



DRAFT MINUTES

MTA Technical Advisory Committee (TAC)
December 5, 2001

1. CALL TO ORDER/ROLL CALL

Renee Berlin (Chair) called the meeting to order at 9:37 a.m. Randy Lamm (MTA) took roll and declared a quorum was present.

2. APROVAL OF MINUTES

Three corrections were made to the November 7th minutes.

- 1) Steve Lantz (SCRRA) requested that as part of the public comments section, that the minutes reflect his concerns stated during discussion of item #9, the Programming of Additional Funds from the 2002 STIP Fund Estimate, that “SCRRA had agreed to defer highly ranked SCRRA projects including Rolling Stock purchases in order to move up municipal operators in the Transit Capital category of the Call, with the understanding that Prop C 10% funds could be traded for STIP funds, if available...”; Mr. Lantz further noted, “... that MTA staff had recommended nearly \$100 million in new funds for a range of projects not previously included in the Call. Mr. Lantz asked that MTA staff consider keeping previous commitments before funding new commitments.” Ms. Berlin commented that some of the projects Mr. Lantz referred to were in the Call.
- 2) Brynn Kernaghan (BOS) asked that Felicia Brannon be added to the attendance list as she attended as the alternate for BOS.
- 3) Bill Winter (LA Co. DPW) asked that the second sentence in the fourth paragraph on page 11 be changed to read “These funds could be made available through the STPL method, which is an equitable distribution of the funds.”

Steve Finnegan (Auto Club) moved approval of the amended November 7th Minutes, with Ms. Kernaghan seconded the motion. All were in favor.

3. ROGER SNOBLE, MTA Chief Executive Officer

Roger Snoble introduced himself and opened the discussion by asking TAC members for questions.

- Ms. Kernaghan asked about the status of the MTA creating sectors for its bus operations, as reported in the Los Angeles Times. Mr. Snoble replied that the MTA is a large complex operation serving 10 million people, with a large number of buses and partners. The level of progress toward improving the quality of MTA service has not been fast enough to keep pace with the growth of the region. The MTA needs to provide quality transportation to the entire county. Mr. Snoble referred to his and John Catoe's (MTA Deputy CEO) prior experiences with much smaller, but excellent bus companies. Mr. Catoe came from Santa Monica Big Blue Bus, while Mr. Snoble prior to DART, was in San Diego where the operation was small enough where he knew most of the operators, mechanics, retirees, many of the customers, and politicians. He cited the advantages of being able to manage these smaller operations because of the close contact provided him with timely input from the staff, riders and decision makers. Less time was wasted finding out about problems, and finding solutions. Mr. Snoble believes that the MTA can be more effective and responsive by dividing its bus operations and support functions into smaller geographic sectors, which will allow the MTA's Operating managers and staff to have closer contact with the public they serve. The goal is for excellent service, at less cost.

The sector idea came as a result of questions they asked – how does New York do it? How does Washington do it? The larger systems that are recognized as having pretty good service do it by delegating down to a lower level the decision making for individual routes. Each sector will have a General Manager (GM) who will be responsible for the sector's operations, and will still be under the auspices of the MTA Board. Each sector will also have an advisory group that will make recommendations on route and service changes.

- Andre Colaiace (BOS) asked what services would be decentralized as a result of creating these sectors? Mr. Snoble replied that many of the functions in the Gateway Building would be decentralized to the sectors, with functions at Gateway being restructured to support the sectors. MTA will continue to operate the regionally significant services such as -- the rail system and regional long haul corridor routes. Tier 2 and Tier 3 would be operated from the sectors. Functions such as legal services, construction, and some HR functions would be centralized. The programming part of the agency Countywide planning, all the statutorily required function will stay at Gateway. However, recruitment, operations planning, some procurement, etc., could be done at the sector offices.
- Mr. Finnegan asked about the MTA's ability to meet the needs and provide adequate funding for Los Angeles County's diverse transportation system, in light of MTA's needs for transit operations and construction, and the overwhelming reliance on streets and freeways by autos, trucks and buses. Mr. Snoble replied that there isn't enough money to meet all the needs in this county. The New Starts allocation to Los Angeles was only \$20M, while Dallas got \$70M. We need to be able to demonstrate that we know what to do with the money and that we can come together on a common mobility plan and fight for that plan to make it work. The answer to mobility is not any one thing, but a bunch of different schemes tailored to our particular transportation challenge. We need to use science to identify those challenges and to determine what's important and what needs to be done. We need to get away from the political process of justifying projects, which is ultimately doomed to fail.

- Mr. Finnegan followed up by asking if there aren't sufficient funds, how do you ensure that different projects, strategies and modes compete on an even playing field? Mr. Snoble replied that there needs to be a common mobility vision. There needs to be a balanced approach to provide strategies that move people, not just cars. We need to manage traffic and also provide a balanced system that accommodates all modes. There are many strategies we could be using to keep the county mobile.
- James Okazaki (City of LA) asked Mr. Snoble what the Board of Directors asked of him, the vision upon which he sold the Board. Mr. Snoble commented that he needed to know the Board was committed to transportation and it was important to him to hear the Mayor of LA's vision. The Board wants the MTA to be successful, and to have a strategy to make it successful and provide mobility. The MTA needs to develop the planning process and identify what's important, what services work, how we identify travel patterns, and system users. The analysis will lead to solutions that will be successful. The planning process is something we need to return to and to understand better. Planning will allow us to arrive at the proper solutions for the proper reasons, otherwise everything becomes a political issue.
- Mr. Okazaki also asked if the idea of re-establishing the area planning teams has been discussed? Mr. Okazaki commented that from the City of Los Angeles perspective, the area teams made it very easy to deal with the MTA on the planning, programming and project delivery process. He isn't sure why it's been said that the area teams failed. Mark Bozigian (League of Cities) added that most cities thought the area planning team concept was better than the modal team concept in place now. Mr. Snoble replied he's looking at how MTA can be most responsive to each area because every area has a different transportation challenge. He will be looking at how we do planning with regard to accommodating the different regions and how we distribute money.
- Pat DeChellis (LA Co. DPW) asked Mr. Snoble what role he sees TAC playing in the formulation of recommendations to the Board? Mr. Snoble said he thought TAC can be very instrumental in technical things such as the planning process and to identify sources of information to be used to identify priorities and transportation improvements that really make sense. Bringing good science into the planning process is one of the fundamental things we need to have.
- Mr. DeChellis then asked if Mr. Snoble was aware that at times TAC does not agree with staff's recommendations. Mr. Snoble said he was aware of that and believes in working towards consensus. He acknowledged that consensus is not easy to achieve, but is necessary to get things done. If a common vision is not found, LA will continue to serve as the bad example for the rest of the country. Mobility is too important to give up. We need to identify why we disagree and figure out how we can come together on it. Mr. Okazaki said it is not that way now. He personally felt that currently if there is discussion at TAC on an item, and there is disagreement with MTA management, the items are not always brought back to TAC for further discussion. He hopes that this can happen in the future and would like to see MTA support decisions that are agreed upon by the members of TAC.
- Mr. Finnegan asked what steps Mr. Snoble plans to take to develop a more collaborative process and to establish consensus and a common vision. Mr. Snoble replied that currently

there is a lot of work to do at Gateway to reorganize the agency to create the kind of support system that is necessary to follow through on the vision. We need to find a way for people to take a longer term view, tackle some of the big problems and to understand that an improvement in one of the sectors has a positive effect on the entire region.

- Mr. DeChellis asked about a specific project – where does the I-710 Gap Closure fit into the County’s transportation priorities? Mr. Snoble commented that the I-710 is a very difficult project and that he thinks it’s going to take some time to get it done.
- David Cowardin (Los Angeles County Regional Planning) asked if Transportation Demand Management (TDM) projects would become more of a focus of his interest in the future? Mr. Snoble said that TDM and Intelligent Transportation Systems (ITS) projects are sensible things to do, and are powerful tools that can make a big difference in solving some of our congestion problems.
- Mr. Bozigian asked how do you anticipate managing the TEA-21 Reauthorization process when there is no cooperation and lots of competing interests? Mr. Snoble replied that it takes commitment on everyone’s part and that it takes discipline from the cities and MTA. Everyone needs to get serious about coordination and developing a single program, we also need to convince our delegation that we are together and get some members appointed to key transportation committees. MTA needs everyone’s input on Reauthorization and once we receive funds, we can focus on completing those projects and not wavering.
- Mr. Okazaki commented that he wants Mr. Snoble and the MTA to succeed, and Mr. Snoble replied the MTA needs to have a multitude of partners to get things accomplished and to be successful; it cannot succeed on its own. Arguments are healthy and necessary, but when we all leave the room we all need to be together to succeed.
- Mr. Bozigian commented that Mr. Snoble has been the first MTA CEO to speak before TAC. Mr. Snoble stated that he wants to be more involved and believes the planning process is critical. It is the foundation of everything we do, and will lead to more and better solutions. It’s the way to de-politicize what we do.

The TAC thanked Roger for attending.

4. REPORTS BY STANDING COMMITTEES

BOS (Brynn Kernaghan)

- Met on November 27th
- Had a discussion with Mr. Snoble
- Had a further discussion on TEA-21 Reauthorization and a task force was formed to work with MTA.
- Had a report on the Regional Pass Task Force, looking at one pass for MTA and other transit operators countywide
- Made some progress on goals and priorities for the new calendar year
- Discussed the two hearings that took place on security and the economy and AB 1677 relating to meals and breaks for bus operators
- Discussed the reallocation of STIP funds
- Next meeting will take place on January 29, 2002

LOCAL TRANSIT SYSTEMS (Joyce Rooney)

- Met on November 29th
- Volunteers were selected for the local FTA Section 5310 Review committee
- Received updates on legislation, the subregional paratransit application and MOU process, and the 3rd Tier Community Based Task force
- Presentation was given by the City of West Hollywood on their transit programs
- Next meeting will take place on Jan 31, 2002

STREETS AND FREEWAYS (Bill Winter)

- Met on November 15th
- Welcomed a new member, representing the Arterial ITS working group, Ken Johnson from the City of Burbank
- Had a presentation by LADOT on the Transit Priority System (Metro Rapid Bus)
- Received a draft of the Goods Movement Report
- Had a Report on Project IMAJINE – the project has been completed in South Gate
- Received an overview of the performance goals for the I-5/SR 14 study underway at MTA- several meetings have taken place
- Received a briefing on the HOV network performance
- No meeting in December, the next meeting will be in January 2002

TDM/AIR QUALITY (Mark Yamarone)

- Did not have a meeting in November
- Next meeting will take place on January 8, 2002

5. **CHAIRPERSON'S REPORT**

- TAC agreed to move their January meeting from the 2nd to the 9th.
- Cynthia Gibson, former Marketing and Public Information Manager at Santa Monica Big Blue Bus, has joined MTA as Staff Director for Deputy CEO John Catoe. Ms. Gibson's responsibilities include facilitating an employee task force that will develop an implementation plan for MTA service sectors. Service sectors will operate similar to a municipal transit agency. She will also serve as liaison for Mr. Catoe and will coordinate various staff functions that fall within his area of responsibility. Eventually she will assume a line management role in MTA Operations.
- In November, MTA inaugurated 3-car train service on the Metro Blue Line. MTA will phase in more 3-car trains as it takes delivery of new light rail vehicles. The third car will allow the MTA to carry up to 145 more seated and standing passengers Metro Green Line ridership hit an all time high in October 2001, with average weekday boardings of 33,000 passengers. To accommodate the increase in ridership on the Metro Green Line, MTA has added an extra car to some trains making them 2-car trains.
- Paul Lennon, MTA's Chief of Security has arranged for a security review in January by an APTA peer group. MTA will be one of 100 transit agencies in the nation to participate in a

U.S. DOT Security review. Roger Snoble, LASD & LAPD testified at the Joint Select Committee in Sacramento last week and reported that the MTA system is safe.

- On November 8th, the MTA Board of Directors received an update on significant improvements in bus service since signing the Consent Decree in 1996. The update came at the halfway point in the 10-year agreement. MTA and its contracted services have set a new record this year for more services operated - more than what was operated by SCRTD in the mid-80's. We succeeded in reducing the number of standees with weekday compliance now at 97.5%. Accelerated new bus purchase with multi-year plan to purchase more than 2,100 new CNG buses by FY 04. To date, more than 1,400 more buses were placed into service. There was a significant reduction in the average age of the fleet from 9 years in November 1996 to 5 years in September 2001. Initiated new bus services aimed at improving access for patrons that depend on public transit to get to jobs, medical facilities and places of recreation. Implemented the pilot project, which included 15 new lines and 84 buses added since December 1997. Inaugurated Rapid Bus on Wilshire/Whittier and Ventura Blvd, with plans for 22-line expansion on the counties most congested corridors. Extended the Red Line to North Hollywood. Reduced monthly pass from \$49 to \$42, introduced weekly pass, implemented off-peak 75 cent fare system-wide from 9 pm-5 am. This past year MTA funded the municipal bus service improvement program at \$15 million annually to address overcrowding and provide new countywide service. Improvements contributed to the lowest rate of customer complaints received by MTA in one month.
- At their November meeting, the MTA Board received a report on HOV lane effectiveness. LA County's HOV lanes experienced a 60% growth, with peak hour use above the State standard on 87% of the HOV lanes. There are now 388 miles of HOV lanes on 13 major freeways. The HOV lane data gathered by Caltrans shows motorists can save up to 30 minutes of drive time in HOV lanes where speeds averaged 53-55 mph. In a telephone survey of 3,273 residents earlier this year, 88% supported HOV lanes, 89% felt they should be expanded to "almost every freeway", 74% believe HOV lanes are a strong incentive for people to carpool, and 42% thought they were underused.
- The MTA Board approved the TAC reorganization in October – MTA staff has transmitted letters to all members/agencies affected by the reorganization. Based on feedback from the League of Cities, staff is planning to seat the restructured TAC at the February TAC meeting. All affected members need to notify the MTA in writing of their new or reconfirmed appointments.
- MTA is scheduled to take the Arbor Vitae project to the SCAG Regional Council for its reconsideration for inclusion in the RTP and RTIP next Thursday.

Recap of Board actions from November meeting:

- Presented a resolution to Satish Chander, Chief of Local Programs for Caltrans. Satish is retiring at the end of December. January 9th is his retirement luncheon.
- Approved Supervisor Antonovich motion to formally rename the Pasadena Line to the Gold Line.

The Board approved the following items on Consent:

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- Awarded a contract to Motorola Corp., for implementation of the Advanced Transportation Management System (ATMS) which includes radio subsystem, computer aided dispatch, AVL, APC and integration of Universal Fare system in the amount of \$65,000,000.
- Awarded 6 month extensions starting January 2002 and minor contract changes to 4 existing community based shuttle contracts: the Westchester Green Line (625), El Segundo Green Line (626), Lakewood Green Line (631), and Carson Nightline (646)
- Approved additional funding totaling \$97.4 million for inclusion in the 2002 RIP. Over the next few months, MTA staff will be working on the criteria and process for accessing the \$5 million that is reserved for the Capacity Enhancement and System Preservation projects. At the beginning of the year, MTA staff will also start working on the Capacity Enhancement System Preservation Needs Assessment Study.

The Board approved as amended:

- Extended to the January 2002 Board meeting, the exclusive negotiation agreement with Macleod Partnership for the joint development of MTA-owned properties at the Metro Red Line station at Westlake/MacArthur Park.

6. TEA-21 REAUTHORIZATION

Claudette Moody (MTA) discussed the status of TEA-21 Reauthorization. The material prepared by MTA staff has been sent to the TAC, Subcommittees cities and the subregions. She informed TAC that the document would continue to evolve as it moves through the process. Ms. Moody replied that the document does include specific projects and MTA is asking for comments back on those projects. People are welcomed to add other projects to the list. The deadline for receipt of comments is January 15, 2002 so that the final product can be prepared for the February MTA Board meeting. Ms. Moody will also be attending the Subcommittee Chairpersons meeting in January, which will be set prior to January 15th. Mr. De Chellis asked if any discussions about TEA-21 Reauthorization had been occurring in Washington. Ms. Moody replied that the only discussions that were presently taking place were with trade organizations like the California Transit Association (CTA), American Association of State and Highway Officials (AASHTO), APTA, etc.

Mr. De Chellis also asked if there was any attempt to try to build a consensus within the State. Ms. Moody replied that there is some attempt with trade associations like CALCOG, and John Ferrara from the Business, Transportation and Housing Agency (BT&H) has been assigned the task of trying to pull all the work of the transportation community together throughout the State and work toward some sort of consensus.

7. LEGISLATIVE UPDATE

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Michael Turner (MTA) provided the following update.

- The task force addressing the impacts on the economy convened, but no specific proposals have been developed. The task force reconvenes on the 17th and may receive feedback about specific proposals.
- The Assembly Select Committee on the MTA, chaired by Assemblymember Oropeza held a hearing last week.
- Senator Alarcon also gave notice that a separate Senate hearing will take place. Topics will include: bus rider fatigue, audit of part-time drivers. No date or agenda has been set.
- The Legislature reconvenes January 7th and new bills will start to be introduced and Committees will start to meet.
- January 15th, the Governor is scheduled to release his budget reduction proposal. He is recommending \$2 billion in cuts and is facing a \$12-\$14 billion deficit. Everything heard to date is that transportation is viewed as an economic stimulus, but with that big of a deficit, Transportation funding could be at risk. Mr. Finnegan asked if the Governor is in support of Proposition 42. Mr. Turner stated that the Governor does support it, but Mr. Turner is not sure to what extent he will actually come out and say it.
- Assembly Transportation Committee hearing is scheduled for January 7th, three bills are on the agenda: AB 630 (Oropeza) – relates to MTA goals and objectives and amendments are being developed; AB 1039 (Oropeza)– removes the \$1 million cap on allocation of TDA funds to SCAG; and AB 629 (Oropeza) – spot bill that will be amended to include the requirement for two-way communication devices on transit vehicles.

8. EAST SIDE EXTENSION LIGHT RAIL TRANSIT (LRT) UPDATE

Diego Cardoso (MTA) gave an update on the East Los Angeles Light Rail project.

- Presented a video simulation
- Working with the City of LA to deal with major issues
- Submitted Administrative Draft to FTA, awaiting their comments. Final Administrative Draft will be circulated in late December through January, with MTA Board action scheduled for February
- March through June, the MTA will seek a Full Funding Grant agreement from FTA. If successful, construction will begin in 2003, with completion scheduled for 2007 or 2008.
- Brooke Geer-Person (TDM/AQ) asked if the 200 parking spaces located at the eastern end of the line would be sufficient. Steve Brye (MTA) replied that the MTA will provide an initial at-grade lot and then hopefully through a joint development project, a parking garage can be constructed. Mr. Cardoso also stated that \$40 million has been allocated to purchase additional buses to expand bus connections to minimize the reliance on the automobile to connect with the line. This should reduce the demand for parking spaces.

9. CALL FOR PROJECTS

2001 Call for Projects Lessons Learned Survey

Heather Hills (MTA) informed TAC that the Lessons Learned survey has been delayed due to MTA Internal reviews.

2001 Call for Projects Deadline Reminder

Wanda Knight (MTA) reminded everyone that March 12th is the last day to submit STIP Amendments to make a request to the CTC to reprogram funds from FY 03 to FY 04 and beyond; LOA's/MOU's are due December 31st (not the draft); the 2002 draft STIP and the 2000 STIP amendment were submitted to Caltrans. The final 2002 STIP is due December 15th.

2003 Call for Projects

Ms. Berlin reminded everyone that should the schedule hold from previous years, that the 2003 Call for Projects, is fast approaching.

10. NEW BUSINESS

Ms. Berlin informed TAC that as part of the reorganization there will be two new League of Cities representatives on TAC; SCRRA will become an ex-officio member and SAFE will no longer have a separate membership. Ms. Berlin also asked the Subcommittee Chairs to look at their organizational structures to ensure they are consistent with the new TAC structure.

11. ADJOURNMENT

The meeting was adjourned at 11:45 a.m.

The next TAC meeting will be January 9th in the Union Station Room at 9:30 am.

TAC Minutes and Agendas can be accessed at:

http://www.mta.net/trans_planning/CPD/committees/TAC.htm