

Mr. Feinberg asked for clarification on Senator Steinberg's proposal. Mr. Turner replied that Senator Steinberg's proposal is a multi-year allocation plan. The Governor and Assembly's proposals are one-year plans. Senator Steinberg has noted that he would approve the
Governor’s proposal to allocate the current year and then his plan would go into effect in subsequent years.

14. Legislative Update (Michael Turner, Metro)

State
Mr. Turner reported that there are two Bills that Metro is sponsoring: SB-1298 and AB-2707. SB-1298 would make the Metro ExpressLanes a permanent program and reopen the CTC process for approving High Occupancy Toll (HOT) lane projects. Mr. Turner explained that when the ExpressLanes project was approved, only four HOT lane projects were allowed in the State. The CTC process must be reopened before additional HOT lane projects can be implemented. The Bill has passed the Senate Committee and will begin the Assembly Committee process. AB-2707 would allow transit agencies to install 3-position bicycle racks on 40-foot buses. This is a statewide Bill that would apply to all transit agencies in the State. The Bill was limited to only 40-foot buses due to a State-imposed Route Review Committee on buses longer than 40-feet. The Bill has passed the Assembly Committee and will begin the Senate Committee process.

Adjournment
Mr. Abbott reported that the next scheduled TAC meeting is July 2, 2014 in the William Mulholland Conference Room, on the 15th floor. If you have questions regarding the next meeting, please contact Matthew Abbott at (213)922-3071 or email abbottm@metro.net.
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<td>3. Ferdy Chan/Kevin Minne</td>
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<td>COUNTY OF LOS ANGELES</td>
<td>1. Tina Fung/Troy Evangelho</td>
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<td>2. John Walker/Allan Abramson</td>
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<td>3. Patrick V. DeChellis/ Paul Maselbas</td>
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<th>LEAGUE OF CALIFORNIA CITIES</th>
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<tr>
<td>Arroyo Verdugo Cities</td>
<td>1. David Kriske/Roubik Golanian</td>
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<td>Gateway Cities COG</td>
<td>2. Mohammad Mostahkami/Lisa Rapp</td>
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<td>Las Virgenes Malibu COG</td>
<td>3. Robert Brager/Ramiro Adeva</td>
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<td>North Los Angeles County</td>
<td>4. Allen Thompson/Mike Behen</td>
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<td>San Gabriel Valley COG</td>
<td>5. Larry Stevens/Craig Bradshaw</td>
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<td>San Fernando Valley COG</td>
<td>6. Robert Newman/Vacant</td>
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<td>South Bay Cities COG</td>
<td>7. Rober: Beete/Ted Semaan</td>
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<td>Westside Cities COG</td>
<td>8. David Feinberg/Sharon Perlstein</td>
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<td>LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)</td>
<td>1. Ryan Thompson/Kathryn Engel</td>
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<td>2. Alex Gonzalez/Joe Barrios</td>
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<td>METROPOLITAN TRANSPORTATION AUTHORITY (Metro)</td>
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<td>Fanny Pan/Matthew Abbott Countywide Planning &amp;</td>
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<td>Development</td>
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<td>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA - Ex-Officio)</td>
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<td>Anne Louise Rice/Karen Sakoda</td>
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<td>SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD - Ex-Officio)</td>
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<td>Eyvonne Drummonds/Kathryn Higgins</td>
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<td>GOODS MOVEMENT REPRESENTATIVE (Ex-Officio)</td>
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