

# Agenda

Los Angeles County  
Metropolitan Transportation Authority

## Streets and Freeways Subcommittee

### → Windsor Conference Room, 15<sup>th</sup> Floor

1. Call to Order Action (*Bahman Janka*)  
*1 min*
  
2. Approval of Minutes Action (*Subcommittee*)  
Attachment 1: Draft July 15, 2010 Minutes  
Attachment 2: Sign in Sheet/Attendance Sheet  
Attachment 3: 90 Day Rolling Agenda  
Attachment 4: RIITS 10-Year Strategic Plan Executive Summary  
*1 min*
  
3. Chairperson Report Information (*Bahman Janka*)  
*5 min*
  
4. Metro Report Information (*Fulgene Asuncion*)
  - HR 5730 Earmark Rescissions
  - ARRA Inactive Projects*10 min*
  
5. Caltrans Report Information (*Kirk Cessna*)  
*10 min*
  
6. Legislative Update Information (*Michael Turner, Raffi Hamparian, Marisa Valdez Yeager*)
  - Federal
  - State*15 min*
  
7. CTC Update Information (*Patricia Chen*)  
*10 min*



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

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|---|---|
| 8. 2011 Call For Projects   | Information ( <i>Rena Lum, Desire Portillo-Rabinov, Modal Leads</i> ) |
| • SB-375  |   |
| <i>15 min</i>   |   |
| 9. RIITS 10-Year Strategic Plan Final Report<br>Attachment 4: RIITS Executive Summary | Information ( <i>Desiree Portillo-Rabinov</i> )                       |
| <i>15 min</i>   |   |
| 10. Gerald Desmond Bridge DB Nomination Process                                       | Information ( <i>Michelle Smith</i> )                                 |
| <i>10 min</i>   |   |
| 11. New Business  | Discussion ( <i>Subcommittee</i> )                                    |
| <i>5 min</i>  |   |
| 12. Adjournment   | Action ( <i>Subcommittee</i> )  |
| <i>1 min</i>  |   |

The next meeting of the Streets and Freeways Subcommittee will be held on September 16, 2010 at 1:30 p.m. on the 15<sup>th</sup> Floor, Windsor Conference Room. Please contact Fulgene Asuncion at (213) 922-3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: [http://www.metro.net/about\\_us/committees/sfs/sfs.htm](http://www.metro.net/about_us/committees/sfs/sfs.htm)

**Attachment 1**

**July 15, 2010 Streets and Freeways Meeting Minutes**

Meeting Minutes

Los Angeles County  
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Conference Room, 15<sup>th</sup> Floor

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**Members & Alternates Present:** Fulgene Asuncion (M), John Asuncion (ex-officio), Kirk Cessna (M), Steve Forster (M), Josie Gutierrez (A), Steve Huang (M), Ken Husting (M), Bahman Janka (Chair), Elaine Jeng (A), Ken Johnson (M), Marianne Kim (M), Michelle Mowery (M), Cindy Pontes (M), Nicole Rizzo (M), Fred Zohrehvand (M).

**1. Call to Order (Bahman Janka, Chair)**

The meeting was called to order at 9:40 AM.

**2. Approval of the June 17, 2010 Minutes (Subcommittee)**

The minutes were approved with no objections.

**3. Chairperson Report (Bahman Janka, Chair)**

Mr. Janka welcomed new representative Nicole Rizzo (North County Transportation Coalition) to the Subcommittee.

Mr. Janka stated that a meeting will be tentatively scheduled for August 19<sup>th</sup> at 1:30 pm to discuss the FY 11 Call for Projects.

Mr. Janka asked the Subcommittee if they would like to change the regular meeting time from the third Thursday of the month to the second Thursday of the month. Marianne Kim (Automobile Club) stated that meeting on the second Thursday of the month would be too close to the TAC meetings, which take place on the first Wednesday of the month. Mr. Janka suggested that the Subcommittee continue meeting on the third Thursday of every month, but in the afternoon instead of the morning. There were no objections to moving the meeting time from the morning to the afternoon. Mr. Janka stated that the Subcommittee will meet in the afternoon for the next few months on a trial basis, and if there are no problems, the change will become permanent.

**4. Metro Report (Fulgene Asuncion, Metro)**

Ms. Asuncion reported that during the June 24<sup>th</sup> meeting, the Board:

- Forwarded to the August meeting the Construction Committees recommendation to adopt a unified process and policy for evaluating project cost increases for the 12 transit projects in the 30/10 Initiative.
  - There was an Amendment by Director Molina that the Board direct the CEO to meet with the County and the City staff to review how the Project Advisory Committees (PACs) functioned for both entities, and report back

- within 60 days with a plan to implement the PACs for all 12 Measure R projects;
  - There was an Amendment by Directors O'Connor and Molina that policy measures regarding the 30/10 Initiative should be amended to provide that 30/10 Measure R projects should be accelerated on a ready-to-go basis; and
- Approved as Amended the following motions on the SR-710 Gap Closure:
  - Motion by Director Katz that the Board direct the CEO to conduct parallel analysis concurrent with EIR scoping as follows:
    - Analysis shall be neutral, objective and fully analyze all alternatives that address the purpose and objectives of the SR-710 North Gap closure;
    - Community input shall be sought throughout the entire process;
    - Perform a cost-benefit analysis and present findings at the same time the Board considers the Draft EIR;
  - Motion by Director Huizar that if the environmental process moves forward, that Metro consider the negative impacts a portal constructed north of Valley Boulevard will have on the residential neighborhoods in the community of El Sereno; and
  - Motion by Directors Antonovich and Fasana that the Board institute a SR-710 North Advisory Committee, which shall be composed of the member jurisdictions and agencies that participated in the I-710 Tunnel Steering Committee.

## 5. Caltrans Report (Kirk Cessna, Caltrans)

Mr. Cessna reported that:

- The deadline for agencies to submit their Safe Routes to School applications to the District 7 office is June 15<sup>th</sup> at 5 pm. However, applications that are postmarked by Friday June 16<sup>th</sup> will be accepted;
- An email was circulated to agencies reminding them to provide the required monthly ARRA project updates. There were over 200 agencies statewide that failed to provide project updates in June;
- In order to keep a project from becoming inactive, agencies need to remember to submit invoices on a regular basis. Recently, a few ARRA projects were almost deemed inactive, and unlike regular formula Obligation Authority projects, there is no exception process for ARRA projects; and
- Colorado Congresswoman Betsy Markey introduced H.R. 5730 in the House Transportation and Infrastructure Subcommittee that will rescind all old unused earmarks and direct those funds back to the U.S. Treasury to help reduce the federal budget deficit. Agencies will be asked for status updates on old earmarks. A list of the earmarks included in the legislation will be distributed shortly.

## 6. Legislative Update (Michael Turner & Raffi Hamparian, Metro)

### State

Mr. Turner reported that California still does not have a budget. He stated that the 'Big Five' have held a couple of meetings regarding the budget. The procedures in these meetings are being changed this year to ensure that decisions regarding the budget are open and more transparent. There have also been discussions among the leaders in both Houses regarding how to reconcile the differences between the separate proposals made

by the Senate and Assembly Democrats. Bipartisan discussions regarding the budget have also been taking place in the Senate. These efforts do not mean much for transportation however, because the main transportation budget was addressed when the state approved the sales tax/gas tax swap. One issue that does affect transportation is the state's ability to sell bonds. The state needs a budget with enough Approval Authority in the bond categories for the Treasurer to sell the bonds for the various programs. Metro has several key bond projects that are contingent on future bond sales. To the extent that bonds do not get sold, Metro will have to use other resources to keep those projects going. Another issue with the budget is that the sales tax/gas tax swap created more restrictions for the State to fund transit projects. Article 19 restricts the use of gas tax revenue, meaning that it cannot be used for certain transit uses. Metro has projects in the State Transportation Improvement Program (STIP) which are dependent on the availability of the gas tax funds, but since those funds are now restricted by Article 19, Metro is working with Caltrans to create the ability to use federal funds that can be used on transit, and that flow through the STIP. That process may require Metro to make minor amendments to the budget document.

Mr. Turner reported that August will be the last month of session. Metro has concerns with a couple of issues. One issue is the ability to issue a Letter of No Prejudice (LONP) on Prop 1A funds. Metro is expecting a bill in August. Another concern is regarding the structure of AB 2321 in Measure R which restricts the ability to expend Measure R funds on projects prior to the 'funds available date'. In order to implement the 30/10 program the funds need to be spent earlier on those projects in order to advance them without changing the sequence or priority, which may or may not require legislation. Metro is looking into different ways to fix the problem.

Michelle Mowery (Bicycle Coordination) asked if there are still efforts outside of the legislative process to fix the state budget process. Mr. Turner responded no, the Commission on the 21<sup>st</sup> Century Economy has already submitted their recommendations to the legislature.

### Federal

Mr. Hamparian reported that the Authorization Bill is still experiencing delays, and there is word that a bill may not be ready until 2013. He stated that the Highway Trust Fund, which is the backbone of our transportation system, is facing severe shortfalls. Capitol Hill has shown no interest in enacting an increase in the gas tax or taking any other creative measures. The boldest proposal to date was delivered by Chairman Oberstar and Subcommittee Chair Defazio to tax oil speculations. That proposal would only result in around \$5-\$10 billion per year and would not be sufficient to cover the current annual Highway (\$47.8 billion) and Transit (approximately \$10 billion) spending.

Mr. Hamparian stated that three pieces of legislation are expected this year: adoption of the Wall Street Reform bill, extension of unemployment benefits, and adoption of the climate change bill. The Appropriations bills are not likely to pass and the last time that happened there was a year long Continuing Resolution. If another year long continuing resolution occurs, it could result in the creation of new programs. There have been rumors of a 'livability' or 'sustainability' initiative that would grab all the formula money that Congress has not directed. Mr. Hamparian stated that there are numerous grants available, ranging from TIGER II (\$600 million) to a Livability/Sustainability grant (\$25 million).

John Asuncion (SCAG) asked about the status of the 30/10 initiative. Mr. Hamparian responded that the initiative has three constituent parts: an early systems work agreement for two rail projects, an enhancement of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which would allow us to engage in the master credit agreement for a bundle of transit projects at a fixed interest rate, and the creation of a transit bond program.

Ken Husting (City of Los Angeles) asked if the 30/10 funds are simply a loan or if it is a new source of federal funds. Mr. Hamparian responded that funds will be paid back. Additional funding would be in the New Starts funding category.

## 7. CTC Update (Patricia Chen, Metro)

Ms. Chen reported that during the June 30<sup>th</sup> meeting:

- A report was given on the impact of the fuel tax swap. It was explained that the excise tax will be adjusted annually to maintain revenue neutrality. This will result in a shift in the color of money in the STIP. Specifically, there will be about \$33 million per year increase in State Highway Account (SHA) funds, and a net decrease to Public Transportation Account (PTA) funds around \$227 million per year;
- The budget was discussed. It is still unknown when a budget will be approved; however, Caltrans has the experience to make it through August without a budget; and
- An Update was provided on projects delivered but not allocated. Basically, PTA projects are staying on the delivered list until at least August when the state can have an Allocation plan ready for its priorities. Prop 1B is also staying on the list pending budget passage.

During the July 1<sup>st</sup> meeting:

- A discussion was held regarding Allocations. Eight Transportation Enhancement Activities (TEA) projects were allocated within the County. There was an allocation of \$50 million for the I-5 South Carmenita Road Interchange;
- Doug Failing (Metro) gave a presentation on the SR-710 Geotechnical Study. Assemblyman Anthony Portantino voiced his concerns over using grant funds for the feasibility study. Commissioner Ghielmetti requested that Metro come back with a cost estimate but was not against the project; and
- Mr. Failing gave a presentation on the High Desert Corridor project. One speaker from the Sierra Club was opposed to the greenfield alignment and suggested it would make more sense to make improvements to the existing SR-138 route. Commissioner Alvarado asked that Metro stay away from availability payments until there is clarifying legislation. Mr. Failing responded that Metro is not planning on using availability payments.

Nicole Rizzo (North County Transportation Coalition) asked what availability payments are. Ms. Chen responded that availability payments are a way to stretch out the payments that go to the concessionaire of the project. The payments are sort of a maintenance payment on the facility, which stipulate that as long as the facility is maintained and is operable, the payments will still be made. They are also payments to pay back the construction of the facility.

## 8. Federal Toll Credits (Patricia Chen, Metro)

Ms. Chen reported that the toll credits accruing to California since 1992 were recently approved by the Federal Highway Administration (FHWA) for use. Toll Credits are credits that allow project sponsors not to pay local match on federal grants. They are not money, so they do not reduce the amount a project sponsor pays for the whole project, but they allow the project to go forward with 100% federal funding. The credits can be used on: Congestion, Mitigation/Air Quality (CMAQ) funds, Demonstration projects, Regional Surface Transportation Program (RSTP), Surface Transportation Program – Local (STP-L), TEA, or other federal funds. Mr. Cessna stated that the credits will also be available for bridge projects through the Highway Bridge Program. Ms. Chen stated that there is a caveat on the use of these funds however. The Toll Credits will not typically be applicable through the Call for Projects because of the Local Match requirement. There is another caveat with using the credits for small grants. As the toll credits are being rolled out for the first time in California, we do not yet know what requirements will apply at federal and state agencies and staff may be unfamiliar with the credits and unable to provide detailed assistance. Agencies should start calling Metro staff now to begin using the credits. Metro contacts for the toll credits are: Philip Kamhi (213-922-2550, [kamhip@metro.net](mailto:kamhip@metro.net)), Maria Lopez (213-922-3803, [lopezmar@metro.net](mailto:lopezmar@metro.net)), Nancy Marroquin (213-922-7237, [marroquinn@metro.net](mailto:marroquinn@metro.net)), and Avital Shavit (213-922-7518, [shavita@metro.net](mailto:shavita@metro.net)).

Marianne Kim (Automobile Club) asked if Metro has identified any projects for the toll credits. Ms. Chen responded that she has not heard of any project list for the toll credits.

Mr. Asuncion asked if the credits are similar to Obligation Authority (OA) in that they are given out annually in a ‘use it or lose it’ fashion. Ms. Chen responded that since the credits have been accruing since 1992, the available amount of credits is estimated to be enough to fully support all federally-funded projects statewide for the next 12 years. Because of the large amount of funds, the credits will not be tracked or distributed similar to OA. Program policy will be re-evaluated at the end of the two-year demonstration period in FY 12.

## 9. SB-375 Update (Desiree Portillo-Rabinov, Metro)

Ms. Portillo-Rabinov reported that the Air Resources Board (ARB) staff has released the draft Greenhouse Gas emission (GHGe) reduction targets for 2020. The proposed target for the four largest Metropolitan Planning Organizations (MPO) calls for a 5-10% per capita reduction. Staff did not have enough information to make a recommendation for 2035, but provided a placeholder of 3-12% reduction for the SCAG region. ARB will host meetings across the state this summer to receive feedback regarding the draft targets and a public meeting will be held at Metro Headquarters on Tuesday, July 20<sup>th</sup> from 9 -12 pm in the Board room. The meeting will be available via webcast. Based on feedback received during that meeting, additional analysis will be provided by the MPOs and ARB staff will release a report in mid-August for discussion at their next Board meeting.

Ms. Portillo-Rabinov reported that the Ad Hoc Sustainability Committee passed a motion directing staff to assemble a countywide proposal for the Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant program. The final guidance of this grant was released in June, and Metro has reached out to the Subregional coordinators to gauge interest in being part of a countywide proposal. The

proposal will focus on actions to implement the Compass Blueprint. The project concept is to fund a series of sustainable and/or livable corridor demonstration projects which would involve multi-jurisdictional planning to better incorporate the land use component and transportation systems to provide better housing options near transit, reduce Vehicle Miles Traveled (VMT), and improve mobility.

Ms. Portillo-Rabinov reported that Metro is currently working with the Call for Projects Steering Committee and the modal leads to develop a process of integrating SB-375 into the application process. This will be a challenging process for the upcoming cycle because the Sustainable Communities Strategy (SCS) has not been developed and is not anticipated until next September. Metro staff will take into consideration any feedback from agencies when developing the upcoming applications. Metro staff will give a status update to the Ad Hoc Sustainability Committee in September regarding the progress of incorporating SB-375 into the Call process.

Ms. Portillo-Rabinov reported that information from the Sustainability Summit held on June 9<sup>th</sup> at Metro Headquarters can be found online at <http://www.metro.net/projects/metro-environmental/>.

Josie Gutierrez (County of Los Angeles) asked if integrating SB-375 into the Call would involve creating a new mode. Ms. Portillo-Rabinov responded no, it would involve adding a requirement to the existing modes.

#### **10. 30/10 Initiative (Terry Matsumoto, Metro)**

Mr. Matsumoto reported that the 30/10 Initiative calls for the 12 transit projects in Measure R to be completed within 10 years; however, Measure R prevents its funds from being spent on seven of the 12 projects in a fashion timely enough to allow that to happen. Metro has started the process of amending Measure R by attempting to change the 'funds beginning date' to FY 12. This process includes giving a one-year notice to the Los Angeles County members of the State legislature. The exact action will be coming before the Board in about a year.

Ms. Rizzo asked if the Board voted to include some transportation projects in 30/10. Mr. Matsumoto responded yes; however, the amendment only relates to the transit projects. The Board would like to accelerate the highway program as well. The 30/10 Initiative refers to the 12 transit projects and all other projects would be considered part of an Accelerated Highway Program.

#### **11. 2010 Call for Projects (Fanny Pan, Metro)**

Ms. Pan reported that on July 22<sup>nd</sup>, Metro staff will go to the Board with their recertification, deobligation and extension recommendations for the 2010 Call for Projects. In this round, Metro will recommend recertifying \$213.87 million in existing FY 2010-11 commitments from previous Call for Projects. Metro will also recommend receive and file time extensions for \$114.17 million in projects, and deobligating \$18.06 million of previously approved Call for Projects. Based on the Board adopted LRTP Near-Term Strategies and Priority Setting Criteria, three traffic signal forum projects were reduced to a limited amount of project development funding for FY 11. Two of those projects were from the County of Los Angeles and one was from the City of Palmdale. The remaining funds on the three projects have been deferred to FY 20. Regarding the deobligated projects, 11 were cancelled (\$12.34 million), three had audit savings from

previous years (\$3.23 million), two did not meet the lapsing policy (\$1.72 million), and one was downscoped due to the receipt of ARRA funding for a segment of the project (\$770,000). Per the Board direction in September 2009, funding recommended for deobligation this year and next year are to be reallocated within the same modal category to projects below the line from the 2009 Call for Projects. Of the \$18.06 million recommended for deobligation, the following represents the modal breakdown: \$1.13 million in Highway mode, \$2.52 million in Regional Surface Transportation Improvements (RSTI), \$2.55 million in Signal Synchronization and Bus Speed Improvement, \$6.29 million in Bikeway Improvements, \$1.21 million in Pedestrian Improvements, \$3.91 million in Transit Capital, and \$448,000 in Transportation Enhancement Activities (TEA) mode.

#### Highway Mode

Since the Highway modal category is not part of the Call for Projects, Metro recommends that the \$1.13 million be used to continue its High Occupancy Vehicle (HOV) and Soundwall Programs.

#### RSTI

Metro recommends reprogramming \$2.17 million (40% local match) to the City of Lawndale's Inglewood Avenue Corridor Widening Project. The remaining \$345,000 will be placed in reserve for programming in the next Call for Projects as it is insufficient to fund additional projects.

#### Signal Synchronization and Bus Speed Improvement

Metro recommends reserving all deobligated funds in this modal category for the next Call for Projects as all eligible projects were previously funded in 2009.

#### Bikeway Improvements

Metro recommends: programming \$3.26 million to the Exposition Bike Path Phase 2 from Venice-Robertson to Centinela (#F3513 & #F3514) in the City of Los Angeles, and reprogramming \$2.72 million to the Burbank Channel Bikeway Regional Gap Closure (#F3509) from the City of Burbank (20% local match). The remaining \$314,000 will be placed in reserve for programming in the next Call for Projects.

#### Pedestrian Improvements

Metro recommends reprogramming \$826,560 (20% local match) to the City of Los Angeles Main Street Pedestrian Enhancements Project – 2<sup>nd</sup> to 4<sup>th</sup> St (#F3630). Metro also recommends reserving the remaining \$381,000 for the next Call for Projects.

#### Transit Capital

There are three projects with the same score of 65 below the line and funding requests totaling \$13.96 million (un-escalated). Metro does not have sufficient funds for all three projects and wishes to reserve the \$3.91 million in Transit Capital for the next Call for Projects.

#### TEA

There are three projects with the same score below the line totaling \$4.64 million. Metro recommends reserving the \$448,000 in deobligated funds for the next Call for Projects since there are insufficient dollars to fund all three projects.

Ms. Pan stated that Metro staff concurs with the TAC recommendations from the appeals process on June 2<sup>nd</sup> (Attachment 9).

## **12. 2011 Call for Projects (Rena Lum, Metro)**

Ms. Lum reported that Metro has initiated the 2011 Call process internally for the years FY 16 – FY 17 (approximately \$100 million available). Metro submitted a receive-and-file Board report to the Planning and Programming Committee on July 14<sup>th</sup> and will provide an update to the Board in September as to where they are in the application process. The 2011 Call will have the same seven modes as the 2009 Call; however, Goods Movement will be separated from the RSTI mode to become a stand alone mode. SB-375 and AB 1358 (Complete Streets) will be incorporated into the FY 11 Call. As well, Metro is addressing the September 2009 Board motion to conduct Signal Synchronization outreach and set up a reserve fund for TAC appeals based on project deobligations (\$8 million).

### Signal Synchronization and Bus Speed Improvements (Randy Lamm)

Mr. Lamm reported that he conducted outreach to the subregions signal groups to discuss ways to produce fundable and phased signal synchronization projects for the next Call for Projects. Metro is in the process of reviewing the suggestions that were made during the outreach process. In gearing up for this Call, there has been much discussion regarding multi-modal projects so we are looking to incorporate these projects into the new applications. In the past, sponsors would apply for ‘companion’ projects in different modes. The Signal mode last time allowed for up to 30% of a sub-project. Mr. Lamm encouraged subcommittee members to contact him with any questions at 213-922-2470.

Mr. Janka asked if planning studies can be funded in the upcoming Call. Mr. Lamm responded that previous Calls have not funded planning studies, but he would review the request for this Call. Mr. Janka asked if Streets and Freeways will get to see the changes in the Signal application. Mr. Lamm responded in the last Call we reviewed proposed changes with Streets and Freeways and then the final application would go to the Board for approval. Mr. Janka asked that the new Call application be brought before the Subcommittee for comment and discussion. Ms. Lum stated that it may be possible to schedule a special meeting in August to review the application changes. The estimated schedule is as follows: draft application released in late October, final application due in January, Rainbow Report released in June 2011, TAC appeals process in July 2011, and up for Board adoption in September.

### Bicycle Improvements (Anthony Jusay)

Mr. Jusay reported that Metro would like to see projects that connect bikes with transit, and facilities that help people get around within their local communities. Because the funding is somewhat limited, bicycle paths may not be included in the application; however, there are opportunities for bicycle improvements in other modes. Mr. Jusay stated that he is available for feedback and discussion and can be reached at 213-922-7675.

Ms. Mowery requested that bicycle paths not be taken out of the application because agencies use the Call to fund those projects. Mr. Jusay stated that Metro can look into cost effective ways to possibly utilize bike paths in the Call.

Mr. Husting asked when the funding amounts per modal category will be available. Ms. Lum responded that funding marks should be available in the spring. Modes should

have similar funding to previous Calls with the exception of RSTI which will be split with Goods Movement.

**13. I-605 “Hot Spot” Feasibility Study (Ernesto Chaves, Metro)**

Mr. Chaves reported that a few years ago the Gateway Cities Council of Governments (GCCOG) conducted an Initial Corridors Study on chronic traffic congestion areas on freeway corridors in the Gateway Cities area (congestion “hot spots”). Measure R has designated \$590 million for improvements for interchanges, ramps, etc in the I-605 hot spot corridor. The next step is to conduct a feasibility study to determine what improvements can be implemented in the corridor. Following the feasibility study, Metro will conduct Project Study Reports (PSR) for at least three of the hot spots improvements. Currently, Metro is in procurement and expects the RFP within a couple of weeks. Metro will work with the COGs and Caltrans to coordinate and review the PSRs.

Fred Zohrehvand (League of Cities, Arroyo Verdugo Cities) asked if there is a list of hot spots. Mr. Chaves responded that there is a preliminary list of hot spots stemming from previous studies. He stated that he would forward the list to Ms. Asuncion for distribution to the Subcommittee.

**14. New Business (Subcommittee)**

Mr. Janka reminded the Subcommittee that the next meeting is tentatively scheduled for August 19<sup>th</sup> at 1:30 pm.

**15. Adjournment (Subcommittee)**

The meeting was adjourned at 11:00 AM. The next meeting of the Streets and Freeways Subcommittee will be held on August 19, 2010 at **1:30 PM** in the 15<sup>th</sup> Floor Windsor Conference Room. Please contact Fulgene Asuncion at (213) 922-3025 or by email [asuncionf@metro.net](mailto:asuncionf@metro.net) should you have any questions or comments regarding this or future agendas, or wish to place an item on the agenda.

**Attachment 2**

**Sign in Sheet/Attendance Sheet**

# Streets and Freeways Subcommittee - July 15, 2010

## MEMBERS AND ALTERNATES

Name	Agency	Phone	Fax	E-mail	Initial
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**Attachment 3**

**90 Day Rolling Agenda**



**MTA 90-DAY ROLLING AGENDA:  
AUGUST THROUGH OCTOBER 2010**

**Wednesday, August 18, 2010**

**PLANNING & PROGRAMMING COMMITTEE  
FINANCE & BUDGET COMMITTEE  
AD HOC CONGESTION PRICING COMMITTEE**

**MEETINGS CANCELLED**

**Thursday, August 19, 2010**

**MEASURE R PROJECT DELIVERY COMMITTEE  
EXECUTIVE MANAGEMENT & AUDIT COMMITTEE  
CONSTRUCTION COMMITTEE  
OPERATIONS COMMITTEE**

**MEETINGS CANCELLED**

**Thursday, August 26, 2010**

**REGULAR BOARD MEETING**

**MEETING CANCELLED**

**Wednesday, September 1, 2010**

**AD HOC SUSTAINABILITY COMMITTEE**

**ACTION/RECOMMENDATION**

**EXECUTIVE  
LEAD**

- Receive update on **Metro Sustainability Project Implementation.**

K.N. Murthy

**Wednesday, September 15, 2010**

**PLANNING & PROGRAMMING COMMITTEE**

**ACTION/RECOMMENDATION**

**EXECUTIVE  
LEAD**

- Adopt Findings Recommendations and Resolution for **FY 2010-11 TDA Article 8 Unmet Transit Needs.**
- Authorize the Chief Executive Officer to nominate the **Gerald Desmond Bridge Design-Build project** on behalf of the Port of Long Beach; and enter into a cooperative agreement with the Port of Long Beach for the project.
- Receive oral update on **Regional Rail Matters.**
- Receive and file **Fiscal Year 2007-2009 Triennial Review Report.**
- Receive and file status report on our **Bicycle Program.**

Paul Taylor

Doug Failing

Paul Taylor

Paul Taylor

Doug Failing



**MTA 90-DAY ROLLING AGENDA:  
AUGUST THROUGH OCTOBER 2010**

<b>Wednesday, September 15, 2010 FINANCE &amp; BUDGET COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
➤ Renew <b>Group Insurance Policies</b> Covering Non Contract, AFSME and EXPO Employees.	Terry Matsumoto
➤ Ratify <b>contract PS09714049 with Epsilon</b> in the amount of \$37,520.	Matt Raymond
➤ Receive <b>monthly oral report from the Chief Financial Services Officer.</b>	Terry Matsumoto

<b>Wednesday, September 15, 2010 AD HOC CONGESTION PRICING COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
➤ Increase <b>Life of Project Budget</b> (no subject specified).	Doug Failing
➤ Approve <b>Express Lane Violation Policy.</b>	Doug Failing
➤ Receive and file <b>Los Angeles County Congestion Reduction Demonstration Project Status Report.</b>	Doug Failing
➤ Receive and file the <b>draft ExpressLanes Privacy Statement.</b>	Doug Failing

<b>Thursday, September 16, 2010 MEASURE R PROJECT DELIVERY COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
➤ Authorize the Chief Executive Officer to: 1. Negotiate, award, and execute a contract to provide professional services with a contractor (to be selected) in an amount not to exceed \$11,200,000, to prepare a Feasibility Study and three Project Study Reports (PSRs) for the <b>I-605 Hot Spots Project</b> (Project); 2. Contract modification authority for up to 10 percent of total project cost to cover the cost of any potentially unforeseen issues that may arise during the performance of the contract; and 3. Amend the FY11 Budget to add 0.3 FTE's to the Construction Department to support the Project.	Doug Failing
➤ Authorize the Chief Executive officer to: 1. Exercise cost plus fixed fee Option #__, to contract No. E0117 with Hatch Mott McDonald in an amount not to exceed __ for Preliminary Engineering for <b>Crenshaw/LAX Transit Corridor</b> ; 2. Contract modification authority in the amount of \$____ to cover unforeseen work; and 3. Amend the FY 11 budget in an amount of \$____ to cover expenditures incurred during the fiscal year.	Martha Welborne
➤ Receive and file update on the <b>High Desert Corridor project</b> ; and approve removing the condition that we and the San Bernardino Council of Governments become members of the Joint Powers Authority Board of Directors for entering into the Partnership Memorandum of Understanding (MOU) for the High Desert Corridor Project's implementation. ➤ Continued next page	Doug Failing



**MTA 90-DAY ROLLING AGENDA:  
AUGUST THROUGH OCTOBER 2010**

<b>Thursday, September 16, 2010 MEASURE R PROJECT DELIVERY COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
Continued from previous page	
➤ Receive and file status report on <b>Post 1989 Retrofit Soundwall Program.</b>	Doug Failing
➤ Receive oral report on <b>status of Measure R Implementation</b>	K.N. Murthy

<b>Thursday, September 16, 2010 EXECUTIVE MANAGEMENT &amp; AUDIT COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
➤ Receive and file the <b>year-end report of Management Audit Services</b> (Management Audit) for the period ending June 30, 2010.	Ruthe Holden
➤ Receive and file <b>Follow-Up Performance Audit of Non-Competitive Procurements.</b>	Ruthe Holden
➤ LOP approval - <b>Central Remote Monitoring System of Existing Bus Division CCTV Systems</b> at USG Phase I.	Paul Taylor
➤ <del>Receive oral report of the <b>Chief Communications Officer.</b>*</del> *No report for September. Report will be given in October.	<del>Matt Raymond</del>
➤ Receive <b>oral Federal/State Affairs update.</b>	Art Leahy

<b>Thursday, September 16, 2010 CONSTRUCTION COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
➤ Amend the FY 11 budget by \$1.5 million in Proposition C 10% funds for the <b>Lankershim Depot Transit Center Rehabilitation project.</b>	N/A
➤ Receive and file report regarding coordination efforts with various agencies to install <b>four quadrant gates</b> at at-grade intersection crossings located along the Metro Gold Line Eastside Extension.	Martha Welborne
➤ Receive <b>Chief Capital Management Officer Report.</b>	K.N. Murthy



**MTA 90-DAY ROLLING AGENDA:  
AUGUST THROUGH OCTOBER 2010**

<b>Thursday, September 16, 2010 OPERATIONS COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
➤ Authorization to <b>renew license agreement for microwave sites</b> at Mt. Lukens, Oak Mountain, and Hauser Peak (MTA location 313).	Roger Moliere
➤ Award a 36-month firm fixed contract for <b>copier paper</b> .	Michelle Caldwell
➤ Award Contract for <b>Convenience Copying, Print and Document Management Services</b> .	Michelle Caldwell
➤ Authorization to award nine <b>Freeway Service Patrol (FSP)</b> Low Bid Contracts, modify existing FSP Contracts, and approve Operational Restructuring.	Doug Failing
➤ Award Contract for <b>Traction Motor Overhaul for Blue Line Cars</b> .	Lonnie Mitchell
➤ Award Contract for <b>Real-Time Bus Arrival Information System</b> .	Lonnie Mitchell
➤ Authorize the Chief Executive Officer to award firm fixed price contract under IFB No. OP34342557 with Reynolds Buick Inc., the lowest responsive and responsible bidder, for <b>8 lube trucks</b> for an amount not to exceed \$1,394,351 inclusive of sales tax.	Lonnie Mitchell
➤ Approve <b>Tier 1 Service Changes- December 2010</b> .	Lonnie Mitchell
➤ Authorize the Chief Executive Officer to award a five-year firm fixed unit rate Contract No. OP3344-2544 to Specialty Doors & Automation, Inc., the lowest responsive, responsible bidder, to provide <b>roll-up doors repairs and installation</b> service for MTA transit facilities in an amount not to exceed \$1,337,750, inclusive of two option periods, effective July 1, 2010.	Lonnie Mitchell
➤ Award Contract for <b>Brake Overhaul of Metro Red Line</b> .	Lonnie Mitchell
➤ Award Contract for <b>Pest Control Services</b> .	Lonnie Mitchell
➤ Receive and file report on the <b>Metro Vanpool Program</b> .	Matt Raymond
➤ Receive and file report on <b>Evaluation of Distance and Time Based Fares (Fare Collection)</b> .	Lonnie Mitchell
➤ Receive and file report on <b>Service Duplication</b> .	Lonnie Mitchell
➤ Receive <b>Transit Operations Report</b> .	Lonnie Mitchell



**MTA 90-DAY ROLLING AGENDA:  
AUGUST THROUGH OCTOBER 2010**

<b>Wednesday, October 20, 2010 PLANNING &amp; PROGRAMMING COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
➤ Authorize the Chief Executive Officer to establish <b>Highway Programs Planning &amp; Deliverable Bench Contracts</b> under Request for Interests and Qualifications (RFIQ) PS4010-2540 to the contractors recommended for a three-year period beginning on November 1, 2010 for professional services not to exceed a cumulative total value of \$ _____ million; and Authorize the Chief Executive Officer to execute Task Orders under the individual Bench Contracts up to \$ _____ per contract.	Doug Failing
➤ Receive oral update on <b>Regional Rail Matters</b> .	Paul Taylor

<b>Wednesday, October 20, 2010 FINANCE &amp; BUDGET COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
➤ Receive <b>monthly oral report from the Chief Financial Services Officer</b> .	Terry Matsumoto

<b>Wednesday, October 20, 2010 AD HOC CONGESTION PRICING COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
➤ Receive and file <b>Los Angeles County Congestion Reduction Demonstration Project Status Report</b>	Doug Failing



**MTA 90-DAY ROLLING AGENDA:  
AUGUST THROUGH OCTOBER 2010**

<b>Thursday, October 21, 2010 MEASURE R PROJECT DELIVERY COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
<ul style="list-style-type: none"> <li>➤ Approve the <b>Draft Environmental Impact Report/Statement for the Regional Connector Transit Corridor Study</b>; Designate a Locally Preferred Alternative; and Authorize the Chief Executive Officer to exercise the option in Contract No. PS 4320-1985 to prepare the FEIR/S.</li> </ul>	Martha Welborne
<ul style="list-style-type: none"> <li>➤ Authorize the Chief Executive Officer to exercise the following contract options for the <b>Westside Subway Extension</b>: 1. the Final Environmental Impact Statement/Report and Preliminary Engineering with PB America's Inc.; 2. Outreach in support of the Final Environmental Impacts Statement/Report with Robert Group; and 3. Contract modifications up to _____. A. Receive the Westside Subway Extension Draft Environmental Impact Statement/Report (Draft EIS/EIR); B. Approve the Locally Preferred Alternative; C. Authorize the Chief Executive Officer (CEO) to prepare and submit a Request to Enter New Starts Preliminary Engineering with the Federal Transit Administration (FTA); D. Authorize the Chief Executive Officer (CEO) to: 1. Exercise options to Contract No. 4350-2000 with PB Americas Inc., to prepare the Final EIS/EIR and Preliminary Engineering in the amount of \$ ____ increasing the total contract value from \$ ____ to \$ ____; 2. Exercise an option to Contract No. 4350-1995 with The Robert Group, to conduct the facilitation of community outreach in the amount of \$ _____, increasing the total contract value from \$ _____ to \$ _____, and 3. Contract modifications from up to 15% of the above amounts to cover the cost of any potentially unforeseen issues that may arise during the above phases.</li> </ul>	Martha Welborne
<ul style="list-style-type: none"> <li>➤ Receive and file status report on the <b>I-5 North Capacity Enhancement Project</b>.</li> </ul>	Doug Failing
<ul style="list-style-type: none"> <li>➤ Receive and file status report on the implementation of Los Angeles County's <b>High Occupancy Vehicle (HOV) Program</b>.</li> </ul>	Doug Failing
<ul style="list-style-type: none"> <li>➤ Receive and file the <b>Crenshaw/LAX Corridor Maintenance Facility Revised Draft Environmental Impact Report/Environmental Assessment</b>; and Adopt ____ as the Locally Preferred Alternative Maintenance Facility location.</li> </ul>	Martha Welborne
<ul style="list-style-type: none"> <li>➤ Receive oral report on <b>status of Measure R Implementation</b></li> </ul>	K.N. Murthy

<b>Thursday, October 21, 2010 CONSTRUCTION COMMITTEE</b>	
<b>ACTION/RECOMMENDATION</b>	<b>EXECUTIVE LEAD</b>
<ul style="list-style-type: none"> <li>➤ Receive <b>Chief Capital Management Officer Report</b>.</li> </ul>	K.N. Murthy

**Attachment 4**

**RIITS 10-Year Strategic Plan Executive Summary**



Regional Integration of Intelligent Transportation Systems (RIITS)

# 10-Year Strategic Plan

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by IBI Group  
with Parsons Brinkerhoff and Sarakki Associates, Inc.  
June 15, 2010

## EXECUTIVE SUMMARY

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### WHAT IS THE RIITS STRATEGIC PLAN?

The Regional Integration of Intelligent Transportation Systems (RIITS) 10-Year Strategic Plan identifies and prioritizes future investments to enhance the functionality of the multimodal, multi-agency RIITS transportation data exchange network.

The Los Angeles County Metropolitan Transportation Authority (hereafter referred to as MTA), which administers the RIITS network, has collaborated with several MTA departments and a wide range of regional transportation operations, planning, and emergency management agencies to develop the 10-Year Strategic Plan. Stakeholder departments and agencies participated in identification of needs and opportunities and the evaluation of future Strategic Initiatives, providing valuable insights into how RIITS can be leveraged to meet the region's multimodal mobility, freight movement, sustainability, and emergency management goals. Stakeholder ideas and recommendations became the basis for developing the RIITS Strategic Vision and 10-Year Strategic Plan.

### WHAT IS RIITS?

RIITS' central mission is to support the core business needs of public agencies by creating a 'one-stop shop' for real-time data about the complete transportation system.

The RIITS network combines real-time transportation data from Intelligent Transportation Systems and agencies across Los Angeles County, and in return provides value-added information on the operation of multimodal transportation systems (including freeway, arterial, and transit systems) to Partner Agencies and to the general public.

Detailed RIITS data is available to Partner Agencies through a secure web-based interface, while real-time conditions data is also available through a public information website.

### A UNIQUE REGIONAL ASSET

The RIITS network is a unique operational and technology asset in meeting the complex transportation challenges of Los Angeles County over the next 10 years and beyond.

RIITS is the only tool in the region, and one of few in the United States, that provides real-time operational information into multimodal networks across jurisdictional boundaries.

**THE RIITS NETWORK ENABLES PARTNER AGENCIES TO SHARE REAL-TIME TRANSPORTATION DATA TO MEET THE REGION'S FUTURE MOBILITY CHALLENGES BY:**

- *IMPROVING OPERATIONAL EFFICIENCY*
- *REDUCING TRAFFIC CONGESTION*
- *IMPROVING TRANSIT PERFORMANCE*
- *INCREASING FREIGHT MOBILITY*
- *SUPPORTING INCIDENT AND EMERGENCY MANAGEMENT*
- *ENHANCING ENVIRONMENTAL SUSTAINABILITY*
- *SUPPORTING COST-EFFECTIVE TRANSPORTATION INVESTMENT STRATEGIES*

Regional agencies recognize that proactive transportation system management and operations is an essential tool for meeting Southern California's mobility, sustainability, and emergency management challenges. Through the Strategic Initiatives identified in the 10-Year Strategic Plan, the RIITS Network will have enhanced functionality to assist MTA and Partner Agencies in carrying out important transportation operations, emergency management, and transportation planning functions.

The RIITS network, as envisioned in the Strategic Plan, is a regional resource that greatly enhances the data environment for transportation agencies in Los Angeles County.

### ENHANCED TRANSPORTATION DATA ENVIRONMENT

- **A Comprehensive, Timely, and Reliable Regional Data Source** – The RIITS network will continue to expand its role as a 'one-stop shop' for regional transportation data derived from all participating modes and agencies, supported by investments to grow the capacity, reliability, and reach of the underlying technology network.
- **A Complementary Relationship with Other ITS Investments** – As with the present system, the RIITS network will complement other regional Intelligent Transportation System networks and investments as part of a 'network of networks' that amplifies the benefits and investments of each individual system.
- **A Public Platform for Private Innovation** – RIITS serves as a regional portal for access to accurate, reliable public transportation data by private, third-party information service providers (ISPs). RIITS will continue to embrace public-private participation to support innovation in the evolving traveler information marketplace.
- **A Platform for Regional Data Management** – RIITS is currently being enhanced with the development of the baseline Archived Data Management System (ADMS) that will capture and organize the RIITS data streams and establish a framework for analyzing transportation data to meet regional performance monitoring and planning needs.

### RIITS VISION STATEMENT

*To deliver multimodal transportation information services through a flexible platform to achieve regional mobility, safety, and sustainability goals.*

The RIITS Vision, developed through a collaboration of diverse stakeholders internal and external to MTA, captures values and intrinsic characteristics of the RIITS network:

- **"Multimodal"** – RIITS serves the needs of diverse passenger and freight modes across the region, including transit, freeway operations, arterial operations, commercial vehicles, ports, airports, and non-motorized transportation.

- **“Information Services”** – By integrating and disseminating transportation data from varied sources, RIITS provides value-added Information Services that are responsive to the interests and needs of RIITS public agency partners.
- **“Flexible Platform”** – Agencies leverage the data wealth of the RIITS network through a variety of tools, services, and customized applications that tailor information delivery to a particular agency’s needs, customers, and business objectives.
- **“Regional Mobility, Safety, and Sustainability Goals”** – RIITS is responsive to partner agencies’ core business needs and customers, enabling innovative operations, management, measurement, and planning tools that advance critical regional goals.

## RESPONDING TO THE CHALLENGES OF THE REGION

In the development of the plan, a number of challenges were identified, many of which were cross-cutting in nature and required the coordination of multiple agencies, modes, and transportation facilities across jurisdictional boundaries (including region-wide approaches).

Analysis of these challenges revealed several common critical regional needs and suggested ways the RIITS network could address these needs in an integrated, deliberate, and cost-effective manner:

- **Transportation System Management and Operations (TSMO).** RIITS provides ITS tools and services to support region-wide, intermodal, real-time operations of the transportation network. Compared to the high cost of conventional infrastructure expansion, investment in RIITS represents a cost-effective alternative.
- **Performance Measurement.** By leveraging the historical data available through ADMS, RIITS can assist MTA and Partner Agencies in measuring the performance of the multimodal transportation system and the effectiveness of transportation investments and policies.
- **Freight Mobility.** Southern California ports are critical U.S. gateways to the global economy. RIITS provides transportation data and information to support freight mobility, and most notably reduction of costs associated with congestion delays.
- **Emergency Management.** Emergency management response is highly dependent on the performance of the transportation network. RIITS will bridge the emergency management and transportation management communities to provide emergency dispatchers and field personnel with unprecedented access to real-time transportation and event information through “situational awareness”.

- **Transportation Sustainability and Climate Change.** RIITS plays a key role in identifying and reducing operational inefficiencies in the transportation system and improving the quality of alternative travel modes that will reduce the carbon footprint of the region. ADMS provides a wealth of transportation data to support emerging climatic transportation analysis and measurement of the efficacy of transportation sustainability measures
- **Transportation Sustainability and Climate Change.** RIITS plays a key role in identifying and reducing operational inefficiencies in the transportation system and improving the quality of alternative travel modes that will reduce the carbon footprint of the region. ADMS provides a wealth of transportation data to support emerging climatic transportation analysis and measurement of the efficacy of transportation sustainability measures.

## RIITS 10-YEAR STRATEGIC INITIATIVES

The MTA RIITS team worked with Partner Agencies to develop a series of Strategic Initiatives for the next 10 years, reflecting critical regional transportation needs, agency objectives, and technology trends. Each Strategic Initiative takes advantage of RIITS' unique attributes and strengths; contributes toward regional mobility, safety, and sustainability goals; and provides demonstrable value to MTA and other agencies.

The RIITS Strategic Initiatives complement and leverage existing investments; enable other regional investments such as 511 Traveler Information and Congestion Pricing; and encourage partnerships with the private sector to deliver accurate information services to agencies and travelers in Southern California. The three strategic initiative groups as well as the "Foundational Elements" that underpin the overall RIITS program are described below.

## FOUNDATIONAL ELEMENTS

Foundational Elements promote the strengths of the RIITS system by reinforcing its unique attributes; address specific cross-cutting weaknesses in the existing RIITS network, such as performance and reliability; and ensure broad-based understanding and support of the RIITS network. The Foundational Elements are divided into two categories:

### Institutional Foundational Elements

- Sustainable Funding
- Countywide ITS Policy and Procedures
- Interagency Partnership Agreements
- Information Service Provider Service Agreements
- Configuration Management Committee
- Agency Technical Outreach and Training

### Technological Foundational Elements

- Communication Redundancy Enhancements (e.g., Network Redundancy)
- Performance Enhancements (e.g., System Re-Architecture)
- RIITS System Interface Update and Standardization (National & Industry)
- Multimodal Corridor Performance Metrics
- Demonstration Project Development

### INTEGRATION OF REGIONAL NETWORKS INITIATIVES

Regional Networks Integration Strategic Initiatives leverage the value of Participating Agency ITS investments and the connectivity of the RIITS network to support advanced ITS services, including congestion pricing and multimodal traveler information. This Group also supports private sector innovation in ITS application development by providing a single, regional portal for timely and accurate agency data. These initiatives:

- Leverage the RIITS interagency platform to provide connectivity among regional ITS systems and devices;
- Provide reliable, timely, and comprehensive data feeds to other ITS applications like 511 and Congestion Pricing; and
- Allow third-party and private sector Information Service Providers to build upon the power of RIITS to deliver innovative information services.

### REGIONAL DATA MANAGEMENT INITIATIVES

Regional Data Management Strategic Initiatives support advanced planning and performance measurement functions by capturing regional, multimodal operations data that currently only passes through the RIITS network on a transient basis. To do so, these initiatives:

- Build on the foundation of the baseline ADMS that is providing a data storage and management capacity to RIITS;
- Consolidate and store regional transportation data derived from multiple source systems of participating agencies; and
- Present data in a format that is accessible and valuable to participating agencies for a variety of applications.

### OPERATIONS SUPPORT INITIATIVES

Operations Support Strategic Initiatives address transportation and emergency management operational stakeholders' priority requests for more integrated real-time transportation system data accessible securely through the Web. These initiatives:

- Support transportation and emergency operations in the region through real-time exchange of operations data, video, and/or event information; and
- Develop enhanced 'Situational Awareness' capabilities, providing real-time information on regional, multi-modal regional transportation system performance for operations and emergency response.

## IMPLEMENTING THE PLAN

To fulfill the potential of the RIITS network, MTA and partner agencies will invest in more robust and reliable network infrastructure while adding new features and functionality to address the most pressing regional needs.

Implementation of the RIITS 10-Year Strategic Plan builds upon the current system with new services, coverage, and partner agencies to deliver high-value services in the Near Term at relatively low cost. In the Medium- and Long-Term, more advanced capabilities will be added to RIITS, with each strategic initiative building upon the data, functionality, and institutional networks of preceding investments.

The sequence of Strategic Initiatives as presented below reflects the order of RIITS network investments and enhancements necessary to achieve stakeholders' express priorities and needs. Implementation of the Strategic Initiatives and the Foundational Elements occurs incrementally and in parallel over time, recognizing the interrelationship among network investments and functional enhancements in providing value to stakeholders.

The Integration of Regional Networks Strategic Initiatives enhances the core business of RIITS in connecting regional ITS systems to support enhanced multimodal technology applications. Because RIITS is a 'one stop shop' for regional transportation data, these Strategic Initiatives allow MTA and Partner Agencies to efficiently develop and operate ITS systems and services that leverage this powerful interagency data resource. The estimated subtotal cost to fully implement the Regional Networks Integration Strategic Initiatives is \$4.09 million over ten years.

The Regional Data Management Strategic Initiatives are crucial to supporting the RIITS vision and MTA's objectives for mobility, safety, and sustainability. Several Strategic Initiatives in this area will build upon the ongoing ADMS efforts and substantially enhance RIITS functionality as a performance monitoring and reporting tool. The estimated subtotal cost to fully implement the Regional Data Management Strategic Initiatives is \$7.06 million over ten years.

The Operations Support Strategic Initiatives garnered the highest level of stakeholder support during development of the Strategic Plan, and will further integrate RIITS into the core business functions of existing and future Partner Agencies. The estimated subtotal cost to fully implement the Operations Support Strategic Initiatives is \$20.80 million over ten years.

Foundational Elements: As discussed above, ongoing investment in the institutional and technological foundations of the RIITS network is essential to the success of the Strategic Initiatives. To support strategic growth, the MTA RIITS team will expand and evolve its role in promoting regional awareness, collaboration, and investment for both existing and future Partner Agencies. The estimated subtotal cost to fully implement the Foundational Elements is \$4.58 million over ten years.

## CONCLUSIONS OF THE RIITS STRATEGIC PLAN

Investment in the RIITS network contributes to the MTA mandate of delivering effective, sustainable, and cost-effective mobility options to the region. The system supports core operations, planning, and information technology business functions to proactively manage, operate, and plan the multi-modal transportation network.

RIITS is an integral part of the regional technology infrastructure that supports transportation system management and operations management, which are increasingly vital tools for making the most of the region's fiscally and physically constrained transportation network.

RIITS creates the multimodal, interagency transportation data environment necessary to support transportation operations, including regional ITS applications such as 511 traveler information, congestion pricing, and advanced freight mobility and emergency management tools.

The RIITS ADMS will support regional planning, project development, and analysis of multimodal transportation system performance with a level of insight not previously possible.

## MOVING THE RIITS VISION FORWARD

While RIITS is a regional system involving many Partner Agencies, attaining the RIITS strategic vision is predicated on sustainable funding and ownership from within MTA itself. Integration of RIITS into the organization requires active stakeholder participation, policy leadership, and integration into the day-to-day operations of MTA departments.

Building upon this sustainable foundation and constituency within MTA, the RIITS program will actively seek funding opportunities and collaborative efforts with Partner Agencies to fulfill the regional potential of the RIITS vision. These efforts leverage the substantial existing institutional and technological capital already invested in the RIITS program.

This fiscal and institutional commitment will be rewarded with new tools and services that support MTA and Partner Agency core business objectives, and speak to the most pressing transportation challenges of the region.