

Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE

Special Meeting

Gateway Plaza Conference Room— 3rd Floor

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| 1. Call to Order
<i>1 minute</i> | Action
<i>Bob Hildebrand</i> |
| 2. Approval of Minutes –
Attachment 1
<i>1 minute</i> | Action
<i>BOS</i> |
| 3. Chair’s Report
<i>5 minutes</i> | Information
<i>Bob Hildebrand</i> |
| 4. FY 2006 Appropriations of Section 5307
15% Discretionary Capital Funds and 1%
Transit Enhancement Funds <ul style="list-style-type: none">• Criteria• Priorities | Discussion and Possible Action
<i>BOS</i> |
| 5. New Business | Discussion
<i>BOS</i> |
| 6. Adjournment | |

Please call Desirée Portillo-Rabinov at 213-922-3039 if you have questions regarding the agenda or meeting. The next BOS meeting will be held January 18th, 2005 at 9:30am in the Windsor Conference Room, 15th Floor, Gateway Building.



Metropolitan Transportation Authority

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Bus Operations Subcommittee Special Meeting

Minutes/Action Items

December 14, 2004

AGENDA ITEM	ACTION/DISCUSSION REQUESTED	ACTION TAKEN	FOLLOW-UP DATE	LEAD
1. Call to Order	Chair called the meeting to order at 1:40 pm.		N/A	Bob Hildebrand
2. Approval of November 16, 2004 Minutes	Andrea Burnside moved to approve the November 16, 2004 BOS Meeting minutes as submitted. Ron Cunningham seconded the motion.	The November 16, 2004 BOS Meeting minutes were approved as submitted.	N/A	
3. Chair's Report	<p>Bob Hildebrand gave the Chair's Report, beginning with the TAC meeting. At the TAC meeting it was recommended that \$225,000 be allocated to LADOT for card readers on DASH. At the UFS money committee meeting LTSS members were advised to work with MTA staff to program specific UFS projects into the TIP. Also at the TAC meeting Michael Turner reported on the Transportation Budget Strategy Summit held to address the restoration of Prop. 42 funding. Congress passed the FY05 Omnibus Appropriations bill, funding the FTA formula program and local agency earmarks. Contact Marisa Yeager for details.</p> <p>Bob advocated for extension of MOSIP funding and fair share formula allocation of bus eligible funds in the 10-year Financial Forecast item at the November Finance & Budget Committee and the Planning & Programming Committee. The 10-year Forecast was withdrawn from the Board meeting.</p> <p>Roger Snoble also pulled from the agenda at the Board meeting a recommendation from the Finance & Budget Committee meeting to amend the FY05 MTA budget. This recommendation would have transferred \$9 million of General Fund Unreserved Designated Funds to the Enterprise fund and transferred \$11 million from Prop. C 40% funds to the Enterprise fund. There is a projected revenue shortfall and budgetary savings actions are being taken.</p> <p>At the GM meeting, Nancy Michali reported on the status of the Metro Connections project. She mentioned that part of the program might involve joint capital investment with other operators. The Metro Connections Working Group is continuing sector workshops and hopes to have a countywide working group meeting in January.</p>	Information	N/A	Bob Hildebrand
4. FY 2006 Appropriations of Section 5307 15% Discretionary Capital Funds and 1% Transit Enhancement Funds	<p>Andrea Burnside of Metro presented a motion to amend the principles and priorities for appropriations of Section 15307 15% Discretionary Capital Funds and 1% Transit Enhancement Funds adopted last year by BOS. The proposed motion was distributed and included changes to principles #1, #2, and #3 and changed a primary priority.</p> <p>The motion would have amended principle #1 to read: No one agency is eligible to claim more than 50% of the available funding unless the BOS, by majority (50% +1) vote, agrees to fund one agency beyond the limit based on project(s)</p>	BOS amended Principle 1 to read: "No one agency is eligible to claim more than 50% of the available funding unless the BOS, by majority (50% + 1) vote, agrees to fund one agency beyond the limit based on project (s) merit. BOS added 'buses for service	January BOS meeting recap and further discussion as necessary.	BOS

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	<p>merit.</p> <p>The motion would have amended the principle #2 to read: Metro shall receive not less than 50% of the 15% Discretionary and 1% Enhancement funds for the next 5 years (FY 2006 to FY 2010) to address the facilities needs identified in the Long Range Facilities Plan. Metro shall prepare a multi-year project (s) application and funding plan for the 15% Discretionary funds for BOS consideration and approval in early 2005.</p> <p>The motion would have eliminated the original principle #3 and replaced it with a new principle #3 reading: Multi-agency procurements or other capital projects are encouraged and shall not be counted in the 50% limitation calculation (principle #1.)</p> <p>The motion would have included a primary priority reading: Multi-agency procurements or other capital projects shall be classified as a primary priority.</p> <p>Andrea distributed a spreadsheet as requested by BOS showing the allocation of 15% and 1% funds to operators since 2001. The MTA received 42% of the funding last year and the proposed principle #2 asked for 50% guarantee for the next 5 years.</p> <p>Marianne Kim began the discussion of the motion by stating that Santa Monica does not have a problem with the proposed principle #1. For principle #2 Santa Monica is opposed because the funding is a discretionary pot and if 50% of the funding gets locked in then it will automatically have a hard cap making it unfair to the other operators. Andrea replied that most of the agencies have had the opportunity to build their fleets and there is now less competition for the funds and 50% is pretty consistent with what BOS has been granting the MTA.</p> <p>Terisa Price asked for clarity on Metro's current financial situation. Andrea answered that the financial situation is still unclear. Bob then presented Gardena's position on the proposed motion, offering new language to be used in the proposed principal #2. The language would have changed the wording from 'shall' to 'may' and eliminated the 1% language. Gardena can support proposed principle #1 and does not support proposed principle #3.</p> <p>Ron Cunningham presented AVTA's views that the agency agrees with proposed principle #1 because that is what is already being done. AVTA disagrees with proposed principle #2 and for principle #3 believes everything should be subject to principle #1, making principle #3 unnecessary. Ron also believes bus system expansion should be made an equal priority with bus replacement. Ron then asked for clarification of what is considered a multi-agency project. It was</p>	<p>expansion' to the primary priority list.</p>		

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	<p>answered that for BOS purposes, multi-agency projects are restricted to within Los Angeles County.</p> <p>Marianne Kim then asked if the intent of the proposed Principle #2 is for the MTA to be able to plan more effectively over the next 5 years; if so maybe the MTA could submit a 5-year plan and figure out the agency's needs over the years. It was mentioned that this multi-year perspective should already be available in the SRTP.</p> <p>Dana Lee presented Long Beach's views on the proposed motion. Long Beach agrees on Principle #1 but disagrees on principle #2 because a 50% guarantee makes project receive funding that may not be ready compared to projects from other agency's. On principle #3 Long Beach Transit prefers the original wording because multi-agency procurements are not always successful.</p> <p>David Rzepinski noted that LADOT is not tracked in the matrix distributed by Andrea and that now that LADOT is eligible for funding they expect to increase the amount of funds requested. Terisa Price then stated that she believes there is a discrepancy between Metro asking for 5-years of funding and principle #5 which states that BOS shall set its priorities on an annual basis.</p> <p>Andrea stated that Metro would accept Bob's changes to the proposed motion's wording. She stated that a 5-year plan would give the MTA more certainty. Bob then motioned to vote on each of the proposed principles and priorities. After votes were taken on the changes proposed by the MTA, Ron Cunnungham moved that expansion buses be added to the primary priorities list for evaluating projects. Teresa Price of Redondo Beach seconded the motion. The motion was voted upon.</p>	<p>For Principle #1 the vote was 12 in favor and 0 opposed.</p> <p>For Principle #2 with the amended language, the vote was 3 in favor 8 opposed.</p> <p>For Principle #3 the vote was 1 in favor and 9 opposed.</p> <p>For the amended priority making multi-agency procurements or other capital projects classified as a primary priority the vote was 1 in favor and 9 opposed. For adding expansion buses to the list of primary priorities the vote was 9 in favor and 4 opposed</p>		
5. Adjournment	Meeting adjourned at 2:24 pm.			