1. Call to Order/Roll Call
   Renee Berlin (Chair) called the meeting to order at 9:30 a.m. Randy Lamm (MTA) took roll and declared a quorum was present.

2. Approval of Minutes
   The minutes from the August 7th meeting were approved without corrections.

3. Agenda Reports by Standing Committees
   BOS (Brynn Kernaghan) *See handout at end of minutes.*
   - Made initial comments on the draft Regional Short Range Transit Plan including action plans for implementation. The SRTP will receive final BOS comments in September, go to the General Managers in October, and to the MTA Board for adoption in November.
   - Identified the need for more clarity between MTA, SCAG, and FTA on the TIP process, so that everyone agrees on when projects are to be added, changed or deleted from the TIP. This will ensure that information is accurately forwarded through the TIP amendment process.
   - Received a preliminary briefing on the TEA-21 Reauthorization project tiers
   - Discussed UFS program costs and the tracking and obligating of funds received. Determined how to include UFS funding in the TIP until allocation amounts are finalized for each operator
   - Discussed the need to track and obligate funds
   - Received an update on ASI’s Consolidated Transportation Service Agency Inventory and Action Plan
   - Established a task force to help MTA staff review the Transit Capital Call for Projects application
   - Received an update on the status of the State budget and legislation
   - Next BOS meeting is Sept. 30

   LTSS (Joyce Rooney)
   - No meeting in August
   - Next meeting Sept. 26
STREETS AND FREEWAYS  Special meeting  on Aug. 15 (Mike Uyeno)
• Had a presentation on the Capacity Enhancement and System Preservation Needs Assessment Study. The Subcommittee members made two motions on the study: One motion suggested adding the annual costs of 3R work to one of the charts and adding the STIP and General fund sources to another chart showing eligible fund sources for system preservation. Mr. Winter commented that the study was a good start at showing a rough estimate of the County’s needs and this is not the end of the effort to track system preservation needs. It was a good effort on MTA’s part considering the short time frame.
• Also received a hand out on the HOV Performance study

TDM (no report, no meeting in August)

4. Chairperson’s Report (Renee Berlin) See handout at end of minutes.
• Ms. Berlin reviewed the safety evacuation plan for the Union Station Room. She informed the TAC members that the evacuation plan would be an attachment in future agendas.
• She reminded members to sign-in and have their parking validated
• On August 27, the MTA held the 2003 1st year funding workshop for grant recipients. MTA and Caltrans staff participated in developing the workshop. In the morning, state and federal letters of agreement were reviewed with 22 people in attendance. The afternoon workshop reviewed the MOU requirements for local funding. There were 13 attendees at this workshop.
• Don Dey has left the City of Long Beach. Ed Shikada the City of Long Beach Director of Public Works has replaced Mr. Dey on the TAC.
• The regional EZ Pass was launched on August 13th. Beginning in September, transit riders will have the option of using the EZ Pass for unlimited travel on Metro Bus and rail and on 11 municipal bus systems. The pass is priced at $58 for the regular monthly pass, $29 for seniors and disabled.
• On August 20th, the first of 6 cars that will be used to test track alignment and wayside signal systems on the Pasadena Gold line was delivered.
• The Metro Blue line continued to experience record breaking boarding. July was the 3rd consecutive month in which average weekday boardings surpassed 70,000.
• The three remaining service sectors- Gateway Cities, Westside/Central and South Bay came on line September 1st. The Gateway Sector will have offices at Division 4 in Downey; the Westside/Central will be located on the 4th floor of the Gateway Building and the South Bay has located a building in Torrance near the intersection of the I-405 and I-110 Freeways.
• On September 14th between 9:30 and 11:00 a.m., Metro Art will tour 5 new art installation sites. The installations are at 3 Metro Rail stations and on board a light-rail train. The locations of the installations are as follows:
  − A seating area at the Rosa Parks station (Imperial/Wilmington station)
  − A seating area and computer generated animations that play on television monitors at the 7th & Metro Station.
  − An audio visual presentation installed on-board Metro Blue Line car #127
  − A photography exhibit at Wilshire/Normandie
• The Metro Rail system will add up to an hour to late night service starting October 20th. One hour will be added to the Blue line between the Long Beach Transit Mall and the 7th/Metro Station; one hour will also be added to the south bound Red line from North Hollywood; 40 minutes will be added to east & westbound Red line trains between Union Station and Wilshire/Western; 20 minutes will be added to the Green line east bound train from the Marine/Redondo station, and the westbound train leaving from Norwalk will operate 10 minutes later.

• Announced that planning continues on the 1st Annual LA County Transportation Summit to be held November 18th at the Wilshire Grand Hotel. The theme is “Mobility 21: LA County Moving Together”.

  It will bring together elected officials, transportation providers, labor, and community leaders to develop practical solutions to transportation issues facing LA County; with goal to create a regional coalition that can be called upon to advocate on behalf of the County’s transportation priorities especially with regard to TEA-21 Reauthorization.

• MTA began a pilot program for installing route map & timetable decals at bus stops on two Metro Bus lines 70 and 260. The decals are yellow self-adhesive signs that measure 3.5 by 8 inches. They will only be installed at location where MTA owns the pole.

• Open houses for the MTA San Fernando Valley North-South Transit Corridor study will be held on Monday Sept. 9 from 5-8 pm at Northridge Hospital; on Tuesday Sept. 10th from 5-8 pm at the North Hollywood Recreation Center, and on Thursday Sept. 12th from 5-8 pm at the City of San Fernando’s Recreation Center.

• Announced that staff will bring forward a revised bike on rail policy that will improve rail access for bicyclists. The policy will eliminate bike permits, reduce time restrictions as to when bicyclists can use the system and allow for a reverse commute during peak periods.

**Board Recap**

**Approved:**

Creation of a Chief of Police position. It will be a sworn peace officer position pursuant to PUC section 30504 and California Penal Code 830.33.

Took an oppose position on SB 1828 (Burton) the Indian Sacred Site Bill that would prohibit the issuance of a permit for a project until the CEQA review is completed to the satisfaction of the Affected Native American group.

**Approved under reconsideration:**

• Certifying the FEIR for the Mid City/Westside Transit Corridor Wilshire BRT project.

  Adopting the Findings of Fact and Statement of Overriding Consideration and the Mitigation Monitoring program; filing the Notice of Determination; authorizing a demonstration and testing program for a dedicated transit lane, subject to approvals of local jurisdictions.

• Forwarded to the September Planning & Programming the contract approval with DMJM/Harris for preliminary engineering design services for the Mid City/Expo LRT.
Approved on Consent:

- Negotiation and execution of a contract change order with Korve engineering to initiate and complete the Mid City/Expo final EIS/EIR for an amount not to exceed $900,000 plus 10% contingency

Ms. Berlin asked for comments on the TAC meeting format and agendas. She reported that the TAC Subcommittee chairs would be meeting before the October TAC meeting and TAC members should provide them with comments and input.

5. TEA-21 Reauthorization (Gary Clark, Government Relations)
At last month’s meeting, a preliminary project list was distributed. Mr. Clark reported that staff is finalizing the board report and the project list. The projects are divided into two categories: regionally significant projects that are included in the Long Range Transportation Plan (LRTP) including the Alameda Corridor East, Los Angeles Eastside Light Rail, Los Angeles World Airports Transportation Security Improvements, Mid-City/Expo Boulevard Light Rail Project, MTA Bus and Rail Capital Improvements, Municipal Operators Bus Capital Improvements, Route I-5 HOV from routes 134 to 170, Route I-5 adding mix flow lanes from Rosemead (I-605) to the Orange County Line and the I-405 HOV lanes. The second category includes other projects submitting by sponsoring agencies that are supported by the MTA. Steve Lantz (SCRRA) asked how MTA is coordinating with the State for a single integrated list. Mr. Clark responded that this list will be submitted to the Secretary of Business Transportation & Housing as well as the Congressional delegations as soon as the Board approves it. Mr. Clark also reported that on September 9th at the Carson Community Center, Transportation Secretary Norm Mineta will meet with leaders from throughout the County regarding their priorities for TEA-3. Mike Uyeno (LADOT-Alternate) commented that by putting projects on the top of the list that already have funding might not be the most effective strategy. He suggested that projects for which there is no funding should be given priority. Mr. Clark responded that a project will not receive federal funding unless there is a local match.

6. Allocation of Proposition C Funds
(Terry Matsumoto, Office of Management and Budget)
Mr. Matsumoto explained that Proposition C funds have been recommended by MTA management to be allocated to the municipal bus operators in accordance with past practice. This item is not included in the 10-year forecast and therefore the $3.8 million that would be allocated would have to be taken from regional funds that are currently programmed for other uses. Brynn Kernaghan asked if staff is still recommending that the $3.8 million still be allocated to the operators? Mr. Matsumoto said yes.

7. Ten Year Forecast (Terry Matsumoto, Office of Management and Budget)
The ten-year forecast is a Receive and File Board item. It is an attempt to forecast the revenues that will be available in the next ten years. This is the first official report to the Board on a financial forecast for a period longer than the current budget year since the MTA Long Range Transportation Plan was adopted in April 2001. The forecast is consistent with the Federal New Starts report that was submitted in August to the FTA in support of the Eastside Light Rail project and other projects pending federal consideration. The three points staff is trying to make in the report are that; 1) all expected
funds available to the MTA are programmed; 2) the overall long term forecast for sales tax revenue has not significantly changed since the LRTP forecast; and, 3) the MTA Board will need to take certain steps in the future to maintain and achieve the balanced forecast. The steps will include: achieving cost savings, allocating regional funds to MTA capital projects in the outer years, and increase fare revenue (fare restructuring) over the long term to provide financing for MTA Operations. This last item would be in conjunction with the Regional Pass, UFS and schedule improvements. Mr. Uyeno asked if the regional funds considered for transfer to MTA capital is to replace the buses that were purchased in recent years? Mr. Matsumoto replied that the reason for shifting regional funds is due to a shift in the current thinking to not issue more debt.

8. Legislative Update (Michael Turner, Government Affairs)
The legislature approved the budget, none of the included cuts affected transportation with the exception of ACA 11. ACA 11 which is a constitutional amendment would take a percentage of the general funds and transfer them to an infrastructure fund to pay for a series of infrastructure improvements. ACA 11 will probably be placed on the 2004 ballot and if approved, would be become effective starting in 2006 and 2007. The previous version of ACA 11 allocated 20% of the funds to transportation, of which 50% went into the STIP and 50% went to cities and counties for their transportation needs. In this version of ACA 11, the transferred funds are placed in this new Infrastructure Fund, with the Legislature indicating the allocation procedures. Steve Finnegan (Auto Club) asked if its after the voters potentially approve the ballot measure that the legislators would develop the law on the allocation and spending procedures. Mr. Turner responded that next year the Legislature will probably develop the bill on the allocating and spending procedures and eligibility requirements with the measure placed on the 2004 ballot.

With the passage of the budget, the Governor has the authority to cut an additional $750 million from the budget. The Governor has indicated that he may cut a little more than $750 million. The vulnerable areas for transportation are the State Transit Assistance account, which will be held to a level close to what it was last year and the additional $5 million placed in a competitive program for the Freeway Service Patrol

Mr. Turner Reported on the following bills:
• SB 1856 (Costa)-- created a $9 billion bond measure to be placed on the 2004 ballot for a high-speed passenger train system. The initial line would provide service between Los Angeles Union Station and San Francisco. MTA staff worked closely with Metrolink staff and other areas of the state to have an additional $950 million added to the measure to fund connecting services. The PRISM formula will be used for allocation. Amtrak will receive 20% of the money and at least 25% of these funds will be used along the San Joaquin, Capital City, and Pacific Surfliner corridors.

• AB 1677 (Koretz)-- This bill would enact a strict meal and rest period provision for transit operators into the Labor Code. These periods would be considered as compensated time and if the transit operators miss them, they would get paid at premium rates. Mr. Turner commented that it would impose a schedule that is impossible to meet. The Policy includes the requirement for a lunch break after 5 hours and rest breaks every 15 minutes. Steve Finnegan asked if there is an estimate of the
cost impact to MTA? David Feinberg (Westside Cities) said that Santa Monica Big Blue Bus estimated that it would cost them an extra $1.1 million. Mr. Turner said it would be at least ten times that amount for MTA.

• AB 2048 (Salinas) -- A bill on retaining video recordings for a year is out of committee. If MTA has to implement this it would be large costs for MTA. (Since TAC it was enrolled to Governor Davis and he vetoed it on September 12th.)

• SB 18 (Alarcon) -- This bill will essentially request the University of California to do a study of MTA governance issues and adopt a transit bill of rights. The MTA Board opposed this bill and will send a letter to the Governor requesting that he veto it.

• SB 1828 (Burton) – This bill would allow special development review requirements for Native American Sacred Sites. Amendments were made which probably weakens the measure. The determination of a site was undefined. The bill was changed to take out the veto power. The sections were re written and those re-written sections look a lot like the CEQA process which allows a Statement of Overriding Considerations.

Mr. Turner further reported that Senator Burton would like to appoint a commission to restructure the State’s finances to avoid the wild swings due to the effects of the stock market. Additionally he reported that revisions to the SB 45 allocation formula may come up next year as well as additional funding for the Bay bridges due to cost overruns.

9. Capacity Enhancement and System Preservation Needs Assessment Study
   (Randy Lamm -- Countywide Planning) See handout at end of minutes.
Randy Lamm distributed a hand out providing a summary of the work effort, the study’s conclusions and staff’s recommendations. The study was a result of a Board motion directing staff to conduct an assessment of local jurisdictions’ capacity enhancement and system preservation needs, as well as to work with local jurisdictions to access and draw-down funds for local system preservation and in identifying new revenue sources to address local system preservation. To complete the assessment, a steering committee composed of the seven subregions and the City and County of Los Angeles was established. The Steering Committee assisted staff with developing definitions of terms used in the study and met four times between February and July. The study had three components: a web based survey, an analysis of revenue and expenditure data from the State Controller’s Office for the 10 year period, 1990 - 2000, and interviews with the Steering Committee members to gain insight as to the concerns of the individual subregions, and to help clarify countywide concerns with regard to system preservation.

Mr. Lamm discussed two pie charts which summarized the key survey findings. The first pie chart shows the current backlog on both arterial and local residential streets. The second pie chart shows the future funding needs for both Capacity Enhancing Projects and 3R work on arterials. The results of the study showed that there was approximately $2.5 billion in unmet Capacity Enhancing needs over the next 10-20 years. Further, there is a current backlog of about $775 million in unmet 3R needs on
arterials, and on an annual basis, countywide approximately $74 million is needed to maintain the arterial system in a suitable state of repair.

From the Steering Committee interviews, there were three themes: Federal funds (STP-L) are difficult to process especially for the smaller cities, Pavement Management Systems are inconsistent and not comparable -- many systems use different rating scales or condition indexes to determine when work should be done, and local jurisdictions wanted MTA staff to provide more assistance in dealing with the various funding requirements and assisting with advocating for additional revenues. The data from the survey revealed that spending does not keep pace with the needs. The study analyzed the fund sources eligible and used for 3R work on arterials and local streets. In Los Angeles County there was approximately $502 million in local (not including general funds), state and federal funds that were eligible for transportation purposes in FY 2001. However, not all of these funds were applied for 3R work on arterial streets, as these funds have competing uses and are eligible for other purposes such as capacity enhancing, transit, state highway and local streets projects.

The two fund sources that MTA programs that are eligible under certain conditions for 3R work are State Transportation Improvement Program (STIP) and federal Surface Transportation Program (STP) funds. These funds are used for -- Rail/BRT, bus acquisitions, the Call for Projects, etc. If those funds were redirected to system preservation work, there would be a proportional decrease in funding for Capacity Enhancing projects. Some of the steering committee members suggested that MTA redirect some of its funding from capacity projects to system preservation projects. Some of the other Steering Committee members recommended keeping the current focus on capacity projects and did not want to see a decrease in funding for capacity projects.

Mr. Lamm briefly reviewed the staff recommendations. He reported that on August 15th, the findings and recommendations were presented to TAC's Streets & Freeways Subcommittee. The Subcommittee members made two motions. The first was to include the annual $74 million annual need for 3R work on arterials for an extended number of years and to include inflation. Mr. Lamm reported that staff revised the chart by dividing it into the two pie charts in today's TAC presentation package. He reported that figures were not inflated because the survey specifically requested responses in current FY 2002 dollars in order to have a consistent measurement of needs. The other motion was to include the STIP and General fund sources on the chart showing eligible fund sources. MTA staff responded by adding footnotes from the STIP guidelines that state that 3R work is eligible, and that local general funds are eligible for System Preservation work.

Ms. Berlin emphasized that the Pavement Management System recommendation will not require cities to abandon their current Systems, rather the countywide system would provide a standardization or normalization of existing rating systems for consistency. Ms. Berlin also commented that the MOE recommendation will not add an additional process to local jurisdictions, it will just require local jurisdictions to forward their State MOE documentation to the MTA. David Feinberg asked why has the local match for RSTI projects has always been different than the other Call for Projects modal categories (35% vs. 20%). Ms. Berlin replied that historically the RSTI projects were the most expensive a higher local match enabled the dollars to go farther and to show that local jurisdictions were
committed to those projects. Mr. Uyeno commented that when we don’t address the backlog on the streets the costs increases greater than inflation due to the increasing rate of deterioration as the streets age. Ms. Berlin commented that staff recommendation number 7 is to gain a better understanding of the relationship of deferred maintenance on backlog costs. Pat DeChellis (LA. Co. DPW) asked if the additional $5 million (from recommendation 6) for the RSTI mode in the 2003 Call is specifically for System Preservation. Ms. Berlin replied that it is for the RSTI mode.

Mr. DeChellis distributed a motion and commented that he had not had a chance to circulate it to the cities. The motion recommends that (1) MTA staff collect on a biennial basis the pavement conditions from the cities and County of LA and produce a report. This would serve to update the System Preservation report every two years, but not to the same level of detail. Mr. DeChellis suggested that this would be a continuation of recommendation number 7 -- it would help the MTA gain a better understanding of the relationship of deferred maintenance to backlog cost; and (2), that TAC recommend to the MTA Board that any future increase in STP funding available to the MTA be dedicated for local system preservation. Mr. Lamm commented that the 10% increase refers back to the amount of funding from the FAU fund source which the cities received in the 1980’s directly from the federal government. When ISTEA was implemented in 1992, the Surface Transportation Program (STP) was created to provide a fund source for regional planning agencies to allocate on a discretionary basis to those projects most needed in the region (county). An agreement was made at the beginning of ISTEA to give the cities a continued level of funding equivalent to 10% more than what they were receiving under the FAU program. The federal government did not intend for the STP fund source to be a continuation of the FAU program. The fact that local jurisdictions received 80% of the FAU fund source does not mean they are entitled or should receive 80% of the STP fund source. Mr. DeChellis responded that he agreed that the STP is not a replacement for the FAU program, in fact STP is much broader than the FAU program. Ms. Berlin commented that STP funds are federal funds and some of the smaller cities have continually reported difficulty with using the federal funds. Mr. DeChellis commented that if you gave the local jurisdictions the choice of getting more STP-L or nothing, they would probably choose more STP-L. Ms. Berlin commented that the choice isn’t more STP-L or nothing, its more STP-L and less Capacity projects for the Call.

Mr. DeChellis commented that it is more difficult to use STP funds than Gas Tax or AB2928 funds. We do need to work together more effectively on delivering STP-L jobs. Larger cities don’t have a problem spending STP-L, however, smaller cities need the County to partner with them to deliver projects. The County has a philosophy that you really shouldn’t be adding to your system if you can’t preserve what you have. Steve Finnegan summarized the issue by saying there is a great need for system preservation which is growing, the amount of funding available for this has not grown very much, but transportation funding overall has grown a lot, and there is a need to provide more funding over time for system preservation whether it is from this fund source or another source. Mr. Feinberg asked what are the other eligible uses for STP funds? Ms. Berlin said STP is being used for ASI operations, and Capacity projects through the Call such as highway and transit capital. Mr. DeChellis commented that this proposal does not affect the current Call for Projects funding, it addresses additional funds that could become available.
Mr. Ed Schroeder (Gateway COG) commented that he supports the County’s position, the County has helped Signal Hill several times in dealing with the federal process. Signal Hill does have a backlog for 3R type work, any additional funding that could become available for this purpose could be spent. Mr. DeChellis commented that recently the County has been able to exchange STP funds for Gas Tax with smaller cities on a case by case basis. Jim Thorsen (Las Virgenes/Malibu COG) said his cities have a local road problem, and asked if there can be a verbal agreement for some exchange of those funds. Mr. Thorsen commented that he is not enthusiastic about doing future studies, but is willing to send his PMS report to the MTA. Ms. Kernaghan said she recognized the need to find additional sources for maintaining roads and system preservation however, if these funds are a source for ASI funding (they are going through a crisis presently) then is it possible to say 50%-75% of any increase go towards system preservation with the remaining being discretionary. Mr. DeChellis responded that ASI and all the transit operators use the roads. Better road conditions result in less vehicle maintenance. Mr. DeChellis stated that he was not willing to change his motion because better roads benefit everyone.

Mr. Finnegan suggested a revision to the motion which was acceptable to Mr. DeChellis which stated STP funding or any successor program created in TEA-3, available through the TEA-3 period, be dedicated for local system preservation. Mr. DeChellis accepted the revision to the motion which now reads that:

1) The TAC recommends to the MTA Board that MTA staff collect pavement condition information from the Cities and County on a biennial basis and produce a report on the current conditions and how they have changed from those in the previous biennial report.

2) Any future increase in Surface Transportation Program funding or its successor funding available to the MTA during the TEA-3 authorization period be dedicated for local system preservation.

The revised motion was made by Pat DeChellis, seconded by Steve Finnegan. The motion was passed with 15 in favor, 3 opposed, and 1 abstention. Ms. Berlin commented that the Board report has been submitted, but the Board presentation will include a slide for the TAC recommendation. Mr. DeChellis asked if TAC should have a representative at the Planning and Programming Committee meeting? The TAC appointed Mr. DeChellis to be their representative.

10. HOV Performance Program (Brian Lin -- Countywide Planning)
Brian Lin reported that the MTA Board is scheduled to act on this item in September. The study’s intent is to respond to Board and legislature’s inquiries regarding how the carpool lanes are being used and should MTA continue to invest them. Findings from the study show that the MTA should continue to invest in carpool lanes. One of the key findings related to marketing is that the MTA will no longer encourage a Countywide marketing program, but rather target specific corridors.

11. Short Range Transportation Plan (Brad McAllester -- Countywide Planning)
Mr. McAllester gave an update on the status of the SRTP. He will present this report to the Planning and Programming Committee on September 18th. The focus of this report is the six corridors that are being studied. In September and October, outreach will start with the subregions and also with some of the cities along the six corridors. Technical work has started on the transportation modeling effort and staff now has the 2001 network with the 2009 population. The forecast shows about a million more people in Los Angeles County over the next six years. Staff will be looking at the short range priorities beyond the TIP and the 2001 Call. Ms. Berlin commented that the Capacity Enhancement and System Preservation Needs Assessment Study findings will be incorporated into the SRTP. Mark Yamarone (TDM Subcommittee) asked how the SRTP will be incorporated into the 2003 Call. Mr. McAllester responded that both processes are moving through at about the same time, however the SRTP will go to the Board a month ahead of the Call. Staff will be looking at the priorities arising from both processes and integrating the two.

12. 2003 Call for Projects (Heather Hills -- Countywide Planning)

See handout at end of minutes.

Heather Hills introduced the 2003 Call for Projects process and MTA modal lead staff. Ms. Hills distributed a memo to City Managers, Public Works Directors, etc. from Jim de la Loza, Executive Officer Countywide Planning and Development announcing the 2003 Call schedule and highlights. She reported that staff is developing the 2003 Call applications and evaluation criteria. The goal is to have the applications completed by the end of September or the beginning of October with the draft application package being mailed to applicants by October 25th. The application workshop is scheduled for November 13th. TAC is scheduled to take action on the "Draft 2003 Call for Projects Application Package" at their November 6th meeting. On December 5th, the Board will take action on the application. The applications will be due on Friday, January 31, 2003. Preliminary staff recommendations will be released in May 2003. Mr Uyeno asked if there are going to be projects programmed in the first year? Ms. Berlin responded that only Transit Capital and TDM have funding reserved for FY 06 and 07 in early years of the Call period.

13. New Business

Jim Thorsen asked if the CMP process would be revised. Mr. McAllester said the Policy Advisory Committee discussed other approaches to the debit/credit system and developed a work scope for land use forums to look at the county land use issues and maybe address this through the SRTP. There will not be any major overhauls -- the current program will remain in place.

14. Adjournment

The next TAC meeting will be held on Wednesday, October 2nd in the 3rd Floor Union Station Room.