1. Call to Order/Roll Call
Renee Berlin (Chair) called the meeting to order at 9:43 a.m. Linda Hui (MTA) took roll and declared a quorum was present.

2. Approval of Minutes
The minutes from the November 6th meeting were approved without amendments.

3. Agenda Reports by Standing Committees

**BOS (Brynn Kernaghan)**
- Met on December 3rd;
- Adopted revised allocation plan for use of UFS funds;
- Approved Redondo Beach request for the MTA to be designated the recipient of federal funds on their behalf;
- Received legislative update and discussed meal/break issue whereby public operators would have to grant all their drivers meals and breaks at certain times rather then being negotiated as part of union contracts;
- Received updates on ASI Paratransit Plan and funding and on the EZ Pass;
- Next meeting January 28th.

**LTSS (Joyce Rooney)**
- Met on December 5th;
- Appointed two members to serve on the 5310 Local Review Committee;
- Received update from Mark Maloney and Paula Faust regarding UFS;
- Next Meeting January 30th.
Streets and Freeway (Bill Winter)

- Met on November 21st;
- Discussed environmental documentation needed for federal projects and FHWA and Caltrans environmental guidelines;
- Next Meeting January 16th.

TDM/Air Quality (Mark Yamarone)

- Met on November 12th;
- Received an update on the Call for Projects/Modal Application;
- Discussed Segway scooters and various policies that support that technology;
- Next meeting on January 14th.

4. Chairperson’s Report (Renee Berlin)

- Ms. Berlin reminded members to sign-in and have parking validated.
- She mentioned that due to scheduling difficulties Pat DeChellis and Bill Winter could not serve as TAC’s Call for Projects representative. By email vote, the TAC appointed Steve Finnegan (Auto Club) to serve in that role.
- Ms. Berlin welcomed new TAC members Alex Clifford and Andrea Burnside member and alternate respectively, who will be representing MTA Operations; Victor Osugi, alternate for City of Los Angeles and Mike Gainor, alternate for SCAG. She also announced that Ed Shikada, City of Long Beach TAC member has accepted the position as Deputy City Manager for the City of San Jose.
- She announced that MTA staff is in the process of updating the TAC Member’s handbook. The update will be completed after the various Subcommittees hold elections in January. If there are any changes, please let Renee Berlin or Linda Hui know.
- The Metro Rapid program has been selected as a semi-finalist in Harvard University’s 2002 Innovations in American Government Awards. The awards, presented annually by the John F. Kennedy School of Government, recognize examples of creative problem solving in the public sector. Metro Rapid was selected as one of 98 semi-finalists from a pool of nearly 1,000 applicants. The five winning entries will be announced next May in Washington, DC.
- The Mobility 21 Coalition will be meeting on January 22nd at the Los Angeles Area Chamber of Commerce from 8-10 a.m. A flyer was distributed to TAC members.
- The Call for Projects application submittal deadline has been extended to March 28.
- Maria Guerra, MTA’s Chief of Staff was named WTS-LA’s Woman of the Year. James Okazaki as mentioned previously, received the Member of the Year award.
- November 18th, the MTA and LA Area Chamber hosted Mobility 21, the first ever transportation summit for LA County with approximately 400 people in attendance. As part of Mobility 21, MTA Board Chairman Hal Bernson received the 1st annual Julian C. Dixon award.
• The second installment of Metro Motion, a 30-minute show aired on Saturday, November 23rd on Santa Monica’s City T.V. The show also aired on Monday, November 25th on Channel 36 in the City of Los Angeles. The second show spotlighted projects in North LA County represented by MTA Board member Frank Roberts, who was the subject of an interview.

• MTA opened an employment center in the San Fernando Valley in November. The center is located at the San Fernando Valley Service Sector offices in Chatsworth and is open Monday through Friday from 8 a.m. to 4 p.m. The facility provides potential applicants access to all MTA job opportunities.

• On December 2nd, 3rd, and 4th, the Gateway Service Sector hosted a series of community meetings to seek public comments on how Metro Bus service can be improved.

• On November 22nd, the South Bay Service Sector moved into its new offices in Torrance and on November 26th, the Gateway Service Sector moved into its offices in Downey.

• On November 15th, the Metro Gold line carried the first passengers on a 1.5 mile test run through Pasadena.

• In October, MTA’s Rail Safety Outreach group began making presentations to all school children along the 13.7 mile Pasadena line. Supervisor Molina’s approved motion required that all school children along the 13.7 mile alignment receive safety training before any testing began. As of December 5th, the Rail Safety Outreach group completed 116 of 148 scheduled presentations.

• As of November 30th, the MTA added extra cars to increase weekend capacity on the Metro Blue and Red line trains. All Metro Blue line trains that operate between 11:30 a.m. and 7 p.m. on weekends will be equipped with three cars; two extra cars were added to Metro Red line trains operating between Union Station and Wilshire/Western between 9:30 a.m. and 8 p.m.

• In December, following a series of community meetings and analysis, MTA’s project team narrowed the list of alternatives for a North-South High Capacity Bus Transit corridor in the San Fernando Valley from 13 to 5. The analysis will be completed in early 2003 when MTA will recommend one or more corridors to connect the North San Fernando Valley with the East-West Metro Rapid Transitway and with Metro Rapid service on Ventura Blvd. The five corridors that remain under study are the rail right of way adjacent to Canoga Avenue, Lankershim Blvd., Reseda Blvd., Sepulveda Blvd., and Van Nuys Blvd.

• On December 15th, MTA initiated service on two new Metro Rapid Bus corridors, Vermont and South Broadway. The 11.9 mile Vermont line operates between the Red line Vermont/Sunset station and the Metro Green line. The 10.5 mile South Broadway line operates between Union Station and the Green line.

• MTA began service on three new limited stop bus lines on December 15th. Line 370 (Garvey Ave) will be operating peak hours on weekdays between El Monte and Atlantic Blvd. Line 330 (Hollywood Blvd/Colorado Blvd) will be providing weekday peak hour service between Vermont/Lake Ave and Line 381 (Figueroa St.) operating between Century and York Blvd. MTA for the first time will also operate existing limited line 333 (Venice Blvd.) on Saturday between Santa Monica and Downtown.
• 3 members of MTA’s Office of the Inspector General accepted awards for distinguished service and outstanding achievement in law enforcement during the U.S. Attorney’s office annual recognition awards ceremony, December 6th. The MTA team was honored by the U.S. Department of Justice for outstanding efforts as part of a multi-agency task force investigating political corruption.

• The City of Los Angeles opened the Imperial Highway Grade Separation on December 18th. The 2,000 foot long bridge lifts Imperial Highway traffic over Wilmington Ave. and Metro Blue line and Union Pacific tracks. The $20 million bridge will relieve traffic congestion and improve safety and railroad crossings.

• The City of Los Angeles recently completed the Larchmont Blvd. Median Project. A 2001 Call for Projects grant of $199,000 was awarded to the City’s Bureau of Street Services with a 25% local match. The project includes planting 28 Jacaranda trees and installing stone monuments between 1st and 3rd Streets.

• On February 21st, the MTA will be hosting a Land Use Forum as a follow-up to Mobility-21. The Forum is designed to achieve consensus on the types of public/private partnerships needed to encourage more efficient growth. This will be followed-up with quarterly Land Use Forums designed to explore changes to existing programs.

• On February 26th, the Mobility 21 Coalition has tentatively scheduled a Sacramento lobbying trip to work on the State Budget issues.

• Ms. Berlin informed the TAC that the TAC Subcommittee Chairs met prior to today’s meeting. There were two items on the agenda, the TDM/Transit Capital Reserve established in the 2001 Call and the Subcommittees’ relationship to the TAC. MTA staff will be developing procedures for Subcommittee agendas to act upon by the TAC.

**Board Recap**

• Ms. Berlin reiterated to TAC members that this recap is a draft and is subject to change upon Board adoption of the minutes.

**Approved:**

• Approved under reconsideration as amended by Director Yoh that the MTA research program include evaluation of both public demand for varying levels of transit services and the needs of differing market segments and awarded six five year contracts for firm

• Fixed price task orders under a bench to Applied Management & Planning Group, CDSNET, Inc., the Howell Research Group, Nelson/Nygaard Consulting Associates, MSI International and Strategic Consulting and Research.

• Approved scheduling Jan 15 and Jan 25, 2003 as public hearing dates to receive public comment on service changes for the San Fernando Valley and San Gabriel Service Sectors including the Pasadena Gold Line Bus/Rail interface, new limited stop service and other service changes; posting the Public Hearing notice and designating the CEO, or appointee, as public hearing officers.
• Approved amending the Access Services, Inc. (ASI) FY 03 budget by $5 million for a maximum of $63,601,051 in MTA funding; establishing $61.8 million as the ASI FY 04 budget and approving the FY 04 Paratransit Plan principles; retaining ASI as the complementary paratransit service provider; adopting the Certificate of Resolution that will allow MTA to become a member agency of ASI and authorizing the CEO to take action to seek MTA representation on the ASI Board of Directors and appoint staff to fill that position.

• Approved the Service Sector Council Nomination process for incorporation into the Service Sector Governance Policy and amended to eliminate Selection and Review committees.

• Approved the following members for the South Bay Sector Governance Council Mayor Dorn Curren Price (Inglewood), John McTaggart (MAX), Jim Hendrickson (PV Transit), Teresa Price (Torrance Transit), Janice Hahn (City of LA Council Member), Margaret Hudson (City of Carson), and Supervisors Burke and Knabe.

• Authorized the CEO to enter into an agreement with LA Unified School District to initiate design and environmental work to reconfigure Ramona Opportunity High School as stated in the Eastside LRT Mitigation Monitoring program.

• Approved as amended by Yaroslavsky an interim contract with LA County Sheriff’s Department for 2 months of transit policing services for contract value not to exceed $12.288 million and an interim contract with LAPD for 2 months not to exceed $15.008 million.

• Approved as amended by Yaroslavsky the 2003 Call for Projects Application package and, to proceed with the Call and to authorize the CEO to suspend the Call as more information becomes available on the State budget.

Approved on Consent the following:

• Adoption of Conceptual Development guidelines for Westlake/MacArthur Park Station Joint Development;

• Extending exclusive negotiation agreement with Wilshire Entertainment LLC for 90 days for the Wilshire/Western Station Joint Development.

• Finding that 88 jurisdictions are in conformance with the Congestion Management Plan and determining that the City of Industry remains in non-conformance.

• Revised Director Hudson’s motion that Finance and Budget Committee reaffirm the Committee’s summary/description to act as a focal point for development, review and approval of MTA funding resources, debt structure and expenditures; review and approve annual operating and capital budgets, formula allocations, financial plans, programming documents, mid-year budget and financial structure adjustments; and provide guidance to the Chief Financer Officer in the management of funds.

• Execution of MOU with Riverside County Transportation Commission (RCTC) for Rideshare development and support services for Los Angeles County during second half of FY 03 and FY 04 for a total amount not to exceed $625,000.
• Yaroslavsky/Burke motion that MTA work with preliminary engineering consultant to immediately convene a Peer Review panel to assess the design specification and standards for the Exposition line. MTA staff should report back during the January Committee cycle on the progress made by the Peer Review panel and the Panel’s recommendations should be presented to the MTA Board and incorporated into the preliminary engineering. MTA staff should look at internal structures of other transit properties that have built successful design/build rail lines and report back to the Board on internal changes that can be made to better implement design/build projects in the future. Also, no new RFPs for consultant or professional services contracts for the Exposition line be developed or issued without approval by the Board.

• City of La Canada Flintridge’s request to move from the San Fernando Valley Service Sector to San Gabriel Valley Service Sector.

5. Legislation

2003 Draft Legislative Program (Marisa Yeager)
Ms. Yeager reported that the proposed legislative program would be presented to the Board at the end of January for their approval. She stated that two goals were to maintain FY 03 appropriation levels in FY 04 and to identify legislative funding opportunities. Additionally, that at the Federal level, staff is working hard to maintain funding at the FY 03 appropriation levels. Funding marks on the Senate side are being developed. Ms. Yeager reported that MTA will be seeking in FY 04 $70 million for the Eastside Light Rail, $20 million for general bus purchases, $20 million for the Exposition line, and $5 million for ITS. She stated MTA is currently waiting for the municipal operator’s federal requests that will be incorporated into MTA’s program. Steve Finnegan (Auto Club) asked how these four projects relate to the slightly larger list that was put together for TEA Reauthorization (TEA-3). Ms. Yeager replied that this is a smaller list. Mr. Finnegan commented that the nine projects on the TEA-3 list were a good representation of Countywide needs. Mr. Okazaki (City of LA) asked why MTA did not ask for the entire list of nine. Ms. Yeager said the decision was based on currently available matching funds. Mr. Finnegan suggested that TAC be kept more up to date regarding these requests. Kathryn Engel (BOS) asked if the TEA-3 list is still intact. Ms. Yeager replied yes. Ms. Berlin said that the FY 04 Legislative program will be e-mailed to TAC members after the meeting and if members have comments, they can submit them to her by Monday January 13th.

Legislative Update (Michael Turner)
A special Board meeting will be held on February 5th to discuss the State budget issues. Outside the State budget, MTA is trying to resolve the meal and rest period issues in a manner that is favorable to transit agencies. The State should not mandate any meal and rest periods, but rather leave it to collective bargaining. There will be a meeting by the Industrial Welfare Commission this Friday in which they will nominate a Wage Board. The process for the Commission is that when changes are made to wages, a Wage Board will convene for the purpose of making recommendations for the Commission’s consideration. The people nominated by the California Transit Association (CTA) to be on this Board were Brenda Dietricks and a representative from OCTA. Mr. Okazaki asked what prompted the State intervention? Mr. Turner replied that the
ATU decided that there have been problems with other operators in the State regarding meal and rest periods. Next year, MTA will work on resolving the issue of storing for a year, the video recordings on buses and have more flexibility in funding Call Box and Freeway Service Patrol programs.

6. ADA Paratransit Update (Jim McLaughlin)
Mr. McLaughlin briefly recap the MTA Board actions with regard to ASI. He stated that the proposed 5-year business plan would be updated annually to better understand the growth and demand for ridership around the country and in Los Angeles County. The ADA Paratransit Plan is being finalized and public hearings to obtain comments on reservation and fare issues will be held on January 16th, 10 a.m. at Kenneth Hahn Hall and January 18th, 10 a.m. in the MTA Board room. The Access Services Board will be adopting the plan in February after more public input is received. Implementation will begin in July. James Okazaki asked what has been the change in Access Services passenger demand in the last six months? Mr. McLaughlin replied that the estimated demand for service is still going to be 15% to 16%. As part of the business plan, Access Services will look at other things that it can do to find a less expensive way to transport passengers. For example, now that more low floor buses are in use on fixed route systems around the country, more disabled passengers using Access Services could potentially be transferred to fixed route service. Steve Lantz (SCRRA) asked if the FY 04 budget is $2 million less than FY 03 and with a projected growth of 15%-16%, how do you meet the demand? Ms. Lynn Everett Lee (ASI Consultant) replied that to meet the demand you have to make the trips cheaper. You have to figure out how to provide services at a lower average per trip cost. Mr. Okazaki asked if the 15%-16% growth figure is a result of the number of new people using the system or an increase in the usage of the system by those who are already there. Ms. Lee replied the growth seen in Access Services has been higher than other places in the country partially because the market saturation in this area has been historically lower. The people in the system use it well in that half of the registered riders are using it every six months.

7. State General Fund Deficit and Potential Impact on Transportation Funding for LA County (David Yale/Michael Turner)
Mr. Turner provided a brief history of the State budget issues. He reported that in December, the Governor proposed deferring FY 04 Traffic Congestion Relief Program (TCRP) allocation, forgiving the State Highway Account loan to the TCRP and lastly, transferring the TCRP projects to the California Transportation Commission (CTC) for funding as part of the STIP process. The CTC will then have to determine how to fund both TCRP and STIP projects with the resource available in the State Highway Account. At the December CTC meeting, it was reported that the State Highway Account is facing significant shortfalls in the next few years. The Legislature is scheduled to hold meetings after the Governor releases his budget on Friday, January 10th. David Yale quickly went over Attachment 5b starting on page 63 of the TAC agenda package. The Legislative Analyst’s Office estimates a State general fund deficit of $6.1 billion in FY 03, $21 billion in FY 04, and $12 to $16 billion per year thereafter. Through FY 09, the State’s General Fund deficit would be $90 to $100 billion. For that same period of time, transportation has about $9.5 billion in general funds revenues committed from the TCRP. If the $9.5 billion TCRP commitments were eliminated, it would only solve less than ten percent of the

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State’s budget deficit problem. The Governor’s mid-year spending reductions include $1.8 billion in transportation cuts statewide for the remainder of FY 03 and FY 04. Los Angeles County’s pro-rata estimate of the mid-year cuts is $500 million in TCRP ($378 million), STIP projects ($39 million), city/county TCRP subventions ($68 million), and State Transit Assistance ($14 million). Immediate solutions are needed to capture currently available revenues. There needs to be a reprioritization to defer projects and reprogram funds to allow those projects underway to continue.

The Mobility 21 Summit participants concluded that MTA needed to address the adequacy of the State Fuel tax and supported increasing the ability of local agencies to raise transportation-related taxes and fees through a reduced voter threshold and an increased maximum allowable local sales tax. Further, they supported ensuring that bonds may be issued against such revenues.

Brynn Kernaghan asked whether the Board would adopt the criteria on page 14? Mr. Turner replied the Board has not taken any action on how to implement the cuts or what kind of revenue solutions should be offered. At the January meeting, the MTA Board will focus on the process of prioritizing projects and what criteria to use. The Board will take action on projects that are ready to go. Ms. Berlin commented that MTA staff is also looking at the status of the various Call for Projects. Steve Lantz asked whether MTA would be asked to withdraw projects from the STIP? Mr. Yale replied that MTA has not been told the deadline for withdrawing projects. He noted that the February meeting is the earliest that the CTC would approve allocation requests. He stressed that allocations are needed for projects for which bids have been received to maintain schedules. Bill Winter (LA County) commented that if the revenue is generated locally then it should stay local. Mr. Turner commented that the best that can happen is to have the State fix its financial structural problem and leave transportation funding alone. Richard Burtt (League of Cities-South Bay) asked if the projects on page 57 are a list of projects that will be impacted locally and if the allocations will not be available to the cities. Mr. Yale replied that the local TCRP Streets and Roads funds are gone and commented that the list of monies on page 57 was considered to be at risk for the next six years. Mr. Yale said that Prop. 42 requires a two-thirds vote in the State legislature before these monies can be taken. Mr. Burtt commented that cities have three installments this fiscal year that are already being suspended. Mr. Yale said that until the State legislature makes a decision no cities would be getting further installments. Mr. Okazaki asked if the Federal budget is going to have an impact. Mr. Yale responded the STIP may have some shortfalls and Caltrans has assumed a 20% increase in federal funding through TEA Reauthorization. If this 20% doesn’t materialize then the STIP is also under funded. Mr. DeChellis (LA County) commented that if the gas tax is flat then it affects the direct allocation to cities and counties. Brynn Kernaghan asked if projects that are funded in previous Call for Projects, but have yet to start construction are in danger of being cancelled? Mr. Yale replied that all projects are being looked at.

8. Short Range Transportation Plan (Douglas Kim)
Mr. Kim reported that the Plan is on schedule for a June adoption by the Board. The SRTP will serve as the blueprint of multimodal transportation improvements for the next six years. At the January Planning and Programming Committee, staff will be representing the third and final progress report. The progress report to be released next week will largely be place holder since
it reflects the MTA’s commitments prior to the State’s financial crisis. The impact of the budget crisis on the MTA’s committed projects for the next six years and beyond has yet to be determined. At this time, MTA staff is trying to ensure as much funding as possible for committed projects through 2009. MTA wants to send a signal to the State that there are significant transportation needs for LA County. Steve Lantz asked about the process for TAC review. Ms. Berlin replied that this item is agendized monthly for TAC update and discussion.

9. 2003 Call for Projects (Heather Hills)
Ms. Hill distributed a Call for Projects packet containing the 2003 Call for Projects Application Errata Sheet and memo previously mailed to potential Call applicants from Roger Snoble, MTA CEO, announcing the application submittal date extension to March 28, 2003.

10. New Business
Ms. Berlin announced that the 2003 Legislative program Board report is now available on the MTA webpage.

11. Adjournment
The January 8th TAC meeting was adjourned at 11:35 a.m. The next TAC meeting will be held on Wednesday February 5th in the 3rd Floor Union Station Room starting at 9:30 a.m.