



DRAFT MINUTES

MTA Technical Advisory Committee (TAC)
June 4, 2003

1. Call to Order/Roll Call

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

2. Approval of Minutes

The minutes from the May 7th meeting were approved without amendments on a motion by Pat DeChellis (County of Los Angeles) and seconded by Brynn Kernaghan (BOS).

3. Agenda Reports by Standing Committees

BOS (Brynn Kernaghan) *handout*

- Action items included:
 - Ms. Kernaghan stated that TAC needs to concur with the BOS action to make By-law changes to move the meeting dates to the 3rd Tuesday of the month (instead of the last Tuesday of the month); to clarify the designation of members - Foothill Transit as an included rather than an eligible operator; and to specify an existing, but unnamed responsibility of BOS, is to review the annual funding marks and related issues. Ms. Kernaghan made a motion to ask for TAC concurrence. Steve Finnegan seconded. The motion passed.
 - Due to the Call for Projects Deobligation appeals, Ms. Kernaghan distributed her monthly report.
- Next meeting is on July 15.

LTSS (Joyce Rooney)

- No report.

Streets and Freeways (Haripal Vir)

- Met on April 15th.
 - The next meeting is scheduled for June 19th.
- Received report on:
 - MTA's Draft Parking policy
- Action item included:
 - Approved a motion to concur with MTA's Draft Parking policy.

TDM/Air Quality (Mark Yamarone)

- Met on May 18th.
 - Next meeting is scheduled for July 8, 2003.

4. Legislative Update (Raffi Hamparian, Michael Turner, MTA Government Relations) *handout*

Raffi Hamparian (MTA) discussed reauthorization of TEA-21. Since TEA-21 funding is expiring in October, Congress is working on continuing legislation. On May 14th, the Bush Administration introduced SAFE-TEA which would budget \$247 billion over 6 years, while committing \$49 billion to mass-transit projects. Additionally, the Highway account would be funded at \$192 billion and the \$6 billion in remaining funds would be used for safety programs. There is a new Freedom initiative component to the bill, which allocates \$150 million per year for disabled citizen programs. There is also a proposal to reduce the federal match from 80% to 50%. The CMAQ funding equation would be reduced from 0.09 to 0.08, and would result in a significant drop in CMAQ funding levels. There is a great deal of opposition to this funding bill in Congress. A major criticism of the bill is that it only increases transportation funding levels by 0.5%.

Mr. Hamparian expressed doubts as to whether a reauthorization bill would be passed by the 108th Congress. The House of Representatives is considering a bill for \$370 billion, while the Senate is considering a bill for \$340 billion for one or two years. Congress would most likely pass a stopgap measure to continue funding.

The Appropriations Subcommittee will begin their 'mark-ups' before the July 4th recess. The process has been slower than expected. Mr. Hamparian said that he would have a better idea about the funding levels sometime in mid June. Steve Finnegan (Auto Club) asked Mr. Hamparian's opinion about the

prospects for more revenue. Mr. Hamparian replied that there is much skepticism in Congress that an authorization bill would be passed this year. However, he cautioned that it would be a mistake to assume there would be a stopgap measure and to cease lobbying efforts, only to find that an Authorization Bill has ultimately passed, which would set funding levels for the next 6 years without sufficient input from MTA.

Mr. Hamparian introduced Marisa Yeager who updated TAC on the status of HR 1148, which directs the Secretary of Homeland Security to provide vulnerability assessments for all public transit agencies nation-wide. Ms. Yeager stated that the bill provides \$24 million for three years for those agencies that have done vulnerability assessments to assist in capital improvement upgrades relating to Homeland security. The bill also requires agencies to prepare emergency response and preparedness plans. The MTA Board took a support with amendments position on this bill. Staff asked for the bill's definition of a "front line employee".

Ms. Yeager mentioned that staff is having ongoing discussions with the Governor's Office regarding SAFE-TEA and encouraged all TAC members to share their concerns with Government Relations, or contact Business, Transportation, and Housing directly to express their concerns. Ms. Yeager indicated that they are reviewing the proposed CMAQ formula. She stated that at least 200 to 300 communities would fall into nonconforming status in the TEA-21 Reauthorization period. Steve Lantz (SCRRA) asked for clarification about the funding process of HR 1148. Ms. Yeager replied that it was a nation-wide grant program that would be funded through the Department of Homeland Security.

Michael Turner (MTA) gave the State Legislative update, and reported that the State Assembly and Senate have both adopted their respective versions of the budget. Mr. Turner distributed the Assembly version, which is the version supported by MTA. The Assembly proposal would allocate approximately \$700 million to the TCRP program and does not require suspension of Proposition 42. Mr. Turner stated that MTA would be strongly advocating for the Assembly budget proposal now under consideration by the Legislative Conference Committee. Mr. Finnegan asked for clarification about how much of a loan there was in the Senate's version of the bill. Mr. Turner replied \$900 million, which goes into the TCRP program, but is then is loaned back into the general fund. Mr. DeChellis asked for clarification about the time frame of the loan. Mr. Turner confirmed that there was no starting point.

Mr. Turner addressed three Assembly Bills advocated by labor:

AB 199 (Oropeza) relates to transit operations (supervisors only) at the MTA. It would create a separate body of law for this one group of employees, governing their right to organize collectively under the Public Employee's Labor Relations Board. MTA does not see the need for this bill considering that a 7-year labor agreement has just been signed. This bill would call into question the validity of that labor agreement. The bill will be heard Monday, June 9, 2003 in the Senate Public Employee's Committee.

AB 98 (Koretz) pertains to an Industrial Welfare Commission regulation that establishes strict meal and rest periods for transit operators. Mr. Turner stated that unions would use this as a baseline for labor negotiations, which would be intrusive to the collective-bargaining process. This bill will be heard Wednesday, June 11, 2003, in the Senate Labor and Employment Committee.

AB 1720 (Nunez) would have required the MTA to turn over funds to the ATU's Health and Welfare fund with little control over their disposition. At this time, the bill is in the inactive file in the Assembly.

Mr. Turner mentioned that SB18 dealing with Native American Sacred sights is a spot bill providing a mechanism for Native Americans to have influence in the CEQA process.

Mr. Turner mentioned three bills that would be presented to the MTA Board in June:

AB 531 (Kehoe), a measure providing for the sale of \$8 billion in Infrastructure bonds;

SB 321 (Torlakson), providing for the sale of \$15 billion in bonds, \$8 billion being earmarked for transportation;

SB 314 (Murray) allows the MTA to place on the Los Angeles County ballot an initiative to raise the sales tax by 0.5% for transportation purposes. It is limited to five years, and it would be allocated to specific projects. The Board in February endorsed efforts to increase revenues for transportation. This bill limits the amount of projects that could be funded. Mr. Lantz asked whether there would have to be any reconciliation between law enforcement/security needs and transportation needs. Mr. Turner replied that the Los Angeles County Sheriff is in support of the sales tax proposal. Senator Jack Scott introduced a bill to raise the cap on the sales tax that could be used by the Sheriff's department for a ½ cent. The Murray bill has a clause exempting the sales tax cap. Ms. Kernaghan asked what process was being established to broaden the project list and how do we participate. Mr. Turner suggested that the project list and the criteria would be described in the report going to the Board. Ms. Kernaghan commented that this bill is moving fast and that a list would probably be completed within the next month. Mr. Lantz suggested that proposals should be seen by TAC before going to the Board.

5. MTA Draft Parking Policy (Robin Blair, Countywide Planning)

Mr. Blair referenced page 35 of the agenda package and gave a general overview of the policy. He commented that the policy primarily deals with MTA properties and allows for a great deal of flexibility, as it does not impose any regulations or guidelines on cities or the County.

Mr. Blair indicated that the policy addresses the need for reasonable alternatives for bicyclists and pedestrians. It also addresses alternatives for increasing parking capacity to include building, buying, or leasing new parking facilities.

Ms. Berlin reminded TAC that this item is on the agenda for action, if so desired. James Okazaki (City of Los Angeles) requested that action be delayed, as he had not had an opportunity to review the proposed parking policy. Mr. Blair responded that they would ultimately be seeking Board approval along with the Short Range Transportation Plan (SRTP). Mr. Okazaki expressed particular concern about on-street parking issues. Mr. Blair stressed that this proposed policy does not bind any jurisdiction to any regulatory restrictions. Pat DeChellis asked if the Streets and Freeways recommendations had been included. Mr. Blair said their recommendations were included.

6. MTA Pilot Parking Program (Robin Blair)

Mr. Blair informed the TAC that the first pilot-parking program would be implemented at the Pasadena Gold Line Lake Street Station, where a lease agreement was entered into with the Lake Avenue Church. Additional commercial sites for leasing are also being sought in South Pasadena. Sierra Madre Villa will most likely be the next sight selected for the program. The pilot-parking program will allow the public to purchase reserved monthly parking using an internet-based system. The system is both low in cost and flexible in nature. The system should be in place by the time the Gold Line opens. Pricing will vary between \$10 to \$45 dollars per month, depending on location.

7. Chairperson's Report (Renee Berlin)

Ms Berlin (MTA) announced that staff is reviewing the boilerplate MOU/LOA documents. She stated that staff will be adding a cancellation clause, strengthening the funds-availability clause and removing from the Quarterly Report and adding to the boilerplate agreement, the language that allows sponsors to make milestone and budget line item changes. The MTA will continue the Maintenance of Effort requirement. Richard Burt (South Bay Cities COG) asked about the possible suspension of the MTA's Maintenance of Effort (MOE) requirement. Ms. Berlin replied that MTA would probably follow any action the State takes on the MOE requirement. Presently, she has not heard that the State is suspending the requirement.

Ms. Berlin announced a workshop to review the SRTP financial model and solicited TAC for interested participants. Staff is looking for a maximum of 10 people, two from each of the Subcommittees, two from the At-Large Representatives. Mr. DeChellis requested that the City and County each be given a slot. Ms. Kernaghan volunteered herself and Kathryn Engel from BOS to participate. David Feinberg (West Side Cities), Steve Finnegan (Auto Club), and Steve Lantz (SCRRA) also expressed an interest in attending the workshop. Ms. Berlin asked the League of Cities representatives if they would be interested. Except for the West Side Cities, they all declined. She requested that the remainder of the Subcommittees e-mail their representative's names to Randy Lamm by Friday, June 6th.

Ms. Berlin announced that comments regarding the Call for Projects Reconciliation Report are due June 13th.

8. Project Priority Ranking Update (Kathy McCune, Countywide Planning)

Kathy McCune (MTA) reported that there were a total of 61 projects for which MTA received requests to change project status. Of this number, 14 projects on the deferred list were moved to the funded list; 5 projects that were on the funded list were placed on the deferred list; and 20 projects were not changed, primarily because they were TEA funded projects and would be funded irrespective of their ranking. There is now an increase in the funding shortfall.

Ms. McCune suggested a number of ways to fund the shortfall, including project de-obligations. Ms. McCune asked TAC to take an in-depth look at the projects slated for deobligation in light of the current budget constraints. She hoped to send a final list of project rankings to those who requested changes next week.

Mark Bozigian (North County Transportation Coalition) stated that the City of Lancaster requested that one of its TEA funded projects be moved to priority 3B. He questioned why the change wasn't made when it met the criteria for priority 3B. Ms. McCune answered that all projects programmed with TEA funds would receive their funding on schedule and would not be deferred. She further stated that the 3B category related to TEA projects funded in modes other than the TEA category. The City of Lancaster project was funded in the TEA mode. Therefore, it did not qualify as a 3B.

9. Call for Projects, Deobligations/Appeals (Linda Hui, Mona Jones, Countywide Planning) *handout*

Ms. Berlin reviewed the previously adopted TAC protocol for the Call for Projects. She informed sponsors that they have 3 minutes for their appeal and the TAC members have 2 minutes for questions and answers. Ms. Berlin reiterated that due to the State-funding situation, TAC needed to take a hard position on recommending extensions, as deobligated funds would be used to keep existing projects underway moving forward.

Mona Jones reviewed the three categories for which projects were recommended for deobligation: (1) 'Cancelled Projects'- projects cancelled by the project sponsor; (2) 'Project Savings'- projects that were completed and for which the audit showed there was a savings; (3) projects whose funds have not been used within the lapsing time period per the MTA Lapsing policy.

Linda Hui (MTA) indicated there are ten projects for which TAC will be hearing appeals.

Appeals by Project Sponsors

- **Project 231602 - Arterial HOV (Dave Roseman, City Traffic Engineer, City of Long Beach)**
Mr. Roseman emphasized that the project is important to the City of Long Beach. Anaheim Street is a major access road, connecting parks, hospitals and libraries throughout the community. It accommodates over 240 bus trips per day and is one of the most heavily utilized thoroughfares in the City. The project is structured in three phases. The first phase is traffic flow and safety enhancements, which have been completed. The second phase, which also has been completed, covers transit coach enhancements. The third phase covers arterial and operational enhancements including rapid deployment and transportation improvement elements. The rapid deployment elements, currently in development, include display of passenger information at four bus stop locations and an Internet website. As part of the transportation improvement elements, engineering surveys and preliminary design of bus stop enhancements have been completed. The public outreach campaign to the businesses along Anaheim Street has started. In addition, the City is making decisions on integrating the Transportation Management Center with the Traffic Operations Center. Thus far, the City invoiced MTA for \$800,000, and expects to submit an additional \$1,000,000 in invoices in the 4th quarter.

Mr. Okazaki asked how much longer it would take before the project was finished. Mr. Roseman replied that it would take another 15 months. Mr. Okazaki asked MTA staff whether there is a particular time limit that TAC must apply in granting extensions. Ms. Berlin responded that for this particular project, the last year of programmed funding was 1999. Further, the project received a two-year extension in July 2001. Mr. Finnegan asked Mr. Roseman if they still needed to solicit

bids on construction. Mr. Roseman replied that bids were needed for the bus stop improvements and the communication enhancements. Mr. DeChellis asked what the extension was granted for two years ago. Ms. Berlin replied that the previous extension was administrative and not an appeal to TAC based on the project schedule. Richard Burt asked for clarification about how much funding would be deobligated. Ms. Berlin responded that funds utilized prior to June 30, 2003 would not be deobligated, only the unspent balance would be deobligated. Mr. Finnegan verified that there was still \$2.7 million that has not been spent. He further commented that the purpose of deobligations is to take funding from inactive projects. It should not be the role of TAC to take funds from projects if they are actually in the process of being implemented. Steve Lantz commented that demobilization and remobilization costs should be considered when deciding to deobligate the funds, since the City may come back to the MTA in future Calls seeking replacement of any deobligated funds at increased costs. Mr. DeChellis commented that this project is consistent with the MTA's Long Range Plan. Mr. Burt commented that this project appears to support the goals of the SRTP, and that should be considered when reviewing the appeal.

- **Project 2401 - Arroyo Verdugo Transit Priority System & Stop Improvements (Jano Baghdanian, City of Glendale)**

Mr. Baghdanian stated that the project has two components including transit priority system installation and bus stop improvements. The installation of the transit priority system is completed. Of the initial \$1.5 million grant, \$1 million was spent on the first component and \$500,000 is slated for bus stop improvements, involving the movement of 18 of Glendale's bus stops. The City requires an additional 19 months to complete the movement of the bus stops due to the complexity of the street where they are located. Mr. Baghdanian commented that all MTA funds were spent and that all that remains was the local match which MTA authorized to be spent on the bus stops.

Mr. Okazaki asked for clarification on the total amount being deobligated. Ms. Berlin clarified that the City was given the permission to spend ahead, but would not be reimbursed until the local match requirement was met. Ms. Berlin also commented that the project was given a one-year administrative extension in 2002, but there has been little progress. Mr. Baghdanian restated that 8 of the 18 bus stops have already been relocated, leaving 10 that require major infrastructure improvements. Further, the City is willing to wait for the project's completion to be reimbursed. Ms. Berlin replied that the funding for this project was initially approved in 1996, with the last year of programming being 1998. The project was then granted a 1-year extension and is now requesting an additional 2-year extension. Andrea Burnside (MTA) commented that based on the Call for Projects evaluation criteria ready-to-go projects that can be delivered on schedule score higher. If sponsors are not truthful in their applications, then they are taking funds away from other projects that could be delivered within the Call for Projects funding cycles.

- **Project 2214 - Pacific Coast Highway Traffic Management System (Bill Winter-County of Los Angeles; Caltrans-Frank Quon)**

Mr. Winter gave a brief overview of the geography of the project. The initial MOU was executed in May, 1998. In December 2001, an amendment was executed extending the lapse date to June 2003. That supplemental MOU is dated December of 2001. Mr. Winter requested a time extension through June of 2005 and said that a contract has been signed with a consultant. To date, \$330,000 has been spent on the project, and a work order for an additional \$263,000 has just been issued. The total consultant contract value is \$3.3 million.

Mr. Quon stated that PCH in addition to being the major thoroughfare serving the coast, also serves as an alternative route to the 101 Freeway. The devices being installed would provide for instant traffic management capability linking with the Caltrans Transportation Management Center. It is the first application of technology linking highways with freeways and tying together other safety initiatives that focus on enhancing emergency response.

Ms. Berlin asked when they expect to deploy the project. Mr. Winter replied that it would be deployed at various times. She then asked the length of the design phase. Mr. Winter stated that the design and implementation would be done in phases throughout the project. He expected completion at the end of 2004 or early 2005. Ms. Berlin then inquired as to how much they expected to invoice between now and the end of June. Mr. Winter said approximately \$500,000. Mr. Finnegan commented that this is a regionally significant project.

- **Project 4153 - Wilshire/Western Transit Center (Mark Vella, City of Los Angeles, Community Redevelopment Agency)**

Mr. Vella gave an overview of the project's dimensions stating that there would be 50,000 sq. ft. of retail space, 260,000 sq.ft. of residential space consisting of 200 units, 110,00 sq. ft. of storage, and an area to accommodate up to 14 MTA buses. There is also space to accommodate up to 700 vehicles. Mr. Vella stated that the project is very important to the City of Los Angeles because of its multiple uses, including job creation, affordable housing, and its expected traffic benefits to the Wilshire Corridor. It is also located in a project deficit area so it will aid the City's tax enhancement efforts. Mr. Vella said the total cost of the project was estimated at \$56 million. The developer is requesting the \$3.2 million in MTA grant funding be applied to the following project components: Kiss and Ride/Park and Ride facilities, taxi stands, shuttle bus stops, bicycle stations, and enhancement of pedestrian walkways.

Mark Bozigian asked if the project is currently under construction and if so, what stage of construction had it reached. Mr. Vella replied that they are still working on overall financing. The developer has initiated an EIR which is expected to be completed by the end of the year. That will be followed by an execution of a Joint Development Agreement (JDA) and construction would begin approximately a year afterwards. Ms. Berlin then asked for clarification of the project's funding status. Mr. Vella responded by stating that they are still pursuing a variety of funding sources.

Carol Inge (MTA) addressed TAC. She reported that MTA was very involved in working with the City of Los Angeles on the project. Ms. Inge indicated that the original grant had to be used for transit purposes, which did not seem evident in the project scope that was presented to MTA. Ms. Inge stated MTA asked the City of Los Angeles and the developer to return with the elements that would be eligible under the MTA's fund sources. Ms. Inge stated that this was the first time that she had heard of the additional transit elements. She indicated that MTA had entered into a Joint Development Agreement (JDA) for the project which gives the City of Los Angeles 12 months (from when the Board approved the JDA) to begin construction. Mr. Finnegan asked whether given the time frame of the JDA, the funds could still be deobligated. Ms. Inge indicated that the funds could still be deobligated, although she was encouraged by the information Mr. Vella just presented.

Ed Rodriguez (Representative to Councilman Nate Holden) addressed TAC to state that Councilman Holden supported the project. Mr. Rodriguez noted that the project would support MTA's parking policy and that the project was very important for the Korea Town area. The project would also benefit the Metro Rapid and Metro Rail.

Mr. DeChellis asked if there was an agreement that commits MTA funding. Ms. Inge replied no, only an agreement that commits the developer's funding.

- **Project 4389 - Railroad Preemption (Michael Evans, City of Lancaster)**
Mr. Evans reported that the project is a joint effort between Palmdale and Lancaster. He also reported that the project is now complete. The last quarterly report and invoice was submitted to MTA last week. Mr. Evans brought copies with him. Ms. Hui indicated that if the invoices have been received, the project would be removed from the deobligation list.
- **Project 4253 - Sunset Blvd. Signal Synchronization Project (Ara Maloyan, City of Beverly Hills)**
Mr. Maloyan stated that this project was completed two years ago and that the final invoices were submitted to MTA in March 2002. Adrian Alvarez (MTA Westside Area) requested copies of the invoices be submitted to him.
- **Project 6063 - Santa Monica Bus Facility (Joyce Rooney, City of West Hollywood)**
Ms. Berlin announced that Joyce Rooney requested to appeal the City's Santa Monica Bus Facility project, which was not on the appeals agenda. Ms. Rooney agreed to excuse herself from the remainder of the deobligation appeals discussion. Ms. Rooney reported that this project is currently under construction. The project should be completed by July 2003 and an extension is needed through August 2003. The delay is a result of increasing the number of bus stops. Ms. Berlin commented that if the City can submit invoices, then MTA would grant a two-month extension.
- **Project 4340 - Fairfax Ave./Olympic Blvd./San Vicente Blvd. (City of Los Angeles)**
Saba Engineer (City of Los Angeles) reported that the project has been completed and that the City is in the process of submitting the final invoice. Ms. Engineer also commented that the project was down scoped and that there is a \$42,000 in project savings. Ms. Berlin asked if Ms. Engineer would be submitting her final invoice by June 30, 2003. Ms. Engineer said she would try.
- **Project 4248 - La Cienga Blvd. Between Third Street and San Vicente Blvd. (City of Los Angeles)**
Ms. Engineer commented that this project's cost increased. The City will cover the additional cost to complete the project. The bid for construction will be awarded. The project needs a one-year extension until June 30, 2004.
- **Project 4068 - Trip Information Electronic Kiosk at Transit Centers (City of Los Angeles)**
Phil Aker (City of Los Angeles) reported that this project received a one-year extension last year, and that he will be submitting an invoice by June 30th for the purchase of two kiosks. This project will likely be completed by September 2003. Ms. Berlin asked if the City has placed the order for the kiosks? Mr. Akers answered yes, for \$25,000 each.

- **Project 4002 - Downtown Destinations by Transit - Demo Project (City of Los Angeles)**
Mr. Aker requested a one year extension for this project to place a Kiosk outside of the City Hall East Mall Transit Store, and that the Kiosk would cost \$100,000.

TAC Motions:

Project #4340 - Fairfax Ave./Olympic Blvd./San Vicente Blvd., (LA City); Project #4253 - Sunset Blvd Signal Synchronization Project. (City of Beverly Hills); Project #4389 - Railroad Preemption. (City of Lancaster)

Moved by Mark Bozigian (North Los Angeles County), seconded by Sumi Gant (City of Long Beach), motion to remove Project #4340, Project #4253, and Project #4389 from the deobligation list, as they are complete and their final invoices will be submitted to MTA. Mr. Bozigian clarified that the intent of the motion was not to grant time extensions. The motion was approved.

Project #2401 - Arroyo Verdugo Transit Priority System & Stop Improvements (City of Glendale)

Moved by Pat DeChellis (Los Angeles County), seconded by Andre Colaiace (BOS), motion that the MTA grant a two-year extension for the City of Glendale to complete the project. Motion was approved.

Project #4002 - Downtown Destinations by Transit-Demo Project, (LA City)

Moved by Mark Maloney (LTSS), seconded by Sumi Gant (City of Long Beach), motion that a one-year extension be granted to complete the project. The motion was defeated (4 in favor, 12 opposed). TAC concurs with the MTA recommendation to deobligate this project.

Project #4068 - Trip information Electronic Kiosk at Transit Centers, (LA City)

Moved by Mark Bozigian (North Los Angeles County), seconded by Alberto Angelini (Caltrans), motion that a one-year extension be granted to complete the project. Motion was approved.

Project #4248 - La Cienega Blvd. Between Third St. and San Vicente Blvd., (LA City)

Moved by Pat DeChellis (Los Angeles County), seconded by Mark Bozigian (North Los Angeles County), motion that a one-year extension be granted to complete the project. Motion was approved.

Project #4153 - Wilshire/Western Transit Center, (LA City)

Moved by Pat DeChellis (Los Angeles County), seconded by Mark Bozigian (North Los Angeles County), motion that a two-year extension be given, and that the scope must meet MTA's transit requirements. A substitute motion was made to deobligate the funds moved by Richard Burt (South Bay Cities COG), seconded by Jim Thorsen (Las Virgenes Malibu Conejo COG). The substitute motion was defeated. The original motion was approved.

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

Moved by Steve Finnegan (Auto Club), seconded by David Feinberg (West Side Cities), motion that a two-year extension be given to complete the project. Motion was approved.

Project #231602 - Arterial HOV, (Long Beach)

Moved by Steve Finnegan (Auto Club), seconded by Richard Burt (South Bay Cities COG), motion that a two-year extension be given to complete the project. Motion was approved.

Project #6063 - Santa Monica Bus Facility, (West Hollywood)

Moved by Mark Bozigian (North Los Angeles County), seconded by Andre Colaiace (BOS), motion that a 6-month extension be given to complete the project. Motion was approved.

The remaining projects

Moved by Steve Finnegan (Auto Club), seconded by Richard Burt (South Bay Cities COG), motion that the remainder of projects on the Deobligation list which did not appeal, should be forwarded to the Board for deobligation. Motion was approved.

10. Revised Lapsing Policy for Local Funds (Renee Berlin)

Ms. Berlin informed the TAC that the existing MTA Call for Projects Lapsing policy would be clarified for those local funds programmed through the Call (Proposition C 10% and 25% and Local Transportation Funds (LTF). The clarified language will state that if one years funds are lapsed, then the entire project would be lapsed.

11. Short Range Transportation Plan (Brad McAllester)

Mr. McAllester stated the MTA Board extended the comment period by 30 days. Comments will now be accepted through July 3rd. Ms. Berlin added that the SRTP would be re-agendized for action for the July TAC meeting.

12. BOS Motion to Provide a Six Month Advanced Notification Prior to Removal of Discretionary Funding Sources in Adopted MTA Transit Funding Marks (Brynn Kernaghan)

Motion withdrawn by BOS.

13. 2003 Call for Projects Update (Heather Hills)

See Chairperson's report.

14. Regional Transit Alternatives Analysis (RTAA) Lapsing Funds (Brynn Kernaghan)

Ms. Kernaghan reported that BOS acted to concur with staff's recommendations to deobligate CMAQ funds that had been granted to operators through the RTAA process. She expects reconsideration of the deobligation of funds from La Mirada. This action will free up approximately \$300,000.

15. 101 Corridor Study (Abdollah Ansari) *handout*

Mr. Ansari gave an overview of the status of the 101 Freeway Corridor Study. The Study started in July 2001 as a joint effort with Caltrans, MTA, SCAG, Las Virgnes/Malibu COG, and the City of Los Angeles to evaluate congestion issues and propose solutions along the Route 101 Freeway corridor between Downtown Los Angeles and State Route 23 in Thousand Oaks. Throughout the study, there was extensive public outreach and coordination with elected officials. Initially, 50 alternatives were identified, which resulted in 5 recommended strategies for future mobility improvements. The five strategies ranged from a no-build alternative to a maximized set of improvements, which includes HOV lanes, rail on freeway, arterial operational improvements and enhanced transit service. The recommendations by the Study Team were presented to the Study's Technical Advisory Committee (TAC). Upon detailed review of the technical information provided, the Study's TAC recommended implementation of all short and mid-range improvements as well as 2 HOV/Bus transit lanes between State Route 23 and State Route 134. Major freeway improvements between the routes 134 and 110 freeways were deferred pending evaluation of congestion at the easterly end of the designated corridor near Downtown Los Angeles, the "4-level" interchange, and the effect of other freeways in that area.

Mr. Ansari noted that there was extensive community opposition to any freeway widening due to the considerable number of property acquisitions needed. There was a lack of support for the ultimate long-range recommendations. The Steering Committee met on May 23rd and recommended adoption of the short and mid-range projects and further study of the long-range improvements. The Study's Steering Committee recommendations will be forwarded to the MTA Board in June for action. Subsequent to that, the SCAG Regional Council will also receive a report.

Mr. Finnegan citing the experience of the Routes 101 and 710 Corridor Studies stated that at a fundamental level, the transportation community needs to review how these major studies are done. There needs to be better efforts at balancing local community needs with mobility needs. Ms. Inge (MTA) commented that long-term visions for such studies would need to consider far fewer property acquisitions.

16. New Business

17. Adjournment

The June 4th TAC meeting was adjourned at 12:53 p.m. The next TAC meeting will be held on Wednesday, July 2nd in the 3rd floor Union Station Room starting at 9:30 a.m.