Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mulholland Conference Room

1. Call to Order/Roll Call

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

3. Chairperson's Report
   - January Board Recap (Handout)
   (Fanny Pan)

4. Consent Calendar
   - Approval of Minutes
   Attachment 3: Draft January 7, 2014 Minutes

5. 2015 Call for Projects
   Attachment 4: Revised Appeals Protocol
   15 min

6. TOD Grant Program, Round 4
   Attachment 5: Proposed Appeals Protocol
   15 min

7. Metro Long Range Transportation Plan Update
   10 min

8. Metro Subregional Planning Area Boundaries Changes
   5 min

9. Regional Bikeshare Update
   10 min

Action (Fanny Pan, Matthew Abbott)

Information
(Joyce Rooney)
(Sebastian Hernandez)
(Fulgene Asuncion)
(Mark Yamarone)

Action
(Rena Lum, Fanny Pan)

Action
(Rufina Juarez)

Information
(Robert Calix)

Information
(Heather Hills)

Information
(Avital Shavit)
10. Cap and Trade Update
   Information
   (Jacob Lieb)
   10 min

11. First-Last Mile Update
    Information
    (Steven Mateer)
    10 min

12. CTC Update
    Information
    (Patricia Chen)
    10 min

13. Legislative Update
    Federal
    Information
    (Michael Turner/Raffi Hamparian)
    State
    Attachment 6: 2015 Federal and State
    Legislative Program Board Report
    15 min

14. Other Business

15. Adjournment

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

Please call Brian Lam at (213) 922-3077 or e-mail lamb@metro.net with questions regarding the agenda or meeting. The next meeting will be on March 4, 2015 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 November 18, 2014 Minutes
   (1 minute)  Action
   BOS

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

4. Metro Report
   (5 minutes)  Information
   Annelle Albarran

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

6. East San Fernando Valley Transit Corridor
   Update
   (10 minutes)  Information
   Walt Davis/Ryan Greenway

7. 2016 Ballot Measure Update
   (10 Minutes)  Information
   Will Ridder

8. FTA 5307 15% Discretionary and 1% ATI
   Funds Allocation
   (15 minutes)  Information/Discussion/Action
   Joyce Rooney/Jane Leonard
   A) Application and Guidelines
   B) Working Group

9. Access Services Update
   (10 minutes)  Information
   Andre Colaiace
10. Legislative Report
   (15 minutes)
   Information
   Raffi Hamparian/Marisa Yeager
   Michael Turner/Patricia Soto

11. New Business
   Information
   All

12. Adjournment

Information Items:

   90-day Rolling Agenda
   Summary of Invoices FY 2015
   Summary of EZ Pass Invoices
   Subsidy Matrix FY 2015
   TDA-STA Capital Claims
   TDA-STA Claims
   Regional Pass Sales

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 Tuesday, February 17, 2015, at 9:30 am in the Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.
NOTE TIME: 1:30 PM
Thursday, January 22, 2015, 1:30PM

Agenda

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE

TAP Conference Room – 4th Floor (awaiting confirmation)

1. Call to Order

Action
Sebastian Hernandez, Chair

2. Approval of Minutes – (Handout)

Action
Sebastian Hernandez, Chair

3. USMP Update

Update
Elizabeth Carvajal, Metro

4. Call for Projects Update

Update
Rena Lum, Metro

5. NTD Update

Information
Pari Ahmadi, Metro

6. Prop A 5% Incentive FY14 and FY15 status

Information
Susan Richan, Metro

7. New Business, Date of Next LTSS Meeting

Sebastian Hernandez
Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

**Union Station** Conference Room, 3rd Floor

1. Call to Order  
   *Action (Bahman Janka)*
   
2. Approval of Minutes  
   Attachment 1: November 20, 2014 Minutes  
   Attachment 2: Sign-in Sheet/Attendance Sheet  
   Attachment 3: 90-Day Rolling Agenda  
   *Action (Subcommittee)*

3. Chair Report  
   *Information (Bahman Janka)*

4. Election of Chair and Vice Chair  
   *Action (Subcommittee)*

5. Metro Report  
   *Information (Fulgene Asuncion)*

6. Caltrans Update  
   *Information (David Sosa)*

7. State and Federal Legislative Update  
   *Information (Raffi Hamparian/Marisa Yeager/Michael Turner/Patricia Soto)*

8. Call for Projects Update  
   *Information (Rena Lum)*
9. Active Transportation Program, Cycle 2  
   Information (Patricia Chen)  
   10 min

10. CTC Update  
    Information (Patricia Chen)  
    15 min

11. Metro Long Range Transportation Plan Update  
    Information (Robert Calix/Steven Lee)  
    10 min

12. SCAG/Metro Joint Work Program Update  
    Information (Steven Mateer)  
    5 min

13. Cap and Trade Update  
    Information (Jacob Lieb)  
    10 min

14. Transit Bus Axle Weight Issues  
    Information (Charles Herbertson)  
    15 min

15. New Business  
    5 min

16. Adjournment  
    1 min

The next meeting for the Streets and Freeways Subcommittee will be held on February 19th at 9:30 a.m. on the 15th floor, Mulholland 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/
Disposition of Subcommittee Actions

November 2014

Bus Operations Subcommittee:

- Approved the November 18, 2014 meeting minutes.

Local Transit Systems Subcommittee:

- Approved the November 20, 2014 meeting minutes.

Streets and Freeways Subcommittee:

- Approved the November 20, 2014 meeting minutes.
- Elected the Subcommittee Chair and Vice Chair positions:
  - Chair: Bahman Janka
  - Vice Chair: Elaine Jeng

TDM/Air Quality Subcommittee:

- Did not meet in January.
Attachment 3

January 7, 2015 TAC Minutes

January 7, 2015 Sign-In Sheets

TAC Member Attendance
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call
Matt Abbott (Alternate Chair) called the meeting to order at 9:33 a.m., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees
Bus Operations Subcommittee (BOS)
- Last met on November 18, 2014
- Received updates on:
  - Union Station Master Plan (USMP)
  - 2015 Call for Projects
  - Section 5310 Application Process
  - Systemwide Planning
  - Strategic Bus Network Study
- Added Access Services Standing Report to all future agendas
- Next meeting is scheduled for January 20, 2015

Local Transit Systems Subcommittee (LTSS)
- Last met on November 20, 2014
- Received updates on:
  - Section 5310 Application Process
  - Long Range Transportation Plan (LRTP)
- Next meeting is scheduled for January 22, 2015

Streets and Freeways Subcommittee
- Last met on November 20, 2014
- Received updates on:
  - Active Transportation Program (ATP)
  - Surface Transportation Program (STP)
  - Countywide Strategic Truck Arterial Network (CSTAN)
  - Arterial Intelligent Transportation System (ITS) Working Group
• Next meeting is scheduled for January 15, 2015

Transportation Demand Management (TDM)/Sustainability Subcommittee
• Did not meet in December 2014
• Next meeting is scheduled for February 11, 2015

3. Chairperson’s Report (Fanny Pan, Metro)
A handout of the November 13th Metro Board meeting recap was distributed in lieu of an oral report.

Ms. Pan announced that Art Leahy, Metro’s Chief Executive Officer (CEO), announced that he will be leaving the agency upon completion of his contract on April 5, 2015. Mr. Leahy has served as Metro’s CEO for the last six years.

Ms. Pan reported that the County of Los Angeles and BOS changed their TAC representatives. Ayala Ben-Yehuda will be a new Alternate County of Los Angeles member and Gloria Gallardo will be a new alternate BOS member.

4. Consent Calendar
A motion to approve the November 5, 2014 TAC minutes was made by Joyce Rooney (BOS) and seconded by Robert Brager (League of California Cities – Las Virgenes Malibu COG). The minutes were approved with no objections.

5. 2015 Call for Projects (Rena Lum, Metro)
Ms. Lum reported that Call for Project (Call) applications are due to Metro on January 30, 2015 at 3:00 pm. She reminded project applicants to review the new program requirements section of the application, as there were changes since the 2013 Call. Metro staff circulated Call Process Surveys in November 2014. To date 30 surveys have been received. Ms. Lum noted that the surveys offer a chance to provide feedback and shape the process of future Calls. She encouraged TAC members to submit the survey within a week if they had not done so already.

Ms. Lum reported that a Working Group has been formed to discuss potential revisions to the TAC Appeals Protocol. The Working Group consists of 10 members and will meet next week.

Mohammad Mostahkami (League of California Cities – Gateway Cities COG) asked if there is an update on the Call funding marks? Ms. Lum replied no.

Dan Mitchell (City of Los Angeles) thanked Metro staff for extending the Call application due date.

6. Metro Long Range Transportation Plan (LRTP) (Patricia Chen, Metro)
Ms. Chen reported that there are two processes underway that support the update to the LRTP: the potential 2016 Ballot Measure and the Mobility Matrices. The Mobility Matrix process is a holistic approach that engages the subregions in the identification and categorization of projects/programs for inclusion in the LRTP. This work is being coordinated
between Metro staff, consultant teams, and subregional project development teams. The Mobility Matrices have produced preliminary lists of projects/programs that will be refined and incorporated into the LRTP travel demand modeling and potential Ballot Measure.

Ms. Chen reported that the TAC Working Group that was formed to provide input on the Sales Tax Measure has met three times. At the kick-off meeting, Metro staff solicited members’ input on preliminary issues and interests regarding the LRTP update and the potential Ballot Measure. This input was used to draft a set of guiding principles. At the second meeting, Metro staff shared the community outreach strategy and discussions were held regarding additional potential complementary funding mechanisms. At the third meeting, staff discussed the Mobility Matrix process and Metro’s plans to conduct a focus group and survey to test project/program types, messaging, and viability of a sales tax measure. In addition to the TAC Working Group, the CEO meets with the COG Executive Directors for input on a quarterly basis.

The next steps for the Ballot Measure effort are to conduct the survey, continue exploring additional complementary funding sources, hone in on specific projects/programs, and develop an Expenditure Plan. The Metro Board would then approve or reject the Expenditure Plan and pursuit of the Ballot Measure.

Mr. Mostahkami asked when will the Board take action on this item? Ms. Pan replied that staff will present the Mobility Matrix process to the Board as a Receive and File in April 2015. Ms. Chen replied that the Board would likely act on the Expenditure Plan in June 2016.

7. Active Transportation Program (ATP), Cycle 2 (Patricia Chen, Metro)
Ms. Chen reported that there is an upcoming ATP Cycle 2 Workshop at the Southern California Association of Governments (SCAG) headquarters on January 8, 2015 that will discuss disadvantaged communities and the scoring criteria. Ms. Chen distributed the ATP Cycle 2 Workshop agenda and maps of disadvantaged communities in Los Angeles County. Additional information along with the ATP guidelines are available online at [http://www.catc.ca.gov/programs/ATP.htm](http://www.catc.ca.gov/programs/ATP.htm). Ms. Chen encouraged the TAC members to attend the Workshop and provide feedback on how to improve the Cycle 2 guidelines.

Kevin Minne (City of Los Angeles) commented that the City of Los Angeles ran into eligibility issues during the Cycle 1 State eligibility check. He noted that Caltrans considers street trees as landscaping and projects were deemed ineligible for having too many trees due to landscaping restriction guidelines. Mr. Minne suggested that the eligibility check should be completed during the application phase and not after the project has been awarded. Ms. Chen agreed.

Mr. Minne asked if Metro will provide consultant aid with writing the Cycle 2 applications? Ms. Chen replied yes. Mr. Minne commented that some of the City of Los Angeles’ Cycle 1 applications were written by the consultant, but due to the issues with the State eligibility check many of the applications needed to be revised. He stated that it has been challenging to get information from the consultant now that their contract is completed. He recommended that for Cycle 2, consultants be placed on a retainer for a short period of time afterwards in case issues arise during the eligibility check.
Jane Leonard (BOS) asked if the Disadvantaged Community maps are available online? Ms. Chen replied yes. The maps are available online at: http://oehha.maps.arcgis.com/apps/MapJournal/index.html?appid=4b03ebe3789a445b90cb166dbbabf821&webmap=279ecb0d5c7d470496d116a6ab6586c0. (Link was shared with TAC members by email)

Ms. Leonard asked if these are the same maps that are being used for the Disadvantaged Community designation for the Cap and Trade? Ms. Chen replied no. The maps reflecting Cap and Trade criteria are available online at: http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=dae2fb1e42674c12a04a2b302a080598. (Link was shared with TAC members by email)

8. CTC Update (Patricia Chen, Metro)
Ms. Chen reported that at the last CTC meeting on December 10, 2014, Will Kempton was appointed as the new Executive Director, effective January 19, 2015. At that meeting, the CTC also adopted the membership of the Road Usage Charge TAC. A grant of $8.2 million in Transportation Corridor Improvement Fund (TCIF) program was approved for a siding and platform project on the Metrolink Antelope Valley Line. The first allocation for an ATP project in Los Angeles County was also approved.

9. Eastside Transit Corridor Phase 2 Update (Laura Cornejo, Metro)
Ms. Cornejo reported that Metro released the Draft Environmental Impact Study/Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 project in August 2014. It was made available for a 60-day public comment period. During that time, four public hearings were held throughout the project area. The Draft EIS/EIR studied two Light Rail Transit (LRT) Build alternatives with multiple design variations.

In November 2014, the Board approved further technical study of the SR-60 North Side Design Variation (NSDVO) and the Washington Boulevard Alternative. Staff will also study the potential to construct and operate both alternatives. The Board eliminated the SR-60 Baseline Alternative and Washington Boulevard Alternative Aerial configuration on Garfield Avenue between Via Campo and Whittier Boulevard. The Board also directed staff to investigate coordination or potential connectivity that does not preclude integration of the Eastside Extension and the West Santa Ana Branch Transit Corridor Project.

10. East San Fernando Valley (ESFV) Transit Corridor Update (Ryan Greenway, Metro)
Mr. Greenway reported that the ESFV Transit Corridor is a Measure R project with $170.1 million identified in the LRTP. The project alignment begins at the Van Nuys Metro Orange Line and proceeds north on Van Nuys Boulevard, turning onto San Fernando Road, and continuing to the Sylmar/San Fernando Metrolink Station. The Draft EIS/EIR is underway and will analyze four build alternatives: curb-running Bus Rapid Transit (BRT), median-running BRT, median-running low-floor tram, and median-running LRT.

Community meetings were held in November 2014. Some notable comments received were a strong preference for LRT; a seamless connection to the Sepulveda Pass Project; interface
with the Metro Orange and Red Lines, Metrolink, and California High Speed Rail; frustration with the lack of funding; and support for bicycle lanes.

James Lefton (City of Los Angeles) asked if there are updated cost estimates for each of the alternatives? Mr. Greenway replied that the current capital cost estimations are: $294 million for the curb-running BRT, $402 million for the median-running BRT, $1.3 billion for the median-running tram, and $2.7 billion for the median-running LRT. Mr. Greenway noted that the cost estimations are currently being refined.

Mr. Lefton asked what are the steps Metro might take to secure the necessary additional funding for the alternatives? Mr. Greenway replied that Metro is looking at other potential funding sources.

Eric Bruins (Los Angeles County Bicycle Coalition) asked if this project is coordinating with Metro’s Complete Streets Policy to implement bicycle lanes? Mr. Greenway replied that the Draft EIS/EIR will study the potential to implement bicycle lanes.

Mr. Mitchell asked how the project will integrate with the Sepulveda Pass Project? Walt Davis (Metro) replied that the Sepulveda Pass Project is in the LRTP for 2039, which makes it difficult for the project team to integrate with this project. Staff believes that a strong future connection point to the Sepulveda Pass would be the Van Nuys Metro Orange Line Station. The two project teams will coordinate on integration once the Sepulveda Pass Project moves forward.

Mr. Mitchell asked if phasing a BRT alternative before an LRT alternative is possible, similar to what may occur to the Metro Orange Line? Mr. Davis replied that the ESFV project will not be as easy to implement as the Metro Orange Line, since it was built on its own right of way. However, the ESFV project will be constructed to not preclude convertibility to LRT if a BRT alternative is selected.

Ms. Rooney asked why the alternatives end at the Metro Orange Line rather than continuing to Ventura Boulevard? Mr. Greenway replied that ridership projections diminish south of the Metro Orange Line.

Larry Stevens (League of California Cities – San Gabriel Valley COG) asked how much does the environmental process cost? Mr. Greenway replied that the environmental process of a typical project of this size costs approximately $5 million.

Mr. Stevens asked if the preliminary project cost includes First and Last Mile improvements? Mr. Greenway replied that First and Last Mile improvements are not included in the project budget, but opportunities for those improvements will be identified.

Ellen Blackman (Citizen Representative on ADA) urged that consideration be given to how a passenger with a disability would get to and from the alternatives’ stations.
11. Legislative Update (Michael Turner/Raffi Hamparian, Metro)

State
Mr. Turner reported that Governor Jerry Brown referenced, but did not go into detail about, developing funding for roads, highways, and bridges during his State of the State Address. The California State Transportation Agency (Cal STA) has reported that the Governor’s budget proposal will not provide additional details, but will discuss a process to assemble stakeholders to work towards developing the funding.

Mr. Turner reported that Cap and Trade funds are controlled by State agencies. Various State agencies are in the process of finalizing guidelines for the distribution of Cap and Trade funds. The project application process will begin around Spring 2014. Mr. Turner reported that Metro would like to coordinate with local jurisdictions to develop competitive project applications.

Legislatively, the potential Sales Tax Ballot Measure is Metro’s priority this year. Another notable bill will reestablish a process to authorize the use of ExpressLanes in California.

Federal
Mr. Hamparian reported that members of the 114th Congress were sworn in on January 6, 2015. In December 2014, the 113th Congress passed a Continuing Resolution (CR) Omnibus Spending Bill which continued Moving Ahead for Progress in the 21st Century (MAP-21) levels of spending through the Federal Fiscal Year 2015. Metro is continuing to pursue the America Fast Forward Transportation Bond Program and is in the process of securing a Full Funding Grant Agreement (FFGA) for Section two of the Purple Line Extension. The President’s Budget is expected to support the FFGA and the Grow America Act.

Mr. Mostahkami asked if the recent reduced price of gasoline has had any effect on the gas tax? Mr. Hamparian replied that he does not believe the reduced gas prices have had a significant effect on the revenues into the Highway Trust Fund. Mr. Turner added that there can be an effect at the State level, if the reduced price is sustained for an extended period of time.

Adjournment
Ms. Pan reported that the next scheduled TAC meeting is February 4, 2015 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>BICYCLE COORDINATOR</td>
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<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
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<td>1. Eyvonne Drummonds/Kathryn Higgins</td>
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Attachment 4

2015 Call for Projects
Revised Appeals Protocol
TECHNICAL ADVISORY COMMITTEE
CALL FOR PROJECTS PROCESS

TAC Call for Projects Roles and Responsibilities:  TAC is an advisory committee. Metro staff can concur, reject or recommend alternatives to the TAC recommendations. TAC’s role and responsibility with regard to the Call for Projects process is to provide an objective, technical, and countywide perspective. To ensure TAC’s countywide role, these protocols shall govern.

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

- Ex-officio members are not allowed to vote.

- For projects for which their respective agency has submitted an application(s) or appeal(s), TAC members and/or Alternates are prohibited from providing oral testimony.

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

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

- Any discussion involving the public will be allowed when acknowledged and determined appropriate by the TAC Chairperson.

- TAC discussion and motion development is intended for TAC members’ participation only.
Guidelines on Call for Projects Funding Appeals

- Projects recommended for funding (above the line) by Metro staff will remain above the funding line unless the Metro Board directs otherwise.

- As a first priority, TAC should first consider funding those qualifying projects for which funding is not available. This consideration should be made with or without an appeal. The second priority should be those projects below the qualifying line of 70. In this priority, only projects that have an appeal before TAC can be considered for funding.

- All appealing project sponsors are required to complete and transmit an Appeal Fact Sheet to Metro 72 hours prior to the TAC Appeal meeting, so that Metro staff can distribute to TAC members prior to the meeting. The Appeal Fact Sheet will be based on information contained in the submitted application including a brief project description, reason for appeal, Metro staff recommended score along with the funding line score for that modal category, etc.

- A Metro representative for each modal category will be in attendance to answer TAC questions on the evaluation of appealed project. Please note that Metro staff can not change the staff recommended score.

- Downscoping or a request for less funding is not valid grounds for an appeal since these factors were considered during the application process.

- TAC can only consider the Metro Call for Projects evaluation criteria as the basis for evaluating appealed projects. Information presented as part of the appeal can only elaborate on or clarify information already presented in the submitted application. Updated technical information (e.g., revised Level of Service, updated transit ridership, updated right-of-way acquisition) will be allowed as long as the same project limits and scope of work are maintained. No handouts will be allowed.

- Questions from TAC members may be asked about an appealed project after the agency presents the project (3-minute presentation followed by 2 minute Q&A). However, TAC discussion of which projects merit funding will be held after ALL appeals are concluded.

- Because the reserve money may be federal funding, project sponsors must take into account that this type of money requires significant project sponsor processing time.

- TAC must be cognizant of the limited funding available in the reserve and modal deobligation amount, if applicable. TAC can only recommend funding up to those amounts.
Attachment 5

TOD Grant Program
Proposed Appeals Protocol
TAC TOD Planning Grant Program Roles and Responsibilities: TAC is an advisory committee. Metro staff can concur, reject or recommend alternatives to the TAC recommendations. TAC’s role and responsibility with regard to the TOD Planning Grant Program appeal process is to provide an objective, technical, and countywide perspective. To ensure TAC’s countywide role, these protocols shall govern.

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

- Ex-officio members are not allowed to vote.

- For projects for which their respective agency has submitted an application(s) or appeal(s), TAC members and/or Alternates are prohibited from providing oral testimony.

- For projects for which their respective agency has submitted an appeal, TAC members and/or Alternates are allowed to be present during their respective agency’s presentation but prohibited from being present during the subsequent TAC discussion and vote.

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

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

- Any discussion involving the public will be allowed when acknowledged and determined appropriate by the TAC Chairperson.

- TAC discussion and motion development is intended for TAC members’ participation only.
Transit Oriented Development (TOD) Planning Grant Program
Guidelines on Funding Appeals

- Projects recommended for funding (above the line) by Metro staff will remain above the funding line unless the Metro Board decides otherwise.

- All appealing project sponsors are required to complete and transmit an Appeal Fact Sheet to Metro 72 hours prior to the TAC appeal meeting, so that Metro staff can distribute to TAC members prior to the meeting. The Appeal Fact Sheet will be based on information contained in the submitted application including a brief project description, reason for appeal, and Metro staff recommended score along with the funding line score.

- Metro staff will be in attendance to answer TAC questions on the evaluation of appealed project. Please note that Metro staff cannot change the staff recommended score.

- TAC can only consider the Metro TOD Planning Grant Program evaluation criteria as the basis for evaluating appealed projects. Information presented as part of the appeal can only elaborate on or clarify information already presented in the submitted application so long as the same project limits and scope of work are maintained. No handouts will be allowed.

- Questions from TAC members may be asked about an appealed project after the agency presents the project (3-minute presentation, 2 minute Q&A). However, TAC discussion of which projects merit funding will be held after ALL appeals are concluded. Appealing project sponsors and TAC members/Alternates from the appealing agency are not allowed to be present during the TAC discussion.

- TAC must be cognizant of the limited funding available in the SRTP for the TOD Planning Grant Program and deobligation amount, if applicable. TAC can only recommend funding up to those amounts.

- Inadequate staffing, downscoping, or a request for less funding is not valid grounds for an appeal since these factors were considered during the application process.
Attachment 6

2015 Federal and State Legislative Program
Board Report
SUBJECT: CONSIDER GOALS AND ACTIVITIES CONTAINED IN THE 2015 LEGISLATIVE PROGRAM

ACTION: ADOPT THE 2015 FEDERAL AND STATE LEGISLATIVE PROGRAM

RECOMMENDATION

Adopt the proposed 2015 Federal and State Legislative Program.

ISSUE

The Board of Directors annually adopts a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro’s authority and the transportation interests of Los Angeles County.

POLICY IMPLICATIONS

The role of the legislative program is to clearly define Metro’s goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the state and federal levels. To achieve these important goals, Government Relations staff will implement a legislative strategy of consensus building and coordination with transportation stakeholders throughout the 88 cities in Los Angeles County, the State of California and with Federal officials.

DISCUSSION

Each year, staff prepares a legislative program for adoption by the Board. The program is developed with input from Metro’s technical staff and representatives in Sacramento and Washington, D.C. This report contains the proposed 2015 Legislative Program. The program will serve as a blueprint and guide for pursuing the authority’s Board approved legislative proposals and strategies.

In 2014, the agency continued to aggressively pursue our Board approved legislative priorities in Washington, DC. Among the challenges with respect to advancing our agenda on Capitol Hill was the continued gridlock between the U.S. Senate and the U.S. House of
Representatives. This gridlock was most evident in July of 2014 when Congress was unable to pass a new, long-term surface transportation bill and funding mechanism, and instead resorted to a continuing resolution and unsustainable funding patch that will expire at the end of May, 2015.

Since 2010, at the direction of the Board of Directors, our agency began a campaign to advance legislative proposals that would address the acceleration of our transit and highway program, now known as America Fast Forward. In 2012, Congress enacted a surface transportation bill (MAP-21) that addressed, in part, the goal of our America Fast Forward initiative. Specifically, MAP-21 included language that provided for a ten-fold expansion of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

During the course of the current 113th Congress our agency has sought, with substantial success and consistent with our Board approved Legislative Program, to expand the scale and scope of our efforts in Washington, DC. Our results have included, but are not limited to:

- Secured Full Funding Grant Agreements valued at over $1.8 billion for our New Starts projects.
- Secured over $1 billion in Transportation Infrastructure Finance and Innovation Act program loans for our New Starts projects.
- Worked with Congresswoman Bass to secure language in the Fiscal Year 2015 spending bill that reformed federal Local Hire rules with respect to transportation projects.
- Worked with key federal transportation stakeholders to ensure that Metro received the two largest TIGER Grants awarded in California.
- Worked cooperatively with the U.S. Department of Labor on the PEPRA/13c issue to release federal grants funds for Metro projects.
- Worked with members of the Los Angeles County Congressional Delegation to ensure that the CNG tax credit and transit subsidy were both included in tax extenders legislation.
- Gained significant legislative support for our America Fast Forward Transportation Bond initiative.

With respect to America Fast Forward, this initiative has and continues to be discussed and debated by nearly all senior transportation policymakers in Washington, DC. This includes lawmakers and policymakers at the White House, the U.S. Senate, House of Representatives and Executive Agencies, including the Office of Management and Budget and the U.S. Department of Transportation.

For the 114th Congress, Los Angeles County’s Congressional Delegation will be welcoming three new Members of Congress: Hon. Pete Knight (R-25), Hon. Ted Lieu (D-33) and Hon. Norma Torres (D-35). We are moving promptly to brief these new Members of Congress and their aides on Metro’s Legislative program priorities. The current surface transportation legislation, MAP-21, expired on September 30, 2014. A continuing resolution to authorize and
fund MAP-21 was passed and will expire during the 114th Congress, on May 31, 2015. Metro staff will continue to work with local, regional and national stakeholders to build on the successes of MAP-21 and address other areas including, but not limited to, funding freight movement across Los Angeles County and growing the Federal New Starts program. Addressing long term funding and a surface transportation bill are among the top issues that are expected to be addressed in the 114th Congress.

California’s transportation system is facing its own version of a fiscal cliff as transportation revenues in California began to drop precipitously by 50%. The state’s most recent and largest investment in transportation came through Proposition 1B which was approved by the voters in 2006. The state of California moved expeditiously to allocate the Proposition 1B funds and these actions have borne fruit with construction underway on a number of projects in Los Angeles County. However, Proposition 1B is nearing its end.

In late 2001, the California Transportation Commission (CTC) completed its Statewide Transportation System Needs Assessment. This report identified ten year total transportation needs of $536 billion and available funding of only $242 billion, leaving a deficit of $294 billion in transportation funding. Of the funds that are available, 65% come from local sources. The combined contribution of both State and Federal sources is less than half of the local agencies. The CTC and transportation stakeholders in Sacramento have continued efforts to develop potential funding options for transportation projects and these discussions have resulted in consensus on two issues: development of a policy and process to allow expansion of High Occupancy Toll lanes and the creation of task force by the California Transportation Commission to develop a pilot Mileage Based User Fee (MBUF) program.

Metro’s state advocacy team was instrumental last year in driving major policy discussions around transportation issues including:

- Sponsoring legislation on HOT lanes that will be the model for next year’s legislation.
- Advocating for continued investment in public transportation.
- Supporting the State High Speed Rail Project.
- Supporting Metro’s projects at the California Transportation Commission.
- Supporting the allocation of Cap and Trade funds to transit.
- Securing an extension of the public transit exemption from the State’s pension reform law.
- Securing stable funding for public transit in the State Budget.

Overall, the major focus of our state legislative program will continue to be the State Budget with the goal of protecting existing resources. Next year will also see the first round of applications for the Cap and Trade program. Two major policy issues will also be addressed in next year’s session: the extension of the authorization to utilize Public Private Partnerships (PPP) and the enactment of legislation authorizing HOT lanes in California. Staff has already begun working with stakeholders on the PPP statute. The work done by staff last year on our sponsored legislation will be the model for a statewide statute. The CTC will also begin its task force process to develop a pilot MBUF program. Staff will work closely with our commissioners and Caltrans to ensure that this process respects the needs of Los Angeles County.
DETERMINATION OF SAFETY IMPACT

Approval of this item will not have an impact on safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

NEXT STEPS

Government Relations staff will meet with our three new Members of Congress of the Los Angeles County delegation. We will also continue to sponsor briefings in Washington, D.C. and Los Angeles County for our entire Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees. We will place an especially strong emphasis on briefings for professional staff members working for House and Senate committees with primary responsibility for authoring a new surface transportation bill to replace MAP-21 and advancing our plan to accelerate both our transit and highway program through our America Fast Forward initiative.

In Sacramento, Government Relations staff will initiate briefings for the Gubernatorial Administration, members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to monitor and track legislative efforts sponsored by other transportation interests and inform the Board of that legislation.

We will continue to develop and strategically advance our agency’s Board approved State Legislative Program by maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders, including the Governor, Caltrans, California Transportation Commission, and the newly formed California Transportation Department.

Government Relations will continue to ensure that our legislative priorities and efforts are coordinated with our regional transportation partners, including Metrolink, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.
In addition, Government Relations will pursue state and federal legislative initiatives that promote the efficient and rapid delivery of Measure R projects as well as leverage Measure R funds for additional state and federal transportation resources, and to form a coalition to protect state revenues.

The 2015 State Legislative Session is due to reconvene in January. The 2015 Federal Legislative Session with both the U.S. House of Representatives and U.S. Senate is scheduled to begin on January 5, 2015 which will mark the start 114th Congress.

**ATTACHMENTS**

A. 2015 Federal Legislative Program  
B. 2015 State Legislative Program

Prepared by: Michael Turner, Director, State Affairs (213) 922-2122  
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Noelia Rodriguez
Chief Communications Officer

Arthur T. Leehy
Chief Executive Officer
GOAL #1: WORK TO PURSUE LEGISLATIVE INITIATIVES THAT PROMOTE THE AMERICA FAST FORWARD PROGRAM

Proposed Activities:

Seek the adoption into law of legislation and/or legislative provisions that will create an America Fast Forward Transportation Bond Program. The America Fast Forward Transportation Bonds would provide a significant interest rate subsidy for worthwhile transportation projects in Los Angeles County and across the nation. As part of the America Fast Forward initiative we will also seek to reform federal law with respect to local hire regulations. Our agency’s local hire initiative would, if enacted into federal law, permit transportation agencies to hire locally, provided their share exceeds 50% of a project’s total cost.

Specifically, we will work with the member and staff of the Senate Finance Committee and House Way and Means Committee to have the America Fast Forward Transportation Bond included in the next surface transportation bill.

GOAL #2: WORK TO ADVANCE SECTION 2 OF THE PURPLE LINE EXTENSION THROUGH THE FEDERAL NEW STARTS PROGRAM AND TIFIA LOAN PROCESS, WORK TO SECURE FUNDING THROUGH THE FEDERAL APPROPRIATIONS PROCESS FOR OUR EXISTING NEW STARTS PROJECTS — REGIONAL CONNECTOR AND SECTION 1 PURPLE LINE EXTENSION, AND ADVANCE OUR NON-NEW STARTS PROJECTS — GOLD LINE FOOTHILL EXTENSION AND CRENSHAW/LAX

Proposed Activities:

Work with our Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to secure a Full Funding Grant Agreement and TIFIA loan for section 2 of the Purple Line Extension. Continue to work with Congress and the Administration to secure funding through the federal appropriations process for both the Regional Connector and the Purple Line Subway Extension - $100 million per year each in New Starts funding. Parallel to this effort, we will continue to support seeking non-New Starts funds for the Gold Line Foothill Extension and Crenshaw/LAX transit projects. In addition, we will work to ensure that the Federal Transit Administration, Federal Aviation Administration, among other federal agencies, work cooperatively with our agency on issues related to bringing a rail connection to LAX.
GOAL #3: PURSUE LEGISLATIVE PRIORITIES AS CONGRESS ACTS TO AUTHORIZE A NEW SURFACE TRANSPORTATION BILL FOLLOWING THE EXPIRATION OF MAP-21 ON MAY 31, 2015

Proposed Activities:

In order to increase the amount of programmatic and project funds derived by us through MAP-21, Government Relations will work to generate a set of principles that would be used as a guide for members of Los Angeles County's Congressional Delegation and members of House and Senate authorizing committees as they begin consideration of a new surface transportation bill in early 2015.

We will continue to aggressively encourage authorizers in the House and Senate to adopt a bill that includes robust funding increases, particularly for the New Starts program, highway funding, the Congestion Mitigation and Air Quality Program, reform of the rail modernization program, high speed rail, creative public/private partnership initiatives (P3), and a new freight movement funding program that benefits our region. We will continue to regularly visit Capitol Hill to encourage members of the Los Angeles County Congressional Delegation who serve on transportation authorization committees to advance our specific project and programmatic priorities.

Specifically, for the freight program, we will work with Senator Boxer, incoming Chairman Inhofe and members of the Environment and Public Works (EPW) Committee, the Senate Banking Committee and the House Transportation & Infrastructure Committee to support the creation of a fully funded federal program for freight-related goods movement projects, including highway improvement projects.

We will continue to work with the surrounding counties; pursue federal funding for improved freight movement from the twin Ports of Los Angeles and Long Beach to Southern California and the rest of the nation. We will seek federal funding for projects of national and regional significance, inland ports and identified freight and highway corridors with an emphasis on congestion relief air quality improvement and safety.

We will continue to strengthen the consensus on reauthorization principles we have generated previously with stakeholders in Orange, Riverside, San Bernardino and Ventura Counties. We will continue to work cooperatively with local governments, local transit agencies, community leaders, business owners, organizations, trade associations like the American Public Transportation Association, transit rider groups, as well as with other transportation agencies throughout the United States to secure funding for transportation projects and operations in Los Angeles County in the next reauthorization bill. We will endeavor to secure the inclusion of a provision in the authorization bill that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses.
GOAL #4: WORK WITH US DEPARTMENT OF TRANSPORTATION ON PUBLIC-PRIVATE PARTNERSHIP OPPORTUNITIES FOR METRO PROJECTS

Proposed Activities:

Work with the Obama Administration, specifically the U.S. Department of Transportation, and House and Senate Committees of jurisdiction for eligibility of Metro projects for any new or reformed public/private initiatives.

GOAL #5: CONTINUE TO WORK WITH METROLINK AND REGIONAL TRANSPORTATION AGENCIES TO SUPPORT THE APPLICATION OF FEDERAL FUNDS FOR POSITIVE TRAIN CONTROL (PTC) TO SIGNIFICANTLY IMPROVE THE SAFETY OF COMMUTER RAIL SERVICE IN LOS ANGELES COUNTY AND ADJOINING COUNTIES

Proposed Activities:

Work in close cooperation with U.S. Senators Feinstein and Boxer, members of the Los Angeles County Congressional Delegation, APTA and other key stakeholders to ensure that any legislation that amends the rail safety provisions included in H.R. 2095 (which was signed into law on October 16, 2008) specifically states that “any alternative PTC technology must meet the same safety standards as PTC and be interoperable with PTC.” This program was authorized from FY 2009-2013.

GOAL #6: ADDITIONAL PRIORITIES

Proposed Activities:

Aggressively advocate for the renewal of the alternative fuels excise tax credit;

Work to increase and extend the commuter tax benefit to $250 per month for transit users;

Work with the Southern California Regional Transit Training Consortium on its legislative funding efforts to support bus maintenance training for alternative fuel buses;

Work to support workforce development programs that provide opportunities for individuals to advance in their or learn a new career through better education and training;

Work to ensure that the upcoming transportation authorization bill, or any other relevant legislation, continues to clarify that ferryboat miles between mainland Los Angeles and Catalina Island should be counted and included for purposes of Los Angeles County’s annual apportionment from the federal formula program;
Work to secure federal funds to advance Metro's bicycle program, including but not limited to, bike stations near our transit stations; and

Work with the State of California to implement policies within MAP-21 and work to amend MAP-21 provisions that directs funding to transportation agencies not just the State for the STP, CMAQ and TEA programs.
2015 STATE LEGISLATIVE PROGRAM

GOAL #1: ENSURE THE STATE CONTINUES TO FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS IN THE STATE

Proposed Activities:

Protect Metro’s key fund sources.

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs.

Protect the transportation funding system established by the sales tax/gas swap legislation.

Protect Public Transportation Account revenues which have been funded by the sales tax on diesel fuel.

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS

Proposed Activities:

Work with statewide partners on any efforts to implement new transportation related fees or taxes and ensure these revenues are allocated in proportion to LA County’s needs and at the discretion of local agencies.

Support legislation that would enhance opportunities for Value Capture or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO’S BOARD ADOPTED LONG RANGE TRANSPORTATION PLAN

Proposed Activities:

Pursue strategies and funding opportunities to implement the Highway Program in the Long Range Transportation Plan (LRTP).

Work to secure additional funds through the State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP) and bond funds.
GOAL #4: MAXIMIZE FUNDING FROM THE CAP AND TRADE PROGRAMS FOR THE AGENCY’S PROJECTS AND PROGRAMS

Work with all state agencies charged with implementing the Cap and Trade Programs to support applications submitted by Metro.

Work through the California Transit Association to support broader efforts which delineate how public transportation investments reduce Greenhouse Gas (GHG) emissions.

Work with internal Metro departments to ensure that Metro’s applications for Cap and Trade funds reflect board priorities and are best positioned in the related state processes.

Support legislation that creates more certainty in the Cap and Trade Program.

Support legislation that extends the Cap and Trade Program.

GOAL #5: SUPPORT LEGISLATION WHICH CREATES NEW DELIVERY FUNDING AND FINANCING OPTIONS FOR METRO’S PROJECTS AND PROGRAMS

Support legislation to create statewide authorization for High Occupancy Toll (HOT) projects. Ensure local control in the implementation of these programs.

Support legislation to remove the 2017 sunset from the Public Private Partnership (PPP) Program and streamlines the process for pursuing PPP’s.

Work with the California Transportation Commission (CTC), California State Transportation Agency (CalSTA) and Caltrans as the CTC begins its task force process to develop a pilot program for Mileage Based User Fees (MBUF). Work to ensure that revenues from any permanent MBUF program are allocated in proportion to LA County’s needs and at the discretion of local agencies.

GOAL #6: SUPPORT EFFORTS TO IMPROVE SAFETY ON THE REGION’S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area.

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double-tracking single track portions of Metrolink’s service area.

Support actions by the Public Utilities Commission (PUC) which would allow or approve implementation of automatic train control systems.
GOAL #7: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY’S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF PROPOSITIONS 1B

Proposed Activities:

Work to ensure full allocation of Proposition 1B funds and support Los Angeles County projects funded by Prop 1B.

Support projects submitted through the CTC process.

GOAL #8: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION’S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32 and SB 375 (including sustainable community strategies and related initiatives/documents).

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives.

Support initiatives that promote GHG emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices.

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies.

Support legislative efforts to include (programs affecting environmentally sensitive stakeholders and clean air programs) in our region, particularly with regards to regional transit planning, construction, and procurement efforts.

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies.

GOAL #9: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS TO SECURE, PROTECT AND ENHANCE TRANSPORTATION FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Work with Governor Brown’s Administration to preserve and increase flexibility in the use of transportation funds;
Identify and pursue opportunities for additional funding for Southern California transportation projects, including, but not limited to, mechanisms to reinvigorate the State’s infrastructure bank;

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE), Freeway Service Patrol (FSP) and other important transportation projects and programs;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funds for transportation services, projects and programs;

Support efforts to secure new funding for regional rideshare services; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #10: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO’S ABILITY TO DELIVER TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit and improve the administration of PUC regulations.

Advocate for and support legislation that strengthens penalties for those who commit violent crimes against operators: assault-on-operators.

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for transportation projects with continued collaboration of statewide stakeholders and organizations;

Monitor and work with implementation of pension reform so that Metro is able to maintain a stable work force and ensure adequate succession planning;

Continue to work with statewide interests regarding vehicle axle weight issues. Explore opportunities to update the Congestion Management Statute;
GOAL #11: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Proposed Activities:

Continue the following set of principles to guide our advocacy relating to High Speed Rail:

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Ensure timely implementation of Proposition 1A including allocation of connectivity funds as required by law.

GOAL #12: SECURE APPROVAL OF KEY METRO PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION

Proposed Activities:

Support Metro's efforts at the California Transportation Commission to ensure that Metro's transit and highway projects are approved and to ensure that the CTC adopts policies that reflect the role of local agencies and the transportation needs of Los Angeles County's residents.

GOAL #13: SPONSOR/SUPPORT THE FOLLOWING LEGISLATION TO IMPROVE OUR ABILITY TO DELIVER QUALITY SERVICE

Metro-Sponsored Legislation:

Legislation to authorize the Metro Board of Directors to place the sales tax measure on a future ballot.

Sponsor legislation to allow Metro alternatives and expedited procedures to dispose of bicycles in Metro's Lost & Found.

Seek legislation that would temporarily reduce or waive taxes and fees imposed on impacted businesses during transit related construction activities.
Seek legislation that would authorize public transit vehicles to use the HOV lanes and shoulders of the highway.

**Metro Supported Legislation:**

Legislation to authorize the imposition of a fine for failure to relinquish seating reserved for wheelchair bound passengers.

Legislation which would increase the cap on local sales taxes.

Legislation to improve the operation of transit courts.

Legislation that allows transit agencies to use the Construction Manager/General Contractor Procurement Methodology.