

Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Union Station CONFERENCE ROOM

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

2. Agenda Reports by Standing Committees Information
Bus Operations *(David Reyno)*
Local Transit Systems *(Alex Gonzalez)*
Streets and Freeways *(Paul Maselbas)*
TDM/Air Quality *(Mark Yamarone)*
Attachment 1: Subcommittee Agendas
Attachment 2: Subcommittee Actions
5 min

3. Consent Calendar Action
 - Approval of MinutesAttachment 3: Draft September 2, 2009 Minutes

4. Chairperson's Report Information / Discussion
 - TAC's Role in Metro Program Development *(Alan Patashnick)*10 min

5. Legislative Update Information
Federal *(Raffi Hamparian)*
State *(Michael Turner)*
15 min

6. 2009 Long Range Transportation Plan Update
15 min *(Renee Berlin, Heather Hills, David Yale)*

7. 2009 Call for Projects Information
 - September 24 Metro Board Motion *(Rena Lum, Fanny Pan)*
 - CFP Successful Sponsor Process10 min



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| 8. Crenshaw Transit Corridor Update
10 min | Information
<i>(Roderick Diaz)</i> |
| 9. Public Private Partnership Program
10 min | Information
<i>(Kathleen Sanchez)</i> |
| 10. CTC Meeting Recap
10 min | Information
<i>(Patricia Chen)</i> |
| 11. Congestion Reduction Demonstration Project
10 min | Information
<i>(Kathleen McCune)</i> |
| 12. New Business | |
| 13. Adjournment | |

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

Please call Cory Zelmer at (213) 922-1079 or e-mail zelmerc@metro.net with questions regarding the agenda or meeting. The next meeting will be on November 4, 2009 at 9:30 a.m. in the Union Station Conference Room, 3rd floor.

Attachment 1

Subcommittee September 2009 Agendas

- **Bus Operations**
 - September 15, 2009

- **Local Transit Systems**
 - No Meeting

- **Streets and Freeways**
 - September 17, 2009

- **TDM/Air Quality**
 - No Meeting

Tuesday, September 15, 2009

9:30AM

Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE

Windsor Conference Room — 15th Floor

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|---|---|
| 1. Call to Order
<i>1 minute</i> | Action
<i>David Reyno</i> |
| 2. Approval of July 21, 2009 Minutes
<i>1 minute</i> | Action
<i>BOS</i> |
| 3. Chair's Report
<i>5 minutes</i> | Information
<i>David Reyno</i> |
| 4. Legislative Report
<i>10 minutes</i> | Information
<i>Raffi Hamparian/Marisa Yeager/
Michael Turner</i> |
| 5. American Recovery & Re-Investment Act (ARRA)
Update
<i>5 minutes</i> | Information
<i>Regional Programming & Policy
Analysis</i> |
| 6. TAP Update
<i>10 minutes</i> | Information
<i>Jim Pachan</i> |
| 7. CTC Update
<i>10 minutes</i> | Information
<i>Patricia Chen</i> |
| 8. Draft Measure R Local Return Guidelines
<i>10 minutes</i> | Information
<i>Susan Richan</i> |



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| 9. SRTP Due Date & Guidelines
<i>10 Minutes</i> | Information
<i>Rufus Cayetano/Susan Richan</i> |
| 10. Draft Measure R 20% Bus Operations & Clean Fuel
Bus Capital Guidelines/MOUs
<i>10 Minutes</i> | Information
<i>Nalini Ahuja/Pari Ahmadi</i> |
| 11. Proposition 1B Bridge Funding Program Extension
<i>10 Minutes</i> | Information
<i>Nalini Ahuja</i> |
| 12. BOS Elections | Action
<i>BOS</i> |
| 13. New Business | |
| 14. Adjournment | |

Information Items:

- 90-day Rolling Agenda
- RTAA-CMAQ Fund Balances
- SAFETEA-LU 5307 15% Discretionary Fund Balances
- SAFETEA-LU 5307 85% Fund Balances
- SAFETEA-LU TE1% Fund Balances
- Summary of Invoices — FY09
- Summary of EZ Pass Invoices
- Subsidy Matrix
- TDA/STA Claim Summary
- Regional Pass Sales

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

Please call MARTHA BUTLER at 213-922-7651 or QUENISHA WILLIAMS at 213-922-7474 if you have questions regarding the agenda or meeting. The next BOS meeting will be held October 20, 2009 at 9:30 am in the Windsor Conference Room, 15th Floor of the Gateway Building.

Agenda

Los Angeles County
Metropolitan Transportation Authority

REVISED

Streets and Freeways Subcommittee

→ Windsor Conference Room, 15th Floor

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|---|--|
| 1. Call to Order
<i>1 min</i> | Action (<i>Bahman Janka</i>) |
| 2. Approval of Minutes
Attachment 1: Draft August 20, 2009 Minutes
Attachment 2: Sign in Sheet/Attendance Sheet
<i>1 min</i> | Action (<i>Subcommittee</i>) |
| 3. Chairperson Report
<i>5 min</i> | Information (<i>Bahman Janka</i>) |
| 4. Metro Report <ul style="list-style-type: none">• Roles & Responsibilities• Goals <i>10 min</i> | Information (<i>Fulgene Asuncion</i>) |
| 5. Caltrans Report
<i>10 min</i> | Information (<i>Kirk Cessna</i>) |
| 6. Legislative Update <ul style="list-style-type: none">• Federal• State Budget <i>10 min</i> | Information (<i>Michael Turner, Raffi Hamparian, Marisa Valdez Yeager</i>) |
| 7. 2009 Call for Projects Update
<i>10 min</i> | Information (<i>Rena Lum</i>) |
| 8. 2009 Long Range Transportation Plan <ul style="list-style-type: none">• Measure R Highway Advisory Committee <i>15 min</i> | Information (<i>Brian Lin</i>) |



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Los Angeles County
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| 9. CTC Update
<i>10 min</i> | Information (<i>Patricia Chen</i>) |
| 10. ARRA TIGER Update
Attachment 3: Revised Planning and Programming Item 8, July 2009
<i>5 min</i> | Information (Michelle Smith) |
| 11. Design/Build and PPP Implementation Update
<i>5 min</i> | Information (Kathleen Sanchez) |
| 12. New Business
<i>5 min</i> | Discussion (<i>Subcommittee</i>) |
| 13. Adjournment
<i>1 min</i> | Action (<i>Subcommittee</i>) |

The next meeting of the Streets and Freeways Subcommittee will be held on October 15, 2009 at 9:30 a.m. on the 15th Floor, Windsor Conference Room. Please contact Fulgene Asuncion at (213) 922-3025 should you have any questions or comments regarding this or future agendas.

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

Attachment 2

Subcommittee Actions

Disposition of September 2009 Subcommittee Actions

Bus Operation Subcommittee:

September 15, 2009

- Approval of July 21, 2009 minutes
- BOS elections – Approval of David Reyno as BOS Chair, Dennis Kobata as Vice-Chair & Linda Hui as Secretary
- Approval of Draft Measure R 20% Bus Operations & Clean Fuel Bus Capital Guidelines

Local Transit Systems Subcommittee:

No Meeting

Streets and Freeways Subcommittee:

September 17, 2009

- Approved minutes of August 20th, 2009
- Approved update on 2009-10 Subcommittee Roles & Responsibilities to include:
 - Measure R Program
 - High Speed Rail
 - Public Private Partnership
 - American Recovery and Reinvestment Act

TDM/Air Quality Subcommittee:

No Meeting

Attachment 3

Draft September 2, 2009 TAC Minutes

Sign-In Sheets

TAC Member Attendance

Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call

Cory Zelmer (Alternate Chair) called the meeting to order at 9:35 a.m., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees

BOS (David Reyno)

- BOS was dark in August;
- Next meeting will be September 15th.

Local Transit Systems (Alex Gonzalez)

- LTSS was dark in August.

Streets and Freeways (Josephine Gutierrez)

- Last met on August 20th and received updates and presentations by Metro staff on:
 - Measure R Guidelines
 - TAC Recommendations
 - TEA program
 - I-710 Freeway-Long Beach project;
- City of South Gate requested that cost savings on ARRA funded projects be discussed at the next TAC meeting.

TDM/ Air Quality (Mark Hunter)

- TDM/Air Quality was dark in August;
- Next meeting will be September 9th.

3. Consent Calendar Attachments

A motion to approve the July 20, 2009 minutes was made by Steven Huang (League of Cities, South Bay Cities) and seconded by Robert Brager (League of Cities – Las Virgenes Malibu COG). Paul Maselbas (County of Los Angeles) and Josephine Gutierrez (County of Los Angeles) abstained. There were no objections.

A motion to approve the August 5, 2009 was made by Jano Baghdanian (LTSS) and seconded by Robert Brager (League of Cities – Las Virgenes Malibu COG). There were no abstentions or objections.

Mr. Patashnick directed TAC members to page 51 of the TAC Agenda which showed the TAC Attendance Record over the last twelve months and reminded members that at their January 2009 meeting, TAC agreed to change their meeting time to the first Wednesday of each month for a trial period ending August 2009. Mr. Patashnick asked if TAC would like to continue meeting on the first Wednesday of each month or revert back to meeting on the second Wednesday of the month. Patrick DeChellis (County of L.A.) stated that it was he who requested the change due to conflicts with the California Transportation Commission (CTC) meetings. He added, however, that for 2010 the CTC will return to their original ten meeting schedule with rotating monthly meeting dates. David Feinberg (League of Cities – Westside Cities COG) added that there was a conflict with the General Managers' meetings when TAC is scheduled to meet on the first Wednesday. Mr. Reyno added that the conflict has been resolved with the General Managers' meetings which was moved to another day and will not interfere with TAC meeting on the first Wednesday of the month. He stated that for now TAC meetings should be left as is.

A motion to continue TAC meetings on the 1st Wednesday of each month was made by Jano Baghdanian (LTSS) and seconded by Marianne Kim (Automobile Club of California). There were no abstentions or objections.

4. Chairperson's Report (Alan Patashnick, Metro)

Mr. Patashnick reported that the Metro Board was dark in August. He announced two new TAC members: Kate Froemming to replace Joanna Capelle as Alternate Member for SCRRA and Mike Jones to replace David Rubinow as the Primary Member for SCAG.

Mr. Patashnick reported that the 2009 Congestion Management Program (CMP) conformity local development report was due September 1st. Any agency that has not submitted their report must do so immediately to Stacy Alameida (Metro - 213/922-7414).

5. Arthur T. Leahy, CEO, Discussion (Metro)

Renee Berlin (Metro) introduced Art Leahy, CEO (Metro) to TAC members and introduced the various member agencies represented on the TAC.

Mr. Leahy provided a brief summary of his time spent at the Orange County Transportation Authority (OCTA) prior to returning to Metro. He stated that his time at OCTA was productive in that he was involved with aligning OCTA staff, the OCTA Board of Directors, political representatives, and the business community. Mr. Leahy stated that, moreover, the atmosphere at OCTA became one in which the Board trusted staff and tolerated the occasional error or mistake, which as we all know inevitably occurs. Mr. Leahy stated that, overall; OCTA was a great place to work, which made it difficult to accept the Chief Executive Officer (CEO) position with Metro. Mr. Leahy shared that when offered the CEO position with Metro, he felt compelled to turn the position down but it would have meant turning down the opportunity to impact one of the largest, most important urban areas in the world (Los Angeles County).

Mr. Leahy added that he is pleased with his decision of accepting the CEO position and has set many goals for Metro, he named three. The first goal is to create an alignment between the Metro Board and Metro staff and to have both parties accept and tolerate risks and errors in order to make Metro great organization. Mr. Leahy stated that if risk is to be avoided, then Metro will never be a great organization. A second goal will focus on Metro's Transit Operation, e.g. clean, on-time buses with courteous operators. A third goal is to improve the capital program, build a stronger consensus with the subregions of Los Angeles County, and do a better job working with Riverside, San Bernardino, and Orange County. Mr. Leahy stated that organizations are not static; either they are improving or declining. Therefore, by doing a self diagnostic test and looking into the mirror at oneself, one can be its own critic; everyone can do better to improve oneself.

Mr. Leahy introduced Paul Taylor, Deputy CEO (Metro) to TAC members.

Mr. Taylor shared that more than half of his public sector career was spent at Metro and that returning was like coming home. Mr. Taylor added that one thing he has learned throughout his career was to not to be afraid of making decisions and explained that there is a fifty-fifty chance that the decision will be right or wrong, so take the chance. Mr. Taylor expressed that he is happy with his decision to return to Metro and that he looks forward to working with the TAC because they are the ones who implement the programs for which Metro is responsible.

Mr. Leahy expressed his gratitude for Mr. Taylor coming on board with Metro and added that Metro is a great place to work because it is shaping the future of Los Angeles.

Mr. Leahy stated that Metro's Service Sectors, Councils of Governments (COGs), and Governance Councils are all valuable resources and that Metro will put more resources towards improving and maintaining the lines of communication.

Mr. Leahy stated that some discomforts are in the shape and function of the organization which was decentralized and somewhat mechanical in nature. For

instance, silos have been created with Metro's Service Sectors in that there are five service sectors with five separate scheduling departments. Consequently, services are organized by Service Sectors creating situations in which the employees do not think regionally or countywide. Mr. Leahy stated that there will be a shift on how Metro will conduct business in the future by strengthening the dialogue with the COGs on the capital programs.

Mr. Leahy stated there can be a workable consensus when making choices on capital projects. Currently, Metro does not have a Long Range Transportation Plan (LRTP) so there are no capital or rail projects formally moving forward. In addition, there are no rail projects in the federal pipeline, which is an astounding statement for the second largest urban area in the nation. Mr. Leahy stated that Metro is trying to move forward with a number of important transit project in that County all of which require a significant level of trust and confidence. As an example, Mr. Leahy noted that there may be a lot of Board discussion over which project will come first, the Regional Connector or the Westside Subway Project. He explained that a discussion would lead Metro to a consensus and allow us to seek funding from Washington D.C. Subsequently, if a consensus cannot be formed, then Metro will be at an impasse in which no capital projects will get funding. Mr. Leahy is seeking to move Metro forward on a consensus basis to work hard with all of the Los Angeles County subregions to try to have something that is practical, pleasing and acceptable to people.

Larry Stevens (League of Cities, San Gabriel Valley) suggested that one area that Metro could more active, in terms of the subregional collaboration, is its role in the SB 375 process. There have been meetings with SCAG about who will delegate the process and currently, there is no word as to how Metro will become involved in the process. Mr. Stevens added that it will be helpful to know Metro's position in order for the COGs to make more rational decisions on what to do. Mr. Leahy replied there are a lot of concerns with SB 375 and there should be a meeting with Metro and the COGs regarding the approach to SB 375.

Jano Baghdanian stated that TAC should be more involved in the LRTP's planning process. Currently, TAC is not given enough time to make decisions or express its opinion on an item before it goes to Metro Board for approval. He stated that it would be helpful if Metro would allow TAC members to provide input on key decisions as they impact the region. Sumi Gant (City of Long Beach) concurred with Mr. Baghdanian. Ms. Berlin replied that TAC was involved with the Call for Projects process, the development of the application, and the appeals process. TAC was also intricately involved with the ARRA distribution process. However, some projects/issues evolve very quickly and TAC may not have had enough time to review or discuss. In addition, TAC's involvement on projects also depends on the issue, the amount of time, and the level of involvement.

Mr. Leahy commented that it is natural for people to have a difference of opinion. To have thoughtful disagreements while exploring issues and finding better ways of

coming to an understanding is very valuable if done correctly. Mr. Leahy stated that TAC members are a valuable group and he would like to utilize them as much as possible by being more open and forthcoming in the early stages of the decision-making process.

David Feinberg replied that, prior to items going to the Board, it would be helpful if TAC could receive those items earlier in the month. Ms. Berlin replied that Metro's approach would involve TAC's review on items prior to them going to the Board.

Ms. Gant commented that the City of Long Beach is involved with other forms of transportation such as walking and biking and suggested that Metro should give more attention to Transportation Demand Management, bicycling and pedestrian modes. Mr. Leahy agreed that these other modes are important to the overall transportation system.

6. Legislative Update

There was no legislative report.

7. 2009 Call for Projects (Rena Lum)

Ms. Lum announced that the Call for Projects will go to the Metro Board for adoption in late September. The Board Report will be available September 7th online.

Ms. Lum stated that at the August 5th TAC meeting, Metro staff did not concur with TAC's recommendation to exchange the City of Los Angeles Balboa Boulevard Widening at Devonshire Street Project (F3172) with the City of Los Angeles Foothill Boulevard and Sierra Highway Intersection Improvement Project #F3144. Metro staff now concurs with TAC's recommendation to swap the projects.

Ms. Lum reaffirmed David Reyno (BOS) as the TAC representative at the Planning and Programming Committee on September 16th at 1:00 pm and the Board meeting 24th at 9:30 a.m.

No action was taken.

8. Measure R Local Return Guidelines (Susan Richan, Metro) Handouts

Ms. Richan announced that an invitation was sent to TAC, BOS, LTSS and Streets and Freeways in January 2009 seeking representatives to participate in a working group formed to develop the Measure R Local Return Guidelines. Ms. Richan stated that she is seeking TAC's approval on the Local Return Guidelines as presented. She stated that the Draft Guidelines are expected to go to the Metro Board for approval in October 2009. After the Metro Board approves the Draft Guidelines, the Cities and the County will receive a Standard Assurance and Understandings form for execution. Metro will arrange for an electronic system of monthly payments to local agencies which are required to complete the Form Two (Expenditure Report) by October 15th.

Ms. Richan presented the Measure R Local Return Draft Guidelines as developed by the Working Group. Measure R is funded with the ½ cent sales tax revenues that Los Angeles County voters approved in November 2008. She focused on the designated 15% Local Return allocated to the Cities and the County. The Draft Guidelines gives agencies more program flexibility than the previous Propositions A or C programs. The Guidelines provide nine eligible projects categories: Streets and Roads, Traffic Control Measures, Bikeways and Pedestrian Improvements, Public Transit Services, Public Transit Capital, Transportation Marketing, Planning, Engineering and/or Study, Congestion Management Program, and Local Funding Contributions.

The Draft Guidelines handout showed the Local Return project comparisons between Measure R verses Proposition A and Proposition C. In reviewing the two comparisons, Ms. Richan directed TAC members to the line which states, “Suspension of disbursements for three (3) years, if funds are not spent on transportation projects.” She pointed out that the year had changed from five-years to three years. In addition, Recreational Transit Services’ boundaries were defined within 300 miles from the City of Origin within California limits. Patrick DeChellis commented that a trip to Las Vegas or Laughlin is less than 300 miles. Joyce Rooney (LTSS) clarified that the 300 miles of Recreational Transit Services boundaries is restricted to within the State of California’s limits and include only trips lasting one day.

Mr. Stevens asked if there are any references in the Draft Guidelines pertaining to SB 375 or other sustainability measures for projects. Ms. Richan replied that the Draft Guidelines has incorporated sustainability for projects; however, subsequent review of the Guidelines indicated that SB 375 compliance was eligible.

Ms. Richan asked TAC to e-mail their comments to her within a week in order to submit them as part of the Board item or if there are other comments at richens@metro.net.

A motion to approve the Measure R Local Return Draft Guidelines was made by Sumi Gant (City of Long Beach) and seconded by James Lefton (City of Los Angeles). There were no objections or abstentions.

9. 2009 Long Range Transportation Plan - Measure R Highway Advisory Committee, Update (Renee Berlin, Metro and Gloria Anderson, Metro)

Ms. Berlin reported that the Highway Advisory Committee is composed of members of all of the COGs, the Cities and the County of Los Angeles, and Caltrans. The Committee was formed to assist in identifying the schedule and funding for the Measure R Highway Program, which states “to be determined.” Currently, there are three COGs with subregional funds and without projects identified: Las Virgenes-Malibu and Arroyo Verdugo have operational improvements; and the South Bay Cities ha interchange and ramp improvements on I-405, I-110, I-105 and SR 91. Metro seeks clarification on the types of projects which can use these funds.

Ms. Berlin reported that the COGs requested flexibility on projects and expressed concerns with how Metro will access (distribute) the funds. Ms. Berlin explained that the proposed cash flow is based on discussions with project sponsors on cash flow needs to deliver projects on the dates requested, but could be changed by a Board action. Consequently, each individual project will have to submit an expenditure plan to the Metro Board and the three COGs with subregional funding will have to include a project list also. Metro will verify the projects eligibility under Measure R.

Ms. Berlin reported that the Arroyo Verdugo COG inquired whether soundwalls could be included as an operational improvement. Ms. Berlin stated that according to Metro's Legal Counsel, and for the purposes of Measure R, it is the Metro Board's decision to define soundwalls as an operational improvement.

Ms. Berlin reported that the San Gabriel Valley COG inquired about the lawsuit against Measure R, which pertained to the I-710 Gap Closure project. If the lawsuit is successful and the I-710 Gap Closure project was removed from the Measure R Expenditure Plan, what will happen to those funds? According to Metro's Legal Counsel, it would have to be a 2/3 vote by the Metro Board to decide where the funds would go. Metro will make no decisions on the project until the outcome of the lawsuit is known. Ms. Berlin explained that the Metro Board cannot move money between subfunds for the first ten-years, until 2019. Any actions with regards to moving subfunds must have a one-year notification to the Los Angeles County's Legislative delegation with a 2/3 vote by the Board.

Ms. Berlin reported that the subregions inquired how the Metro Board defined a project as being complete. Ms. Berlin replied that the Highway Advisory Committee developed a definition for "project completion" and distributed that to TAC members.

Ms. Berlin introduced Gloria Anderson (Metro) who developed the baseline bonding scenario spreadsheet for the purpose of showing project sponsors the bond allocations.

Ms. Anderson directed TAC members to a spreadsheet which shows projects different funding sources and Metro's strategy to target those sources for each project. Ms. Anderson pointed out the estimate of escalated cost for each project and its delivery dates in column one and two on the spreadsheet. Under the Measure R heading, funding includes Escalated cost, projects already programmed, Tolls/PPP, Railroads, and Container fees. Under the State heading, funding includes High Speed Rail, PUC, SHOPP, and Others (STIP, RIP, Interregional Improvements, and Intercity Rail). The Federal funding heading includes Earmarks, Cap and Trade, FRA, increased formulas - for LA County, - Metro Area, and Goods Movement. These are the funding programs targeted over the next 30 years.

Mike Uyeno (City of Los Angeles) asked if the Measure R escalation funds are assumed to be uniformly spread over the 30 years of the bill. Ms. Anderson replied that Metro assumed a spread of the project over a time frame that would deliver the

projects according to their delivery date. Ms. Berlin added that the first column shows the Estimated delivery date which was requested by the project sponsor as to when and how cash flow is needed.

Mr. Baghdanian commented that the Draft Scenario shows “B and C” and not Scenario “A.” Ms. Anderson replied that a Draft Scenario “A” was presented to the Highway Advisory Committee which was turned down earlier in the process.

Mr. Baghdanian asked if a subregion can prioritize the funds amongst different projects’ cash flow at a later date. Ms. Berlin replied that project sponsors will submit an initial project list and an expenditure plan, which may or may not equal the total amount of the escalated cost for that subregion. Project sponsors will have the opportunity to request partial funds for a project.

Mr. Baghdanian asked if soundwalls are eligible in Measure R. Ms. Berlin replied that the soundwalls shown on the Draft Measure R clarification of Operational Improvements are not connected to HOV lanes.

Ms. Berlin explained that Draft Scenario B includes the Duarte Soundwall, which is connected to an HOV lane, because it was included in the Murray Bill and carried over into Measure R. In addition, the Metro Board staff discussed slowing down the soundwall program. Mr. Baghdanian asked if TAC members could be included in the discussion to add soundwalls in Measure R Operational Improvements. Ms. Berlin replied that to avoid several different discussions and inputs, the Highway Advisory Committee would be discussing the soundwall program; however, if TAC has any concerns, please inform Metro staff.

10. TIGER Grant Application (Michelle Smith, Metro)

Ms. Smith reported that the American Recovery and Reinvestment Act of 2009 has appropriated \$1.5 billion of discretionary grant dollars to be awarded by USDOT for capital investments in surface transportation infrastructure. The DOT refers to these grants as TIGER grants which would allocate up to \$300 million per state and funds requested should not be less than \$20 million. There is an exception for smaller projects (requests less than \$20 million) that include additional paperwork (or a waiver). Caltrans initiated a statewide process of reviewing and evaluating what they believe to be the State’s top candidate projects (high priority projects) for TIGER funding and convened a statewide TIGER Selection Committee of 20 representatives to review 82 applications after receiving 124 Notices of Intent to submit applications for TIGER that totaled over \$3 billion. The Committee deliberated for two days and managed to reduce the list from 82 to 25 projects totaling \$784 million in funds requests. *(More information on the project list developed by the Committee can be found on the Caltrans website http://www.dot.ca.gov/Recovery/tiger_grants.html.)*

Ms. Smith reported that Caltrans held a teleconference on August 25th to inform projects sponsors of the criteria used to evaluate the applications and to let project sponsors know the list of 25 projects that would be submitted to the Governor via the

Secretary of Business, Transportation, and Housing for his endorsement (a letter). Ms. Smith added that Caltrans stated they could not guarantee the list would remain the same after the Secretary and Governor complete their review. Consequently, Caltrans is not certain if the Governor will send an endorsement letter before or after the September 15, 2009 deadline.

Ms. Smith noted that Caltrans used the same criteria, which is defined in the TIGER grant program, to reduce the list. Economic competitiveness, projects of national significance; job creation targeting economically distressed areas, project delivery of February 2012, status of environmental clearance, and geographic balance were considered by the TIGER Selection Committee. Caltrans contends that by submitting a funds request that exceeds the \$300 million (the max per state), we are demonstrating the State's need, allowing the State to be in a position to provide projects to backfill potential funding opportunities, if more funding becomes available from other states or if there is a future TIGER2 fund source. Additionally, this would help to justify fund requests for the upcoming Transportation Reauthorization bill.

Ms. Smith also reported:

- All of the six LA County projects reflected in the July Metro Board Report were included in the top 25 list;
- Caltrans stressed that each project sponsor is still responsible for submitting their applications directly to the DOT by *email* (tigergrants@dot.gov) **no later than September 15, 2009** (even if their project was not included in Caltrans top 25);
- The six LA County projects nominated by Caltrans were part of a package of projects sponsored by the Southern California Consensus Group which includes representatives from Metro, neighboring county transportation commissions in Southern California SCAG, the Ports of LA and Long Beach, ACE and ACTA.

Mr. Feinberg asked if any Los Angeles County projects made the top 25 list. Ms. Smith replied that six LA County projects made the top 25 list.

11. ARRA Funding Update – RSTP Cost Savings (David Yale, Metro)

Mr. Yale provided an update on the ARRA implementation. The State allocation deadline is approaching so Metro is developing a system to protect the Los Angeles County share of the ARRA money. Metro proposes at the end of the Federal 2009 Fiscal Year (September 30th), any unobligated money will be swept into a regional project to free up the Regional STP money to reallocate project savings back to the Formula recipients per Metro Board policy. If any project is not obligated by the end of the Federal fiscal year, Metro will sweep up any unobligated funds for placement into a pot for the RSTL program. Ms. Gant

asked Mr. Yale to clarify the definition of unobligated funds? Mr. Yale replied unobligated funds are defined as an E-76 form that is not executed.

Steven Huang (South Bay Cities) stated that he expanded the Scope of Work on a project by reallocating funds from one project to another project. Caltrans requested a new E-76 because the project's Statement of Work (SOW) was expanded; would the project be eligible for funding? Mr. Yale responded that the project's E-76 must be submitted to Caltrans by September 30th. Kirk Cessna (Caltrans) added that agencies are reporting low bids and are requesting small changes to the SOW. Mr. Yale replied that a project that has obligated their funds and gone out to bid, has met Metro's requirements. In addition, project savings from a previous obligation which has met Metro's requirements is different than not obligating the funds at all. Mr. Cessna added that project savings will not be revealed until after March 2, 2010 and the award package is released. Mr. DeChellis responded that the deadline for project savings is January 1, 2010.

Ms. Gant asked how to get Tier II projects processed by Caltrans, which have submitted Preliminary Environmental Study (PES) forms? Avital Shavit (Metro) replied that Ms. Gant's projects have been submitted in the Transportation Improvement Program (TIP). Mr. Cessna replied that he does not know why there is a hold-up, but will find out.

Ms. Rooney responded that to her knowledge all of the money in Tier I was obligated. She asked to what leftover money Metro is referring? Mr. Cessna replied Tier I projects that are being deobligated and then re-obligated to Tier II projects. Mr. Yale responded that Metro's process would interfere with the Tier projects savings.

Paul Maselbas (County of Los Angeles) asked if agencies can make minor adjustments within the Lump Sum on the Federal TIP list to avoid losing any funds. The County had money obligated for the contingent as for projects that will not be completed until after February 1, 2010. The contingency funds will be lost and the County would like to reallocate these funds to projects with a higher bid. Mr. Yale replied that contingency funds are viewed the same as project savings. Due to timing, the County must free up its contingency funds or risk missing the Federal and State deadlines. Mr. Maselbas stated that the County would like to make minor changes within projects that are programmed, which will not affect Metro's plans to sweep up unobligated funds. Mr. Yale clarified that Metro will support any amendment in which an agency chooses to deobligate/reobligate project savings to another project within its agency. Mr. Maselbas replied that the changes are within existing projects' lump sum. Mr. Yale replied that for any changes to the lump sum list, Metro will have to inform SCAG and Caltrans Headquarters. Mr. Maselbas asked if the changes would affect the 1511 Certification. Mr. Yale replied that Caltrans is responsible for the 1511 Certification process and Metro will support Caltrans decisions, the 1511 Certification amendment, and the lump sum amendment.

12. CTC Meeting Recap (Patricia Chen)

Ms. Chen reported that at the RTPA and CTC meetings on August 12th and 13th, Secretary Dale Bonner welcomed Randall Iwasaki into his new role as Director of Caltrans. Through ARRA, California has obligated a total of \$2.57 billion. For the ARRA TEA, Caltrans has requested the Federal Highway Administration complete an Economic Benefit Analysis, which is a proposed fix for the conflict with the ARRA TEA language requiring any project receiving ARRA funds to pay prevailing wage and language in ABX-320 that describes how priority is given to projects that use the Conservation Corps.

Ms. Chen provided an update on the State Budget and Allocation Capacity. There was a retroactive Public Transportation Account (PTA) diversion to the Statewide Transportation Improvement Program (STIP). As a result, only AB 3090 allocations will be allowed during the balance of FY 2010 for PTA projects. A number of loans and diversions against other STIP funding sources have also occurred. Therefore there is now more programming than capacity and the CTC will have to do some prioritizing. Ms. Chen reported that a teleconference between the regions and CTC staff or Caltrans would be occurring soon.

Ms. Chen reported that the Draft FY 2010 STIP Fund Estimate is called a zero STIP, which means there is no new programming capacity for the next six years. There will be a negative STIP for FY 10-13 and projects will need to be deferred. It is anticipated that there will be a positive STIP in FY 14-15.

Ms. Chen announced that there is a Federal Toll Credit program, which has been in operation since 1992. California has not been using its credits. The Credits provide the opportunity to under-match Federal grants. California has accrued an excessive amount and a series of meetings will take place to discuss allocating the credits. It is anticipated that Metro will receive some of the credits which will allow flexibility for federally funded projects. Steve Lantz (SCRRA) asked if the credits can be used towards transit projects. Ms. Chen replied yes. Mr. DeChellis added that after the teleconference Ms. Chen participated in, there was a lengthy discussion with Caltrans staff in the room. Mr. DeChellis noted that Caltrans is not an administrator of the Credit program, but will have to develop details regarding the managing and tracking of credits for each project, and it might be difficult to manage for transit. Metropolitan Transportation Commission (MTC) also expressed interest in the credit for transit, particularly 5307 (Large Urban Cities). There will be more meetings in the future.

Ms. Chen stated that the CTC is now requiring submittal of actual environmental clearance documents when requesting an allocation. Ms. Chen stated that Mr. Zelmer emailed the guidelines for submitting the Environmental Clearance. Mr. Uyeno asked why the CTC is requesting the actual documents along with the Environmental Clearance.

Mr. DeChellis responded that the CTC does not believe they have been doing their due diligence in regards to local projects. The CTC staff intends to review all project environmental documents as well as presenting the documents to the CTC for approval of their comments.

13. Congestion Reduction Demonstration Project (Kathleen McCune)

Withdrawn from the agenda

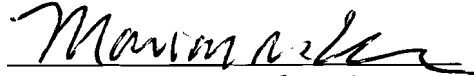

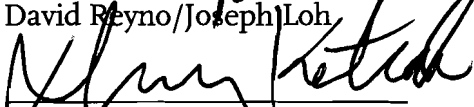
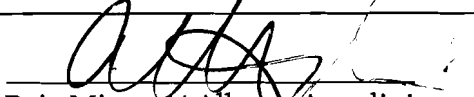
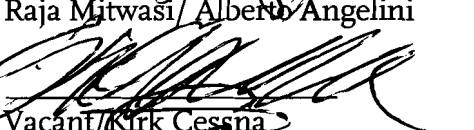
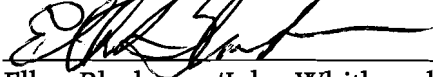

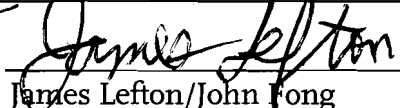
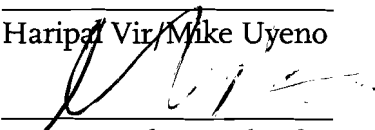
14. New Business





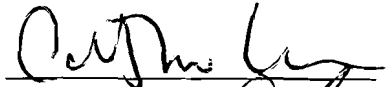
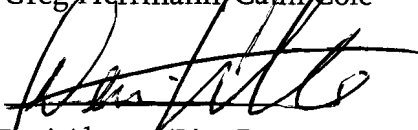
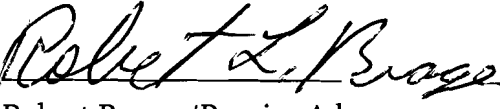

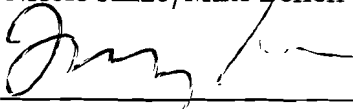


No new business.

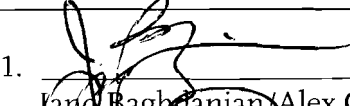
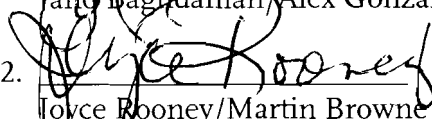
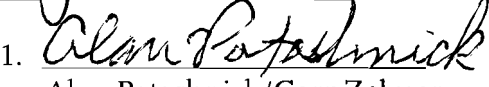
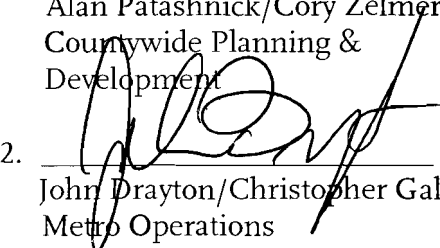
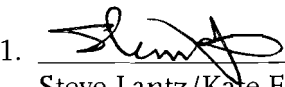
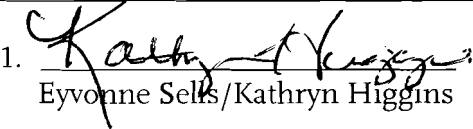
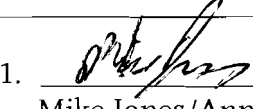
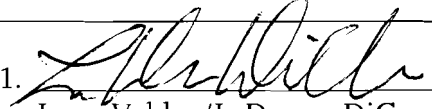
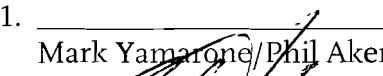
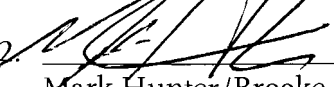
15. Adjournment

The next TAC meeting will be October 7, 2009 at 9:30 a.m. in the Union Station Conference Room, 3rd floor.

TECHNICAL ADVISORY COMMITTEE
Sign in Sheet
September 2, 2009

<u>AGENCY</u>	<u>MEMBER/ALTERNATE</u>
AUTOMOBILE CLUB OF CALIFORNIA	1.  Marianne Kim/ Stephen Finnegan
BUS OPERATIONS SUBCOMMITTEE (BOS)	1.  David Reyno/Joseph Loh 2.  Dennis Kobata/Susan Lipman
CALIFORNIA HIGHWAY PATROL	1. _____ Sgt. Mike Stefanoff/Lt. Dave Bowen
CALTRANS	1.  Raja Mitwasi/ Alberto Angelini 2.  Vacant/Kirk Cessna
CITIZEN REPRESENTATIVE ON ADA	1.  Ellen Blackman/John Whitbread
CITY OF LONG BEACH	1.  Sumi Gant/Mark Christoffels
CITY OF LOS ANGELES	1.  James Lefton/John Fong 2. _____ Haripal Vir/Mike Uyeno 3.  Gina Mancha/Ferdy Chan

AGENCY	MEMBER/ALTERNATE
<p>COUNTY OF LOS ANGELES</p>	<p>1.  Mark Herwick/Travis Seawards</p> <p>2.  Shari Afshari/Josephine Gutierrez</p> <p>3.   Patrick V. DeChellis/ Paul Maselbas</p>
<p>LEAGUE OF CALIFORNIA CITIES</p> <p>Arroyo Verdugo Cities</p> <p>Gateway Cities COG</p> <p>Las Virgenes Malibu COG</p> <p>North Los Angeles County</p> <p>San Gabriel Valley COG</p> <p>South Bay Cities COG</p> <p>Westside Cities COG</p>	<p>1.  Greg Herrmann/Cathi Cole</p> <p>2.  Desi Alvarez/Lisa Rapp</p> <p>3.  Robert Brager/Ramiro Adeva</p> <p>4.  Nicole Rizzo/Mike Behen</p> <p>5.  Larry Stevens /Craig Bradshaw</p> <p>6.  Steven Huang/Victor Rollinger</p> <p>7.  David Feinberg /Sharon Perlstein</p>

<p>LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)</p>	<p>1.  Jared Baghdanian/Alex Gonzalez</p> <p>2.  Joyce Rooney/Martin Browne</p>
<p>METROPOLITAN TRANSPORTATION AUTHORITY (Metro)</p>	<p>1.  Alan Patashnick/Cory Zelmer Countywide Planning & Development</p> <p>2.  John Drayton/Christopher Gallanes Metro Operations</p>
<p>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA - Ex-Officio)</p>	<p>1.  Steve Lantz/Kate Froemming</p>
<p>SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD -- Ex-Officio)</p>	<p>1.  Eyvonne Sells/Kathryn Higgins</p>
<p>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG -- Ex-Officio)</p>	<p>1.  Mike Jones/Annie Nam</p>
<p>GOODS MOVEMENT REPRESENTATIVE (Ex-Officio)</p>	<p>1.  Lupe Valdez/LaDonna DiCamillo</p>
<p>TRANSPORTATION DEMAND MANAGEMENT/ AIR QUALITY SUBCOMMITTEE</p>	<p>1.  Mark Yamarone/Phil Aker</p> <p>2.  Mark Hunter/Brooke Geer Person</p>

TAC Audience Attendance
September 2, 2009

	Name	Agency	Phone Number	E-Mail
1	Alex Gonzalez	LTSS/COVINA	(626) 381-5200	A.gonzalez@COVINALA.gov
2	Carolina	Amy & Verby	626 744-3125	ccole@eltyofpescadon.com
3	ABDOLLAH ANSARI	HDR	213.454-3564	Abdollah.Ansari@hdrinc.com
4	Patricia Chen			
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