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

2. Approval of Minutes
   Minutes from the July 10th meeting were approved without corrections.

3. Agenda Reports by Standing Committees

   BOS (Brynn Kernaghan)
   - Met on July 30th
   - Adopted a list of what would be included in the Muni Operators’ Short Range Transit Plans (SRTP)
   - Received an update on the Regional Pass (EZ pass) being implemented on September 1st, with 12 operators honoring it. A press conference will be held on Tuesday, August 13th at 9:30 a.m. at MTA
   - Adopted interagency transfer policy
   - Received an update on MTA TDI reorganization
   - Informed of Bus Stop Security Grant Program
   - Received training on the purpose of BOS for new members
   - The next meeting is scheduled for August 27th

   LTSS (Joyce Rooney)
   - Met on July 25th
   - Received updates on Regional Transit Pass, Smart Card Program and Access Services
   - Discussed process for filling vacancies, reported that MTA staff mailed letters to cities, the County and private/non-profits
   - NTD forms for FY02 are due to MTA by August 30th
   - August meeting cancelled, next meeting is scheduled for Sept. 26th
Streets & Freeways (Bill Winter)

- Met on July 18th
- Art Cueto made a presentation on the Bus Stop Security and Safety Grant Application
- Received an update on the RSTI Performance Evaluation
- Received an update on TEA-21 Reauthorization, which TAC had previously referred to the Subcommittee
- Received update on Caltrans environmental requirements. Lynn Goldsmith will be coordinating a meeting with Caltrans to discuss the requirements.
- Next meeting is scheduled for August 15th. There is one item on the agenda (Capacity Enhancement/System Preservation)

TDM/Air Quality (Sina Zarifi)

- Did not meet in July
- Next meeting September 7th

4. Chairperson’s Report (Renee Berlin)

- Ms. Berlin reminded everyone to sign in and to write their ticket numbers down when validating parking.
- August MTA Board Committee meetings have been cancelled and the August Board meeting will be held one week earlier, on August 15th
- Distributed the MTA rolling agenda
- New Board Committee assignments announced:

  *Planning and Programming* will now meet on the 3rd Wednesday of the month, rather than Thursday. Meeting time is 1 p.m.
  Members include: John Fasana, Chair
  Mike Antonovich, Vice Chair
  Hal Bernson
  Yvonne Burke
  Bea Proo
  Doug Failing, ex-officio

  *Construction* will meet at 2 p.m. on Wednesdays
  Don Knabe, Chair
  Gloria Molina, Vice Chair
  Paul Hudson
  Zev Yaroslavsky
  Pam O’Connor
  Bill Dahl/Doug Failing, ex-officio

  *Finance & Budget* will meet at 9:30 a.m. on Thursdays
Paul Hudson, Chair  
Frank Roberts, Vice Chair  
Don Knabe  
Alison Yoh  
John Fasana  
Doug Failing, ex-officio

*Executive Management* will meet at 10:30 a.m. on Thursdays  
Hal Bernson, Chair  
Zev Yaroslavsky, Vice Chair  
Frank Roberts, 2nd Vice Chair  
Yvonne Burke  
James Hahn

*Operations* will meet at 1:00 p.m. on Thursdays  
Bea Proo, Chair  
Pam O’Connor, Vice Chair  
Alison Yoh  
Mike Antonovich  
Gloria Molina  
Doug Failing, ex-officio

- The remaining three Service Sectors- South Bay, Gateway and Central/Westside are scheduled to open in September.
- Responding to concern about public safety abroad Metro buses and trains, MTA is revising its hiring policy to preclude employment of persons convicted of a felony or certain misdemeanors, including misdemeanor charges that result from felony plea bargains.
- Metro Motion debuted on July 16th on CityTV in Santa Monica and Channel 36 in Los Angeles. It was the first in a series of 30 minute television shows that will fill in the gaps on what the MTA does, encourage viewers to become more involved in the future of transportation in Los Angeles, and try public transit. Metro Motion is a joint production of the MTA and CityTV, which is owned and operated by the City of Santa Monica. MTA is using cable television as a vehicle for allowing viewers to explore the array of mobility options MTA is funding in various parts of the County.
- MTA continues making progress in reducing overcrowding on Metro Buses, but has reached the point where it needs higher capacity buses, exclusive busways and more Metro Rapid Bus lines to improve service even more. Since the decree went into effect six years ago, MTA has spent close to $1 billion on new buses and expanded service. MTA has purchased 2,000 buses (many were replacement buses) and expanded peak hour bus service by nearly 500 buses. In FY03, MTA, has budgeted for a record amount of bus service. MTA has gone out to bid for 200 articulated buses 60’ long and can carry about half as many more passengers as a regular 40’ bus. Two new Metro Rapid Bus lines will be added in December (Vermont & Broadway).
MTA’s federal funding requests are making their way through Congress, with Senate Appropriations earmarking $57.5 million for the agency. The House Committee has not yet met to consider MTA funding requests. Senate funding marks include:
- $40 million to complete the North Hollywood Red Line extension (federal funding commitment)
- $10 million for the Eastside LRT
- $5 million for Rapid Bus expansion and to improve bus facilities
- $1.75 million to purchase new buses and improve Muni Operator facilities (this is the Muni Operator’s request)
- $750,000 for reverse commute/access to jobs

MTA had requested $113.5 million in addition to the above for preliminary engineering for the proposed Exposition Line, more money for Rapid Bus and for implementation of the Universal Fare System. The House will consider MTA’s requests in September, following that the Senate/House Conference Committee will meet.

MTA recently released findings of a survey of 35,000 bus riders, which found that seven out of ten customers agree bus service is improving. Besides 35,000 bus riders, 15,000 rail riders were polled along with 7,000 who rode buses operated by the munis. Eighty-eight percent (88%) of Metro bus riders rated MTA service as fair or better. On the rail side, 96% rated service fair or better.

For the third year in a row, the Government Finance Officers Association of U.S. and Canada presented MTA with a Certificate of Achievement for Excellence in Financial Reporting. This is the highest form of recognition in government accounting and financial reporting.

Prior to today’s meeting, the TAC Subregional/League Representatives met to determine how they could become more active in TAC. This was a follow-up to the TAC Subcommittee Chairs’ Quarterly meeting. From the meeting, it was agreed that some League reps are new to TAC and just learning its function and role. They would like to revisit this item in a year.

Board Recap
- Chief Executive Officer, Roger Snoble reported that he attended a meeting in San Diego of the General Managers and staff from most of the major transit properties in the State to discuss consensus principles for TEA-21Reauthorization.
- The muni fare share report on Proposition A & C funds was postponed until September. Terry Matsumoto has been scheduled for the September TAC meeting.

Approved as amended by Fasana:
- MTA Security policy that provides a high level of security to MTA customers, employees and property. Fasana amendment: MTA seeks to ensure that bus and rail passengers receive the same security services that pedestrians and drivers of passenger or commercial vehicles receive from local law enforcement agencies. The policy addresses deployment, enhanced security, strikes and LAPD & LASD roles during an MTA strike, retirement, transit commanding officer, annual budget process, reports, travel, training and professional conference attendance, transit community policing programs, capital expense and security agency overhead rates. This policy
was to provide a framework for the new contracts that are being negotiated with the LAPD & Sheriff. The existing contracts expire in November.

Approved on consent:
- Support position on AB 2048 (Salinas) exempting transit agencies from current videotape storage requirement. Clarifies videotapes or records that are evidence in cases pending litigation and whether storage is required until incident is resolved. Defines routine video monitoring.
- Support position on AB 2360 (Dutra) implementing a competitive grant program for additional funds from the proposed State budget for the Freeway Service Patrol Program.
- Work with Author position on SB 1856 (Costa) subject to voter approval which would provide issuance of $9 billion in general obligation bonds for planning and construction. Would require High Speed Rail Authority to pursue and obtain other private or public funds to augment bond proceeds.

Call for Projects Workshop:
- Ms. Berlin reminded members of the Call for Projects Workshop for FY03 first program year grant recipients scheduled for August 27th at MTA. Two separate workshops will be held. The morning workshop will cover State and Federal funds requiring an LOA; the afternoon session will cover funds requiring an MOU.

Ms. Kernaghan wanted clarification that the funds $1.75 million for bus purchases and improved Muni Operator facilities included in the Senate Appropriations Bill is for eight Municipal Transit Operators, not for MTA Operations? Ms. Berlin said yes. Ms. Kernaghan also asked whether the MTA’s Supervisorial Union voted yesterday to go on strike or not? Mr. Feinberg (Westside Cities) commented that today’s LA Times reported that 85% supported a strike.

5. Short Range Transportation Plan (Heather Hills, Countywide Planning)
Ms. Hills clarified the responses to several questions that were asked at last month’s TAC meeting. The first dealt with the definition of travel time. Ms. Hills clarified that it is the door to door travel time. She also clarified that Performance Measure #7 (the Regional Economic Benefit) would be used as a secondary measure. Further, as a result of last month’s TAC motion, safety will be considered in the Congested Corridor analysis. Steve Finnegan (Auto Club) asked if the SRTP included only the 5 corridors and nothing else outside of those five corridors? Ms. Hills replied that the SRTP is looking at a variety of things including congestion corridors, Metrolink, rail fleet management, parking management, Metro Rapid Bus, etc. Ms. Berlin commented that it has a countywide view.

6. Rideshare Evaluation (Cosette Stark, MTA Communications)
Ms. Stark gave a brief overview of the Rideshare Program. She stated that SCAG was providing the bulk of rideshare services for LA County including the matching database, ride guides as well as Employer outreach. Concurrently, MTA was implementing an Incentive Program, Rideshare Awards and Club Metro for small employers.
With the adoption of the Long-Range Plan, the MTA Board directed that an evaluation of rideshare services be performed. In particular, the evaluation assessed the types of services currently available, enhancements that could be made and made recommendations for innovative strategies. Concurrently, a study was also being commissioned by the different County Transportation Commissions that were funding the ridematch database. The recommendations from this later study were used in the MTA study.

The consultant team did an extensive literature review of the rideshare services being provided and also of previous studies conducted across the nation. A performance evaluation was also conducted based on several surveys. An assessment of innovative strategies that were available, but not in use in LA County was developed along with recommendations. A cost effectiveness comparison was performed based on the surveys. The overall results were that services MTA was providing were cost effective as a Congestion Management measure and the cost was in the range of other comparable programs across the nation.

Ms. Stark summarized the evaluation’s findings and recommendations:

- There is a need to concentrate on the highest quality of the basic services, which relates to the carpool match list database. The database was found to be very large (about 390,000 registered). However, there was a low interest of those registered to enter into a carpool arrangement. The low numbers are due to services being focused on helping employers meet air quality requirements rather than arranging rideshare arrangements. Therefore, many in the database were not interested in ridesharing. Only 2-3% of those in the database changed their behavior. As a result of this finding, it was recommended that air quality conformance be separated from the rideshare matching process.
- Follow-up calls to prospective carpool participants need to be made and the turn around time to receive a match list needs to be improved.
- Cross County ride matching services need to be retained.
- Perform enhanced outreach to employers.
- There is a need to better integrate rideshare services with other broader services either offered by or funded by the MTA, to provide one stop shopping.
- The survey found that for Rideshare Rewards, there were a number of people participating in the program that were not eligible. The study recommended revisions to the marketing materials, so people understand what the program rules better. For Club Metro, the study recommended eliminating the three-month waiting period, and broadening the geographic coverage.

Recommendations for new innovative services included:

- Looking into an enhanced vanpool program and annual employer discount passes that could be purchased by employers;
- Enhance the ride matching services to provide an Internet based system;
- Perform extensive follow-up;
- Focus the program on increasing the number of ridesharers rather than meeting air quality requirements.
In May, the MTA Board established a MTA operated rideshare program. FY03 is going to be the transition year, where services will be moved from SCAG to the MTA. This year, MTA will be purchasing a new ride match system and will be developing an enhanced vanpool program.

7. TEA-21 Project List (Gary Clark, Government Affairs)
Mr. Clark reported that projects are still being submitted for inclusion on the project list. Government Affairs staff wants to make sure it is a compete list prior to starting the prioritization process. Mr. Clark’s Government Affairs staff is working with the Planning Department to develop the criteria with the Board scheduled to approve the final prioritized list in September. Ms. Berlin asked if jurisdictions could continue to submit projects. Mr. Clark replied yes, but that projects need to be submitted quickly.

Mr. Clark reported the House mark-up for FY 03 Appropriations will not occur until late September, which means that agencies will be operating under continuing resolutions. The Senate does not want to proceed with their Appropriation Bill until the House acts. Mike Uyeno (City of LA) asked how California expects to increase its share without attacking the minimum guarantee, and asked what exactly is the plan? Mr. Clark reported that California’s Secretary of Business Transportation and Housing, Maria Contreras and her staff, are taking a very active role, but staff is getting conflicting signals. First staff was told that they just wanted to see a list from all regions so that they could submit a unified front, now the State wants to select California’s priorities. Mr. Clark commented that Sacramento probably has a general idea of what they want to do which is to make sure that California is not left out again. Ms. Berlin asked if the California Congressional Delegation is still having regional meetings. Mr. Clark said yes, the Southern California meeting is scheduled for August 27th. Bill Winter commented that Marisa Yeager previously stated that the State does not want to push the donor-donee issue. Mr. Winter asked if this is still the case. Ms. Yeager (Government Affairs) said the State does not want to make a huge presentation on that issue. Mr. Clark added that the Senate does not care about the donor-donee issue. In addition, MTA staff is reaching out to Senators outside California to gather support.

8. Legislative Update (Michael Turner, Government Affairs)
Mr. Turner gave the following update:
- SB 18 (Alarcon) – which states that transit agencies should adopt a Transit Riders’ Bill of Rights and requests the University of California to conduct a study of the MTA’s Sector Governance, including the Board, is in Assembly Appropriations and as of August 6th, no amendments have been submitted. The Appropriations Committee has not identified a cost to this bill. Also, another issue brought up is the use of the word “should” and whether it creates a mandate. Senator Alarcon has also requested an audit of the MTA’s Service Sector Program. This issue will be heard by the Joint Legislative Audit Committee on Wednesday, August 14th.
- California Transit Association amended AB 381 (Salinas) dealing with fare box recovery requirements. The bill is trying to identify increases in cost that may affect agencies ability to meet the fare box recovery requirements. The bill was amended to try to grant exemptions to agencies for things such as increased fuel costs, insurance costs, etc. The bill was considered in
the Senate Transportation Committee on Tuesday, August 6th. It was amended by Senator Murray to have the Legislative Analyst work with transit agencies to identify areas where cost increases have been significant and impacts their ability to meet the fare box recovery requirements. The work will start soon, since a report is due back in March 2003.

- AB 2184 (Cohn) - would allow transit agencies to draft ordinances related to graffiti, loitering, etc. The bill was amended by Senator Murray to clarify certain actions that are prohibited or can be cited on transit properties. The Senate wanted to take out the actions dealing with loitering, now the bill mainly specifies things that are prohibited on transit properties.

- AB 2389 (Dutra) – deals with the TEA Program. The Davis Administration has expressed its intent to manage the TEA Program. Currently, it is handled like STIP dollars in that the program follows the 75/25 split and Caltrans and the CTC administers the program through guidelines. Since it’s not in statute, the CTC can take an action at any time to have it managed at the State level. There are several agencies involved in the TEA program that have discussed the management of the program and tried to reach a consensus. Assemblyman Dutra is going to amend the Bill to state that the TEA program should follow the STIP formula (75/25 split).

Authors are being recruited.

- SB 1828 (Burton) deals with CEQA and Indian Sacred sites. The bill says that in the CEQA process if a project is within a mile that is held by a recognized tribe, the tribe must be notified and consulted about the project. If there is an impact to a Sacred site, as identified by the tribe, the project cannot be granted a permit until the tribe approves the mitigation of the impact. An Indian tribe would have veto power over any CEQA project if they do not feel mitigations are satisfactory. MTA staff will present the issue to the Board in August for a position.

Mr. Turner reported that no real budget negotiations occurred in July. Revenues have declined since the Senate adopted its version of the budget and other problems have arisen. Mr. Turner stated that the proposed budget still contains the $5 million in additional dollars that was secured for the Freeway Service Patrol Program and a slight increase in State Transit Assistance operating funds. There have been talks about a potential sales tax increase, however, 60% of sales tax goes to education. Senator Burton stated that he wants to appoint a commission to address the State’s finances. The State has been so reliant on stock dividends that it has created wild fluctuations in the budget. The commission would restructure the State’s finances to eliminate that volatility.

David Feinberg asked for more information on Bill AB 2048 (Salinas) that would require videotaping on buses. Mr. Turner said that unless there is an exemption to the bill, it would require agencies to keep recordings, which creates a cost. The technology is not available currently to maintain video recordings.

9. SAFE Outsourcing (Cathy Thunstrom, SAFE)

Ms. Thunstrom reported that the Service Authority for Freeway Emergencies (SAFE) handles all the calls boxes in LA County. Currently, SAFE’s authorized capacity is 4,471 call boxes which are
answered by the California Highway Patrol (CHP). There are several problems associated with this arrangement; one being that SAFE has no authority to dictate policy to the CHP and secondly, the SAFE is legislatively required to reimburse the CHP for all costs including overhead and benefits. Currently, SAFE is paying over $8 per call answered, which is one reason staff considered outsourcing. SAFE wants to improve the level of service to the public and reduce costs associated with the program. Several evaluations have been conducted on the program with a recommendation to outsource call answering.

On June 6th, an RFP was released for call box answering services with proposals due on July 31st. Four potential bids were received, but two have been disqualified for not meeting the basic requirements. The last two bids will be evaluated next week with evaluation completion date scheduled for August 16th. LA County SAFE will be the fourth SAFE within the State of California to outsource its call answering. Some price comparisons have been conducted and staff feels that a 50% savings will be realized by outsourcing the call answering services. It is anticipated that some calls will still go to the CHP such as accidents. The CHP is supportive of this effort and has been involved in developing the scope and will be involved in the evaluation process. The evaluation team consists of CHP and SAFE staff. It is anticipated that the SAFE Board will select a vendor in September with a project start date of October. The initial work on the transition from the CHP will take 6 months and should begin in March 2003.

Mr. Finnegan commented that more call boxes seem to be out of service and asked for more information on the maintenance contracts. Ms. Thunstrom said that currently, there’s an ADA Mobility Access Project (a $7.5 million federal grant) being implemented to modify call box sites to meet ADA requirements. As part of the settlement with Thalheimer, a call box that is damaged and not ADA accessible cannot be put back into service until the site is ADA compliant. A contract was awarded to Peterson Chase General Engineering Contractors to modify the call boxes. To date, 452 call boxes have been scheduled for modifications. So far, 196 call boxes have been modified on the Routes 110, 91 and 605 Freeways. In addition, several vendors have been awarded maintenance contracts. LA County SAFE conducts and coordinates its own maintenance. Subcontractors, who are performing the maintenance work are being monitored and supervised. Previously, call box maintenance was outsourced.

Ms. Thunstrom also reported that there is currently a cellular analysis being conducted throughout LA County. The purpose of this evaluation is to ensure that call boxes are appropriately accessing cellular service. Pat DeChellis (LA County Public Works) asked to receive a report on the analysis done on the Angeles Crest Highway. Eric Levinson (ADA representative) asked what ADA modifications are being done to the call boxes. Ms. Thunstrom replied that in addition to the site modifications for wheelchair accessibility, all call boxes in Los Angeles County are TTY equipped for the hearing and speech impaired.

10. San Fernando Valley North/South MIS (Roger Martin, Countywide Planning)
Mr. Martin informed the Committee that the study is a result of a $100 million State Transportation Congestion Relief Program (TCRP) earmark to build a North-South Transit Corridor in the San
Fernando Valley that would connect the Metro Rapid Bus on Ventura Boulevard to the San Fernando Valley East-West Bus Rapid Transit Project to be completed in mid 2005. Mr. DeChellis asked if the project includes the City of Burbank. Michael Meyer (Meyer Mohaddes Associates), the study’s consultant said no. To identify potential corridors, population characteristics, areas of high transit usage, point of density distribution, land use conditions, and population density distribution were examined. As part of the study, the MTA is working with the City of Los Angeles, Metrolink, Caltrans, and the City of San Fernando. Staff has begun the public outreach effort. Approximately 110 different groups have been identified including neighborhood councils, chambers of commerce, neighborhood watch groups, etc. On July 22, staff met with the various elected officials offices. An information hotline has been established, 818-701-2855. Open-house sessions will be held on September 9th, 10th, and 12th. Mr. DeChellis asked why Olive View Hospital was not included as a destination for transit service. Mr. Meyer said that the analysis is still being conducted on the alternatives. Brook Geer-Person (TDM Air Quality Subcommittee) suggested that staff should look at serving the Northridge Metrolink Station.

11. Mid-City Exposition Light Rail PE/Environmental Update (Anthony Loui, Countywide Planning)

As adopted by the MTA Board in June 2001, the Mid-City Exposition Light Rail Project is part of a larger study called the MTA Mid-City/Westside Corridor Study. After completing the Major Investment Study, the MTA proceeded to draft the Environmental Impact Statement/Environmental Impact Report, which was approved in June 2001 for two locally preferred alternatives (Mid City/Wilshire Bus Rapid Transit for the Wilshire Corridor & Mid City/Exposition Light Rail Transit for the Exposition Corridor). The right-of-way from Downtown LA to Santa Monica is owned by the MTA. The Exposition project is the Locally Preferred Alternative. Staff is looking at a line that will extend from the eastern terminus, at the 7th Street/Metro Center and run to the Culver City area with a terminal station at Venice/Washington. The line would have 10 stations, of which 7 to 8 would be new. It will share the track with Metro Blue Line from 7th Street to Grand Ave. At the direction of the MTA Board, a below ground option will be studied through the USC and Exposition Park area. Staff is also looking per the draft Environmental study, at a grade separated station at La Cienega and around the Mid-City area. It is anticipated that the MTA Board will award a contract for the project’s preliminary engineering at their August 15th meeting. Preliminary Engineering will be completed in approximately 13 months and will support the completion of the final Environmental Impact Statement/Report. An administrative draft will be submitted to the Federal Transit Administration (FTA) since the project will be seeking federal grants as a New Starts project. FTA granted permission MTA to enter into preliminary engineering for the Mid City/Exposition LRT Project. Certification of the Final EIS/EIR documents and definition of the project is expected in June 2003. Project construction is expected 2008 or 2009. Mark Herwick (LA County Regional Planning) asked what will happen to the schedule if the decision is made to go underground as requested by USC. Mr. Loui responded that it becomes an alternative to the current design. Mr. Herwick asked if it would extend the time to complete the project? Mr. Loui said no, because the below ground option is currently being studied. Haripal Vir (City of LA) asked if the Request for Proposal has been released. Mr. Loui replied that the RFP was issued in May 2002. It is anticipated that the Board will award a contact at their August 15th meeting. Mr. Vir also asked
when the draft environmental report would be completed? Mr. Loui said that the MTA Board has approved the draft and staff is currently preparing the final environmental document with an administrative draft expected around April 2003. Mr. Vir asked if the cost estimation ($429 million) includes construction, design and engineering costs? Mr. Loui said the estimation is the total project cost, but this amount may change when preliminary engineering is completed. Mr. Vir further asked if the project has State funding? Mr. Loui said the project has TCRP funding ($250 million). Lastly, Mr. Vir asked if the project would interface with the proposed Crenshaw Corridor Light Rail Project? Mr. Loui said that the MTA is currently conducting an MIS for the Crenshaw Corridor; several alternatives have been identified. The Exposition project will be constructing stub trackage that could be available if the Crenshaw Light Rail becomes a reality.

12. New Business
   • Mr. Feinberg announced that the Westside Cities will be meeting tomorrow afternoon to vote on forming a COG.
   • Stephanie Negriff has been named Director of Santa Monica’s Big Blue Bus.

13. Adjournment
   • Ms. Berlin adjourned the meeting at 11:40 am. The next TAC meeting is scheduled for September 4th.