

Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

UNION STATION ROOM

1. Call to Order/Roll Call Action (*Renee Berlin, Randy Lamm*)

2. Agenda Reports by Standing Committees Information
 - Bus Operations *Andre Colaiace*
 - Local Transit Systems *Joyce Rooney*
 - Streets and Freeways *Ed Norris*
 - TDM/Air Quality *Mark Yamarone*
 - Attachment 1: Subcommittee Agendas
 - Attachment 2: Subcommittee Actions
 - 10 min

3. Consent Calendar Action/Concurrence
 - Approval of Minutes
 - Attachment 3: Minutes of November 2, 2005

4. Chairperson's Report Information
 - 5 min *(Renee Berlin)*

5. Legislative Update Information
 - Federal *(Raffi Hamparian)*
 - State *(Michael Turner)*
 - Status of SAFETEA-LU State Implementation Bill
 - 10 min

6. The 2006 Legislative Program Goals and Activities Information
 - Attachment 4: Board Report *(Raffi Hamparian)*
 - 10 min *(Michael Turner)*

7. 2005 Conditional Extension Project Status Reports -- Timed Agenda Item: 10:15 a.m. Update
 - Attachment 5: List of Sponsors/Projects *(Renee Berlin/Project Sponsors)*
 - 90 min



Metropolitan Transportation Authority

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| 8. CTC Update
10 min | Information
(<i>Tim Papandreou</i>) |
| 9. Caltrans Delivery Plan Requirement
Attachment 6: Memo to City Managers
20 min | Information
(<i>Kaileh Honish</i>) |
| 10. Caltrans Procedural Changes in Managing
Obligations
Attachment 7: Memo
5 min | Information
(Kirk Cessna) |
| 11. 2006 Long Range Transportation Plan
Attachment 8: Board Report
5 min | Information
(Heather Hills) |

12. New Business

13. Adjournment

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

Please call Randy Lamm at (213) 922-2470 or e-mail to "lammr@metro.net", if you have questions regarding the agenda or the meeting. The next meeting will be on January 4, 2006 at 9:30 am in the Union Station Room.

Attachment 1

Subcommittee November 2005 Agendas

Bus Operations Subcommittee

Local Transit Systems Subcommittee

Streets and Freeways Subcommittee

TDM/Air Quality Subcommittee

Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE

Gateway Plaza Conference Room — 3rd Floor

- | | |
|---|--|
| 1. Call to Order
<i>1 minute</i> | Action
<i>Andre Colaiace</i> |
| 2. Approval of Minutes
October 18, 2005 Minutes
<i>1 minute</i> | Action
<i>BOS</i> |
| 3. Chair's Report
<i>5 minutes</i> | Information
<i>Andre Colaiace</i> |
| 4. New Delivery Plan Requirement from Caltrans
<i>5 minutes</i> | Information
<i>Kalieh Hornish</i> |
| 5. Disaster Response
<i>10 Minutes</i> | Information
<i>Lt. Patrick Jordan</i> |
| 6. CFP Status Report (TAC) Letter
City of Pomona
<i>10 minutes</i> | Information
<i>Dave Johnson</i> |
| 7. UFS Update
<i>5 minutes</i> | Information
<i>TBD</i> |
| 8. State Legislative and Federal Update
<i>10 minutes</i> | Information
<i>Michael Turner/Marisa Yeager</i> |
| 9. New Business
-Caltrans Park & Ride & HOV Transit
Enhancement Project
-DBE Forms | Discussion / Distribution
<i>BOS</i> |
| 10. Adjournment | |



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Information Items:

- 90-day Rolling Agenda
- 5307 85% Fund Balances
- 5307 15% Discretionary Fund Balances
- CMAQ Fund Balances
- TE 1% Fund Balances
- Summary of Invoices — FY06
- 2005 Subsidy Tracking Matrix
- 2005 Document Requirement Status
- Summary of EZ Pass Invoices — FY06
- TDA/STA Claim Summary for FY06
- Regional Pass Sales

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

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 Tuesday, December 20, 2005 at 9:30 am in the Gateway Plaza Conference Room 3rd Floor, Gateway Building.

**LTSS
NO MEETING IN NOVEMBER**

Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15th Floor

1. **Call to Order**
1 min Action (*Ed Norris*)

2. **Approval of the October 20, 2005 Minutes**
Attachment 1: Draft Minutes/Sign-in Sheet
1 min Action (*Subcommittee*)

3. **Chairperson Report**
10 min Information (*Ed Norris*)

4. **Metro Report**
• New Caltrans Delivery Plan Requirement
Attachment 2: Delivery Plan Memorandum
10 min Information (*Renee Berlin*)
(*Kalieh Honish*)

5. **Caltrans Report**
• Procedural Changes in Managing Obligations
Attachment 3: Procedural Changes Memorandum
15 min Information (*Kirk Cessna*)

6. **I-405 NB HOV Project**
Attachment 4: Project Overview
10 min Update (*Suah Pak*)

7. **Metro Post 1989 Retrofit Soundwall Program**
Attachment 5: Retrofit Soundwall Board Report
10 min Update (*Eck Chaiboonma*)



Metro

Los Angeles County
Metropolitan Transportation Authority

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| <p>8. I-5/I-710 Interchange Mini-Study
 Attachment 6: Alternatives Analysis
 <i>20 min</i></p> | <p>Information (<i>Ernest Morales</i>)</p> |
| <p>9. Long Range Transportation Plan (LRTP) Performance Measures
 Attachment 7: LRTP Performance Measures Board Report
 <i>10 min</i></p> | <p>Information (<i>Heather Hills</i>)</p> |
| <p>10. 2005 Conditional Extension Project Status Reports
 <i>40 min</i></p> | <p>Information (<i>Project Sponsors</i>)</p> |
| <p>11. Wilshire Bus Rapid Transit Demonstration
 <i>10 min</i></p> | <p>Update (<i>David Mieger</i>)</p> |
| <p>12. New Business
 <i>5 min</i></p> | <p>Discussion (<i>Subcommittee</i>)</p> |
| <p>13. Adjournment
 <i>1 min</i></p> | <p>Action (<i>Subcommittee</i>)</p> |

The next meeting of the Streets and Freeways Subcommittee will be held on a special date, **December 8, 2005** at 9:30 AM in the **Board Overflow Conference Room, 3rd Floor**. Please contact Renee Berlin at (213) 922-3035 or Ryan Ross at (213) 922-1079 should you have any questions or comments regarding this or future agendas.

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Agenda

TDM/AQ

Los Angeles County
Metropolitan Transportation Authority

TRANSPORTATION DEMAND MANAGEMENT/AIR QUALITY SUBCOMMITTEE

Location of Meeting

**Pasadena Conference Room –
22nd Floor**

- | | | |
|----------|--|--------------------------------|
| 1 | Call to Order/Roll Call
<i>1 min</i> | Action
(Mark Yamarone) |
| 2 | Approval of Minutes
Minutes of
<i>1 min</i> | Action
(Subcommittee) |
| 3 | Chairman's Report
<i>10 min</i> | Information
(Mark Yamarone) |
| 4 | Metro Ridesharing programs. | Cossette Stark, Metro |
| 5 | Update on Prop A and C guidelines | Patricia Chen, Metro |
| 6 | New Business and Next Meeting | |

Please call Rufina Juarez at (213) 922-7405 or e-mail her at "juarezr@metro.net", if you have any questions concerning the agenda or would like to add an item.



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Attachment 2

Subcommittee Actions

Disposition of November Subcommittee Actions

BOS:

November 15th Meeting

No Actions

LTSS:

Did not meet in November

Streets and Freeways:

November 17th Meeting

No Actions

TDM/AQ:

November 16th Meeting

- Motion: "That the TDM/AQ Subcommittee support the staff recommended changes to the Proposition A and C Local Return Guidelines with the following two additions:

That Prop. A/C Local Return Funds may be used as "Local Match" for eligible pedestrian and bicycle safety improvement projects funded by the Hazard Elimination and Safety grant program.

That Prop. A/C Local Return Funds may be used to design and install traffic signals required to provide safe pedestrian access to transit stops. "

Motion by Robert Newman (City of Santa Clarita), Seconded by Chris Park (Waner Center TMO). Passed Unanimously

Attachment 3

Draft November 2, 2005 TAC Minutes
Sign-In Sheet
Handouts

Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call

Renee Berlin (Chair) called the meeting to order at 9:40 a.m. Randy Lamm (Metro) took roll and declared a quorum was present.

2. Agenda Reports By Standing Committees

BOS (Brynn Kernaghan)

- Met on October 18th;
- Received reports on:
 - Access Services Inc. (ASI) By-law changes that will be presented at its annual meeting on November 16th;
 - Metro December service changes;
- Updates on:
 - Legislation;
 - Long Range Transportation Plan (LRTP);
- Action:
 - Adopted STA eligibility test results;
- Next Meeting November 15th

LTSS (Joyce Rooney)

- Met on October 27th;
- Actions:
 - Combined November and December meetings into one meeting on December 1st;
 - Approved a fund allocation chart for UFS participants;
 - Discussed formation of Proposition A Incentive Reserve Fund working group to develop guidelines for accessing reserve funds that are available to the cities for capital expenses
- Received reports on:
 - ASI By-law changes that will be presented at its annual meeting on November 16th;
 - NTD audits – most cities passed;
 - ASCE L.A. County Infrastructure Report Card;
 - Proposition A Recreation trip requirements;
 - 5310 application process
- Update on:
 - LRTP
- Next Meeting on December 1st.

Streets and Freeways (Ed Norris)

- Met on October 20th;
- Actions:
 - Approved holding a special meeting on December 8th to consider action on the revised Propositions A and C Local Return guidelines. This date will follow the conclusion of the public outreach period;
- Discussed:
 - Sub-regional submittals on unfunded priority projects for the LRTP;
- Received reports on:
 - TIP sheets
 - Caltrans
 - HES/Safe Routes to School grant criteria;
 - Inactive project list;
 - Status of L.A. County System Highway Improvements;
 - SAFETEA-LU funding analysis;
 - TDA Article 8 hearings;
 - Go California workshop;
- Next meeting will be held on November 17th.

TDM/AQ (Mark Yamarone)

- Subcommittee did not meet in October;
- The next regular meeting will be held on November 16th.

3. Consent Calendar (Renee Berlin)

Moved by Joyce Rooney (LTSS), seconded by Ed Norris (City of Long Beach), motion to approve the minutes. The motion carried.

4. Chairperson's Report (Renee Berlin) Handout

- Ms. Berlin welcomed Dan Beal as the new primary member for the Auto Club. He is replacing Steve Finnegan, who has new job duties. She distributed the updated TAC membership roster.
- The fourth annual Mobility 21 Summit is being held November 14, 2005 at the Long Beach Convention Center. Leon Penneta will be the speaker. For those who haven't already paid, registration is now \$150;
- Metro released the draft final EIR/EIS for the proposed Expo LRT for the 45-day comment period. The comment period ends November 28th. The Board is expected to certify the document at their December 15th meeting. Metro is conducting three open houses:
 - November 2nd from 5-8 p.m. at the Veterans Memorial Auditorium in Culver City
 - November 3rd from 5-8 p.m. at West Angeles Church
 - November 9th from 5-8 p.m. at the Muses Room in the Wallis Annenberg Building in Exposition Park
- On October 3rd, the Metro FSP Big Rig Tow Service started a two-year demonstration project using two Metro-owned heavy-duty tow trucks. The service will operate from 5 a.m. – 7 p.m., Monday-Friday, exclusively on the I-710 Freeway from Pacific Coast Highway to just north of the I-5 Freeway, an 18 mile segment;
- At the October Board meeting, Mayor Villaraigosa announced that the APTA five-member independent peer review panel, formed to examine the safety of constructing a subway under Wilshire Blvd., preliminarily concluded, "without any objection," that it would be safe to build a subway beneath Wilshire Blvd. beyond Western. Three members of the panel were named by APTA; two were recommended by the National Academy of Sciences and selected by Congressman Waxman. They have expertise in tunneling, engineering, transit construction, rail operations and underground safety. A written report is due in November;
- Supervisor Molina offered a motion to be voted on in November/December Board Cycle, that would rename the Eastside Extension to the "Edward R. Roybal Metro Gold Line Eastside Extension";
- FY 05 year-end financials showed that sales tax revenues were \$1.587 million or 4.3% greater than the budget and 7.4% greater than FY 04;
- The Metro Orange Line opened to the public last weekend. Approximately 83,000 patrons took advantage of free rides;
- At last month's TAC meeting, members requested information on CMAQ and RSTP funding and how funds were programmed. On October 27th, this information was emailed to all Committee members;
- TAC Subcommittee chairs met prior to the TAC meeting. They discussed the Propositions A and C Local Return guidelines and the Proposition A Incentive allocation process;

- The 90-Day Rolling Agenda was distributed. Members were requested to review the agenda and let Ms. Berlin know if there were items of interest that members wished to agendize;

October 27th Board Meeting

Approved:

- The CEO to enter into an MOU with Caltrans for construction and construction support for Phase 1, Priority 1 Soundwalls on the southbound SR-170 from Saticoy to Roscoe;
Authorized the CEO to execute:
 - An amendment with Caltrans for Right-of-Way and Right-of-Way support for Phase 1, Priority 1 packages 2 and 3 of the Soundwall program on the eastbound and westbound I-210 Freeway from Citrus Avenue to Big Dalton Wash and on the eastbound and westbound I-210 Freeway from Rosemead to Baldwin Ave;
 - An amendment for construction of a demonstration Soundwall on the westbound I-10 Freeway from Military to Motor Avenue for an amount not to exceed \$389,525, which increases the MTA contribution from \$750,000 to \$1.1 million;
 - An amendment to Metro policy for programming Highway cost changes to include Soundwall cost changes of up to \$1 million per package;
- Todd Campbell, Vice Mayor of the City of Burbank, to replace Stacey Murphy on the San Fernando Valley Service Sector Governance Council;

Approved on Consent:

- Award of a Design-Build contract for construction of Soundwalls on the SR 134 freeway between Louise Street and Harvey Drive in Glendale;
- Authorized the CEO to execute MOUs with service providers administering the Immediate Needs General Token Relief and Support for Homeless Re-Entry program (SHORE) for up to five years subject to the following:
 - Future year funding subject to availability of funds and approval by Board through Budget Process;
 - Staff will implement recommendations of an interim NTP evaluation that will be presented to Board once completed;
 - Funding will be provided as follows and approved by the Board in FY 05 and FY 06 budgets:
 - Immediate needs – first the FY 06 - \$2.5 million
 - Immediate needs International Institute of LA – FY 06 \$2.5 million
 - General Relief Token Program – County of Los Angeles Department of Public Works FY 05 and FY 06 \$700,000 annually
 - SHORE – Shelter Partnership Inc. – FY 05 & 06 -- \$350,000 annually

5. Legislative Update (Raffi Hamparian/Kimberly Yu, Metro)

Federal Update

Mr. Hamparian discussed the Appropriations Bill for FY 06, for which both houses of Congress have finished consideration of their respective measures. The House made no earmarks in either the New Starts or Bus programs, while the Senate did make earmarks. The reverse is usually the case. The House will name conferees as soon as this Friday, with a Conference Committee scheduled in the next few weeks. If a Conference Committee does not meet by November 18th, when the current continuing resolution expires, it is likely that the Appropriations measure will be delayed until after January, when Congress reconvenes.

Concerning Reauthorization, SAFETEA-LU has resulted in authorizers appropriating only half of what is required. Mr. Hamparian urged that this be kept in mind when dealing with members of Congress and to understand the constraints that they are now under.

Another prominent issue is Amtrak. Congress has appropriated \$1.2-\$1.5 billion, while the Administration's budget includes no funding for Amtrak. Secretary Mineta has plans to reform Amtrak.

State Update

Ms. Yu reported that the Governor is in Long Beach to talk about Proposition 76 ("Live Within Our Means") and also about Goods Movement projects. The Administration has held several meetings concerning its proposed Goods Movement Action Plan. A Phase Two report is expected in December. To develop the Phase Two report, five working groups have been formed to look into various issues: security, environmental, infrastructure, finance and community. MTA Board member David Fleming is on the Security working group and SCAG's Mark Pisano is a member of the Community group. Meetings are planned for November 14th – 16th, November 28th – 29th, and in mid-December, all in Sacramento.

The Go California meeting occurred two weeks ago at the OCTA Headquarters building. The Administration is looking at Design/Build projects and Public-Private partnerships and is attempting to gauge opinion of this Initiative and garner public support.

A Proposition 42 Coalition meeting with all stakeholders is planned for November 15th in Sacramento. People from different agencies are urged to write or call in an effort to have Proposition 42 funding restored next year.

Ms. Berlin asked about the status of the State Implementation legislation for SAFETEA-LU. Ms. Yu said that she did not know, but would find out.

6. 2006 Los Angeles County Transportation Improvement Program (TIP) (David Yale, Metro) Handouts

Mr. Yale distributed draft copies of staff's recommendations for projects to be included in the 2006 Los Angeles County TIP. Mr. Yale stated that the 2006 Los Angeles County TIP

feeds into the State Transportation Improvement Program (STIP), which is due to the California Transportation Commission (CTC) on January 30th. The Metro Board will act on the staff recommendations on December 15th. The recommendations for the Los Angeles County TIP are:

- Approve \$618 million in funds from a source to be determined by the CEO for the list of projects distributed by Mr. Yale;
- Program \$10 million in back-up funding for TEA-21 Demo projects;
- Reauthorize an advance of Metro's 17% contribution to the Alameda Corridor East (ACE) project. Mr. Yale explained that last September the Board agreed to advance Metro's Phase Two contribution for Phase One projects, essentially an acceleration of committed funding. ACE agreed to request the funds from CTC, which they successfully did on September 29th. It is recommended that they receive the advance again for other Phase One projects. SCAG guidelines require that all actions involving the adoption of the TIP are constrained to funds that are reasonably expected to be available.

Mr. Yale stated that in addition to the \$618 million, \$205 million will be available from SAFETEA-LU in FY 09 through FY 11. He reported that no action is being recommended until the Board adopts the 2006 LRTP. These funds are being held in reserve for other needs such as the Call for Projects.

Mr. Yale highlighted several of the recommendations from the handout. The recommendations implement the LRTP and the committed State Highway program. He stated that the first seven projects on the list are previously-funded highway projects which have experienced cost increases. These projects are:

- SR-60 Carpool Lanes: I-605 to Brea Canyon Road
- I-5 Carpool Lanes: SR-170 to SR-118
- I-10 Carpool Lanes: I-605 to Puente Ave.
- I-5 Carmenita Road Interchange Improvement
- I-5 Carpool and Mixed Flow Lanes: I-605 to Orange County Line
- I-5/SR-14 Carpool Lanes Direct Connector
- I-5 Carpool Lanes: SR-134 to SR-170

The I-10 Soundwall from Citrus to Puente funding will allow Caltrans to construct the wall in its ultimate location, rather than an interim location. Funding for the I-105/Sepulveda Interchange represents Metro's proportional share of the project's cost increase, with Caltrans and the City of Los Angeles contributing their respective shares. The \$5 million for the I-710 South EIR/EIS is Metro's contribution to the total cost of the study.

Mr. Yale then discussed the Transit program. The Exposition Light Rail Project funding covers environmental work and PE for the section from Culver City to Santa Monica, as well as the first year of construction costs in FY 11. The Crenshaw Corridor funding would provide for environmental and preliminary engineering work. Funding for the Wilshire Bus-Only Curb Lane Extensions would extend the bus-only lanes. This follows the successful Demonstration project in West L.A. Funding for the Wilshire Bus Rapid Transit project was previously deferred by the Board in favor of the Expo project to Culver City. He stated that Staff's recommendation would allow work to begin on the project in FY 11. Funding for the

Blue Line Safety Crossing would provide for safety crossings along the Metro Blue Line around Compton.

Mr. Yale stated funding for planning, programming and monitoring accounts for 2-3% of Metro's county share. The STIP allows Metro to program up to 5% of its county share for this purpose. Funding for the Countywide Rideshare Program is also being submitted.

Mr. Yale discussed the TEA-21 Demonstration projects, outlined in a second handout he distributed that is Attachment B to the Board report. Congress authorized \$305.9 million for Demonstration projects in Los Angeles County, but appropriated only 93.8% of this amount. The remaining 6.2% is not going to be released by Caltrans. It is proposed that a backstop source of funding be provided for the \$18.9 million that is not being released. This will permit Caltrans to use available Obligational Authority on a first-come, first-served basis to allow the sponsor's of the projects listed in the table to receive 100% of the authorized amount. This backstop funding action would be available for two years.

Lisa Rapp (Gateway Cities COG) asked about the Congressional earmarks in SAFETEA-LU and whether or not those needed to be listed in the report. Mr. Yale responded that they did not because the report addressed only TEA-21 Demonstration projects. He concluded by saying that the goal is to focus action on the projects that are already committed.

Mark Yamarone (TDM/AQ) asked if the "Camels Nose" – the design funding for the Expo Line and Wilshire BRT project was consistent with the adopted LRTP and Short Range Transportation Plan (SRTP). Mr. Yale responded that it was consistent with the 2001 LRTP, as well as with the proposed 2006 LRTP. Ms. Berlin added that the 2006 plan is a minor update to the 2001 plan, maintaining Board priorities.

Ms. Berlin reminded TAC members that this was an action item on the agenda. She asked for a motion to concur with the staff recommendation. A motion to concur with the staff recommendation was made by Joyce Rooney and seconded by Jano Baghdadian (LTSS). The motion carried.

7. Proposals to Streamline TIP Processing (David Yale/Herman Cheng, Metro)

Mr. Cheng reported that TIP Amendment #9 was approved by Caltrans on October 24th and sent to FHWA for approval. Grace Balmir (FHWA/FTA) stated that she had reviewed the amendment and sent comments/questions to Rosemary Ayala at SCAG. There are about six projects for which she needs additional information in order to determine eligibility for funding. Once this information is received, they will proceed to approve the amendment. Ms. Balmir stated that FHWA/FTA is concerned that SCAG and Caltrans represent financial information in different manners, making it difficult to compare funding sources. Ms. Berlin asked if the process could be streamlined. Ms. Balmir replied that it has been difficult to move so many amendments through Caltrans to FHWA level. Ms. Balmir stated that Administrative amendments are not approved at the Federal level, so that is an internal issue that would need to be worked out with SCAG and Caltrans. Generally, all amendments at her level are approved within thirty days, but they can do nothing until Caltrans provides a letter stating that they have approved the amendment.

Mr. Cheng stated that if anyone had any questions, they could call him. Ms. Berlin stated that if anyone had not turned in their TIP sheets, they needed to be submitted.

8. LRTP Update (Heather Hills, Metro)

Ms. Hills reported that the goal is to have the LRTP adopted by June, 2006. The changes from the 2001 plan are minor. The main reasons for updating the plan are to reflect new forecasts of population, jobs, economics and finances. An updated plan is also essential in order to coordinate with SCAG's cycle for the Regional Transportation Plan (RTP). The new plan will have a horizon of 2030. The LRTP has three basic elements:

- Countywide perspective:
 - transportation challenges
 - financial resources
- Challenges and needs by subregion
- Modes -- the needs and potential funding for:
 - Public Transit
 - Highways
 - Arterials
 - System Management
 - Goods Movement
 - Transportation Demand Management
 - Bicycle and Pedestrian

The strategy of the plan is to have a Constrained (funded) element and a Strategic (unfunded) element. If additional funds become available in future years, the projects included in the Strategic element could potentially move into the funded plan. Both the Highway and Transit Constrained and Strategic elements are shown on pages 73 and 74 respectively of the agenda package. Additional potential projects are shown on page 75. The project funding commitments and assumptions are shown on pages 76-81. Ms. Hills briefly reviewed the LRTP schedule. The performance measures will be discussed during the

November, December Board Cycle. The results of the Financial model and the Travel Demand model will be presented to the Board in January. In March, the LRTP draft will be released for its 45- day public review period, with final adoption slated for June, 2006.

9. Congestion Mitigation Fee Nexus Study (Doug Kim, Metro)

Mr. Kim stated that he plans to provide a presentation on the proposal for the Developer Impact fee at next month's TAC meeting, with a copy of the proposal sent to TAC members prior to the meeting. Currently, the plan is to bring the proposal before the Board in June, 2006. Ms. Berlin asked for a preview of the proposal. Mr. Kim replied that the proposal will address the same general themes that TAC has already seen in more detail. Agreement from local jurisdictions is critical for implementation of the program, which would be applicable to all new development. Once revenues are collected from developers, cities would retain the revenue locally. Regional match will be discussed, as well as how this program will work with jurisdictions that have existing Transportation Impact fees.

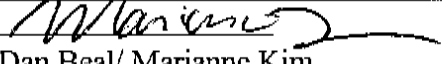
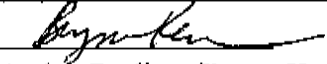

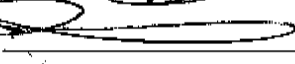
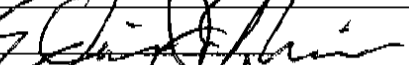
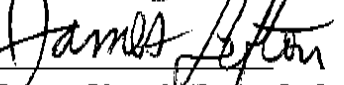
10. New Business

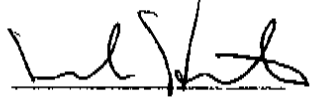
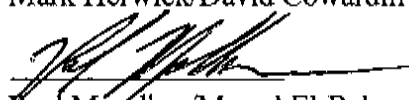
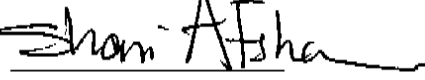
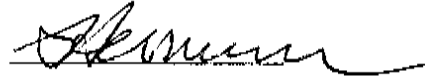
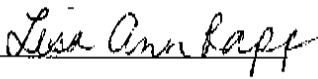
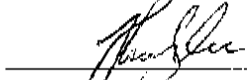
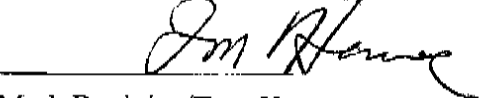
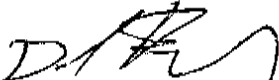
David Feinberg (Westside Cities) asked if it would be possible to agendaize at the December meeting the Metro 2006 Legislative Program Goals and Activities. Ms Berlin replied that she would have the item emailed to the TAC members.

11. Adjournment

The meeting was adjourned at 11:30 a.m. The next meeting will be held on December 7, 2005 in the Union Station Room, 3rd Floor, at 9:30 a.m.

TECHNICAL ADVISORY COMMITTEE
Sign in Sheet
November 2, 2005

AGENCY	MEMBER/ALTERNATE
AUTOMOBILE CLUB OF CALIFORNIA	1.  Dan Beal/ Marianne Kim
BUS OPERATIONS SUBCOMMITTEE (BOS)	1.  Andre Coalice/Brynn Kernaghan 2. _____ David Reyno/Dana Lee
CALIFORNIA HIGHWAY PATROL	1.  Capt. Susan Coutts/Lt. Joe Vizcarra
CALTRANS	1. _____ Raja Mitwasi /Alberto Angelini 2.  Rose Casey/ Kirk Cessna
CITIZEN REPRESENTATIVE ON ADA	1.  John Whitbread/Mitch Pomerantz
CITY OF LONG BEACH	1.  Sam Gant/Ed Norris
CITY OF LOS ANGELES	1.  James Okazaki/James Lefton 2. _____ Haripal Vir/Mike Uyeno 3. _____ Gina Mancha/Ron Olive

AGENCY	MEMBER/ALTERNATE
<p>COUNTY OF LOS ANGELES</p>	<p>1.  Mark Herwick/David Cowardin</p> <p>2.  Paul Maselbas/Maged El-Rabaa</p> <p>3.  Patrick V. DeChellis/Shari Afshari</p>
<p>LEAGUE OF CALIFORNIA CITIES</p> <p style="padding-left: 100px;">Arroyo Verdugo Cities</p> <p style="padding-left: 100px;">Gateway Cities COG</p> <p style="padding-left: 100px;">Las Virgines Malibu Conejo COG</p> <p style="padding-left: 100px;">North Los Angeles County</p> <p style="padding-left: 100px;">San Gabriel Valley COG</p> <p style="padding-left: 100px;">South Bay Cities COG</p> <p style="padding-left: 100px;">West Side Cities</p>	<p>1.  Greg Herrmann/Cathi Cole</p> <p>2.  Desi Alvarez/Lisa Rapp</p> <p>3.  Jim Thorsen/Tom Gdala</p> <p>4.  Mark Bozigian/Tom Horne</p> <p>5. _____ David Liu /Dan Rix</p> <p>6. _____ Steven Huang/Victor Rollinger</p> <p>7.  David Feinberg /Ar/lda</p>

TECHNICAL ADVISORY COMMITTEE

Attendance Roster -10/26/05

Page 3

<p>LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)</p>	<p>1.  Jano Baghdanjan/Thomas Uwal</p> <p>2.  Joyce Rooney/ Bertha Tafoya</p>
<p>METROPOLITAN TRANSPORTATION AUTHORITY (MTA)</p>	<p>1.  Renee Berlin/Randy Lamm Countywide Planning & Development</p> <p>2. _____ Carolyn Flowers/Andrea Burnside MTA Operations</p>
<p>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRRA - Ex-Officio)</p>	<p>1.  Steve Lantz/Deadra Knox</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.  Joseph Alcock/Annie Nam</p>
<p>GOODS MOVEMENT REPRESENTATIVE (Ex-Officio)</p>	<p>1.  LaDonna DiCamillo/Ron Guss</p>
<p>TRANSPORTATION DEMAND MANAGEMENT/ AIR QUALITY SUBCOMMITTEE</p>	<p>1.  Mark Yammarone/Phil Aker</p> <p>2.  Robert Newman/Brooke Geer Person</p>

**TECHNICAL ADVISORY COMMITTEE (TAC)
Attendance Record**

Updated 11/17/05

MEMBERS AND ALTERNATES (Name)	AGENCY	December	January	February	March	April	May	June	July	August	September	October	November
Steve Finnegan/ Manianne Kim (A)	AUTO CLUB		X	X		X	X		X	X		X	X
Andre Coeliacer/ Brynn Kernaghan (A)	BOS SUBCOMMITTEE	X	X	X	X	X	X	X	X	X	X	X	X
David Reynor/ Dana Lee (A)	BOS SUBCOMMITTEE	X	X	X		X	X	X	X	X	Warning!	LAPSED!	X
Capt. Bill Dance/ Joe Vizcarra (A)	CHP		X	X	X	X	X	X	X	X	X	X	X
Raja Mitwasi/ Alberto Angelini	CALTRANS	X	X	X	X	X	X	X	Warning!	X	X	X	X
Rose Casey/ Krik Cessna (A)	CALTRANS	X		X		X	X	X		X	X		X
John Whitebread/ Mitch Pomeranz (A)	CITIZEN'S REP ON ADA	X		Warning!	X	X	X	X	X	X	X	X	X
Sumi Gan/ Ed Norris (A)	LONG BEACH	X	X	X	X	X	X	X	X	X	X	X	X
James Okazaki/ James Lefton (A)	CITY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X
Heripal Vir/ Mike Uyeno (A)	CITY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X
Gina Mancha/ Ron Oliver (A)	CITY OF LOS ANGELES	X	X	X	X	X	X	X	X	Warning!	X	X	X
Mark Henrick/ David Cowardin (A)	COUNTY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X
James Bagnell/ Scott Schales (A)	COUNTY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X
Patrick DeChellis/ Oliver Gulang (A)	COUNTY OF LOS ANGELES	X	X	X	X	X	X	X	X	X	X	X	X
Gregg Hermann/ Cathi Cole (A)	ARROYO VERDUGO CITIES	X	X	X	X	X	X	X	X	X	X	X	X
Desi Alvarez/ Lisa Rapp (A)	GATEWAY CITIES COG	X	X	X	X	X	X	X	X	X	X	X	X
Jim Thorsen/ Tom Gdala (A)	LAS VIRGINES MALIBU CONEJO COG	X	X	X	X	X	X	X	X	X	X	X	X
Dan Riv/ David Liu (A)	SAN GABRIEL CITIES COG	X	X	X	X	X	X	X	X	X	X	X	X
Steve Huang / Vic Rollinger (A)	SOUTH BAY CITIES COG	X	X	X	X	X	X	X	X	X	X	X	X
David Feinberg/ Art Ida (A)	WEST SIDE CITIES	X	X	X	X	X	X	X	X	X	X	X	X
Mark Bozigian/ Tom Horne (A)	NORTH L.A. COUNTY	X	X	X	X	X	X	X	X	Warning!	X	X	X
Jano Baghdadian/ Martin Gomberl (A)	LTSS	X	X	X	X	X	X	X	X	X	X	X	X
Joyce Rooney/ Bertha Tafuya (A)	LTSS	X	X	X	X	X	X	X	X	X	X	X	X
Renee Berlin/ Randy Lamm (A)	MTA	X	X	X	X	X	X	X	X	X	X	X	X
Carolyn Flowers/ Andrea Burnside (A)	MTA	X	X	X	X	X	X	X	X	X	X	X	X
Steve Lantz/ Deadra Knox (A)	SCRRRA	X	X	X	X	X	X	X	X	X	X	X	X
Eyonnae Sells/ Kathryn Higgins (A)	SCAQMD	X	X	X	X	X	X	X	X	X	X	X	X
Joseph Alcock/ Annie Nam (A)	SCAG	X	X	X	X	Warning!	X	X	X	X	X	X	X
LaDonna DiCamillo/ Ron Guss (A)	GOODS MOVEMENT	X	X	X	X	X	X	X	Warning!	X	X	X	X
Mark Yamarote/ Phil Aker (A)	TDMAQ SUBCOMMITTEE	X	X	X	X	X	X	X	X	X	X	X	X
Robert Newman/ Brooke Geert Person (A)	TDMAQ SUBCOMMITTEE	X	X	X	X	X	X	X	X	X	X	X	X

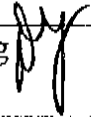
HAND OUTS



Metro

Date October 27, 2005

To Technical Advisory Committee (TAC)

From David Yale, Director of Regional Programming 

Subject SAFETEA-LU Funding Allocations for Regional Surface Transportation Program (RSTP) & Congestion Mitigation Air Quality Program (CMAQ)

Per the request of the Technical Advisory Committee at its October 5, 2005 meeting, attached are draft forecasts of available funds from the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ). These draft charts reflect annual revenues and programming for the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) legislation. In enacting SAFETEA – LU this September, Congress re-authorized federal transportation funds for FY 2004 through FY 2009. The “Prior” column reflects data for FY 2004 and 2005, which were made part of SAFETEA-LU retroactively. As you review this information, we remind you that the programming commitments reflected in the charts are a fraction of the total amount of transportation funding programmed in Los Angeles County.

Should you any questions on these charts please contact Toye Oyewole of the Regional Programming Unit of Countywide Planning and Development at (213) 922-7404.

Attached: Draft RSTP & CMAQ Forecasts

RSTP Programmed during SAFETEA-LU Period

(\$ Programmed in Thousands)

	Description	Source	Prior	2005		2006		2007		2008		TOTAL FY04-09
				2005	2006	2006	2007	2007	2008	2008	2009	
1	Estimate of Annual RSTP Funds Apportioned		216,738	104,600	104,600	112,900	118,400	119,600				672,238
2	Commitments											
3	110% STP Guarantee (80% share to cities/STPL)		59,662	29,831	29,831	29,831	29,831	29,831				178,986
4	110% FAS Guarantee (County of L. A.)		3,738	1,869	1,869	1,869	1,869	1,869				11,214
5	Subtotal STPL	Board Policy	63,400	31,700	31,700	31,700	31,700	31,700				190,200
6	Programmed											
7	CFP # Freeway, HOV, TSM, Gap Closures											
8	2206LK I-405 Carpool Lanes from SR-90 to I-10 - Design	Bd Rep #9 7/04	8,500									8,500
9	8137LK SR-60 Carpool Lanes from I-605 to Brea Canyon Rd (linked to 358, 462	CFP	1,386								20,000	21,386
10	8348 SR-14 Carpool Lanes from Pearblossom Hwy to Ave P-8	Bd Rep #9 7/04	20,114	12,319								32,433
11	8410 Soundwalls	Bd Rep #12, 9/04		9,644		14,206	21,639					45,489
12	Regional Surface Transportation Improvements											
13	6425 Sepulveda Blvd & Bike Lane Intersection Improvement	CFP	2,260									2,260
14	8048 Cahuenga Blvd Widening Magnola to Lankershim	CFP		750	7,699							8,449
15	8086 North Spring St. Bridge, LA River	CFP		500	2,362		6,236					9,098
16	8094 Realign Pier B St. for rail yard expansion	CFP	4,172									4,172
17	8402 System Preserv Needs Assess	Board Motion, 5/01	880									880
18	Transit Capital											
19	8224 Access Paratransit Uniform Scheduling System	CFP			526							526
20	Signal Synchronization											
21	6328 CCTV Camera Installation	CFP		391								391
22	Regional Bikeways and Pedestrian Improvements											
23	8182 Chinatown streetscape improvements	CFP			1,159		1,672					2,831
24	Transportation Demand Management (TDM)											
25	8418 Capacity Enhancement - System Preserv Reserve (\$5M less match)	Bd Rep #11, 9/02	37,312	23,604	23,604	25,952	29,547			4,427		4,427
26	Subtotal Call for Projects		25,719									140,842
27	LACMTA Buses	Bd Rep #6 2/04	25,719	0	0	0	0					25,719
28	Subtotal LACMTA Buses		25,719	0	0	0	0			0		25,719
29	LACMTA UFS (from \$17.5 from Orange Line)	Bd Rep #38 3/03			4,291							4,291
30	LRT Fleet Procurement	Bd Rep #6 2/04	7,700									7,700
31	ASI-Access Services, Inc.	Prior Adopted Budgets	79,879									79,879
32	ASI-Access Services, Inc.	Bd Rep #6 2/04	87,579	49,200	49,200	54,891	51,800	53,100				204,700
33	Subtotal Non-Call for Projects		214,010	104,504	104,504	112,543	113,047	109,227				653,331
34	Programmed Subtotal		2,728	96	2,824	357	5,353	10,374				18,908
35	Annual Balance		2,728	2,824	3,181	8,534						
36	Cumulative Balance											

CMAQ Programmed during SAFETEA-LU Period										DRAFT		
(\$ Programmed in Thousands)												
	PROJECT DESCRIPTION	Source	Prior	FY 06	FY 07	FY 08	FY 09	TOTAL				
								FY04-09				
1	Estimate of Annual CMAQ Funds Apportioned		277,428	127,800	136,700	142,700	144,000	828,628				
2	Gold Line Extension	SRTP				10,000		10,000				
3	Sub-total Non-Metro					10,000		10,000				
4	Eastside Corridor LRT - Capital	CF& Bd Rep #30 12/03	1,300	9,000				10,300				
5	Eastside Enhancements	Bd Rep #7, 3/05	398	6,650	3,400	2,252	1,300	14,000				
6	Expo LRT Capital	Bd Rep #6, 2/04	6,800	8,800	1,200	28,700	42,000	87,500				
7	Expo LRT Capital - additional	Bd Rep #11, 4/05		26,000	24,000			50,000				
8	Light Rail Transit Fleet Procurement	Bd Rep #6, 2/04		14,200				14,200				
9	Sub-total Metro Major Projects		8,498	64,650	28,600	30,952	43,300	176,000				
10	Bus Procurement	Bd Rep #38, 3/03		3,675	4,325			8,000				
11	Bus Procurement	Bd Rep #6, 2/04			50,600		59,100	109,700				
12	Bus Procurement (advance)	Bd Rep #7, 5/05	26,559		(26,559)			-				
13	Bus Procurement	Bd Rep #6, 2/04 (chg fr RSTP)			24,100			24,100				
14	Bus Facility Maint and Support Equipment	Bd Rep #6, 2/04	9,900				2,300	12,200				
15	Replacement for Division 10 expansion-Union Division	Bd Rep #6, 2/04			14,900			14,900				
16	Rapid Bus Capital (part of \$92.3, less \$7.85 PC25)	Bd Rep #10, 9/02	12,500	17,504	10,100	11,446	12,200	63,750				
17	Sub-total Metro Operating Capital		48,959	21,179	77,466	11,446	73,600	232,650				
18	Pasadena Gold Line - Operating	RTAA	23,100					23,100				
19	Pasadena Gold Line - Operating	Board Policy	32,700	29,500				62,200				
20	Orange Line BRT - Operating	Bd Rep #6 2/04 & #24 5/05		5,700	6,800	7,900		20,400				
21	Sub-total Metro Operating		55,800	35,200	6,800	7,900		105,700				
22	CALL FOR PROJECTS											
23	CFP # FREEWAY - HOV, TSM, GAP CLOSURE											
24	I-5 Carmelita Interchange	STIP Amend 014, 1/05	19,769			1,847		21,616				
25	I-5 Carpool Lanes from SR-118 to SR-14	CFP	3,750					3,750				
26	I-5 Carpool Lanes from I-605 to SR-91	Bd Rep #12, 9/04	60,217					60,217				
27	I-605 SR-60 Carpool Lanes from I-605 to Brea Canyon Rd.	CFP	15,156					15,156				
28	SR-14 Carpool Lanes from Pearblossom to Ave P-8	CFP	1,769					1,769				
29	I-5 Carpool Lanes from SR-170 to SR-118	Bd Rep #1, 2/03			8,529			8,529				
30	Sub-total Freeway		100,661		8,529	1,847		111,037				
31	TRANSIT CAPITAL											
32	8217 Purchase Eleven Expansion Over-the-Road Commuter Coaches	Bd Rep #12, 9/04			1,208	3,221		4,429				
33	8221 CNG Fueling and Maintenance Facility	CFP	1,617					1,617				
34	8222 Santa Clarita Transit Maintenance Facility	CFP	1,493					1,493				
35	8226 PV Transit Capital Improvement Program II	CFP	291					291				
36	8241 Pico Union / Echo Park Dash Vehicle Procurement	Bd Rep #12, 9/04		167	501			668				
37	8371 Santa Clarita Transit Expansion Buses	CFP		1,410	1,360			2,770				
38	8372 Expansion of Sierra Madre Bus Route	CFP		123				123				
39	8382 Sepulveda Blvd Bus Stop Improvement Program	Bd Rep #12, 9/04		93				93				
40	8385 El Sereno Dash Procurement	Bd Rep #12, 9/04		121	362			483				
41	8386 Bus System Alternate Fuel Facility	Bd Rep #12, 9/04		1,788				1,788				
42	Sub-total Transit Capital		3,401	3,702	3,431	3,221		13,755				
43	LOCAL TRAFFIC SYSTEM MANAGEMENT (TSM)											
44	8130 Incident Management - Traveler Information Subsystem	CFP	950					950				
45	Sub-total Local TSM		950					950				
46	TRANSPORTATION DEMAND MANAGEMENT											
47	8109 Countywide Transportation System Awareness & Satisfaction	CFP	524	273				797				
48	Sub-total TDM		524	273				797				
49	TOTAL PROGRAMMED		218,793	125,004	124,826	65,566	116,900	650,889				
50	ANNUAL BALANCE		58,635	2,796	11,874	77,334	27,100	177,739				
51	CUMULATIVE BALANCE		58,635	61,431	73,305	150,639	177,739					



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

DRAFT

**PLANNING AND PROGRAMMING COMMITTEE MEETING
NOVEMBER 16, 2005**

SUBJECT: 2006 LOS ANGELES COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: ADOPT THE 2006 LOS ANGELES COUNTY TRANSPORTATION IMPROVEMENT PROGRAM AND APPROVE RELATED RECOMMENDATIONS

RECOMMENDATIONS

- A. Approve **\$618 million** in funds from sources to be determined by the Chief Executive Officer for the following:
1. Program **\$608 million** in highway and transit capital improvements and support as shown in Attachment A;
 2. Program \$10 million of back-up funding in order to leverage up to \$19 million of unused federal appropriations for Countywide Congressional earmarks from the 1998 Transportation Equity Act of the 21st Century (TEA-21) (as shown in Attachment B);
 - Limit the provision of back-up federal funds to the amount of such funds that are encumbered for projects listed in Attachment B for the next two years (FY 2006 and FY 2007) only;
- B. Reauthorize a \$68.7 million advance of Metro's 17% contribution to the Alameda Corridor East (ACE) Phase II project for use on ACE Phase I projects using the same funding and similar terms as the original advance; and,
- C. Adopt the resolution in Attachment C certifying to the Southern California Association of Governments (SCAG) that the Los Angeles County Transportation Improvement Program (TIP) is constrained to financial resources that can reasonably be expected to be available.

2006 Los Angeles County Transportation Improvement Program

FY 2007 thru FY 2011
(000)

Project Description	Estimated Total Project Costs 06/05	Project Costs Programmed to Date	Estimated Total Costs thru 2011	Additional Funds Required thru 2011					
				Total	FY 07	FY 08	FY 08	FY 10	FY 11
SR - 60 Carpool Lanes: I - 605 to Brea Canyon Road	116,700	74,000	116,700	42,700	-	-	-	-	-
I-5 Carpool Lanes: SR-170 to SR-118	310,270	154,310	310,270	155,960	-	-	35,980	77,730	42,250
I-10 Carpool Lanes: I-605 to Puente Ave	165,970	115,800	165,970	50,220	-	-	-	16,460	33,760
I-5 Carmenita Road Interchange Improvement	247,620	186,600	247,620	61,020	-	-	-	-	-
I-5 Carpool & Mixed Flow Lanes: I-605 to Orange County Line	1,167,850	610,000	667,700	57,700	-	-	-	-	57,700
I-5 / SR-14 Carpool Lanes Direct Connector	126,600	80,940	126,600	45,660	-	-	-	39,910	5,750
I-5 Carpool Lanes: SR-134 to SR-170 (1)	489,620	300,300	416,560	116,260	-	-	-	54,620	61,640
I-10 Soundwall from Puente Ave to Citrus Ave in West Covina	8,000	4,100	8,000	3,900	-	-	3,900	-	-
I-105 / Sepulveda Interchange	11,500	10,000	11,500	1,500	-	1,500	-	-	-
I-710 South EIS/EIR	5,000	-	5,000	5,000	-	-	5,000	-	-
Exposition Light Rail Transit to Santa Monica Project (2)	78,700	50,000	78,700	28,700	5,000	5,000	5,000	-	13,700
Crenshaw Corridor Environmental & Preliminary Engineering (3)	21,000	7,100	21,000	13,900	-	3,900	5,000	5,000	-
Wishire Bus-Only Curb Lane Extensions from Federal Avenue to Westwood Blvd	1,500	-	1,500	1,500	1,500	-	-	-	-
Wishire Bus Rapid Transit Project	5,100	-	5,100	5,100	-	-	-	-	5,100
Blue Line Safety Crossing at Compton Blvd., Alondra Blvd., and Myrtle Street in the City of Compton	700	-	700	700	700	-	-	-	-
Countywide Planning, Programming and Monitoring (4)	9,102	-	9,102	9,102	-	-	-	4,484	4,618
Countywide Rideshare Program	9,560	-	9,560	9,560	-	-	-	4,360	5,200
Sub - Total				608,482	110,920	10,400	54,880	202,564	229,718
Countywide Congressional TEA 21 Earmarks	10,000		10,000	10,000	-	-	-	-	10,000
Sub - Total				10,000	-	-	-	-	10,000
Grand Total				618,482	110,920	10,400	54,880	202,564	239,718

(1) Fully funds I-5 carpool lane construction from State Route 170 to Burbank Boulevard. Partially funds construction from Burbank Boulevard to State Route 134. An estimated \$73 million in additional funding would be necessary to fully fund this last phase of construction.

(2) Assumes 50% New Starts funding for Phase II Exposition Light Rail Transit to Santa Monica.

(3) Includes Funds from SAFETEA-LU earmark for Crenshaw Corridor Project.

(4) Planning Programming Monitoring funds from the State of California must be reflected in the State TFP. Funds are to be used for existing staff and studies to be determined during Metro's annual budget processes.

I = Interstate

SR = State Route

EIR/EIS = Environmental Impact Report/Environmental Impact Study

Los Angeles County High Priority Projects from the Transportation Equity Act of the 21st Century (TEA-21)
(\$000)

Project Sponsor	TEA-21 Description	Authorized	NO Obligation Authority Provided (6.2%)	Obligation Authority Provided (93.8%)	Obligation Authority Obligated	Balance (OA Provided Unobligated)
LA City	CONSTRUCT SANTA MONICA TRANSIT PARKWAY	17,000	1,054	15,946	15,949	(3)
LA City	IMPROVE STREETS IN CANOGA PARK AND RESEDA AREAS, LOS ANGELES	1,000	62	938	593	345
LA City	UPGRADE ACCESS TO SYLMAR/SAN FERNANDO METROLINK STATION AND WESTFIELD VILLAGE, LOS ANGELES	375	23	352	219	133
LA City	CONSTRUCT BIKE PATH BETWEEN SEPULVEDA BASIN RECREATION AREA AND WARNER CENTER/CANOGA PARK, LOS ANGELES	1,873	116	1,757	0	1,757
LA City	IMPROVE ROADWAY TO PROVIDE ACCESS TO HANSEN DAM RECREATION AREA IN LOS ANGELES	750	47	704	704	0
	LA City Subtotal	20,998	1,302	19,696	17,465	2,231
LA County	CONSTRUCT PHASE 3 OF ALAMEDA STREET PROJECT, LOS ANGELES	2,500	155	2,345	0	2,345
LA County	CONSTRUCT I-5 RAIL GRADE CROSSINGS BETWEEN I-605 AND STATE ROUTE 91, LOS ANGELES AND ORANGE COUNTIES	15,090	936	14,154	1,100	13,054
LA County	CONSTRUCT LOS ANGELES GATEWAY CITIES NHS ACCESS	6,600	409	6,191	1,006	5,185
	LA County Subtotal	24,190	1,500	22,690	2,106	20,584
Metro	CONSTRUCT OCEAN BOULEVARD AND TERMINAL ISLAND FREEWAY INTERCHANGE IN LONG BEACH	15,000	930	14,070	1,360	12,710
Metro	UPGRADE SR 2 SOUTHERN FREEWAY TERMINUS AND TRANSPORTATION EFFICIENCY IMPROVEMENTS TO GLENDALE BOULEVARD IN LOS ANGELES	12,000	744	11,256	0	11,256
	Metro Subtotal	27,000	1,674	25,326	1,360	23,966

Los Angeles County High Priority Projects from the Transportation Equity Act of the 21st Century (TEA-21)
(\$000)

Project Sponsor	TEA-21 Description	Authorized	NO Obligation Authority Provided (6.2%)	Obligation Authority Provided (93.8%)	Obligation Authority Obligated	Balance (OA Provided Unobligated)
SGVCOG	CONSTRUCT ALAMEDA CORRIDOR EAST PROJECT	9,563	593	8,970	8,614	356
SGVCOG	CONSTRUCT ALAMEDA CORRIDOR EAST, SAN GABRIEL VALLEY	2,205	137	2,068	1,965	103
SGVCOG	CONSTRUCT HIGHWAY GRADE SEPARATION/OTHER IMPROVEMENTS FOR GATEWAY FOR AMERICA PROJECT IN SAN GABRIEL VALLEY	100,000	6,200	93,800	94,208	(408)
SGVCOG/LA County	UPGRADE AND SYNCHRONIZE TRAFFIC LIGHTS IN THE ALAMEDA CORRIDOR EAST IN LOS ANGELES	17,250	1,070	16,181	15,802	378
SGVCOG/LA County	CONSTRUCT NOGALES STREET/RAILROAD STREET GRADE SEPARATION IN LOS ANGELES COUNTY	6,500	403	6,097	6,264	(167)
	SGVCOG Subtotal	135,518	8,402	127,115	126,853	262
Alameda Corridor Transportation Agency	CONSTRUCT GRADE SEPARATION PROJECT AT REDONDO JUNCTION, LOCATED IN THE NORTH END OF AN INTERMODAL CORRIDOR OF ECONOMIC SIGNIFICANCE, LOS ANGELES	6,650	412	6,238	6,239	0
Alhambra	RECONSTRUCT AND WIDEN MISSION ROAD, ALHAMBRA	2,438	151	2,287	198	2,089
Agoura Hills	IMPROVE STREETS AND CONSTRUCT BICYCLE PATHS, AGOURA HILLS	650	40	610	610	0
Calabasas	IMPROVE STREETS AND CONSTRUCT BICYCLE PATH, CALABASAS	750	47	704	250	454
California Science Center	CONSTRUCT THE SOUTH CENTRAL LOS ANGELES EXPOSITION PARK INTERMODAL URBAN ACCESS PROJECT IN LOS ANGELES	19,500	1,209	18,291	18,294	(3)
Caltrans	EXTEND I-10 HOV LANES, LOS ANGELES	2,205	137	2,068	0	2,068
Caltrans	WIDEN AND IMPROVE I-5/STATE ROUTE 126 INTERCHANGE IN VALENCIA	10,425	646	9,779	9,780	0
Carson	UPGRADE DEL ALMO BOULEVARD AT I-405	5,000	310	4,690	4,691	0

Los Angeles County High Priority Projects from the Transportation Equity Act of the 21st Century (TEA-21)
(\$'000)

Project Sponsor	TEA-21 Description	Authorized	NO Obligation Authority Provided (6.2%)	Obligation Authority Provided (93.8%)	Obligation Authority Obligated	Balance (OA Provided Unobligated)
Compton	IMPLEMENT CITY OF COMPTON TRAFFIC SIGNAL SYSTEMS IMPROVEMENTS	3,750	233	3,518	520	2,998
El Segundo	IMPLEMENT ITS TECHNOLOGIES IN EMPLOYMENT CENTER AREA OF CITY OF EL SEGUNDO	2,663	165	2,497	0	2,497
Inglewood	CONSTRUCT ARBOR VITAE STREET IMPROVEMENTS, INGLEWOOD	2,625	163	2,462	176	2,286
Lancaster	IMPROVE THE AVENUE H OVERPASS IN LANCASTER	4,575	284	4,291	4,292	0
Malibu	IMPLEMENT SAFETY AND CONGESTION MITIGATION IMPROVEMENTS ALONG PACIFIC COAST HIGHWAY, MALIBU	650	40	610	262	348
Palos Verdes Estates	RECONSTRUCT PALOS VERDES DRIVE, PALOS VERDES ESTATES	338	21	317	317	0
Pasadena	RECONSTRUCT LA LOMA BRIDGE IN PASADENA	2,250	140	2,111	864	1,246
Port of Los Angeles	CONSTRUCT IMPROVEMENTS TO HARRY BRIDGES BOULEVARD, LOS ANGELES	6,500	403	6,097	0	6,097
Santa Monica	CONSTRUCT PALISADES BLUFF STABILIZATION PROJECT, SANTA MONICA	6,000	372	5,628	0	5,628
Santa Monica Mountains	CREATE RECREATIONAL TRAILS IN SANTA MONICA MOUNTAINS NATIONAL RECREATION AREA FUNDS TRANSFERRED TO FHWA CENTRAL LANDS HIGHWAY DIVISION	6,000	372	5,628	0	5,628
South Gate	RECONSTRUCT THE I-710/FIRESTONE BOULEVARD INTERCHANGE	12,000	744	11,256	0	11,256
Torrance	REHABILITATE ARTESIA BOULEVARD	3,000	186	2,814	2,815	0
Westlake Village	IMPROVE STREETS AND CONSTRUCT BICYCLE PATH, WESTLAKE VILLAGE	236	15	221	0	221
	All Other Project Sponsors	98,204	6,089	92,115	49,309	42,813
	TOTAL	305,910	18,966	286,943	197,093	89,857

TAC MEMBER 'IP CONTACT
(Appointments as of October 20, 2005)

First Name	Last Name	Company	Address	City	Postal Zip Code	WorkPhone	FaxPhone	E-Mail	Representing
Desi	Alvarez	City of Downey, Dept. of Public Works	11111 Brookshire Avenue, P.O. Box 7016	Downey	90241-7016	562/904-7102	562/923-6388	dalvarez@downey.ca.org	Gateway Cities COG
Phil	Aker (A)	LADOT	221 N Figueroa Room 400	Los Angeles	90012	213/580-5429	213/580-5457	paker@dot.lacity.org	TDM & Air Quality Subcommittee
Alberto	Angelini (A)	Caltrans	100 S Main St	Los Angeles	90012	213/897-0208		Alberto_Angelini@dot.ca.gov	Caltrans
Shari	Afshari (A)	County of Los Angeles Department of Public Works	900 S. Fremont Avenue	Alhambra	91803-1331	626/458-3900	626/458-3179	SAFSHARI@ladpw.org	County of Los Angeles
Joseph	Alcock	SCAG	818 W. Seventh Street, 12 th Floor	Los Angeles	90017	213/236-1848		alcock@scag.ca.gov	SCAG
Jano	Baghdanian	City of Glendale	633 E. Broadway Rm. 300	Glendale	91206	818/548-3960	818/409-7027	j.baghdanian@ci.glendale.ca.us	LTSS
Dan	Beal	AAA	3333 Fairview Road A131	Costa Mesa	92626	714/885-2306	714/885-2331	beal.dan@aaa-calif.com	AAA
Renee	Berlin	METRO	One Gateway Plaza M/S 99-22-3	Los Angeles	90012-2952	213/922-3035	213/922-6996	berlinr@Metro.net	METRO
Mark	Bozigian	City of Lancaster	44933 N. Fern Avenue	Lancaster	93534-2461	661/723-5902	661/723-6182	mbozigian@cityoflancastrca.org	North County Trans. Coalition
Andrea	Burnside (A)	METRO	1 Gateway Plaza, MS 99-11-11	Los Angeles	90012-2952	213/922-3084	213/922-4341	burnsidea@Metro.net	METRO Operations
Rose	Casey	Caltrans	Caltrans - 07 100 S Main St	Los Angeles	90012	213/897-0362	213/897-0360	Rose_Casey@dot.ca.gov	Caltrans
Kirk	Cessna (A)	Caltrans, District 7 Local Programs	Caltrans - 07 100 S Main St	Los Angeles	90012	213/897-0784	213/897-2999	Kirk_Cessna@dot.ca.gov	Caltrans
Andre	Colaice	Culver City Bus	4343 Duquesne Ave.	Culver City	90232	310/253-6543	310/253-6513	acolaice@culvercity.org	BOS
Cathi	Cole (A)	City of Pasadena	100 N. Garfield, Room 212	Pasadena	91109-7215	626/744-3725	626/744-4757	ccole@ci.pasadena.ca.us	Arroyo Verdugo Cities
Susan	Coutts	California Highway Patrol, Los Angeles Communication Center	4016 Rosewood Ave	Los Angeles	90004	323/906-3400		scoutts@chp.ca.gov	CHP

TAC MEMBER TIP CONTACT
(Appointments as of October 20, 2005)

First Name	Last Name	Company	Address	City	Postal Zip Code	WorkPhone	FaxPhone	E-Mail	Representing
David	Cowardin (A)	Los Angeles County Dept. of Regional Planning	Coastal Studies Section, Room 1356, 320 West Temple, 13 th Floor	Los Angeles	90012	213/974-6422	213/626-0434	dcowardin@planning.co.la.ca.us	County of Los Angeles
Patrick V	DeChellis	LA County Public Works	900 South Fremont Avenue	Alhambra	91803	626/458-3900	626/458-3179	PDeChelli@ladpw.org	County of Los Angeles BNSF
LaDonna	DiCamillo	Director of Government Affairs The Burlington Northern Santa Fe Railway Company	3770 East 26 th Street	Los Angeles	90023-4506	323/267-4041	323/267-4111	LaDonna.diCamillo@bnsf.com	
Maged	El-Rabaa (A)	County of Los Angeles Department of Public Works	900 South Fremont Avenue	Alhambra	91803-1331	626/458-3943	626/458-3192	MELRABAA@ladpw.org	County of Los Angeles
David	Feinberg	City of Santa Monica's Big Blue Bus	612 Colorado Avenue	Santa Monica	90401	310/458-1975 ext. 5848	310/451-3163	david-feinberg@santa-monica.org	West Side Cities
Carolyn	Flowers	METRO	One Gateway Plaza	Los Angeles	90012-2952	213/922-2170	213/922-4341	flowersc@Metro.net	METRO
Tom	Gdala (A)	City of Calabasas	26135 Mureau Road	Calabasas	91302	818/878-4225x251	818/878-4205	tgdala@ci.calabasas.ca.us	Las Virgnes/Malibu COG
Sumi	Gant	City of Long Beach	333 W Ocean Blvd	Long Beach	90802	562/570-6618	562/570-7161	sugant@ci.long-beach.ca.us	City of Long Beach
Brooke	Geer-Person (A)	Glendale TMA	400 W. Cerritos Ave.	Glendale	91204-2706	818/543-7641	818/543-0975	glendaletma@earthlink.net	TDM & Air Quality Subcommittee
Ron	Guss (A)	President, Intermodal West Inc.	4739 South Durfee Ave.	Pico Rivera	90660	(562)347-0027		rguss@intermodalwest.com	Goods Movement
Greg	Herrmann	City of Burbank	141 N. Glenoaks Blvd., P.O. Box 6459	Burbank	91510-6459	818/238-5263	818/238-5254	gherrmann@ci.burbank.ca.us	Arroyo Verdugo Cities

34

TAC MEMBER IP CONTACT
(Appointments as of October 20, 2005)

First Name	Last Name	Company	Address	City	Postal Zip Code	WorkPhone	FaxPhone	E-Mail	Representing
Mark	Herwick	County of Los Angeles, Regional Planning	General Plan Development Section, Room 1356, Hall of Records, 320 West Temple Street	Los Angeles	90012	213/974-6418	213/626-0434	mherwick@planning.co.la.ca.us	LA Co. Regional Planning
Kathryn	Higgins (A)	SCAQMD	21865 E Copley Dr	Diamond Bar	91765	909/396-3309		Khiggins@aqmd.gov	SCAQMD
Tom	Horne (A)	City of Palmdale	39110 3 rd St. East,	Palmdale	93550	661/267-5311	661/267-5309	thorne@cityofpalmdale.org	North County Trans Coalition
Steve	Huang	City of Redondo Beach	415 Diamond Street, P.O. Box 270	Redondo Beach	90277-0270	310/372-8021		steve.huang@redondo.org	South Bay Cities COG
Art	Ida (A)	City of Culver City	4343 Duquesne Avenue	Culver City	90232-2941	310/253-6545	310/253-6513	art.ida@culvercity.org	West Side Cities
Brynn	Kernaghan (A)	Long Beach Transit	1963 E. Anaheim	Long Beach	90813	562/599-8536	562/599-8574	bkernag@lbrtransit.com	BOS
Marianne	Kim (A)	AAA	3333 Fairview Road A131	Costa Mesa	92626	714/885-2325	714/885-2331	kim.marianne@aaa-calif.com	AAA
Deadra	Knox (A)	SCRRA	700 S. Flower Street 26 th Floor	Los Angeles	90017	213/452-0209	213/452-0421	knoxd@scrta.net	SCRRA
Randy	Lamm (A)	METRO	One Gateway Plaza M/S 99-22-3	Los Angeles	90012-2952	213/922-2470	213/922-6996	lammr@Metro.net	METRO
Steve	Lantz	Southern California Regional Rail Authority	700 S. Flower Street, 26 th Floor	Los Angeles	90017-4101	213/452-0207	213/452-0421	lantzs@scrta.net	SCRRA
James	Lefton (A)	LADOT	221 N Figueroa Room 400	Los Angeles	90012	213/580-5417	213/580-5457	jlefton@ladot.org	City of Los Angeles
Dana	Lee (A)	Long Beach Transit	1963 E. Anaheim	Long Beach	90813	562/599-8571	562/599-8574	bkernag@lbrtransit.com	BOS
David	Liu (A)	City of Diamond Bar	21825 E. Copley Drive	Diamond Bar	91765-4178	909/396-5671	909/861-3117	David.liu@ci.diamond-bar.ca.us	San Gabriel Valley COG
Gina	Mancha	City of Los Angeles, Bureau of Street Services	600 S. Spring St., Suite 1200	Los Angeles	90014	213/473-4451	213/622-2375	gmancha@bss.lacity.org	City of Los Angeles

TAC MEMBERSHIP CONTACT
 (Appointments as of October 20, 2005)

36

First Name	Last Name	Company	Address	City	Postal Zip Code	WorkPhone	FaxPhone	E-Mail	Representing
Paul	Maselbas	County of Los Angeles Department of Public Works	900 S. Fremont Avenue	Alhambra	91803-1331	656/458-3902	626/458-3179	PMASELBAS@ladpw.org	County of Los Angeles
Raja	Mitwasi	Caltrans - District 7	100 S Main St	Los Angeles	90012	213/897-0362	213/897-0360	Raja_Mitwasi@dot.ca.gov	Caltrans
Annie	Nam (A)	SCAG	818 W. Seventh Street, 12 th Floor	Los Angeles	90017	213/236-1827		nam@scag.ca.gov	SCAG
Robert	Newman	City of Santa Clarita	23920 Valencia Blvd Suite 300	Santa Clarita	91355	661/284-1429	661/254-3538	mewman@santa-clarita.com	TDM & Air Quality Subcommittee
Ed	Norris (A)	City of Long Beach, Senior Traffic Engineer	333 W Ocean Blvd. 10 th Floor	Long Beach	90802	562/570-5209	562/570-7161	ednorri@longbeach.gov	City of Long Beach
James M.	Okazaki	LADOT	100 S. Main St	Los Angeles	90012	213-972-8426	213-972-5916	jokazaki@dot.lacity.org	City of Los Angeles
Ron	Olive (A)	BOSS City of LA	600 S. Spring St. Suite 500	Los Angeles	90014	213/847-5106	213/485-1267	rolive@bss.lacity.org	City of Los Angeles
Mitch	Pomerantz (A)	City of Los Angeles ADA Compliance Officer	333 S Spring Street Mail stop 760	Los Angeles	90013	213-847-9124		mpomerantz@mailbox.lacity.org	ADA
Lisa	Rapp (A)	City of Lakewood Director of Public Works	Lakewood City Hall 5050 Clark Avenue	Lakewood	90712	562/866-9771x2501	(562) 866-0505	lrapp@lakewoodcity.org	Gateway Cities COG
David	Reyno	Director of Government Relations	100 N. Barranca Ave. Suite 100	West Covina	91791-1600	626/967-2274 x275	626/915-1143	dreyne@foothilltransit.org	BOS
Daniel	Rix	City of Pasadena, Public Works & Transportation Dept.	City Hall Room 212, 100 North Garfield Avenue, P.O. Box 7115	Pasadena	91109-7215	626/744-4267	626/744-4757	drrix@ci.pasadena.ca.us	San Gabriel Valley COG
Victor	Rollinger (A)	City of Carson City Engineer	701 East Carson Street P.O. Box 6234	Carson	90745	310/952-1742	310/835-5749	vrollinger@carson.ca.us	South Bay Cities COG
Joyce	Rooney	City of West Hollywood	8300 Santa Monica Blvd.	West Hollywood	90069-4314	323/848-6370	323/848-6564	jrooney@ci.west-hollywood.ca.us	LTSS

TAC MEMBER VIP CONTACT
(Appointments as of October 20, 2005)

First Name	Last Name	Company	Address	City	Postal Zip Code	WorkPhone	FaxPhone	E-Mail	Representing
Eyvonne	Sells	SCAQMD	21865 E Copley Dr	Diamond Bar	91765	909/396-3287	909/396-3306	esells@aqmd.gov	SCAQMD
Bertha	Tafoya (A)	City of El Monte	3629 Cypress Ave.	El Monte	91731	(626) 580-2217	(626) 580-2238	biafoya@ci.el-monte.ca.us	LTSS
James	Thorsen	City of Agoura Hills	30001 Ladyface Court	Agoura Hills	91301-4335	818/597-7314	818/597-7352	jthorsen@ci.agoura-hills.ca.us	Las Virgenes - Malibu COG
Michael	Uyeno (A)	LADOT	100 S. Main St	Los Angeles	90012	213/972-4982	213-972-5916	muyeno@dot.lacity.org	City of Los Angeles
Thomas	Uwall	City of Inglewood	111 North Locust Street	Inglewood	90301	(310) 412-4347	310-412-8790	tuwal@cityofinglewood.org	City of Inglewood
Haripal	Vir	LADOT	100 S. Main St	Los Angeles	90012	213/972-8404	213-972-5916	hvir@dot.lacity.org	City of Los Angeles
Joe	Vizcarra (A)	California Highway Patrol	100 S Main Street	Los Angeles	90012	213/897-6136	213/897-0519	jvizcarra@chip.ca.gov	CHP
John	Whitbread	Westside Center for Independent Living	12901 Venice Blvd	Los Angeles	90066	310/390-3611		johm@wcil.org	Citizen Rep on ADA
Mark	Yamarone	City of Pasadena Dept. of Transportation	221 Walnut Street Room 210	Pasadena	91101	626/744-7474	626/396-7260	myamarone@cityofpasadena.net	TDM & Air Quality Subcommittee

Proposition 42 Coalition

A Transportation Stakeholder Collaboration of Business, Labor, Counties, Cities, and Transportation Representatives

EARLY OUTREACH CAMPAIGN IS VITAL

We look forward to your participation at the Fix Prop 42 strategy session on November 15 in Sacramento - the effort to preserve and permanently protect Prop 42 revenue is far from over. There is a great deal of pressure on the Governor to suspend Prop 42 revenue in the FY06-07 Budget. Discussions with regard to next year's budget are well underway and we feel an outreach campaign should begin as soon as possible. Therefore, we would greatly appreciate your assistance in advance of our strategy session with an early effort to communicate the impacts of an FY06-07 Prop 42 Suspension. **We believe that the most appropriate approach would be letters and/or phone calls to the Administration that specifically address:**

- Impacts to specific transportation projects in your region that would be delayed or permanently stalled;
- Affected jobs and impacts to the local economy;
- Risks to federal conformity/funding resulting from another full suspension;
- Effects on local self-help programs in the face of a full suspension;
- Environmental concerns or other quality of life impacts;
- Any other specific local impacts that would resonate with the Administration.

It would be ideal if your organization could respond with a phone call or letter as soon as possible. We will review the local efforts at the strategy session on November 15th.

REMINDER

Fix Prop 42 - Strategic Planning Forum
Tuesday, November 15, 2005
10:30-12:30pm
California Chamber Office, California Room
1215 K Street, Suite 1400
Sacramento, CA 95814

If you haven't already responded, please join us for a kick-off planning and strategy session to permanently close the loopholes in Prop. 42. As a coalition of labor, business, local government, and transportation authorities we made great strides last year to halt the diversion of Prop 42 revenue and, for the first time since it was passed by the voters, the Governor passed a budget with \$1.4 billion in Prop 42 funding for vital transportation infrastructure projects statewide.

However, the mission of the Fund Prop 42 Coalition will not be fulfilled until a permanent fix for Prop 42 is in place. Please join us to continue the momentum and reach our ultimate goal of protecting Prop. 42 funding going forward.

November 15 Agenda will include:

- Review of past efforts to Fix Proposition 42,
- Preview of 2006 State Budget condition,
- Assessment of the impact on the 2006 STIP resulting from a full suspension
- Discussion of Prop. 76 - How does budget strategy change if 76 passes? Fails?
- Other efforts to Fix 42
- 2006 session/promised focus on Transportation - what can we expect?
- Development of an action-oriented strategy for 2006

Please R.S.V.P. your attendance to Darci King at Smith & Watts Co at dking@smithwattsco.com. Thank you for your continued leadership in the Proposition 42 Coalition.

Kindest regards,

Mike Lawson
Transportation California

Kris Murray
Orange County Transportation Authority

Mark Watts
Smith Watts & Co.

With increased demand on its highways, ports and neighborhoods, Los Angeles is facing a transportation crossroads.

This event will explore the impact of transportation on the economy, the environment, and the quality of life in Los Angeles. It will also discuss the challenges of securing transportation infrastructure as part of homeland security efforts. Join leaders from transportation business, government and the community to talk about solutions to the transportation issues facing Los Angeles.

What is Mobility 21?

Mobility 21 was created in 2002 to bring together leaders from transportation, government, business, labor and the community to develop solutions to transportation issues facing Los Angeles County. Members of the Mobility 21 coalition have also made their voices heard in Sacramento and Washington, D.C. as advocates for more investment in transportation for Los Angeles. Mobility 21 is presented by the Los Angeles Area Chamber of Commerce and Los Angeles County Metropolitan Transportation Authority in partnership with the Automobile Club of Southern California.

Learn how to become part of Mobility 21 and its efforts to keep Los Angeles County Moving Together at www.mobility21.com.

Attachment 4

Legislative Program Board Report



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

13

**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
NOVEMBER 17, 2005**

SUBJECT: THE 2006 LEGISLATIVE PROGRAM GOALS AND ACTIVITIES

ACTION: ADOPT THE 2006 FEDERAL AND STATE LEGISLATIVE PROGRAM

RECOMMENDATION

Adopt the proposed 2006 Federal and State Legislative Program.

ISSUE

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

POLICY IMPLICATIONS

The role of the legislative program is to fulfill the agency's goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the state and federal levels. Specifically, the program provides a working framework for staff regarding priorities, goals and activities during the coming legislative cycle. To achieve these goals, staff will implement a legislative strategy of consensus building and coordination with transportation stakeholders throughout the City of Los Angeles, the additional 87 cities in the County, Los Angeles County, the State of California and with Federal officials.

OPTIONS

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

FINANCIAL IMPACT

Some of the proposed legislative initiatives may provide additional funding for countywide transportation programs and projects.

BACKGROUND

Each year, staff prepares a legislative program for adoption by the Board of Directors. The program is developed with input from the agency's technical staff and representatives in Sacramento and Washington. This report contains the proposed 2006 Legislative Program. The program will serve as a blueprint and guide for pursuing the authority's legislative proposals and strategies.

In 2005, the agency faced a number of critical legislative challenges. All levels of government are currently working to address the severe economic challenges resulting from federal, state and local government shortfalls. This economic shortfall will likely color discussion and debate on almost every other issue facing the agency in 2006.

In the coming year, the U.S. Congress and the Executive Branch will consider the agency's FY 2007 transportation appropriations requests. In addition, work may continue on the technical corrections bill for the SAFETEA-LU reauthorization bill.

At the state level, the Schwarzenegger Administration and the Legislature will introduce measures at the beginning of the year related to the State Budget, the California Performance Review and the San Francisco Bay Bridge. There will be significant focus and debate on efforts to revive the state's economy and protect and preserve funds allocated for transportation purposes. The 2005-2006 State Legislative session will see a continuation of the unprecedented challenges, as the State Budget is expected to experience continued deficits. The Legislature recently approved a bond measure backed by tribal gaming revenues that will begin to repay loans made from transportation funds. Although these measures will begin the process of reestablishing transportation funding, it is anticipated that the State will continue to seek to utilize transportation funds to balance the budget. Additionally, it is possible that the Governor may recommend mid-year spending reductions. Protecting against the impacts of the State Budget Deficit has become the principle legislative challenge for transportation agencies statewide and represents the main goal of this year's State Legislative Program.

The agency regularly interacts with other transportation commissions and organizations representing transportation stakeholders throughout the region to coordinate services and regional transportation improvements. Regular interaction with these groups allows for coordinated policy development at the state and federal levels. Staff also interacts with business and other organizations to build support and alliances for the agency's initiatives. This effort has been enhanced through the Mobility 21 program. The Legislative Program assumes that this coordination will continue and expand during 2006.

NEXT STEPS

Government Relations staff plans to sponsor comprehensive briefings in Washington, DC and Los Angeles for Los Angeles County's Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees. In Sacramento, Government Relations staff will initiate a briefing for members of the

Legislature as well as personal and committee staff. As always, Government Relations staff will continue to seek input from members and staff on the best strategy to achieve these goals. In addition, Government Relations staff will contact state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with members of our Congressional delegation and key Authorizing and Appropriations staff to keep agency's 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.

Government Relations will continue to ensure that the agency's 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.

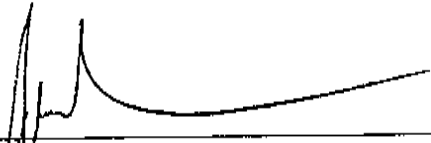
The 2005-2006 State Legislative Session is due to reconvene on January 4, 2006. The U.S. House of Representatives and U.S. Senate are scheduled to return on January 3, 2006 for the second session of the 109th Congress.

ATTACHMENT

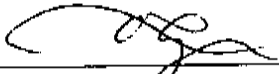
Attachment A – Legislative Program

Prepared by:

- David Kim
Director of Federal Advocacy
- Raffi Hamparian
Manager, Federal Affairs
- Michael Turner
Manager, State Affairs
- Marisa Yeager
Administrator, Federal Affairs
- Kimberly Yu
Officer, State Affairs



Matthew Raymond
Chief Communications Officer



Roger Snoble
Chief Executive Officer

2006 FEDERAL PROGRAM – 110th CONGRESS

PRIORITY ITEM: Continue to work in close coordination with officials at the U.S. Department of Transportation, Members of Congress, California State Legislators, Board Members, local officials, and all other interested parties to ensure continued appropriations for the Full Funding Grant Agreement for the Eastside Light Rail Line. This effort includes:

GOAL #1: SECURE FUNDING IN THE FY 2007 TRANSPORTATION, TREASURY AND GENERAL GOVERNMENT APPROPRIATIONS BILL

Proposed Activities:

- Secure \$100 million funding for Eastside Light Rail Line Full Funding Grant Agreement; \$10 million funding for clean fuel buses and for bus maintenance facilities improvements and support funding for Los Angeles County Municipal Operators for similar improvements; and secure \$2 million in Intelligent Transportation Systems funding in FY06.
- Explore opportunities to secure federal funds and legislative language to expedite the construction of Metro's next rail priority, the Mid-City Exposition Light Rail Project. Funding sources may be derived from federal bus and rail accounts in the annual transportation appropriations bill and/or funding sources made available in the recently adopted SAFETEA-LU (P.L. 109-59). Should legislation making technical corrections to SAFETEA-LU be considered by the second session of the 109th Congress, Metro will seek to insert language clearly defining that the City of Santa Monica is the final destination of the Mid-City Exposition Light Rail Project.
- Continue to seek federal funding for priority highway, bus and rail projects.

GOAL #2: IDENTIFY LEGISLATIVE IMPLEMENTATION FUNDING OPPORTUNITIES IN SAFETEA LU REAUTHORIZATION PROPOSALS

Proposed Activities:

- Continue to educate Congress on the countywide consensus proposal, which includes principles and priority projects, and resolutions from Mobility-21 for the reauthorization of TEA-21. Continue to distribute copies of legislative proposals to members of California's Congressional Delegation and members of House and Senate authorizing committees.
- Work cooperatively with local governments, local transit agencies, community leaders, business owners, organizations, trade associations, residents and riders groups, as well

as with other transportation agencies throughout the United States to secure funding for transportation projects and operations in Los Angeles County to ensure that transit and highway interests are well represented.

GOAL #3: SECURE POSSIBLE HOMELAND SAFETY AND SECURITY FUNDING FROM THE DEPARTMENT OF HOMELAND SECURITY

Proposed Activities:

- Support increased funding for improved safety and security systems on Metro bus and rail facilities and Municipal Bus Operators' bus facilities. These funds are available through competitive grants issued by the U.S. Department of Homeland Security.
- Work to encourage Congress to provide robust funding for federal transportation security grants to be allocated directly to local transportation agencies, thereby eliminating the need to go through the State.

GOAL #4: ADDITIONAL GOALS

- Work with the Southern California Regional Transit Training Consortium on its FY06 legislative efforts to obtain federal funds to streamline bus maintenance training for alternative fuel buses.
- Work with intercity, commuter and urban passenger rail operators to support improved funding for rail rehabilitation and modernization funds.

2006 STATE PROGRAM

Although the State Budget will dominate the 2005-2006 Legislative Session, the following traditional goals of the Legislative Program will still be maintained. Proposed activities reflect those issues anticipated to come before the State and general principles guiding legislative actions.

GOAL #1 OPPOSE CONTINUED EFFORTS TO BALANCE THE STATE BUDGET BY UTILIZING TRANSPORTATION FUNDING

Proposed Activities:

- Closely monitor state budget negotiations related to the current and next budget year deficit. The legislative strategy should be guided by the following principles:
 1. Preserve long term and immediate funding of Proposition 42 including repayment of loans and suspensions. Initiate legislation in coordination with statewide transportation interests to remove the suspension clause from Proposition 42.
 2. Preserve funds for Los Angeles County transportation projects.
 3. Support additional statewide revenues that would offset any reductions made through a suspension of Proposition 42.
 4. Explore support for reduction of the vote threshold for passage of local sales taxes for transportation.
 5. Support legislation or administrative actions which enhance the state's ability to support the TCRP projects; provide funding priority to projects which are in the more advanced stages of project development; limit funding to non-essential projects and advance development efforts.
 6. Maintain ability to receive repayment of funds advanced for the Metro Orange Line and the Metro Gold Line Eastside Extension.

GOAL #2: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS TO SECURE, PROTECT AND ENHANCE TRANSPORTATION FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

- Work with transportation stakeholders to develop consensus on an infrastructure bond that appropriately allocates funds to Los Angeles County projects and programs.
- Initiate efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, 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, and California Transit Association (CTA) to increase funds for transportation services, projects and programs.

- Work with the Schwarzenegger Administration, the Legislature and other transit agencies on any comprehensive workers compensation reform efforts to ensure that administrative reforms and cost saving measures are included in such proposals.
- Work with the Schwarzenegger Administration to preserve and increase flexibility in the use of transportation funds.
- Work with intercity, commuter and urban passenger rail operators to support improved funding for rail rehabilitation and modernization funds.
- Support legislation and policies that enhance the efficiency of goods movement.
- Work with other county transportation commissions in the region to secure new funding for regional rideshare services.
- Identify and pursue opportunities for funding and to enhance authority where necessary to improve security for customers, employees and property.
- Support efforts to encourage the interoperability of smart card technology while protecting the privacy of our customers.
- Support efforts to encourage smart-growth and transit-oriented development, which also preserve the authority of local agencies.
- Support efforts to clarify the oversight responsibilities of the Public Utilities Commission with respect to rail transit and improve the administration of PUC regulations.

**GOAL #3 SUPPORT LEGISLATIVE AND REGULATORY ACTIONS WHICH
ENHANCE THE ABILITY TO DELIVER TRANSPORTATION SERVICES IN
LOS ANGELES COUNTY**

Proposed Activities:

- Pursue legislation that facilitates the development of highway projects, in cooperation with Caltrans, using the design build contracting method.
- Sponsor legislation that revises and streamlines current procurement processes and policies.

- Advocate for correction of northern and southern California transportation funding inequities through legislative proposals introduced in the Legislature and through administrative actions at the California Transportation Commission. Seek support from other Southern California transportation agencies for specific legislation to correct these inequities through application of the North/South Split on transportation funding programs.
- Support legislation to expand the flexibility of the use of Grant Anticipation Revenue Vehicle Program (GARVEE Bonds).
- Identify and pursue opportunities for additional funding for Southern California transportation projects.
- 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.
- Support efforts to provide flexibility to agencies with collective bargaining agreements in negotiating meal and rest periods for transit operators.
- Preserve the authority of the agency in regional transportation funding decisions.
- Protect and enhance the authority of local agencies granted through SB 45.
- Work with Governor Schwarzenegger, his Administration, the Legislature and the California Transportation Commission to support initiatives and transportation issues of importance to Los Angeles County. Work with and brief leadership, the chairs and new members of legislative committees and members of the Los Angeles County delegation on transportation issues relative to Los Angeles County and the agency's role.

Attachment 5

Extension Project Status Reports List of Sponsors/Projects

TAC - December 7 - 9:30 AM - Union Station Conference Room 3rd Floor

Name	Agency	Project #	Project Name
Ken Husting	LADOT	6390	Sepulveda Blvd. From Centinela Ave. to Lincoln Blvd.
Ken Husting	LADOT	6425	Sepulveda Blvd. & Bike Ln. Intersection Improvement
Gerald Tom	Santa Monica	6327	Ocean Ave. Signal System
Vahik Vartanians	LADOT	6393	East Downtown Truck Access Improvements
Jeff Pletyak	LA County	2214	Pacific Coast Highway Traffic Management System
Jeff Pletyak	LA County	2314	East San Gabriel Valley SOM Pilot Project
Jeff Pletyak	LA County	2315	Pomona Valley Traffic Signal Forum Improvement Project
Jeff Pletyak	LA County	2316	SELAC-Traffic Signal Synchronization Corridors Project
Jeff Pletyak	LA County	2318	West San Gabriel Valley Signal SOM & Bus Speed Improvements
Jeff Pletyak	LA County	4221	Gateway Cities Traffic Signal Corridors Project, Phase II
Jeff Pletyak	LA County	2356	South Bay Signal Synchronization & Bus Speed Improvements
Charles Bergson	Compton	6297	Compton TMOG & Retrofit of City Traffic Signal System
David Johnson	Pomona	2346	Pomona Regional Transit Center Security System Project

From the June 1, 2005 TAC meeting minutes

7. Call for Projects Deobligation Appeals (Handouts)

Ms. Berlin reviewed the process for hearing the appeals and the previously adopted TAC member protocol for the Call for Projects. She briefly reviewed the protocol, which states that TAC members or Alternates are encouraged to have someone other than themselves provide oral testimony if they are affiliated with a project sponsor. Motions from one agency or jurisdiction must have seconds from a separate agency or jurisdiction. TAC members and alternates should be careful in participating in TAC discussions concerning their agency projects. Any discussion involving the public shall be limited and public speakers will be allowed only when acknowledged by the TAC Chairperson. TAC discussions and motions are intended only for TAC member participation.

Ms. Berlin distributed a revised listing of closed, audited or canceled projects for which sponsors are not disputing the recommendation for deobligation. Ms. Berlin then briefly the format for project sponsor appeals. Public participation was limited to presentations and answering questions. Appellants were granted three minutes for presentations, then two minutes for TAC members to ask questions. All motions will be held until the end. The staff response to the TAC recommendations will be presented at the July 6th TAC meeting.

Ms. Berlin informed TAC members that project 4068 (City of LA – Trip Information) with an audit savings of \$21,000, was recently added to the list. She also mentioned that on the back of the revised project savings list, there is a footnote on the bottom of the page, which lists Project 8032 (City of LA, Sepulveda Tunnel under Mulholland). The City of Los Angeles cancelled the construction phase of this project. Metro already reprogrammed the funds to previously “underrated” Call for Project projects.

The following appeals were made by project sponsors:

- **Project: 6327: Ocean Avenue Signal Synchron (Gerald Tom, Transportation Engineer, City of Santa Monica)**

Ms. Berlin informed TAC members that the project was awarded funding in the 2001 Call for Projects and the scope is to upgrade signalized intersections and install Closed Circuit TV (CCTV). Mr. Tom stated that he was asking for an extension to the lapsing deadline. This project, originally scheduled for completion in FY 04, received \$337,000. The segment of Ocean Avenue within the project limits is heavily used by transit. The current schedule for project completion is Summer 2006. Mr. Tom requested a two-year extension through FY 07. The project was delayed pending completion of the Citywide Communication Master Plan, which started in 2003. Mr. Tom also wants to integrate the project with the Downtown Communication Infrastructure Project.

Mr. Tom briefly reviewed the revised project schedule. A design consultant was selected in Summer 2004; Plans, Specifications, and Estimates (PS&E) is scheduled to be completed by December 2005. The construction contract will be awarded in Spring 2006, with project completion in Summer 2006. The extension request includes an additional year for review process and unexpected delays.

Pat DeChellis (County of Los Angeles) asked for confirmation that the project concept is defined and that only the design needs to be completed. Mr. Tom explained that new Ethernet communication technologies have emerged in the last few years that improve the project, but incorporation of these caused delay. Mr. DeChellis asked if Mr. Tom is aware of any outstanding issues that would delay the project. Mr. Tom answered that there are none.

- **Project: 2214: Pacific Coast Highway (PCH) Traffic Management System (Bill Winter, Los Angeles County Department of Public Works--LADPW)**
Ms. Berlin indicated that this project received a 2-year extension 2 years ago. Mr. Winter described the project scope of work and limits. It extends on PCH between and includes some arterials bounded by Trancas Canyon and the McClure Tunnel. The project also involves other arterials bounded by Route 101, the McClure Tunnel, and Topanga Canyon. The project intent is to enable Caltrans to remotely monitor and control traffic signals under their jurisdiction from their Traffic Management Center. The project will initially be monitored by (CCTV VDS). The project includes installation of closed-circuit television video surveillance (CCTV VDS), changeable message signs, and highway advisory radio deployment. Of the grant total, \$765,000 is subject to lapse.

Project delays are related to the fact that this was originally a Caltrans project, then the County accepted management responsibility. Caltrans approval of the project elements and obtaining Caltrans encroachment permits has contributed to project delays. Much of the work will be deployed by Caltrans by force account. Most of the plans are complete; others are before Caltrans for review. Mr. Winter is requesting a one-year extension through July 2006.

James Okazaki (City of Los Angeles) asked the project status. Mr. Winter responded that the County has been working with Caltrans for 6 months on encroachment permits for the changeable message signs. Mr. Winter expects to advertise for installation by the end of the calendar year. Ms. Berlin asked the cause of the project delay this year. Mr. Winter responded that technology changes affected the project schedule, as did the structure of the County working under Caltrans direction.

Mr. Okazaki asked why the project was transferred from Caltrans to the County for management. Mr. Winter responded that a consultant was best equipped to manage the project and the County was in a better position to hire a consultant.

Ms. Berlin asked if the one-year extension is sufficient to complete the project. Mr. Winter responded that both the County and Caltrans are comfortable with

that schedule. He added that this is a showcase project for the Caltrans PCH Safety Task Force.

Mr. DeChellis commented that the project serves very little unincorporated area of the County. The jurisdictions served are primarily the cities of Malibu, Santa Monica, and Los Angeles. Mr. Winter clarified that the project does serve some unincorporated county areas, such as the Topanga corridor. The principle deployment routes are the state highways. The changeable message signs are primarily on the Route 101 Freeway.

- **Los Angeles County Traffic Forum Projects (Bill Winter, Los Angeles County Department of Public Works)**

**Projects: 2314: East San Gabriel Valley SOM Pilot Project;
2315: Pomona Valley Traffic Signal Forum Improvement Project;
2316: SELAC Traffic Signal Synchronization Corridors Project;
2318: West San Gabriel Valley Signal SOM and Bus Speed**

Improvements;

**4221: Gateway Cities Traffic Signal Corridors Project Phase II;
2356: South Bay Signal Synchronization and Bus Speed**

Improvements;

Ms. Berlin explained that projects 2314, 2315, 2318, and 2356 were funded through the 1995 Call for Projects, and project 4221 was funded through the 1997 Call for Projects. Metro has provided extensions for these projects totaling as much as 5 years. Approximately \$14 million is subject to deobligation. Metro is uncomfortable with providing any further administrative extensions. Mr. Winter explained that these are forum projects that are administered by the County on behalf of the cities in the forum areas. There are six Memoranda of Understanding (MOU) involved. The Grand total of all six MOUs is \$120 million, with \$14 million subject to lapse representing the funds that have not been obligated. Considerable progress has been made. The key element is the Information Exchange Network (IEN) linking agencies to allow for signal system coordination and multi-jurisdictional sharing of traffic information.

The projects subject to deobligation largely involve the local control and monitoring of intersections. These are highly technical contracts involving many jurisdictions.

Several cities in the forum area desire to procure their own signal systems, and the County supports these procurements. The involved cities are Claremont, Diamond Bar, Downey, La Verne, Norwalk, San Dimas, Santa Fe Springs, South Gate, and Torrance. Deobligation of city traffic control systems and construction contracts would create gaps.

Deobligation would affect the following categories of projects:

- Traffic signal synchronization projects (TSSP)

- Intelligent Transportation Systems (ITS) projects related to signal synchronization
- ITS projects for fiber leased lines and wireless systems
- CCTV at selected intersections

The three TSSP projects are in final design and plan approvals are forthcoming from the cities. Advertising is expected later this summer. These are more traditional construction contracts and funds for these projects total \$1.9 million.

The fiber and CCTV projects (roughly \$7.4 million) are in final design and are nearly complete. The County is seeking time extensions varying from 18 months to 24 months.

Carolyn Flowers (Metro Operations) asked if project 2314, the East San Gabriel Valley SOM Pilot project with \$100,000 identified for deobligation, would that cause the other projects to have problems. Jane White (LADPW) explained that these funds are for a support contract. Ms. Flowers then asked if the support system would be in place for all projects. Mr. Winter said that this varies.

Jano Baghdanian (LTSS) asked if the system architecture, should it be funded, will it provide all the desired communication. Ms. White answered that once the current IEN contracts are complete, the architecture for communication is 100% complete. Mr. Baghdanian asked if any foreseen problems will prevent local jurisdictions from using the IEN. Ms. White said that the County does not foresee any problems. Ms. Berlin commented that the BiTrans system testing is progressing.

Mr. Okazaki asked if such a complicated project can be unified with the final \$14 million investment. He asked if Metro or the subregions will need to contribute more funds to ensure the system functions. Mr. Winter responded that the County does not anticipate cost overruns. Mr. Okazaki asked about the long-term vision for maintenance. Mr. Winter commented that firm case-by-case agreements with cities for maintenance have not been established. The County just opened a new traffic management center.

Ms. White commented that the new, proven wireless technologies allow simpler implementation than earlier fiber networks required. Mr. DeChellis asked, hypothetically, what would happen to air quality projections if these projects are deobligated. Mr. Winter responded that current Air Quality models are based on the deployment of this type of system. Mr. Okazaki asked if the countywide system will be able to adopt signal priority for Metro Rapid buses operating in unincorporated areas. Mr. Winter responded that they will. Ms. White elaborated that the County is working on two Bus Signal Priority projects, Whittier Blvd. (City of LA Transit Priority System—TPS) and Crenshaw Blvd. (Metro Bus Signal Priority—BSP), and that they are looking to expand the service to Pacific/Long Beach Blvd. and Hawthorne Blvd. Mr. Winter said that, in an unrelated project,

the County is exploring coordination of light rail operation with the County signals network.

Ms. Berlin commented that Metro provided up to five years of administrative extensions and asked what guarantees the County could offer that no further extensions will be requested. Mr. Winter responded that the County is more confident now than before that they can complete the projects on schedule. Ms. White commented that a number of county projects are 50%-80% designed and that design should be complete later this year. The second year of extension allows for construction.

- **Project: 6297: Compton Transportation management Operations Center (TMOC) and Retrofit of the City Traffic Signal System (Chuck Bergson, Public Works Director, City of Compton)**

Ms. Berlin commented that this project was funded in the 1999 Call for Projects and is recommended for a potential deobligation of \$555,000. Chuck Bergson, Public Works Director, City of Compton, commented that he is in his 3rd week on the job. He said his appeal would focus on three points for consideration: personnel, infrastructure, and financing. The City of Compton has experienced significant senior management and department head turnover in the past several years. They have not had professional and technical support staff in Public Works for a few years. Mr. Bergson said he just submitted his departmental budget that includes funding for technical support staff and he is currently recruiting for a City Engineer. There are 109 traffic signals in Compton, half of which are 1970's design or earlier. The signals have high maintenance requirements and create compatibility problems with regional projects. The \$555,000 deobligation amount is leveraged against local funds at a 7:1 ratio, meaning that Compton would lose over \$4 million in Federal dollars should these funds be deobligated. He said he is ready to start design and will have the project ready for construction in 12 to 18 months.

Ms. Berlin asked for clarification that the project has not started since it received its 1999 Call for Projects grant. Mr. Bergson responded yes. Mr. Hildebrand asked for clarification of the extension period requested. Mr. Bergson responded that two years should be sufficient. Ms. Berlin asked if Compton can provide a location for the Traffic Management Center (TMC). Mr. Bergson said that space for the TMC can be provided within the Compton City Hall. This center will be able to communicate with neighboring cities. Mr. Bergson anticipates that the City can upgrade the most critical, 30 to 40, of the 109 outdated signals.

Mr. Okazaki asked if the project includes controls as well as physical upgrades for the signals. Mr. Bergson answered that the leveraged Federal funding (\$3.75 million) will pay for hardware in addition to controls.

Desi Alvarez (Gateway Cities COG) asked for confirmation that deobligation would cause the City to lose its match, even though the match has probably been committed due to the 10-year duration. Mr. Bergson answered that Compton

would be “hard-pressed” to come-up with replacement funding, if it lost the Federal match.

Mr. Okazaki asked if the County intends to integrate Compton into its signal system. Ms. White responded that they hope to, but that they were aware of Compton’s potential lapse of funding and concluded that they could connect Compton once they completed their project. Mr. Okazaki asked if Compton would commit to integrating with the County as part of this project. Mr. Bergson confirmed that the City could make that commitment.

Mr. DeChellis commented that Federal funds require a 20% match. Mr. Bergson responded that Compton has funding for the match.

Mr. DeChellis asked for confirmation that the project had come before TAC previously. Ms. Berlin answered that the project originally had a 42 month funding period and was automatically extended 6-months to June 30th, to put it on the annual Call for Projects Recertification/Deobligation schedule. The project had not previously come before TAC to make an appeal. This is one of several projects scheduled to lapse last December and was granted an automatic extension to June.

Project: 6393: East Downtown Truck Access Improvements (Vahik Vartanian, Transportation Engineer, City of Los Angeles Department of Public Works) Ms. Berlin reported that the project was originally programmed in the 2001 Call for Projects. The project has not started, resulting in \$1,780,000 in RSTP funding subject to lapse. Mr. Vartanian explained that the project is very late in delivery. Other projects were accelerated, putting this project on the “back burner.” He said that 70% pre-design activities are complete. The project has not proceeded further because the magnitude of the Right-of-Way (ROW) takes was not properly considered and costed. The project involves six locations, with five requiring property takes. Mr. Vartanian requested a three-year extension and downscoping of the project to deliver 2 or 3 of the original 6 locations.

Ms. Berlin commented that the project sounds under funded and clarified that Metro funding would be downscoped proportionally to the project being downscoped. She asked if a viable project can be delivered after downscoping. The project relies on RSTP funds, which can complicate delivery. Mr. Vartanian offered that at least one project can be completed after downscoping.

Mr. Baghdanian asked for further description of one of the sub-projects. Mr. Vartanian explained that the projects propose widening of streets and increased turning radii for trucks. In some instances, existing buildings prevent the sidewalk from being set back. In one case where gas stations run parallel, the setbacks require elimination of a pumping station.

Mr. Okazaki commented that the projects requiring ROW takings are prohibitively expensive within the \$1.7 million budget. He suggested that by modifying the approved scope of work, alternative improvements can be made at all locations without the expensive ROW takes.

Kendrick Okuda (City Los Angeles Bureau of Engineering) confirmed that if an extension is granted and the project is re-scoped, then the Bureau will commit sufficient resources to move forward with a re-scoped project.

Mark Herwick (County of Los Angeles) asked where the new projects would occur if re-scoped. Mr. Vartanian said that the two possible projects are located at San Pedro Street between 15th and 18th Streets, and 16th Street at Central Avenue. These two projects both require ROW takes, but the land is clear and readily available. Ms. Berlin asked if the two projects can be completed with the downscoping. Mr. Vartanian said that they can. Mr. Okuda said that improvements at these two locations will provide similar benefits to those described in the project application.

Ms. Rooney asked if TAC has the authority to approve re-scoping of a previously approved project grant. Ms. Berlin answered that TAC only has the authority to make recommendations to Metro staff on whether grants should be extended. In the past, TAC has not extended beyond two years. Mr. Alvarez requested clarification about the number of intersections involved. Mr. Vartanian said that the two proposed projects address three intersections.

Mr. Norris asked how confident Mr. Vartanian is that ROW can be acquired and construction completed within two years. Mr. Vartanian said that he was fairly confident. Paul Maselbas (County of Los Angeles) asked how far along is the environmental process. Mr. Vartanian answered that environmental work had not begun, but that these are Categorical Exempt-type projects.

- **Project 6082: Web Access Vanpool Information System; and**
- **Project 6083: Commuter Channel (Sina Zarifi, SCAG)**

Ms. Berlin commented that the two projects were awarded CMAQ funding. SCAG completed the projects without receiving Caltrans Authorization to Proceed (form E-76). SCAG representatives appeared before TAC last July and received a 6-month extension to file an appeal with Caltrans and ultimately FHWA for reimbursement. Ms. Berlin announced that Sina Zarifi will present the two SCAG projects for appeal rather than the scheduled speaker as the scheduled speaker was unavailable. As he is a member of TAC, he will excuse himself from further Call for Projects appeal discussion.

Mr. Zarifi explained that both projects are complete, but that the E-76 form was not completed in an administrative oversight. SCAG is working with Caltrans to resolve questions and seeks a three-month extension to secure Caltrans reimbursement. The projects were paid for out of the SCAG general fund.

Mr. Uyeno commented that once the Caltrans District 7 Local Assistance issues are resolved, the appeal will go before Caltrans Headquarters and FHWA. It will probably take more than 3 months. Mr. Zarifi replied that the Local Assistance office can help SCAG through the whole process and that he welcomed a longer extension. Kirk Cessna (Caltrans) confirmed that the process for federal buy-off will take longer than three months. Ms. Berlin asked Mr. Cessna how long the Local Assistance office at Caltrans District 7 will take to process the exception request from SCAG before the appeal is forwarded to Sacramento. Mr. Cessna said that three months should be sufficient for local processing.

Mr. DeChellis asked why this issue was not resolved in the year since it came before TAC. Mr. Zarifi said that SCAG has been responding and this is a priority for SCAG. Ms. Berlin asked what guarantee will be made that SCAG will comply with the Caltrans requirements within the deadline period. Mr. Cessna asked Mr. Zarifi if he understood that Caltrans is asking for documentation that SCAG complied with Federal and State requirements.

- **Project 6390: Sepulveda Blvd. from Centinela Ave. to Lincoln Blvd (Ken Husting, Project Manager, City of Los Angeles DOT)**

Ms. Berlin commented that this project was granted RS'IP funds in the 2001 Call for Projects. Mr. Husting is requesting a two-year extension to complete the project. He said that delays began with community opposition. The Sepulveda widening project originally proposed an HOV lane, which faced community opposition in Westchester. The Council office asked DOT to stop work on the project and develop community-friendly improvements that still met the intent of the original grant and provide traffic relief in Westchester. DOT worked with a community task force for about six months, received City Council approval for the revised project, then submitted the revised project to Metro. The whole process took approximately one year. During that time, DOT submitted a request to Caltrans for Authorization to Proceed with preliminary engineering. At the time, Caltrans was suspending permission to proceed until October 2003. These factors contributed to the project's delay.

Mr. Alvarez asked if the revised project is for a new travel lane. Mr. Husting replied that the community associated the project with plans for expansion of LAX and organized to prevent an additional travel lane. The project as currently designed is for intersection widening improvements in the business and residential districts to improve traffic flow. Once authorization to proceed was granted, DOT began design work, which is currently 90% complete. Mr. Husting says that design will be finished by October 2005, and that construction is scheduled to be finished in March 2007.

Mr. Norris asked if community opposition was the primary reason for delay. Mr. Husting replied that it was, but that the community is now solidly behind the project. Mr. Okazaki asked if the project was requesting a two-year extension. Mr. Husting replied that he would need a one-year extension to complete design.

Ms. Berlin commented that a two-year extension would be needed to complete the project.

- **Project 6425: Sepulveda Blvd. and Bike Lane Intersection Improvement (Ken Husting, Project Manager, City of Los Angeles DOT)**

Ms. Berlin commented that this project is RSTP funded and that design funds have been obligated, but construction funds have not. It was also funded in the 2001 Call for Projects.

Mr. Husting explained that DOT submitted a Letter of Agreement (LOA) to Metro in December 2001 and subsequently began public outreach. The LOA was executed at the end of 2002. The project was originally a reversible lane between Mulholland and Getty Center Drive. Phase II was bike lanes from Mulholland to Wilshire. The community was not open to the reversible lane concept and the Council office halted the project. DOT worked with a Community task force for 9 months. The new alternative improvements include a bicycle lane from Skirball Center Drive to Bel Air Crest Road., and several intersection improvements. The task force and Council office recommend the project. DOT is ready to work with Metro to amend the scope of work and begin design. The schedule calls for PS&E completion in April 2006, and project completion in March 2008.

Mr. Husting requested a three-year extension. Ms. Berlin reminded TAC that the maximum extension is two years. Mr. Okazaki asked Mr. Husting if the project can be built in two years. Mr. Husting said that design can be expedited and that DOT can pursue concurrent construction, which should take one year. He said that two years seems doable, though he would have preferred three.

Mr. Norris asked if the project has received environmental clearance. Mr. Husting responded that the original project received environmental clearance. He says that this alternative is less intrusive and that environmental work will not be an issue.

TAC Motions:

Ms. Berlin reminded TAC members not to participate in discussions and votes related to projects in their jurisdictions.

Projects:

- # 2314 – East San Gabriel Valley SOM Pilot Project;
- # 2315 – Pomona Valley Traffic Signal Forum Improvement Project;
- # 2316 – SELAC-Traffic Signal Synchronization Corridors Project
- # 2318 – West San Gabriel Valley Signal Forum Improvement Project;
- # 2356 -- South Bay Signal Synchronization & Bus Speed Improvements;
- # 4221 – Gateway Cities Traffic Signal Corridors Project Phase II
(Los Angeles County)

Moved by Desi Alvarez(Gateway Cities COG), seconded by Jim Thorsen (Las Virgenes Malibu COG), motion to give a two year extension to June 30, 2007, with the condition of the extension that the sponsor provide updates every six months to the TAC Streets and Freeways Subcommittee and the Arterial ITS Working Group starting with the November, 2005 meeting and if necessary, to the TAC starting in November, 2005 and if necessary, to TAC in December 2005. The motion was approved.

Project # 2214 Pacific Coast Highway Traffic Management System (LA County, formerly Caltrans)

Moved by James Okazaki (City of Los Angeles), seconded by David Feinberg (West Side Cities), motion to give a one-year extension to June 30, 2006 with the condition of the extension that an update on the project's progress is provided to the TAC's Streets and Freeways Subcommittee and the Arterial ITS Working Group in December, 2005. The motion was approved.

Project # 6327 Ocean Avenue Signal System (City of Santa Monica)

Moved by James Okazaki (City of Los Angeles), seconded by Joyce Rooney (LTSS), motion to give a two year extension to June 30, 2007, with the condition of the extension that the sponsor provide updates every 6 months to the TAC Streets and Freeways Subcommittee and the Arterial ITS Working Group starting with the November, 2005 meeting and if necessary, to the TAC starting in December, 2005. The motion was approved.

Project # 6297 Compton Transportation Management Operations Center (TMOC) & Retrofit of City Traffic Signal System (City of Compton)

Moved by Andre Colaiace (Culver City, BOS), second by Robert Hildebrand (Gardena Transit, BOS), motion to give a two year extension to June 30, 2007, with the condition of the extension that the sponsor provide updates every 6 months to the TAC Streets and Freeways Subcommittee and the Arterial ITS Working Group starting with the November, 2005 meeting and if necessary, to the TAC starting in December, 2005. Additionally, Compton must integrate this project with the Los Angeles County Department of Public Works Information Exchange (IEN) project. The motion was approved.

**Project # 6082 Web Accessible Van Pool Information System (SCAG)
6083 Commuter Channel (SCAG)**

Moved by James Okazaki (City of Los Angeles), seconded by David Feinberg (West Side Cities), motion to give a one year extension to June 30, 2006 with the condition of the extension that SCAG provide Caltrans District 7, Local Assistance, with all proper documentation requested for transmittal to Caltrans Headquarters by October 31, 2005. Additionally, provide a status report to TAC at its November, 2005 meeting. The motion was approved.

Project # 6390 Sepulveda Blvd. from Centinela Ave. to Lincoln Blvd. (LA City)

Moved by Jano Baghdanian (LTSS), seconded by Pat DeChellis (County of Los Angeles), motion to give a two year extension to June 30, 2007, with the condition of

the extension that the sponsor provide updates every 6 months to the TAC Streets and Freeways Subcommittee starting with the November, 2005 meeting and if necessary, to the TAC starting in December, 2005. The motion was approved.

Project # 6425 Sepulveda Blvd. and Bike Lane Intersection Improvements (LA City)
Moved Ed Norris (City of Long Beach), seconded by Pat DeChellis (Los Angeles County), motion to give a two year extension to June 30, 2007, with the condition of the extension that the sponsor provide updates every 6 months to the TAC Streets and Freeways Subcommittee starting with the November, 2005 meeting and if necessary, to the TAC starting in December, 2005. The motion was approved.

Project # 6393 East Downtown Truck Access (LA City)
Moved by Robert Hildebrand (BOS), seconded by Jano Baghdanian (LTSS), motion to return to the July 6, 2005 TAC meeting with a clear presentation of a defined scope, meeting MTA approval, which specifies exact intersections and the respective improvements, costs, plan for completing the project in two years. The City also needs to explain how the revised scope meets the original intent as approved by the Metro Board. If not satisfied, TAC members reserve the right to recommend lapsing. The motion was approved.

Attachment 6


Caltrans Delivery Plan Requirements Memo to City Managers



Metro

November 3, 2005

MEMO TO: CITY MANAGERS AND PUBLIC WORKS DIRECTORS

FROM: FRANK FLORES 
DEPUTY EXECUTIVE OFFICER,
PROGRAMMING AND POLICY ANALYSIS

SUBJECT: **NEW DELIVERY PLAN REQUIREMENT FROM CALTRANS**

Caltrans is now requiring that all local agencies complete the attached Delivery Plan form as notice of when agencies will need federal obligation authority (OA) in the current federal fiscal year (FFY). Coordination of this Delivery Plan is part of an effort on the part of Caltrans to increase the OA allocated to them by the California Transportation Commission (CTC) for Local Assistance projects. Please complete this form and return it to us by **Monday, November 28, 2005**.

All local agencies with projects using STP-L, RSTP, CMAQ, TEA, HBRR, HES, STIP, or any other funds subject to federal OA, must include those projects in the Delivery Plan for FFY 2005-06. Please see the attached instructions for further details. Forms should be completed electronically and e-mailed to Kalieh Honish at honishk@metro.net. However, if necessary they can be faxed to Kalieh's attention at (213) 922-2476.

Should you have any questions, please contact Kalieh at (213) 922-3066. Thank you.

Attachments

- A. Delivery Plan Form
- B. Delivery Plan Instructions

Attachment 7

Caltrans Procedural Changes in Managing Obligations Memo

DEPARTMENT OF TRANSPORTATION
DIVISION OF LOCAL ASSISTANCE – MS. 1
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 653-1776
FAX (916) 654-2409
TTY (916) 653-4086



*Flex your power!
Be energy efficient!*

September 19, 2005

To: Metropolitan Planning Organizations
Regional Transportation Planning Agencies

Dear Executive Directors:

Re: Procedural Changes in Managing Obligations

By the end of each federal fiscal year (September 30), the Federal Highway Administration (FHWA) is required to certify that all unexpended project obligations are still needed for projects in order for the state to continue receiving federal funds.

In 2004, the U.S. Department of Transportation's Office of Inspector General (OIG) issued a "Report on Inactive Obligations, FHWA FI-2004-039". The report's primary focus was on projects with funds obligated and no expenditure activities for twelve months or longer. This report also indicated that approximately 20 percent of the inactive funding was no longer needed and could be deobligated to fund other transportation projects. The report was critical of FHWA and the various states' Department of Transportation for not actively seeking these unneeded funds and applying them to new projects.

California Department of Transportation Director, Will Kempton, also addressed this inactive obligation issue in a letter dated August 22, 2005. Director Kempton asked for your cooperation in our efforts in reducing the level of inactive obligations.

As of August 2005, there were approximately 2300 local assistance projects with no expenditure activity for at least one year and a total unexpended obligated balance of approximately \$486 million.

In response to the OIG's report, and in an effort to assist FHWA in certifying that all obligations are needed, the California Department of Transportation (Department) will implement the following procedural changes effective October 1, 2005:

1. If a Program Supplement Agreement (PSA) is not executed and returned by an Agency within sixty (60) days of receiving the PSA from the Department, that Agency will be unable to obtain any future approvals for any projects, including obligations and invoice payments, until all PSAs for that Agency meet the 60-day PSA execution requirement.

2. Funds for projects that do not have executed PSAs within six (6) months of the actual effective obligation date will be deobligated.
3. All new PSAs will require local agencies to submit invoices for eligible expenses at least once every six months for each project phase until all funds are expended. If an Agency does not have eligible expenses, then the Agency needs to provide a written explanation for that six month period along with the target date and target amount for the next invoice submittal. This requirement will also apply to all present existing projects.
4. At project award, if the estimated construction cost is less than the amount obligated to that project for construction cost by more than \$50,000, the excess amount will be deobligated by the Department.
5. All new requests for the obligation of federal funds will require an estimated completion date for that project phase.

The Department is working closely with FHWA to reduce the number of projects on the inactive obligation report. Reports will be sent out periodically to all regions and local agencies showing projects with an inactive obligation. We are requesting that the regions work closely with their local agencies to submit invoices for eligible costs, to deobligate excess funds not needed and to submit final invoices for projects that have been completed. Deobligated funds would be available to fund other projects.

Please contact Laura Quintana at (916) 653-7200 if you have any questions.

Sincerely,



TERRY L. ABBOTT
Chief
Division of Local Assistance

- c: Will Kempton, Director
Deputy District Directors for Local Assistance
District Local Assistance Engineers

Attachment 8

LRTP Board Report



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

8

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2005
FINANCE AND BUDGET COMMITTEE
NOVEMBER 16, 2005
EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
NOVEMBER 17, 2005**

SUBJECT: 2006 LONG RANGE TRANSPORTATION PLAN UPDATE

**ACTION: RECEIVE AND FILE INFORMATION ON PERFORMANCE
MEASURES**

RECOMMENDATION

Receive and file information on performance measures shown in Attachment A to be used in the 2006 Long Range Transportation Plan Update.

ISSUE

This Board report has been prepared to provide the Board with information regarding the performance measures that will be used in the 2006 Long Range Transportation Plan Update.

BACKGROUND

During October, staff provided a briefing to three Board Committees on the preliminary direction of the 2006 Long Range Transportation Plan Update. The Executive Management and Audit Committee requested that staff return to the Board in November with more information on Long Range Plan performance measures.

The 2006 Long Range Transportation Plan is intended to be a minor update of the 2001 Long Range Transportation Plan. A very preliminary analysis has identified a very early estimate of approximately \$6 billion that could be available for new projects beyond existing Board commitments that have been made through the 2001 Long Range Transportation Plan. It is important to note that the preliminary \$6 billion funding estimate, which will be refined as the plan continues to develop, is less than five percent of the total Long Range Plan funding already committed by the Board.

The 2006 Long Range Transportation Plan will build on the 2001 Long Range Transportation Plan. It assumes that all projects that were approved by the Board in the 2001 Long Range Transportation Plan are included in the baseline for the 2006 Long Range Transportation Plan. Staff is not intending to re-evaluate or re-prioritize

baseline projects. Beyond the baseline projects, a limited number of projects could be added by the Board to the Plan – either to the “constrained” (funded) portion of the plan or to the “strategic” (unfunded) portion of the plan.

Staff propose to use two levels of performance measures for the plan: system performance measures and corridor performance measures. The system performance measures will be used to assess the performance of the plan as a whole and how the transportation system benefits from implementing the plan. System performance results will be provided to the Board for 1) the existing transportation system with 2030 population, 2) the 2001 Constrained Long Range Transportation Plan, and 3) for the recommended 2006 Constrained Long Range Transportation Plan.

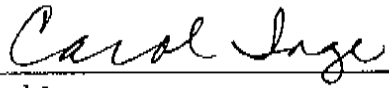
In order to assess the performance of projects that could be included in the 2006 Constrained Long Range Transportation Plan, staff propose to examine various corridor performance measures to determine the benefit of any candidate project being considered for inclusion in the Constrained Plan. All projects in the 2001 Strategic Plan or other projects identified in Attachment B (Other Projects for Potential Consideration Map) will undergo this analysis.

Attachment A identifies the system and corridor performance measures that staff proposes for the 2006 Long Range Transportation Plan.

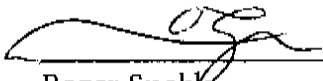
NEXT STEPS

Upon Board approval, staff will apply the system and corridor performance measures to projects considered for inclusion in the 2006 Long Range Plan and report to the Board on their performance early in 2006.

Prepared by: Brad McAllester, Deputy Executive Officer, Long Range Planning
Douglas Kim, Director, Long Range Planning



Carol Inge
Interim Chief Planning Officer
Countywide Planning and Development



Roger Snoble
Chief Executive Officer

Attachment A

System and Corridor Performance Measures

System Performance Measures for Overall Plan

The following measures will be used to evaluate the performance of the Long Range Transportation Plan as a whole on the countywide transportation system. These measures were used in the 2001 Long Range Transportation Plan after conducting a nationwide best-practices survey of performance measures. The measures to be considered are identified below:

Mobility Measures

- Speed – Measures how plan improvements impact the average speed of the highway system.
- Mobility Index – Takes the speed measurements and factors in vehicle occupancy of vehicles and transit to measure system through-put. The higher the index number, the more effective the transportation system is being utilized to move more people.

Cost-Effectiveness – Provides a measure of the cost of reducing delay for planned improvements at the system level.

Air Quality – Measures the emission benefits of system improvements, assessing the benefit of the plan in meeting air quality conformity requirements.

Access for the Transit Dependent – Ensures that plan recommendations address federal Title VI requirements by providing minority and transit dependent communities with mobility benefits that are equivalent or better than those for other groups.

Corridor Performance Measures for Strategic Plan Projects

Beyond commitments from the 2001 Long Range Transportation Plan, additional projects may be recommended for inclusion in the Constrained Plan or the Strategic Plan based on an assessment of project performance, need, and funding availability (for the Constrained Plan). The measures to be considered are identified below:

Corridor measures of project performance

- Highway projects – Hours of highway delay savings per mile
- Transit – Number of daily boardings per mile
- Cost-effectiveness – Cost of reducing highway delay or increasing transit boardings

The countywide transportation model estimates delay savings and daily boardings by taking into account a number of factors, including:

- Population and employment data
- Transit dependent population
- Major travel patterns (origins and destinations)
- Future highway congestion
- Future transit ridership

In addition, staff will separately lay out the following qualitative criteria for Board review that could be used to prioritize projects beyond the 2001 Constrained Plan for possible inclusion in the 2006 Constrained Plan:

Corridor measures of need

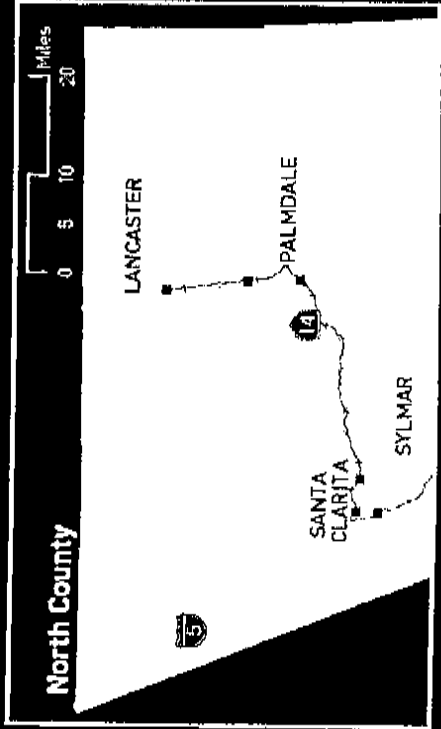
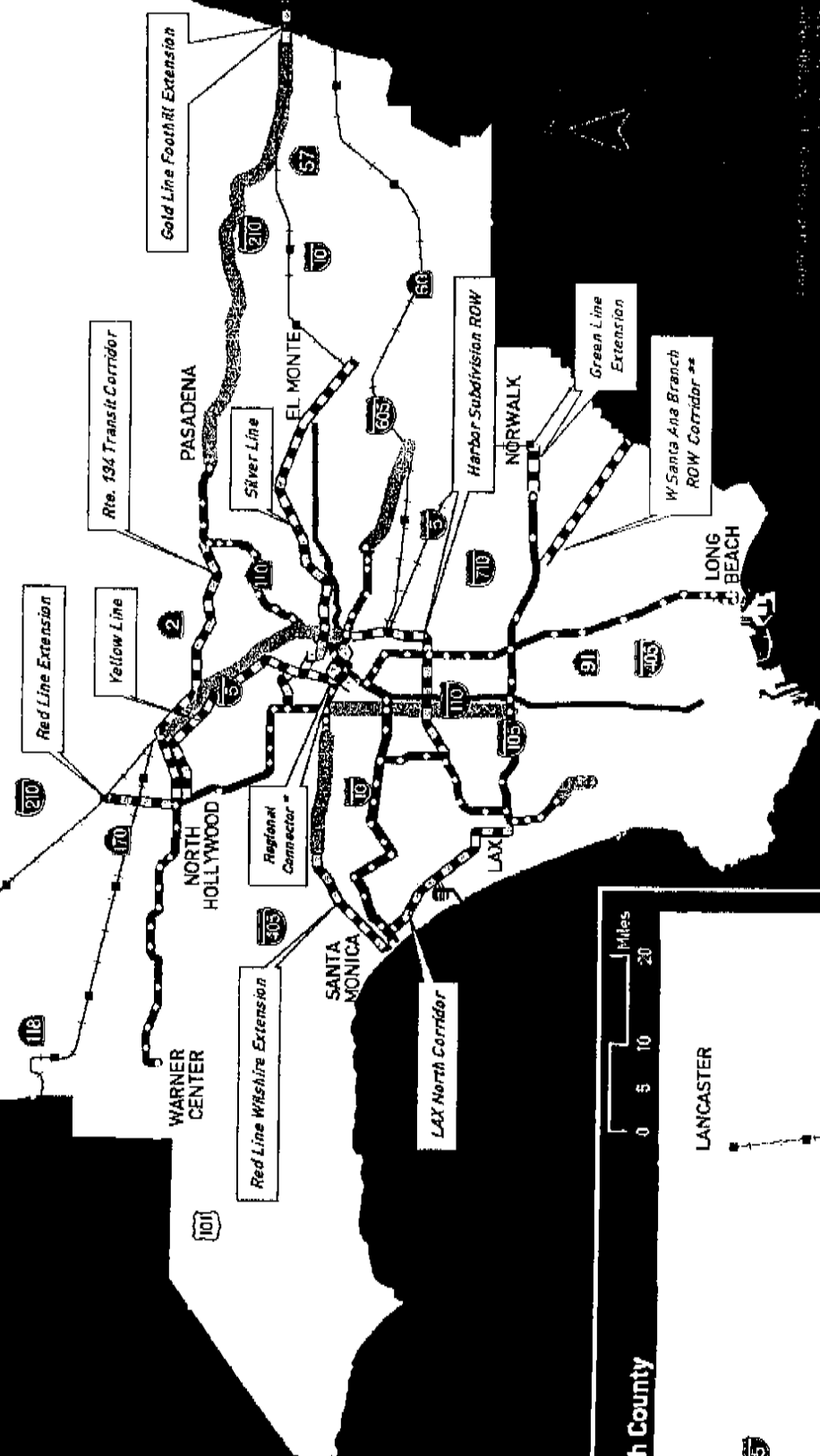
- Population and employment density of corridor study area
- Transit dependent population of study area
- Access to major activity centers (such as airports, hospitals, schools, business centers, and transportation centers)
- Highway congestion (on highways within study corridor)
 - Level of service (volume/capacity)
 - Average peak period and daily trips
- Transit ridership (on transit services within study corridor)
 - Average peak period and daily boardings

In considering these criteria, staff will also look at how projects improve system connectivity and provide Metro with operational benefits.

It should be noted that as demographic and other information is evaluated from the affected corridor for each project, a study area that represents a 10-minute trip to the project will be considered. For example, when evaluating the demographics near a proposed transit project, a one-mile wide study area around the facility would be used. This would represent a 10-minute walk to the transit line and capture much of the potential ridership for bus or rail facilities. For highway projects, a five-mile wide study area around the project would be used, since this equates to about a 10-minute drive to the freeway.

Attachment B Other Projects for Potential Consideration

- Existing and Funded Transit Projects
- ▨ Strategic Transit Projects
- - - Other Projects for Potential Consideration



* Regional Connector Project from 2003 SRTP
 ** Project proposed with private sector funding