1. Call to Order/Roll Call
   Renee Berlin (Chair) called the meeting to order at 9:45 a.m. Kathleen McCune (MTA) took roll and declared a quorum was present.

2. Approval of Minutes
   The minutes from the June 5th meeting were approved without corrections.

3. Transportation, Development and Implementation Reorganization (Carol Inge, TDI)
   Carol Inge reported that the Transportation Development and Implementation unit of the Countywide Planning and Development Department is reorganizing internally. Currently, the unit is organized into teams that focus on a particular mode of transportation. TDI will now be reorganizing into teams that will be focused on six geographic areas. There will be one Director and approximately 10 planners on each team that will have someone who is familiar with each modal discipline. Ms. Inge distributed a package that lists the areas, the cities and County unincorporated areas that comprise each of the areas and the Director responsible for each team. She indicated that the reorganization should take effect in 2-3 weeks and that the Area Team Director would be sending out a letter to all cities introducing him/herself. The reorganization should have a positive effect on the sub-regions in that there will be one point of contact and a team of people that will know all of the aspects of the transportation projects taking place within the geographic region. In addition, MTA planning staff will probably be more visible in the area than in the past attending various COG meetings, etc. The challenge is to make sure that there is consistency in the way issues and projects are treated and that the projects and improvements turn into a countywide network – i.e. bikeways, HOV lanes, signal synchronization. Ms. Inge stated the Director for the San Gabriel Valley has not yet been assigned, but should be filled by the end of the month.

   Desi Alvarez (Gateway Cities COG) asked if the area teams would have local offices in each of the areas. Ms. Inge replied that the TDI unit would be staying within the Gateway building because the area teams need to work very closely together and some projects cross geographic boundaries.

   Mike Uyeno (City of LA) asked if the City of LA would have a single point of contact for
administrative issues. Ms. Inge thought that if it were something desired by the City, MTA would try and accommodate it. She also indicated that the point of contact for Metrolink would not change and added that Transit Planning is not part of the TDI unit and would not be re-organizing into area teams. Richard Burtt (South Bay Cities COG) asked if the South Bay would see the Director on a more regular basis. Ms. Berlin replied that as the South Bay Director, she would be attending the Infrastructure Working Group, and COG meetings. Ms. Inge followed by saying that one of the ideas behind focusing geographically is to get the Team Director and members out in the area, meeting more frequently with cities and the COG. Pat DeChellis (County of LA) asked if the County could also have one point of contact for administrative/general questions. Ms. Inge replied that she would work with him and Mike to accommodate their request. Mr. DeChellis also asked what happens to the MTA representative at TAC and who would that be? Ms. Inge replied that Ms. Berlin would stay as TAC chair and that duties that are not area specific would be assigned to an area team and that there would still be modal leads. Brynn Kernaghan (BOS) asked if the sector person is going to be the transit lead? Ms. Inge replied that would be the case in terms of MTA Transit Operations, but that the lead for the Municipal Operators and the transit planning function would continue to be housed in the Regional Planning Unit. It was also mentioned that Prop A and C was moved to the Capital Planning section and M.J. West is now the Prop A and C administrator.

4. Agenda Reports by Standing Committees

BOS (Brynn Kernaghan)
- Met on June 25th
- Clarified items related to the Regional Pass that will be starting September 1st
- Have been asked to look at the concept of transit operators in the County accepting an employee pass on any transit system
- Took a support position on MTA’s proposal related to the use of Prop A/C Administrative Funds
- Had updates on other topics shown on BOS agenda in the TAC agenda packet
- Next meeting set for July 30th

LTSS (Joyce Rooney)
- Received a report from people who attended a scheduling and dispatch workshop
- NTD guideline workshop was held on July 30th for cities who are recording operating data for Prop A Local Return funding and for voluntary data recording
- Discussed the recent developments of Access Services and their funding issues
- In the process of filling vacancies on LTSS
- Next meeting July 25th and August meeting is cancelled

Streets and Freeways (Bill Winter)
- Met on June 20th
• Received a report on AB 3090 statute enacted in 1992 and changes recently adopted by the CTC that would allow project sponsors who have projects in the STIP to advance funds for their project and get paid back in the year the project is programmed
• Received an overview of the North County Transportation Study. As part of the overview, were informed that MTA and Caltrans will be doing the PSR/PDS in preparation for the FY 03 Call for Projects.
• Received an overview of the LA/Ventura ATIS, and were informed that the needs assessment and different ITS studies have been completed. It will be moving forward into design and implementation.
• Received an overview of the US 101 Corridor Study, which is looking at 5 different segments from the 110 Freeway to the County line
• Next meeting is scheduled for July 18th

TDM/Air Quality (Mark Yamarone)
• Met on June 11th
• Had presentation on the Bikeway Master Plan and an update on the Regional Pass
• Had discussions on the reorganization of the regional rideshare program
• Next meeting September 7th

5. Chairperson’s Report (Renee Berlin)
• Ms. Berlin reminded everyone to sign in and to write their ticket numbers down when validating parking tickets.
• Hal Bernson has assumed the Chair of the MTA Board. He is also Chair of SCAG and SCARRA. Zev Yaroslavsky is 1st Vice Chair and Frank Roberts, Mayor of Lancaster is 2nd Vice Chair. None of the committee assignments have been made.
• Kevin Michel has been promoted to Director of the San Fernando Valley/ North County Area Team, in the Transportation Development & Implementation Department. Kevin came to the MTA from the City of Santa Clarita 7 years ago and prior to that was with RTD’s Benefit Assessment District program.
• California Transportation Commission will meet in LA on August 21st and 22nd. Staff is working on topics for the roundtable with the CTC. An item that was mentioned was the funding of TDM projects in the STIP. The Los Angeles County STIP amendment is scheduled for consent at the July CTC meeting. MTA staff may be contacting sponsors to be present.
• Claudette Moody, Director of Governmental Affairs has left the MTA and was presented a Resolution at the last Board meeting. Arthur Sinai, MTA Inspector General retired, and William Waters has been appointed as Interim Inspector General.
• Call for Projects Workshop for FY 03 Grant Recipients is scheduled for August 27th in the MTA Boardroom. Notices will be going out shortly along with the MOU/LOA boilerplates.
• The San Gabriel Valley & San Fernando Valley Service Sectors began operation July 1st. The San Fernando Valley Sector encompasses two MTA Operating divisions in Chatsworth & Sun Valley. This sector will be responsible for operation of approximately 440 Metro buses and
23 lines carrying nearly 53 million boardings per year. David Armijo and his support staff are located in Chatsworth. The San Gabriel Valley Service Sector has two operating divisions in El Monte and Cypress Park. The Sector will be responsible for 450 metro buses and 30 lines carrying 62 million boardings per year. Jack Gabig and his staff are located in offices adjacent to MTA’s Operating division in El Monte. The Board must still define the roles and responsibilities of the five individual governance councils, which is expected to take place in September.

- During the week of June 17\textsuperscript{th}, the FTA signed the record decision for the Eastside Light Rail project that certifies all federal environmental guidelines have been satisfied. The ROD paves the way for FTA authorization for MTA to begin final design of the project that would be followed by signing a federal full grant funding grant agreement. It is estimated that construction of the 1.7-mile tunnel portion will begin in mid 2003 and construction of the at-grade portion will get underway in late 2004 or early 2005.
- Metro Blue line set a record in May by carrying more than 70,000 boarding passengers on an average weekday
- June 10\textsuperscript{th}, the 101 Freeway overpass adjacent to the Red Line Universal City Station was officially dedicated. The six-lane bridge spans the 101 Freeway to link Ventura Boulevard with the Universal City Red Line Station via a new access street not known as Campo de Cahuenga Way. The overpass features pedestrian walkway and on-off ramps from the 101 Freeway. The overpass cost $34.6 million. Construction included a bus plaza, additional parking lots and widening of Lankershim Boulevard. The Universal Station now has 790 parking spaces, an increase of 400 spaces since the station opened.
- The TAC Subcommittee Chairs met and discussed TAC’s role in the SRTP and thought that TAC should be more involved in the process since the SRTP is going to be integral to the next Call. They weren’t quite certain what form the involvement should take. The Subcommittee Chairs also thought that the TAC meetings should have more sub-regional input by possibly having a standing agenda item for the sub-regions to provide a report on a transportation project or issue within each sub-region. Ms. Berlin suggested that she meet with the representatives from the Sub-regions prior to the next TAC meeting to discuss how this could be implemented. The next Subcommittee Chairs meeting is scheduled for October 2\textsuperscript{nd} prior to the TAC meeting.

Board Recap
- Presented resolutions to Arthur Sinai, Claudette Moody and outgoing MTA Board Chair John Fasana.

Approved:
- An opposed position on SB 18 (Alarcon) to restructure the MTA Board to include a seat from the San Fernando Valley should it secede
- Adopted TEA-21 Reauthorization packet and directed staff to look into the Congestion Management Agency established in King County.
• FY 03 Financial Standards as amended by Mayor Hahn to report back to committee next month with options for use of the $3.6 million (funds that became available from shifting Prop. A and C administration expenditures to operations) was approved.

• Adopted strategies to ensure timely completion of the Pasadena Gold Line as amended by Roberts, which included approving funding for unanticipated additional net cost of constructing a parking structure at the Sierra Madre Villa Station for an amount not to exceed $10 million on a reimbursement basis; relieving Pasadena Construction Authority from its obligation to reimburse the MTA for pre-revenue start-up activities and other minor items; authorizes negotiation and execution of agreements and for amendments to existing agreements to implement required action. Director Roberts’ motion directed staff to consider construction of a Del Mar Station parking structure in addition to the Sierra Madre Villa.

• Approved deferring joint development of North Hollywood Metro Red Line Station.

• Approved addition of 25 budgeted positions to the FY 03 budget to perform increased Consent Decree compliance monitoring and reporting.

Approved as Amended by Yaroslavsky:
• Authorizing CEO to enter into a 6-month exclusive negotiation agreement with Legacy Partners for development at the Hollywood and Vine Station. Yaroslavsky amendment: If developer cannot provide either the major elements of development (i.e., Hotel or Condo), MTA will immediately cease negotiations.

Approved as Amended by Hudson:
• Authorizing CEO to enter into a 6-month exclusive negotiation agreement with Urban Partners, LLC for development of approximately 7.0 acres of MTA owned property at Wilshire/Vermont. Hudson Amendment: If developer fails to provide any major element of development, MTA will cease negotiations.

Approved as amended by Yoh:
• Relocation of 60 foot MTA owned right of way between Vineland and Lankershim subject to the following conditions:
  o Realignment preserves option of construction and operation of LRT or BRT.
  o Generally follows proposed route right of way, and width of at least 56 feet is maintained to allow 36 feet for rail guideway and 10 inch buffer on both sides.
  o LA Unified and LA CRA requesting the right of way relocation incorporate appropriate features in the design, construction, and operation of planned uses on their respective sites to be compatible with future transit system.
  o Authorize CEO to enter into agreements with LAUSD and CRA for property exchange and related transactions associated with relocation.
  o Yoh amendment: that MTA, LAUSD, and City of LA City resolve concerns about impact of right of way realignment on the alley located near Vineland Avenue.
Approved on Consent:

- 2002 Hollywood Bowl Park & Ride service agreement with the County and LA Philharmonic Association.
- Neutral position on AB 2333 (Nakano) amended to require that benefits and burdens of airports are distributed among counties and requires that principles of environmental justice are utilized in airport planning.
- Execution of MOU with SCAG for transitional rideshare activities for FY 03 for an amount not to exceed $1.959 million.
- Adoption of 2002 Congestion Management Program for LA County.
- Recertification of $358.8 million in existing FY 03 commitments from previous Calls; deobligation of $12.5 million from project savings, adjustments and canceled projects; reserving $12.5 million including $3 million for State Highway program Claims fund and $9.5 million for the FY 03 Call for Projects; receiving $218.6 million in project extensions; adoption of SCAG resolution certifying that LA County has resources to fund projects in the 2003-08 TIP; and, affirm commitment to implement the program of projects.
- Resolution making determination of unmet public transportation needs in areas of LA County outside MTA service area. City of Avalon and Santa Clarita have unmet needs that are reasonable to meet, therefore $98,416 for Avalon and $4.8 million for Santa Clarita shall be used to meet these needs. In the Antelope Valley including cities of Lancaster, Palmdale & unincorporated County, and the unincorporated areas of Catalina Island, transit needs are met using other funding sources, such as Prop A & C. There are no unmet needs that are reasonable to meet because other funding sources are being used. Therefore, the TDA Article 8 funds can be used for streets and roads. Lancaster allocation is $3.736 million, Palmdale is $3.671 million and unincorporated County is $3.564 million.
- Approved Transit Operator funding marks for FY 03.

6. Budget Update (Terry Matsumoto, Finance)

The MTA will be submitting a 10-year cash flow plan to the FTA in regards to the Eastside to meet our federal requirements for the 3J report that comes out in late 2002 or early 2003. There are three things that need to be done: tidy up the FY 03 budget, determine Sector funding, and to develop a forecast. The sales tax forecasts look decent and MTA will probably meet the FY 03 budget, but will probably not have a favorable variance as in the past.

7. MTA Short Range Transportation Plan (Brad McAllester, Long Range Planning)

The TAC package contained the first quarterly progress report of the Short Range Transportation Plan (SRTP) that was presented to Planning & Programming. Mr. McAllester provided an overview of the process and mentioned that MTA is developing a plan looking at two time periods – Fiscal Years 2004-09 which compliments the STIP time period, and a five year look ahead from 2010-2014. Currently, the technical analysis is being done and the process should be completed by June 2003. There will be a lot of public consultation with the sub-regional COGS, regional
agencies, TAC and Caltrans. The first quarterly report focuses on the demographic information, current trends, the growth conditions and the impact on the transportation system. There is some information on how the current system is performing. On the highway and arterial system, the analysis indicates that the system has been operating pretty close to capacity for the last ten years. Transit and the car pool lane system have been some of the ways that capacity has been added given the high levels of congestion. Through the Congestion Management Plan (CMP), staff looked at a through-put index that shows the places where rail, Rapid Bus, and Metrolink have been added are the places where capacity has been increased. This validates the strategy MTA has been implementing through the Long Range Plan of continuing to build the car pool lane system, expanding Rapid Bus and to fund a variety of other transit and arterial projects to maximize capacity. Freight movement is an emerging issue because of its impact on the region and is an element that needs to be addressed in the process.

The SRTP is focusing on identifying congested corridors on a countywide basis and looking at strategies that can be implemented over the short term, either projects or operational strategies, which could be included in future Call for Projects. In selecting the corridors for study, a variety of criteria were used such as level of service, speed on the highway system, truck traffic, and opportunities for transit. Out of this came a recommendation for corridors to focus on in this update. They are the full length of the I-405, I-10, I-5, Route 14, the Route 60 corridor, and the full length of the I-710 freeways. The update for next year will include the Route 101 corridor, the I-210, 605, SR 91, and the 105 Freeways. By the third year, any major corridor that is not listed from the previous two years will be integrated. The intent is to focus on the priorities for the region and to guide the Call for Projects to implement those priorities.

The performance measures to be used will be mobility (throughput) and character of the movement, cost effectiveness, air quality, accessibility, benefit to transit dependent, land use/transit integration, and the Regional Economic Impact Model (REMI) to look at the economic benefit. Steve Finnegan (Auto Club) mentioned that safety was not included in the list of performance measures and asked if it would be added. Mr. McAllester responded that safety was an overriding value rather than a performance measure. Mr. Finnegan recommended that safety should be dealt with in addition to all the other factors. Mr. McAllester concurred and added that as the plan moves forward safety would be integrated as a primary consideration. A motion was made by James Okazaki (City of LA) to add safety into the SRTP as a specific factor to be measured. The motion was seconded by Steve Finnegan (Auto Club) and passed unanimously. Ms. Berlin suggested that rather than creating safety as a separate factor, it could be put into mobility. Mr. Finnegan indicated that the intent of the motion was to make sure that safety is considered and may not have to be a separate factor.

Mr. Okazaki raised a concern about the potential bias of the economic benefit analysis regarding some projects. Mr. McAllester responded that economic benefit was only one factor that was
being used and would be considered in conjunction with all the other performance measures as a whole. A decision would not be based on one particular factor.

Joyce Rooney (LTSS) asked how the one-hour criteria was determined for the accessibility and benefit to transit measures. Mr. McAllester replied that this was a standard measure used by the MTA and other agencies across the country and was seen as a reasonable time frame to measure how long you have to wait for service and not necessarily how long the trip took. Many TAC members thought it was the total trip time including the wait. Mr. McAllester said he would double-check on these two measures. The next steps for the SRTP will be go out to the sub-regional COGS to discuss the SRTP and issues and opportunities along the congested corridors and other needs of the sub-regions.

8. TEA-21 Reauthorization (Gary Clark, Government Relations)

Mr. Clark pointed out that the report included in the TAC package contained both the State of California’s and Los Angeles County’s General Principles for TEA-21 Reauthorization. There is a feeling that California has been slighted in the past so this year California will go to Washington with a coordinated and consistent message regarding TEA-21 Reauthorization. Attachment C of the report contained 22 pages of comments on the draft and MTA responses to the comments. Attachment D has a draft list of projects that MTA will be submitting. MTA is still accepting project requests. The project listing was not in priority order, but projects included in the Long Range Transportation Plan (LRTP) will float to the top. MTA is currently working on evaluation criteria for those not in the LRTP. A final report will go the Board in September with a prioritized list of projects. Ms. Kernaghan asked if the list of projects would come back to TAC in August and Mr. Clark said he would try to do that. Mr. DeChellis asked if the SR-138 improvements were part of the list of projects? Mr. Clark indicated that it was not on the list, but that it would be added. Mark Bozigian (North LA County) added that there are a number of projects that don’t get listed in the LRTP i.e. the Call projects, and should not automatically fall to the bottom of the list because of this. Mr. Clark agreed and replied that’s why MTA was working on evaluation criteria so that projects can be ranked. Mr. Uyeno stated that the region should be getting an agreement from the State that the counties receive their fair share of any money received from the Federal Government. There is a proposal in Seattle (King County) that proposes the money come directly back to the Counties instead of the State. Supervisor Burke asked MTA to investigate this proposal to see if it can be applied here. Mr. Finnegan asked how the priority would be determined given the size of the list and the likelihood that most of the projects won’t get funded. Mr. Clark indicated there would be plenty of opportunity for TAC and the cities to provide their feedback. Mr. Dechellis asked how the MTA could adopt the State’s principles and yet have Supervisor Burke amend them to include King County’s proposal. This makes MTA’s principles in conflict with the State’s principles. Mr. Clark responded that the MTA has committed to Supervisor Burke that the King County proposal would be investigated, but that currently MTA’s principles are consistent with the State’s. Mr. Clark agreed that if the proposal were included, it could possibly be in conflict. Mr. Bozigian responded that he agreed the proposal should be included and that it could be removed if there was
a guarantee from the State as to how the money would be distributed. Mr. DeChellis agreed there were a lot of issues regarding the distribution of the funds and it be taken up at Streets and Freeways and the other Subcommittees.

9. Segway Bill (SB 1918) (Michael Turner, Government Affairs)
This bill would categorize Segway devices as an electric personal assistive mobility device and place it in the same State statute as the electrical wheelchair so it can operate on sidewalks. The League’s concerns were that individual cities should be allowed to regulate and prohibit its use in certain areas. An amendment was put into the Bill on June 4th that satisfied the League’s concerns. MTA’s position is the same as the League’s position. The League removed their opposition based on the amendment. Recently, the Bill was amended to reduce the speed limit from 20 mph to 12 mph. The Bill will go to Assembly Appropriations in the first or second week of August. Ms. Kernaghan asked if anyone has discussed how these devices will be secured on buses. Mr. Turner responded that this topic has not come up. Mr. DeChellis suggested that allowing them on sidewalks would conflict with pedestrians. Mr. Turner responded that the language the League requested would allow municipalities to prohibit them in certain areas, especially those with a high density of pedestrian traffic. So a city could pass an ordinance against using them on the sidewalk. Mr. Okazaki asked if people could buy insurance for these devices and if there was a helmet law. Mr. Turner responded that it is not being treated like a bicycle and that the discussion had not yet reached this level. Mr. Finnegan suggested there were a lot of implications that have not yet been discussed. With the Amendment, it will fall on the shoulders of the cities and counties to regulate it, absent any future action by the State. Mr. Bozigian added that it was a new technology and if it becomes popular, then cities and counties will deal with it in terms of how they regulate it.

10. Legislative Update (Michael Turner, Government Affairs)
- The State does not have a budget and it is past the deadline. The budget is with the Assembly and no real negotiations are taking place. The situation is becoming complicated because State employees are due paychecks soon and the State is not allowed to issue vouchers like they did last year.
- SB18 has been amended and the reference to San Fernando Valley has been removed. The Bill now requests that the University of California do a study of MTA Board governance and that transit agencies should adopt a Bill of Rights. The Bill is still opposed by the MTA Board.
- Three Bills will go the Board next month: AB 2360 which would establish a competitive grant program for increased money ($5 million) for the Freeway Service Patrol to come from existing Caltrans resources; AB 2048 would exempt transit agencies from the requirement to retain video surveillance recordings for a year; SB 1856, is a high speed rail Bill. This a project in which MTA would like to get more involved and is working with Metrolink on the issues related to LA County.
11. **Wilshire BRT FEIR (Tim Papandreou, Countywide Planning)**

An executive summary should be done by next week and the FEIR completion date will be sometime before July 30. The executive summary will be available on the MTA website when it is completed. The FEIR will recommend four components of the project:

1) **Stations and vehicles** – the stations will look like the stations currently on Wilshire Boulevard for the Metro Rapid Bus and will include information kiosks and new information systems. Specific options being added will be landscaping and emergency call boxes similar to those at Metrolink stations. The vehicles will be 60 feet articulated, low floor, CNG hybrid or some other alternative technology. Currently, there is a procurement through the MTA Operations Department to procure up to 100 of these vehicles for the San Fernando Valley BRT and for MTA Operations. The Metro Rapid program will take a good portion of these vehicles.

2) **Compatible Signal Priority** – Right now signal priority exists only in the City of Los Angeles portions. MTA is working with the Cities of Beverly Hills and Santa Monica and LA County in getting signal priority through their jurisdictions.

3) **Maintenance Facility** - Looking at expanding the Division 10 Maintenance facility to accommodate the larger BRT vehicles.

4) **Peak Period Lane** – Seeking environmental clearance for the peak period lane from Western Avenue to Bundy. MTA staff is recommending an environmental clearance for jurisdictional support and acceptance.

If the stations and vehicles concept is implemented with the pre-paid fare boarding using the smart cards and 3 door entry points, the report indicates that 2/3 of the benefit in speed will come from the station and vehicles themselves and the remainder is equally split between signal priority and the peak period lanes.

Mr. Papandreou informed TAC that if they want a copy of the Executive Summary to contact him or Renee Berlin.

Steve Lantz (SCRRA) asked how they would enforce fares with multiple entry doors. Mr. Papandreou responded that this would be resolved by the policies of the UFS system that are being developed and by the vehicle procurement standards.

Mr. Papandreou also mentioned that the document would look at the mitigation measures required to do a peak period lane and then the Board will decide whether to adopt it. Each city will then be given first right to allow certain portions or certain segments. Mr. Okazaki asked how the MTA was going to deal with local jurisdictions in terms of accommodating the peak period lanes and the maintenance of the landscaping proposed. Mr. Papandreou responded that the MTA would work with the cities in developing some sort of agreement or arrangement, perhaps an MOU.

13. **New Business**
There was no new business.

14. Adjournment

The meeting was adjourned at 11:40 a.m. The next TAC meeting will be held on Wednesday August 7, 2002 in the 3rd Floor Union Station Room. A meeting with the sub-regions will take place prior to the TAC meeting at 9:00 a.m.