



# DRAFT MINUTES

*MTA Technical Advisory Committee (TAC)*  
April 9, 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 March 5<sup>th</sup> meeting were approved without amendments on a motion by Desi Alvarez (Gateway Cities) and seconded by Steve Finnegan (Automobile Club).

## **3. Agenda Reports by Standing Committees**

### **BOS (Andre Colaiace)**

- Met on March 25<sup>th</sup>;
- Received reports on
  - legislation
  - MTA's Fare Restructuring
- Reviewed the draft transit funding marks for FY 04;
- Next meeting April 29<sup>th</sup>.

### **LTSS (Joyce Rooney)**

- Met on March 27<sup>th</sup>;
- Approved
  - Section 5310 Local Review Committee recommendations;
  - A motion to recommend a one time only FY '04 Prop. A incentive grant funding of \$250,000 to the City of Avalon to operate their land transit services, contingent upon mandatory NTD reporting, and that the City work with MTA staff to streamline operations and seek alternative funding sources prior to applying for funding for FY '05.
- Received reports on:
  - Draft Incentive Program Fundmarks for FY 04
  - Access Services Update

- Legislation
- MTA Fare Restructuring
- Received a request from MJ West (MTA Countywide Planning) for a Working Group representative to update to the Proposition A and C Local Return guidelines;
- Next Meeting April 24<sup>th</sup>.

### **Streets and Freeway (Haripal Vir)**

- Met on March 20<sup>th</sup>;
- Bill Winter resigned as chair due to his promotion at LA Co. DPW;
- Action items:
  - Election of new 2003 officers – Haripal Vir (City of Los Angeles), Chair and Steve Finnegan, Vice Chair
  - Approved the TAC Subcommittee Protocol Amendment;
- Received update on:
  - CTC priorities;
- Next meeting April 17<sup>th</sup>, topics planned for discussion include TDA Article 3 Lapsing policy and status of the I-710 Gap Closure Tunnel concept.

### **TDM/Air Quality (Mark Yamarone)**

- Met on March 11<sup>th</sup>;
- Election of officers was postponed due to lack of quorum;
- Received updates on:
  - Mobility 21 Land Use Summit
  - Call for Projects;
- Reviewed the TAC Subcommittee Protocol Amendments;
- Next meeting May 13<sup>th</sup>.

### **4. Chairperson's Report (Renee Berlin) *Handout***

- Ms. Berlin reminded members to sign-in and to review the Union Station room evacuation plan on page 2 of the agenda packet.
- She announced TAC membership changes. For the City of Long Beach, Sumi Gant has been appointed to be the primary representative in place of Ed Shikada and Lon Maddox has been appointed to be her alternate. For the County of Los Angeles, Kit Bagnell has been appointed to replace Bill Winter and Scott Schales will be Kit's alternate. Currently, the Gateway Cities Council of Governments (COG) and the Las Virgines/Malibu COG are looking to fill their vacant alternate positions. MTA is in the process of appointing a primary member for the ADA representative on TAC. Until the vacant memberships are filled, the TAC handbook will be a work in progress and any comments or changes by TAC members should be submitted to Randy Lamm.
- The Receive and File Board Report on the methodology used to defer projects to fund three high priority regional projects for the February 5<sup>th</sup> STIP amendment was distributed. Mary Lou Echternach (staff to MTA Board member Fasana) commented that the Board adopted the criteria, but did not approve the working priorities. By including the working priorities attachment in the

handout it gives the perception that the Board approved it when they specifically made an amendment to exclude the priority worksheet from their approval. Ms. Berlin responded that at last month's TAC meeting she reported that the Board did not adopt the working priorities and that the minutes from the Board Meeting provide documentation of what was approved and what was excluded. However, Ms. Echternach's comment was noted.

- The Board approved a number of service changes for the San Fernando Valley Sector that will become effective in June or thereafter. The changes will include adding service on some lines, restructuring others, and canceling some line segments as MTA moves to improve efficiency of its San Fernando Valley bus operations. Ms. Berlin commented that if anyone is interested in the lines being affected, please contact her.
- The MTA released its Strategic Performance Program. The goals of the program include; developing a safety-conscious culture, improving transit systems; creating a positive MTA image; delivering quality capital projects on time and within budget; providing leadership for regional mobility and improving efficiency and effectiveness.
- Donald Bliss, the Special Master overseeing the Consent Decree tentatively accepted MTA's plan to schedule 125 additional coaches on its most crowded bus lines. MTA proposed providing additional coaches by reassigning 30 buses from non-productive or cancelled lines; providing 40 more through efficient scheduling of existing lines and by reactivating 55 buses (plus 11 spares) from the contingency fleet. The buses need to be added by the June "shake up" in order to meet passenger load factor goals. MTA provided its plan to the Board on March 31<sup>st</sup>.
- The Sheriff's department has appointed Dan Finkelstein as the MTA Chief of Police.
- For the April 17<sup>th</sup> Dodger opening game and Friday night games throughout the season, MTA will be offering Dodger Stadium shuttle service at stop 9 on the transit plaza for \$2 per round trip. The ride will take approximately 15 minutes to reach the drop-off at Dodger Stadium Lot 13. Service begins 1 hour and 40 minutes prior to the 1<sup>st</sup> pitch and operates every 10 minutes or less. The final shuttle will depart Dodger stadium 30 minutes after the last pitch, but no later than 11 p.m. so that passengers can make connections to the Metro bus and rail system.
- On April 12<sup>th</sup>, the Board will conduct a public hearing to consider restructuring the bus and rail fares. The hearing begins at 10:00 a.m. in the Board Room at the MTA Headquarters. Any fare changes approved by the Board would take effect after November 1, 2003.
- The CTC unanimously approved the MTA's February 5<sup>th</sup> STIP Amendment and AB 3090 Repayment proposal on April 3<sup>rd</sup>.
- The construction fences adjacent to the North Hollywood Station are now new public art exhibits. On April 3<sup>rd</sup>, 50 panels by 36 local artists were dedicated. The exhibit has been installed on a fence that lines MTA and CRA properties on the corner of Chandler and Lankershim Boulevards.
- The House and Senate passed their respective FY 03 Budget resolutions in mid-March. The House version include most of President Bush's \$726 billion in tax cuts and also had a 1% cut in spending entitlements. The House language allows for increased expenditures should additional federal revenues become available. The Senate version sliced the tax cuts in half and mandated no cuts in entitlement spending. Both versions will go to a Conference Committee by April 15<sup>th</sup>.

## **Board Recap**

- CEO Roger Snoble announced the 10<sup>th</sup> Annual Greater Los Angeles Vendor Fair scheduled for April 23<sup>rd</sup> at the downtown Westin Bonaventure. The theme for this year is called Celebrating a Decade of Progress. This event provides attendees an opportunity to gain access to contracting opportunities and a chance to meet key decision makers, etc.
- Mr. Snoble also announced that from April 5<sup>th</sup>-9<sup>th</sup>, the Mobility 21 Coalition will be in Washington D.C. to present a unified voice on Los Angeles County Transportation needs. The Coalition will be meeting with the key Administration members as well as members of the House and Senate Appropriations and Authorizing Committees.

## **Approved:**

- A revised motion by Chairperson Bernson to look at the feasibility of assigning individuals who are on Workers Compensation to be observers at MTA parking facilities and key stations and stops to monitor suspicious parking lot activity and report back in 30 days.

Approved the following positions on State Legislation:

- ACR 40 (Dymally) creating the Compton Planning and Transportation Task force -- work with the author;
- AB 557 (Lowenthal) granting right-of-way to transit bus under specified conditions; expand program statewide and establish the right-of-way as a permanent provision in State law -- support;
- AB 1500 (Diaz and Pavley) creating Petroleum Pollution Clean-up Prevention Act that would levy a \$1 charge on each barrel of petroleum delivered to a refinery in California -- support;
- AB 1652 (Nakano) adding 2 League of Cities Representatives to the MTA Board and require City Selection Committee to define the 6 sectors from which new members would be selected -- oppose;
- SB 504 (Kuehl) creating a Santa Monica Metro Construction Authority that transfers the authority for construction of a light rail line along the Exposition Right-of-Way from MTA to the new authority -- neutral work, with author;
- SB 541 (Torlakson) provides for increases to the State Gas Tax based on inflation and requires an additional TCRP program under specified conditions, -- support;
- SB 760 (Scott) delete the Sunset provision of January 1, 2004, thereby making sales tax exemption permanent -- support;
- SB 795 (Karnette) clarifying that FSP program is an eligible use of excess funds and clarified the ability of local agencies to place call boxes on county roads -- support;
- SB 981 (Soto and Romero) Creating Petroleum Pollution Clean-up and Prevention Act similar to AB 1500 -- support, work with author.
- Approved Antonovich motion as amended by Director Roberts that the CEO be directed to immediately review the following complaints:
  - Rail system escalators, elevators and ticket vending machines frequently out of order
  - Service attendants not available to assist disabled passengers
  - Condition of the Blue line rail cars appears rundown with graffiti
- Staff directed to report back in 30 days with an action plan to improve the rail fleet appearance and service to commuters

- Director Roberts Amendment to include Red line escalators and elevators being out of order and cleanliness issues at several stations.
- Approved the revised AB 3090 Repayment schedule as submitted by staff.
- Appointed Brad Rosenheim to replace Agoura Hills Mayor, Jeff Reinhardt on the San Fernando Valley Service Sector Governance Council

**Approved on Consent the following items:**

- Overall master cooperative agreement with Caltrans for design and construction of bus and rail transit projects, design and construction supplemental cooperative agreements with the State for the 101 Freeway over-crossing at Union Station.

**Under Planning and Programming Committee authority:**

- Received and filed progress reports on North County Combined Highway Corridor Study.
  - Part 1 focuses on the I-5 and SR-14;
  - Part 2 focuses on three major roadway segments along SR 138.
- Received and filed report on methodology used to select projects for deferral in STIP amendment request approved by the Board on February 5<sup>th</sup>.

**Carried over for 30 days a Burke Amendment**

- Authorize entry into a four-month exclusive negotiation with RAD Jefferson LLC for a land exchange of MTA's Division 6 site in Venice.
  - The Burke Amendment:
    - Instructed staff to include as part of any further efforts regarding Division 6 relocation to include an analysis of noise, traffic, and health impacts on surrounding communities and report back to Board with conclusions.

**5. TAC Subcommittee Protocol (Renee Berlin)**

Ms. Berlin referred to the Amendment to the TAC Subcommittee Protocol on page 57 of the agenda packet. In November 2001, the MTA Board adopted the TAC protocol, which established procedures for how individual TAC members and subcommittees could address the Board, once TAC took action on an item. However the protocol did not address procedures for members and subcommittees, if TAC has not taken action. Staff has drafted additional procedures that address this issue. Ms. Berlin briefly summarized the proposed amendment that calls for the format of the Subcommittee agendas to look the same, and if possible the disposition of action items will be noted. She also recommended that TAC members review the Subcommittee agendas contained in their TAC packets, and call her or the Subcommittee chair prior to the meeting if there is an item they would like discussed at the TAC meeting. During the TAC Subcommittee Reports, the subcommittee chair will describe the disposition of action items. This will provide an opportunity for TAC members to raise any concerns or to take an action on the Subcommittee items. If a subcommittee submits comments to the MTA on a specific item, then the Subcommittee Chair should copy the TAC Chair, Renee Berlin, so that the item can be attached to the TAC agenda. Ms. Berlin commented that TAC meetings are opportunities for members to look at what is going on at the subcommittee level and to bring up any

issues, comments, or concerns. She also added that TAC does not want to slow down the work of the subcommittees, as there are time sensitive items that need to keep moving forward. Ms. Berlin called for a motion on the amendments. Joyce Rooney (LTSS) made the motion, Mark Herwick (LA Co.) seconded. TAC members passed the motion unanimously. Mr. DeChellis recommended adding to the TAC members protocol a statement that one of the responsibilities of the TAC League of Cities COG representatives is to keep their respective COG members informed of what transpires each month at the TAC meetings. Ms. Berlin replied that she assumed that is what the League members are currently doing and would hope that the letter David Yale distributed would be forwarded to the cities they represent. Ms. Berlin asked the League of Cities COG representatives if they had a problem with clarifying this responsibility in the TAC protocol. Hearing none, Ms. Berlin said she will add the responsibilities of the TAC COG representatives to the TAC protocol item.

## **6. FY 04 FTA Section 5310 Local Review Committee Recommendations (Joyce Rooney)**

Joyce Rooney (LTSS) requested TAC concurrence with the LTSS approval of the Section 5310 Local Scores for Los Angeles County Projects. Ms. Rooney explained that Section 5310 provides capital grant funding to social services and public agencies for transportation for senior citizens and persons with disabilities. The Review Committee consisted of MTA staff, representatives of LTSS and the Accessibility Advisory Committee. The Review Committee evaluated the applications and ranked them according to Caltrans standards. Ms. Berlin asked TAC to make a motion whether or not to concur with the LTSS recommendations. Mark Maloney (LTSS) made the motion, which was seconded by Andre Colaiace (BOS). The motion passed.

## **7. MTA Pass-Through Grant Program Policy Waiver (Andre Colaiace)**

Andre Colaiace (BOS) requested TAC concurrence with the BOS approval of the One-Time Waiver of Formula Fund Assistance Restriction for the City of Redondo Beach. Mr. Colaiace reported that in October 2001, the MTA Board adopted the Pass-through Grant Program Policy to help entities throughout the county access federal transit funds, but at the request of BOS, MTA was specifically prohibited from assisting cities with accessing FTA Section 5307 Urban Formula funds. As there are municipal operator formula funds, BOS wanted to access the funds themselves. However, subsequent to Board approval of the policy it became apparent that the City of Redondo Beach was not eligible at the time to receive these federal funds as its own grantee. The City therefore requested MTA to serve as grantee under the authority of the Pass-through Grant Program Policy, through a one-time waiver from the policy's restriction related to Section 5307 Urban Formula funds. The City is in the process of becoming an eligible federal grantee. In the meantime, it needs to access these funds to start some of its projects. Steve Lantz (SCRRA) asked why the City of Redondo Beach is not eligible to receive the funds directly? Terisa Price (Redondo Beach) replied that the city is an eligible recipient, but its grantee status has lapsed. The reason for the lapse is that there have been four people in the Transit Manager position in the last two years and the person tasked with this responsibility passed away. The funds need to be accessed to purchase new buses so that service can be continued. Ms. Berlin called for a

motion. Ms. Rooney (LTSS) made the motion and Art Ida (Westside Cities) seconded the motion. The motion passed.

## **8. Legislative Update (Randy Lamm for Michael Turner) *Handout***

Randy Lamm (MTA) reported that AB 875 (Wyland) proposes changes to the distribution and eligible uses of the Gas Tax and Sales Tax on Gas (Gas Tax Subventions). AB 875 would require that the Gas Tax Subventions be programmed by the California Transportation Commission (CTC) who would then allocate the funds on a return to source basis (to each county). This would overturn the current allocation method that was created by SB 45. It would also change the eligible uses of the funds from unrestricted, to restricted specifically for freeway construction purposes. Current law allows the Gas Tax Subventions to be used by local jurisdictions for street and road repair, public transit capital projects and a variety of other transportation programs. AB 875 would prohibit these eligible uses.

Mr. Lamm reported that Michael Turner (MTA Government Relations) will be developing a report for the April Board cycle recommending that MTA oppose the bill. Ms. Berlin commented that there were a lot of concerns by the cities and MTA wanted to be on record as taking an oppose position on this bill. Pat DeChellis (County of Los Angeles) commented that it behooves all local jurisdictions who receive these funds to track the progress (or lack of progress) of this bill. Mr. Finnegan commented that the bill appears to reflect frustration with both how the funds should be allocated across the state and across modes.

Mr. Lamm distributed an updated legislative matrix to TAC members.

## **9. Statewide Deficit and Impact on L.A. County Projects (David Yale/Renee Berlin) *Handouts***

David Yale (MTA Regional Programming) reported that at their April 3<sup>rd</sup> meeting, the CTC approved MTA's STIP amendment and AB 3090 request for the Metro Gold Line Eastside Extension, San Fernando Valley East-West Metro Rapid Transitway (MRT), and 200 articulated buses. The CTC also postponed adoption of the 2004 STIP fund estimate to October 30<sup>th</sup>. Mr. DeChellis asked what is the relationship of the 2004 STIP fund estimate to the Call for Projects? Mr. Yale explained that about 2/3 of the last Call was funded through the STIP and MTA was anticipating that this would be the case for the 2003 Call cycle. MTA staff can not estimate how much will be available for the Call until the State releases its fund estimate for the STIP. Due to the TCRP problem and the fact that reauthorization of federal funding has not taken place (TEA-3), the CTC cannot tell how much money will be available. That is why the Call for Projects is being delayed. Ms. Echternach (staff to Director Fasana) asked if MTA staff will be transmitting letters to the cities informing them of the revised timeline for adopting the Call? Ms. Berlin replied that once the schedule is better known, MTA would be notifying the cities. Mr. Yale said the Transportation Enhancement Activities (TEA) program will probably be reformed and combined with the STIP. There will be no change for how Los Angeles County conducts its TEA activities, as these funds are part of

the Call. Mr. DeChellis asked that if TEA funds become part of the STIP would it then require CTC approval? Mr. Yale replied that it might, but MTA is suggesting that the CTC allow for a delegated allocation so that the process would work mostly the same as it does now.

Mr. Yale commented that the State Allocation plan was expanded from the last time he reported. Instead of \$600 million, the CTC has increased the amount to \$1 billion. The SHOPP was kept at the same level (\$400) million and the STIP was increased to \$600 million. Mr. Yale distributed a handout titled Attachment C, showing which projects will have an opportunity of receiving allocations.

Mr. Yale reported that at the April 3<sup>rd</sup> CTC meeting, all extensions were granted including to the Cities of Palmdale and Alhambra, and the County of Los Angeles. Further, the CTC announced plans to delete or lapse two projects -- one in Santa Monica and one in Hawthorne, should no contract award take place by the May CTC meeting. Projects that are at risk over the next six months are in the Cities of Burbank, Lancaster, Palmdale, Alhambra, Los Angeles, and the San Gabriel Valley COG.

Mr. Yale reviewed the proposed STIP amendment, which will be going to the MTA Board in April. The existing columns show where the STIP funds are now programmed, and the proposed column shows where the funds will be programmed after the STIP amendment is approved. The last column shows the amount of change. The purpose of this amendment is to backfill TCRP funds on three high priority ready-to-go highway projects. The Route 5/14 HOV Connector will be deferred, and the Route 14 HOV lanes from Pearblossom to Ave. P-8 fund source would be changed from STIP to CMAQ funding and moved out one year to 2005. Using funds from these projects and some of the AB 3090 repayment funds, the HOV lane on Route 5 between SR 118-14, the Route 405 auxiliary lane project, and the Route 405/101 Connector, Gap Closure would move forward. The City and County of Los Angeles projects are being deferred at their request. There will be some AB 3090 replacement project funding dedicated to Light Rail Vehicles, and the Core Ride Share Program fund source will be changed from STIP to CMAQ funding.

Ms. Berlin reported that staff was hoping to have an item on the working priorities for TAC members to review, however it is not ready. Ms. Berlin distributed the draft revised Priority Setting Criteria. She summarized the changes that are proposed to the February 5<sup>th</sup> Board adopted version, which was previously reviewed by TAC. The proposed changes incorporate comments received from the TAC as well as the MTA Board. These changes include:  
maintaining the relative balance among the various Call for Project categories; whether MTA programmed funds provide a match for a significant amount of earmarked funds at the Federal level.

Ms. Berlin continued that staff would be recommending that MTA concur with all FY 04 or prior year STIP allocation/extension requests, and all Federal TEA funding allocation or extension requests. Ms. Berlin commented that staff has been receiving requests from project sponsors to accelerate their funds. No decision has been made on these requests, but a higher priority will be given to cities that have allocations due in the current fiscal year. MTA will maintain its commitment to projects funded with Local Transportation Funds (FAU Cash Program) because those projects can not be funded with any other type of funding. Each of these categories are being applied to all the projects in the Call for

Projects database, and once the Board approves the methodology, letters will be sent to project sponsors informing them of their project(s) ranking(s). Project sponsors will be provided an opportunity to request a change in rankings, if they have written documentation that substantiates the change. For those sponsors whose rankings cannot be resolved administratively, Ms. Berlin would like to hold a special TAC appeals meeting, tentatively scheduled for May 21<sup>st</sup>. Mr. Lantz asked when the list showing sponsor's project rankings according to the criteria would be distributed? Ms. Berlin replied hopefully either Friday or Monday, after the April 24<sup>th</sup> Board meeting. Ms. Echternach asked about the MTA 17% backfill from lost TCRP money for the ACE project. Mr. Yale replied that the staff interpretation of the current Board policy is that MTA will pay for the 17%, and that staff is recommending that those funds be accelerated for Phase 1, while working to resolve the TCRP program funding issues. The question that needs to be answered is that once the 17% money runs out, can ACE use STIP dollars or other resources to backfill for the TCRP projects? This is a question for the Board, and staff has not yet made a recommendation.

## **10. Proposition A and C Local Return Guideline Update Plan and Timeline (M.J. West)**

M.J. West (MTA Local Programming) referred members to the work plan contained on page 104 of the agenda packet. She reported that the guidelines had not been updated since 1999, and that the update is scheduled to take a year to complete. A letter will be sent to the local jurisdictions for their comments on the current guidelines. Ms. West is in the process of conducting initial meetings with TAC and its Subcommittees to request representatives for a working group. She envisions that the working group would be composed of representatives from each of the TAC Subcommittees, each of the subregions, and representatives from both the City and County of Los Angeles. The members need to be committed to participating in all of the meetings. The Working Group will likely meet three to four times depending on the comments received. Once the working group finishes reviewing the comments, the draft revised guidelines will be presented to TAC and all of the Subcommittees. The revised guidelines will need to be in conformance with the Propositions A and C Ordinances that were passed by the voters. Finally, a report will be prepared for MTA Board adoption sometime in 2004. Ms. West expects that the final revised guidelines will be published at the end of 2004 or early 2005. Ms. Echternach commented that the deadline for receiving comments from local jurisdictions appears short. Ms. West responded that she would provide more time for jurisdictions to submit comments. Ms. Echternach said that would be appreciated, and also suggested that the draft guidelines be transmitted to the various jurisdictions. Mr. Lantz asked if there is anything specific that needs to be fixed? Ms. West replied that one of the things missing from the guidelines is that there is no narrative describing what types of pedestrian projects are eligible. Another area that needs to be addressed is the use of debt service for cities that want to deliver a project early by issuing debt and then pay it back later. This is a legally approved use of the Local Return funds, but is not addressed in the current guidelines. Ms. Berlin requested that TAC make a motion to delegate to the subcommittees the appointment of their representatives, that the TAC League of Cities representatives appoint someone from each of their subregions, and that the City and County of Los Angeles each appoint members to the working group. Ms. Berlin called for a motion. Mr. DeChellis made the motion, which was seconded by Mr. Vir. The motion passed.

## **11. San Fernando Valley N/S Transit Corridor (Roger Martin/Michael Meyer) Handout**

Roger Martin (MTA) reported that the State Legislature earmarked \$100 million to construct a San Fernando Valley North-South transit corridor. The purpose of the study is to identify a transit corridor in the San Fernando Valley which connects with the East-West MRT and the Ventura Boulevard Metro Rapid. To date, the study team has met with the City of San Fernando, Los Angeles Department of Transportation, Metrolink, and the San Fernando Valley Transit Sector on a monthly basis. The study team has also held over 65 meetings with local communities in the Valley, and conducted two sets of community workshops. Mr. Martin said that instead of recommending one north-south route alternative, there have been requests to recommend a combination of routes. Currently, there is only \$20 million available for this project due to the State budget cuts. Michael Meyer (MMA), the Study consultant, distributed the Study's executive summary. He stated that there will be a 30-day review period, after which it will be taken to the MTA Board for adoption. Mr. Meyer explained that the first two graphics show in order a TSM alternative to shorten headways on existing routes and a Rapid Bus alternative which adds two Rapid Routes to the existing network with no other changes. The five corridors are all shown on the graphic notated as ES-13 of the hand out and in Attachment 12 of the TAC agenda packet. The five alternatives include: the Canoga Blvd. Railroad Right-of-Way (continues the East-West MRT), Lankershim Blvd./San Fernando Road (BRT programmed for FY 06, would add some sections of dedicated peak lanes and intersection improvements), Reseda Blvd. (mixed flow on-street), Sepulveda Blvd.(restriping yields dedicated lane north bound only), and Van Nuys Blvd. (BRT with dedicated bus lane and intersection improvements). The costs of the alternatives were broken down by basic service and enhancements depending on the alternative such as parking or pedestrian access improvements, lighting etc. For each alternative, there is a base cost and an enhanced cost. Mr. Meyer reported that ridership forecasts show the Canoga Blvd. Right-of-Way alternative as having the lowest ridership and is the most expensive alternative. The other alternatives had similar ridership forecasts and costs. Mr. Meyer said the recommendation is to phase in the alternatives, starting with implementation of Metro Rapid service on Reseda and Sepulveda Blvds. In Phase II, some of the improvements from the Lankershim and Van Nuys alternatives to improve bus speeds would be implemented. Phase III would add some enhancements and Phase IV would add the Canoga Blvd. Railroad Right-of-Way. Mr. Martin noted that there has been full support by residents in the San Fernando Valley community to implement this combination of alternatives and there has been little to no opposition for these alternatives so far. There will be 6,500 copies of the executive summary released to the community in the next few weeks. He noted that the 30-day review is not required by law. The recommendations will go to the MTA Board in May.

## **12. Short Range Transportation Plan Update (Renee Berlin for Brad McAllester)**

Ms. Berlin reported that Brad McAllester could not attend the TAC meeting. A draft Short Range Transportation Plan (SRTP) will be released in May for a 30-day review. The report will be going to the MTA Board in June for adoption. At the May TAC meeting, there will be an in- depth discussion of the SRTP. Mr. Finnegan asked if the members would be receiving the document prior to the May TAC meeting? Ms. Berlin responded that as soon as it is ready, it will be transmitted to TAC members. Mr. Finnegan asked how the MTA would be approaching the uncertain nature of funding? Ms. Berlin replied that MTA will look at what projects it thinks it can fund within the six year period. Mr. DeChellis asked how the MTA can address the SRTP, given that there are some big funding questions that still need to be addressed? The CTC deferred the 2004 STIP fund estimate for two and half months because of the question of not knowing how much transportation funding would be available. Ms. Berlin said that the SRTP staff have been working closely with Capital Planning staff in terms of the anticipated revenues that would be available, based upon currently available information. The SRTP is a living document and will be updated routinely as circumstances evolve. Mr. Finnegan suggested making the financial assumptions very clear, and to be explicit with the best estimate of how much money will be available and where the money will be programmed during the forecasted time period; and if financial conditions improve, then making a determination as to what will be the next priorities.

### **13. Call for Project Update (Renee Berlin for Heather Hills)**

Ms. Berlin reported that staff received roughly the same number of applications as the 2001 Call for Projects (300-400). She noted that MTA is looking at the Call adoption schedule in terms of the State's schedule for adopting the fund estimate. She stated that MTA will notify applicants of any changes to the deadlines. Mr. Lantz asked if MTA staff would be continuing with the ranking process? Ms. Berlin replied yes. Mark Yamarone (TDM/AQ) asked when the reconciliation report would be mailed to the applicants. Ms. Berlin replied in May.

### **14. New Business**

Mr. DeChellis asked how TAC would like to be informed of the County's representative for the Propositions A and C Guidelines Working Group. Ms. Berlin replied to call M.J. West to notify her of the County's representative.

Art Ida (Westside Cities) asked if the MTA would be taking a position on interagency transfers as part of the new MTA fare policy? Ms. Berlin responded that staff will ask, and send an email to TAC members in response to this question.

Mr. Lantz requested that the EZ Pass Phase II implementation recommendation on Metrolink be put on the upcoming LTSS and BOS agendas.

Eyvonne Sells (SCAQMD) reported that the draft AQMD Air Quality Management Plan has been released for public review, and is scheduled for a late summer approval by the AQMD Governing Board.

## **15. Adjournment**

The April 9<sup>th</sup> TAC meeting was adjourned at 11:15 a.m. The next TAC meeting will be held on Wednesday May 7<sup>th</sup> in the 3<sup>rd</sup> Floor Union Station Room starting at 9:30 a.m.