MTA Technical Advisory Committee (TAC)  
April 3rd, 2002  

1. Call to Order  
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 6th meeting were approved without corrections.

3. Resolution to Jeff Long  
Jim de la Loza, MTA’s Executive Officer, Countywide Planning & Development presented Jeff Long (League of Cities Representative) with a resolution for his membership on the MTA’s TAC for the past 15 years. Mr. Long is retiring from the City of Lancaster.

4. Agenda Reports by Standing Committees  
BOS (Brynn Kernaghan)  
• Met March 26th  
• Reviewed the TIP updating process and received notification of the April 12 deadline for changes  
• Received an update on the Short Range Transit Plan  
• Discussed the Regional Pass which will be implemented this summer  
• Received an update on the Universal Fare System (UFS)  
• Received information on the first cut of FY 2003 funding marks  
• Received an update on Access Services, Incorporated (ASI) proposed changes  
• Discussed MOU updates for the various funding sources  
• Next meeting April 30 (tentative due to FTA training scheduled for that day)

LTSS (Joyce Rooney)  
• Met on March 28th  
• Approved Section 5310 Local Recommendations  
• Appointed 3 members to UFS “Money” Committee  
• Received information on Sub-Regional Para-Transit draft funding marks for FY 03  
• Have vacancies on LTSS – and are looking for new members to fill alternate spots  
• Update from ASI on their Board Member changes
• Next meeting will be April 25th at which ASI Board member changes and items related to the Third Tier Task force will be discussed

Streets and Freeways (Bill Winter)
• Met on March 21
• Discussed Bylaws for the Subcommittee and made technical changes associated with the Goods Movement member to be consistent with TAC
• Received a legislative report on the Revenue Aligned Budget Authority (RABA) issue. The bill is moving forward to correct the drop off in federal revenues.
• Lynn Goldsmith (MTA) gave an overview and a status report on the Countywide Bicycle Master Plan. Ms. Goldsmith also provided a report on bicycle parking at the subway stations. MTA staff is exploring how to market the lockers used at the transit stations and security issues.
• Received a report on the I-710 Freeway Major Corridor Study (MCS) which has looked at 12 various alternatives from HOV to passenger rail and interchange improvements. If all improvements are implemented, the cost could reach $11 billion. This study is about 1/3 complete. December 2002 is the target date for identifying a preferred alternative.
• Received a report on the MTA Capacity and System Preservation Survey web site, which is up and running
• Next meeting April 18th

TDM/ Air Quality (Mark Yamarone)
• Did not meet in March
• Next meeting April 9th
• The Subcommittee will be discussing reports from MTA staff on the Valley North/South BRT study and the Regional Pass, and receiving an update on the Countywide Bicycle Master Plan

5. Chairperson’s Report
• Renee Berlin welcomed David Liu with the City of Diamond Bar as the San Gabriel Valley COG alternate.
• The Capacity Enhancement/System Preservation Needs Assessment survey was placed on the web March 20th and can be accessed at www.consilii.com/MTA_NEEDS_SURVEY. An e-mail was sent to all cities providing their survey access code. The deadline for completing the survey is April 19th.
• Allocation/extension requests for STIP funds are due to the MTA on April 1, 2002. If anyone has not sent their requests, please do so as soon as possible.
• There was a request for an update on the Regional Pass, however, Nalini Ahuja (MTA staff) is on vacation. She is scheduled to make a presentation at the May 8th TAC meeting.
• The Call for Projects Deobligation appeals are scheduled for the May 8th TAC meeting. Staff has started working on revisions to the MOU/LOA boilerplate (minor revisions anticipated) and the goal is to have it ready in June so that sponsors can start work on their FY 03 MOU/LOA’s in July.
• MTA staff has completed most of the subregional workshops. MTA staff is working with the San Gabriel Valley Cities to schedule a date for their workshop.

• On March 14th, the CTC staff recommendations for the 2002 STIP were released. For FY 03 & 04, the combined recommendations provide about $80 million more in RIP funds than previously anticipated. MTA received its state law defined fair share for the 5 year STIP period as a whole. The CTC staff did not recommend accelerated funding for the I-5 HOV Lane between Route 134 and Route 170. The CTC staff recommended eliminating $23.5 million in LA County ITIP projects nominated by Caltrans:
  - TOS field hardware for Routes 47 & 710 $7.5 million (both)
  - Route 101 Van Nuys Off Ramp $9.0 million
  - I-710 Improvements (Pasadena & LA) $7.0 million

At the March 28th Board meeting, Chairman Fasana’s motion was approved which instructed staff to return to the MTA Board for approval of any arrangements to advance the I-5 HOV lane between Routes 134 & 170 and the Route 101 Van Nuys Freeway Off Ramp that may arise from advancement/delay of funding in the 2002 STIP process.

• Ridership on the Metro System is up, with significant increases in Metro Rail Boardings. Between February 2000 and February 2002, Red Line boardings increased by 122%. The opening of the North Hollywood segment accounted for much of the increase. In addition, the new subway service also affected patronage on the Light Rail lines with ridership on the Green Line increasing by 32%, and the Blue Line by 11%. Metro Bus ridership rose 5.6% between February 2001 and February 2002.

• The U.S. Supreme Court declined to consider MTA’s appeal of the Consent Decree. MTA had sought clarification of how bus load factor compliance should be measured and the federal courts role in solving transportation problems. Chairman Fasana expressed disappointment, but said the MTA will continue to comply with the Consent Decree. He remained optimistic that differences in tracking violations and measuring Consent Decree compliance can be resolved. Roger Snoble (MTA CEO) said construction of the Metro Gold Line, expansion of Metro Rapid Bus, the Eastside LRT extension and the San Fernando East-West Busway will go forward as scheduled.

• Construction projects to modify the structure of the Green Line tracks adjacent to the Harbor Freeway Station are due to get underway April 6th. Work will compensate for about a two inch ground settlement beneath the tracks near the station is due to be completed Sunday, April 28th. It will cause some inconvenience and longer commute times during construction, particularly during weekday peak hours.

• Prior to today’s meeting TAC Subcommittee chairs met for their quarterly meeting. Items on the agenda included: elimination of duplication of items being presented at TAC and the subcommittees, Action/discussion items coming to Subcommittees next quarter, better integration of subcommittee’s with the TAC. As a result of the discussion, each subcommittee’s cover agenda page will be included in the TAC agenda, and subregional TAC members will receive a copy of all the subcommittee agendas.

BOARD RECAP
Ms. Berlin prefaced her recap from the March Board meeting by stating that this is a summary based on draft minutes that are subject to change. The following is preliminary and could
change as the minutes for Board meetings are not final until approved by the Board the following month.

- John Fasana appointed the Ad Hoc Service Sector Committee consisting of Directors Bernson, Fasana, Molina, O’Connor and Yaroslavsky.

Approved the following:

- A nineteen month, cost plus fixed fee contract with Parsons Transportation Group for professional consultant services for the North County Combined Highway Corridor Study-Part 2 in the amount of $1.842M.
- A motion by Directors Fasana and Yoh directing staff to report back to the Board in June 2002 on innovative ways to finance local transportation services and provide transit passes to enrolled students. The Board encourages staff to seek input from universities, community colleges and trade/vocational schools to determine levels of interest in these types of programs.

Approved on Consent:

- Oppose, unless amended (work with author) - SB 1262 (Torlakson) to develop reward programs whereby 10% of RIP funds would be allocated to local jurisdictions based on promotion of projects to reduce congestion and improve jobs/housing balance located closer to schools/businesses.
- Work with author - AB 1912 (Kehoe) - Delete condition that funds could flow to transit operators only if not precluded from utilizing part-time drivers or contracting for services.
- Support - AB 2184 (Cohn) authorizing Board of Directors of transit agencies to adopt ordinances prohibiting loitering on or in transit properties.
- Approved Molina motion directing staff to investigate cost-effective bus stop information displays and develop an accelerated program for installing bus information displays at every MTA bus stop and report back to Board within 60 days.

6. TEA-21 Reauthorization (Michael Turner MTA - Government Relations)

A matrix containing comments for the TEA-21 Reauthorization package from cities and agencies is being compiled and will be distributed this month. A full TEA-21 Reauthorization packet will be presented to the MTA Board for their approval in May.

Jeff Long (League of Cities) commented that at the State level about five or six years ago during the last reauthorization of the Federal Surface Transportation Funding Act - TEA-21, there was an issue with the minimum guarantee. The local jurisdictions in Los Angeles County should have received approximately a 40% increase in federal funds. Caltrans said there was some legislation that had to be changed in order for the locals to receive the minimum guarantee. However, when TEA-21 was approved there were no changes in the State implementing legislation that defines what goes into the Surface Transportation Program (STP) pot. Caltrans did not include the minimum guarantee, which would result in an increase in the STPL fund source for the cities. Mr. Long stated a White Paper is available to anyone who is interested. Bill Winter (Lacodpw) commented that the LA County Board of Supervisors adopted a support position for legislation that takes the minimum guarantee and puts it into the STP program.
Mark Bozigian (League of Cities) added to Mr. Long’s comments and clarified the particular legislation. It is important to make sure the TAC is plugged in with the State Legislature and Caltrans in terms of the implementing legislation and that any increase in TEA 3 is passed on to all programs that include Regional STPL, and not just Caltrans.

SB1262 (Torlakson bill) got out of the Transportation Committee unamended. At this point, it heads to Appropriations. This bill will require that 10% of the 75% RIP funds be set aside for a local jurisdiction reward program. This bill would require the MTA allocate 10% of its RIP funds to cities which create transit friendly types of development (TOD’s). This is based on programs in Monterey and San Mateo County. MTA is concerned about the impact of the funds available just for STIP projects. MTA Government Relations is recommending that the Board adopt an oppose position. Steve Finnegan (AAA) commented that he heard it was oppose unless amended. Mr. Turner replied that the amendment would make it voluntary, so that MTA is not forced to do it.

AB1912 (Kehoe -- STA funds) is through the Assembly and in the Senate. Allows specified transit operators to continue receiving state funding without being precluded from adopting clauses in their collective bargaining agreements prohibiting the practice of hiring part-time drivers or contracting out for transit services. Specifically, this bill deletes provisions from current law that place conditions on the receipt of allocations to transit operators under the State Transit Assistance (STA) program.

An agreement was reached on the Board of Equalization tax credit on diesel fuel used in farming activities. The agreement would limit the tax credit to the first destination, but was expanded to allow a much broader range of people the ability to claim it -- not just farmers who do the transporting. The impact is fairly minimal. A rewritten regulation has been released. The Board of Equalization has a 15 day comment period, and will come before them on April 18th for a final vote. Total impact is now approximately $16 million dollars statewide.

7. Legislative Update (Michael Turner, MTA Government Affairs)
In April, staff will recommend positions on eight legislative bills for the MTA Board’s consideration.

- SCA 11 is a constitutional amendment by Sen. Murray that would require interest to be paid on loans from the Traffic Congestion Relief Fund (TCRP) and the Public Transportation Account (PTA).
- AB 2788 (the Prism Bill authored by Assembly Member Longville) is being sponsored by Metrolink and various rail operators. This bill would enact the Passenger Rail Improvement, Safety, and Modernization Bond Act of 2002, which subject to voter approval, would provide for the issuance of general obligation bonds in the amount of $500 million, the proceeds of which would be used for the purpose of funding improvements to the State's Passenger Rail systems. The bill would provide for the submission of the bond act to the voters in accordance with specified law.
- SB1853 (Sen. Murray) -- the Transportation Noise Reduction and Safety Enhancement and Congestion Relief Bond Act. A $1 billion bond that would be used for sound walls and other traffic congestion relief projects.
- AB2751 (Assemblymember Pavley) This bill requires Caltrans to complete by January 1, 2005, a demonstration project to evaluate the feasibility of using rice straw for highway soundwall construction.
• SB1927 (Sen. Soto) This bill would require the Omnitrans Joint Powers Authority to prepare and submit a report on the environmental and public health impacts of transit bus fueling stations within or under the authority’s jurisdiction. Amended to the particular situation where there is a problem, and this is specifically aimed at Omni Trans in San Bernardino County. It’s not a statewide bill anymore.

• SB1858 (Sen. Burton). This is a spot bill on the TEA program. There is a Statewide effort to address restructuring of the TEA program and this bill may be used as a conduit for the restructuring.

• AB 2582 (Assemblymember Chu) would allow para-transit vehicles to use HOV lanes while dead heading. MTA Government Relation staff is recommending a neutral seek amendments position. There are concerns with expanding the use of HOV lanes. David Feinberg (Westside Cities) asked if language has been added to include taxis? Mr. Turner commented that taxis are supposed to be added since at times, they qualify as paratransit vehicles. However, language was added that taxis do not get this exemption.

• SB 1740 (Sen. Murray) is a bill that allows Service Authority for Freeway Emergencies – (Call Box programs) to develop record retention policies.

• Mr. Feinberg asked about the Koretz bill which would require that any transit company that contracts for service – have the contractor maintain a listing of all the employees it retains. If the contractor is terminated, the new contractor would be required to retain the old contractor is employees for a period of 60 days. Steve Lantz (SCRRA) mentioned that this would be a significant concern since SCRRA contracts for their maintenance. Brynn Kernaghan (BOS) commented that she agrees, since Long Beach Transit contracts some of its service and does not want this as a mandate.

8. Congestion Management Program Status Report (Brad McAllester Countywide Planning)
Mr. McAllester announced that Heather Hills and Warren Whitaker will be staffing the Congestion Management Program (CMP) effort. Last month the MTA Board approved conformance for a total of 88 cities, excluding the City of Industry. A Policy Advisory Committee (PAC) reviewed the Countywide Deficiency Plan approaches to the credit/debit system. No agreement has been reached and currently the Committee has not met for the past 3-4 months, due to drafting an update of the CMP. The CMP includes technical guidance regarding traffic impact analysis and cities responsibilities. A draft document will be transmitted next week. The next PAC meeting will be April 16th. There will be a public hearing on April 24th on the CMP in the Union Station room. Public comment is due by early May. Bill Winter asked, “Is there still a plan for a landuse summit?” Mr McAllester responded that staff is still very interested in holding a summit and that it would probably take place in the fall. The PAC is interested in the linkage between the CMP and the Long Range/Short Range Transportation plans.”

9. MTA 5 Year Plan Update (Brad McAllester Countywide Planning)
Mr. McAllester distributed two hand outs -- the 5 Year Plan work scope and a presentation for the MTA Board’s Planning and Programming Committee. Roger Snoble gave a priority assignment to develop a 5 year -- Short Range plan which has an implementation focus. Staff will be working over the next 8 month to develop the plan and expects to be finished by June 2003. Similar to the Long Range Plan, this is to be a performance based
process, one that is financially constrained. The MTA Transportation Model will be used to project to the 2009 period. The plan will look at possible additional funding and improvements that could be made, should additional funding become available.

The plan will examine 5 to 8 countywide congested highway corridors and an approximate one mile ban around these corridors from a multi-modal context: arterials, transit, Metrolink, etc. A steering committee has been identified. MTA hopes to have active participation from it and the subregions. Mr. McAllester hopes that TAC will be an active participant in the plan’s development. Mr. Finnegan asked, How this relates to the Call for Projects especially in the area of the larger highway projects? Mr. McAllester replied, that it will help guide the Call in the future by helping to think ahead to identify priorities. Mr. Finnegan further asked whether MTA will only be working through existing groups like the TAC and the subregions? Mr. McAllester replied that staff is using existing groups. Haripal Vir (City of Los Angeles) asked about the criteria used in picking the corridors. Was there any kind of modeling or any kind of guidelines used? Mr. McAllester answered that staff looked at major countywide corridors that have some of the most challenging problems. Staff is still thinking through the exact corridors. Mr. Vir commented that the I-5 between Routes 134 and I-110 is a missing link. Mr. McAllester stated that staff had realized that it was missing and in future drafts it’s being included. Mark Yamarone (TDM/AQ) asked Mr. McAllester to define the role of the Steering committee and is there a way for cities to participate? Mr. McAllester replied that the LA Steering Committee is a group that has met from time to time. Generally, the committee has representation from Caltrans, County of LA, City of LA and Metrolink. The focus has been on large regional issues that broadly affect those agencies that have implementation responsibilities. Mr. McAllester further stated that MTA is looking for input on a variety of different levels and has identified subregions as an important element.

10. STIP Update (Hal Suetsugu - Capital Planning)

Hal Suetsugu (MTA) provided a brief background on the status of the 2002 STIP. In July 2001, the MTA approved the non-accelerated version of the Call for Projects. Also, the MTA approved the advancement of the I-5 HOV lane between Routes 134 and 170. In September, the CTC decided to accelerate additional funds statewide. In October, TAC heard a presentation on an additional $68 million of RIP funds for Los Angeles County. The MTA Board approved this action in November 2001. The CTC had provided a workshop discuss the 2002 STIP funding shortfalls and explanation of the statewide situation. On March 14th, the MTA was informed of the CTC staff recommendations to eliminate the MTA’s request to accelerate funding for the I-5 HOV Lane (between Rtes 170 and 134) and the States was willingness to provide $8 million in ITIP funds, contingent upon a $1 million match from the region for the Route 101, Van Nuys Off Ramp Improvements. On March 28th, the MTA Board approved a motion requesting updates on the status of the 2002 STIP funding package and that any technical corrections be approved by the MTA Board. Further, the Board requested staff to prepare a letter regarding their concerns with the 2002 STIP. On April 4th, the CTC will formally approve the preliminary 2002 STIP.

Next Steps
Mr. Suetsugu acknowledged that there will be one more opportunity to make technical corrections prior to the final adoption at the July 2002 CTC meeting.

Any cities with concerns about their projects being delayed or advanced should send a letter to the appropriate MTA staff person. If they are requesting advancement in the STIP, they need to be sure they are ready to deliver, because the CTC will not be granting extensions for these projects.

Mr. Suetsugu distributed a hand-out which showed an analysis of the CTC staff recommendations with projects in red being deferred and the ones in green, being recommended for acceleration.

Mr. Long asked, if it was too late to submit requests for changes next month? Mr. Suetsugu replied that MTA can submit changes as part of a technical correction. Steve Huang (South Bay COG) asked who is the person to contact regarding changes. Mr. Suetsugu replied, that sponsors could contact Jon Grace (MTA).

Steve Lantz (SCRRRA) asked what if the CTC doesn’t develop a solution that allows Metrolink to fund their options in the year needed, will MTA have alternative financing or other kinds of options that would allow project acceleration? Mr. Suetsugu replied, staff is looking at several options including Garvey Bonds and AB 3090 where in locals fund a project early and receive, local funding is reimbursement by the State during the year of programming. MTA staff is working with both Caltrans and local jurisdiction to determine whether any projects could be deferred to allow other projects to be accelerated. Mark Bozigian asked what will the MTA do with comments received from the cities. Mr. Suetsugu stated that MTA staff would incorporate the comments into the technical corrections submittal and forward this request to the CTC. Renee Berlin (MTA) recommended that cities should not make a request for advancement unless they are absolutely sure they can deliver. Mr. Suetsugu mentioned that timely submittal for an advancement request should be no later than the third week of April.

11. California Transportation Plan Update (Dan Kopulsky Caltrans)

Mr. Kopulsky addressed TAC last summer and Caltrans held workshops in November 2001 for the LA County stakeholders. From input gathered at the workshops, a draft of the California Transportation Plan was developed and presented to the Policy Advisory Committee. During March 2002, Caltrans internally reviewed the final draft document and transmitted it to Business, Transportation and Housing Agency (BT&H) with a recommendation that the Governor approve it for public release in May or June 2002.

The plan reviews:
- trends and challenges
- population growth & demographic changes
- changes in travel behavior
- transportation safety and security
- economy, employment & housing/employment mismatch
- land-use impacts on transportation, technology, fuel & energy consumption, environmental impacts and financial decision-making.

The main point of the vision is the equity issue and environmental justice to make sure that transportation is accessible to all. The overarching principle is a system approach that develops a seamless system across modes and jurisdictions which increases collaboration, leadership, innovation and communication.
Transportation policies explored include:

- Expanding opportunities for early and ongoing collaboration during the planning and decision making process
- Maintain, manage and preserve a safe transportation system
- Develop, manage, and operate an efficient, inter-connected, and inter-modal transportation system
- Accommodate growth and resource utilization
- Enhance capacity and provide viable transportation choices
- Provide additional and more flexible transportation financing
- Support research to advance mobility and accessibility.

Unique characteristics of the rural transportation system (which would mostly impact North Los Angeles County) that will be looked at include:

- Metropolitan overflow, weather and terrain, tourism and agriculture, sparse and widely distributed population
- Inadequate resources/inability to match funds

Caltrans plans to distribute an executive summary in brochure format. A full draft of the plan will be available on request. Workshops will be held to obtain comments which will be incorporated into a redraft of the plan to be submitted to BT&H and the Governor by the end of June 2002. There is an Art Contest for the design of the brochure which will be open to all public and private schools in California. The Governor will select the winning entry(ies). Mr. Suetsugu asked whether or not a date has been set for a Los Angeles workshop? Mr. Kopulsky replied, “The draft has not been released. The date for release will help determine when the meetings and workshops will take place. It will be up to the Governor’s discretion when the draft is released. However, enough comment time needs to be provided.” Mark Yamarone asked if the plan deals with issues concerning truck impacts and goods? Mr. Kopulsky replied, “Yes that the ports will become much larger because of larger ships coming through.” Don Dey (City of Long Beach) does multi-modalism play a big part in your study or is that something that has only just recently been talked about? Mr. Kopulsky replied that what came recently is the security aspect and everything else has been in the study from the beginning.

12. Welfare to Work Update (Desiree Rabinov/Susan Chapman - Countywide Planning)

Welfare to Work has been in collaboration with the Dept. of Public Social Services and the Dept. of Health Services since 1998. The program is designed to enhance transportation opportunities for those pursuing work opportunities. Currently, six projects are under development. Project one is the Unanticipated Transit Needs Service (U-TRANS) Guaranteed Ride Home program. U-TRANS services primarily Welfare to Work participants. There are currently 107,000 families eligible to participate in this program, while they are doing their pre/post employment activities with the Dept. of Public Social Services. MTA will be brokering with Access Services as the dispatching agency. Participants can call a toll free line and have rides dispatched for their
particular needs. Participants are allowed four trips (i.e. for working overtime or childcare emergencies) per fiscal year. The program is scheduled for Board of Supervisors approval and is targeted to start operation by July. The U-TRANS program is a $2 million, 2 year program with half the funds being provided by the FTA Job Access Reverse Commute grant with a 50% match provided by the Department of Public Social Services.

Projects 3 and 4 respectively, are: Enhanced Job Search and Shuttles/Van Pools and Supplemental Transit services. MTA has hired a consultant -- Nancy Whelan Consulting to assist with the refinement of the Transportation Needs Assessment Study which identified generally the geographic areas that have either low or no level of transportation service, and which initiated the development of Phase II of the Welfare to Work Transportation Plan. The Needs Assessment Study identified Bell, Bell Gardens, Lennox, Compton, Huntington Park, parts of Long Beach, Hawthorne area, Lynwood, and LA south and west of the I-10 and 110 freeways. Specifically, the consultant along with MTA staff is assessing origin and destination data which includes employers location and where Welfare participants reside, density of different populations, how far they are willing to travel and the types of barriers faced to get to their employment or healthcare services. Staff anticipates releasing the RFP in July. This is a $7 million project funded with $3.5 million from FTA Job Access Reverse commute, and $3.5 million match from the Department of Public Social Services.

Project 2-Enhanced Night Public Transit in High Need Areas and Transit Service was one of the proposals from the Phase II plan that did not have any funding identified initially. Staff has been working to develop a no cost/low cost program that might help address the needs of those folks traveling at night. One of the proposals is a Countywide “Owl Request Stop Program” being considered by the Municipal Operators as part of the Regional SRTP under development. Eric Levinson (ADA representative) asked Access Services clients will there be a cost to them for using U-TRANS? Susan Chapman replied not for U-TRANS. Mr. Lantz commented that the dispatch system at ASI is going to have reduced hours from 8 a.m.-5 p.m. only. Expanding service hours for U-TRANS, while reducing hours for ASI’s core customers may be controversial when the general population realizes that MTA is paying for expansion of this specialized service, but is cutting back for the regular ASI service. Ms. Chapman said that when the calls come in, the operators will have a way of knowing it’s a U-TRANS call, not a regular ASI call. The program is 24-7. People will make a call and if their need is identified for a specialized vehicle, it will be dispatched to pick them up within 30 minutes.

13. Southern California Freight Management Case Study Presentation (Robert Calix-Countywide Planning)

This study was requested last July at a Freight Management Conference sponsored by FHWA. The Director of FHWA Freight Management and Operations -- Mr. Gary Maring requested MTA, Caltrans, and SCAG to co-author the story of freight movement in the region. FHWA is coordinating five case studies throughout the nation to use as input for TEA-21 Reauthorization. The study will describe the challenges encountered, how they have been dealt with, highlighting the successful Alameda Corridor and similar projects, and what kinds of policy, planning and funding
recommendations are needed to tackle the problems that remain. Mr. Calix requested comments from anyone who has read the report. He also summarized its contents.

Southern California is basically operating at a level of goods movement equivalent to that of a nation with $600 billion of goods moved per year, equivalent to the 10th largest economy in the world. Due to the great volumes involved, any solutions proposed need to be on a national scale. The Ports are the gateway to the rest of the world. Traditionally, freight and people movement has been planned separately. There is a need to integrate people and freight movement because of the shared facilities and streets. Some statistics from the freight model include: The regions population will grow by 22%, air cargo by 300%, truck traffic by 65% and rail tonnage by 240%. There is a big disparity between population growth and freight volume growth. The difference is explained by shipments thorough Southern California to other regions throughout the nation. Congestion will get worse before it gets better. Environmental issues -- air quality and traffic safety will be challenges. Additional resources are needed to mitigate these challenges.

There are challenges in terms of public-private partnerships. The private sector has a short term planning time frame of one week to meet payrolls, and a long term planning horizon of five years. The public sector short range planning period is five years. If we are able to meet our short term plan, we will be able to accommodate private sector long term plans. The private sector would like to have the Ports operating in the evenings to alleviate traffic congestion during the day on the freeways. Where are all those trucks going? MTA is in the process of enhancing the SCAG model with more local downstream data to Identified the origins and destinations. One of the lessons learned from the Alameda Corridor is that without the support of the local communities, the project would not have been able to get off the ground. San Bernardino has plans to expand their freight cargo capacity by two thousand acres. Mr. Calix has received some feedback from Metrolink concerning recommendations on shared track issues and coalition building. U.S. DOT wants to see what the regions are doing in regards to building a freight coalition. Over the last year, MTA started that process with SCAG and Caltrans.

On April 11th, MTA is hosting with the State, the Global Gateway Programs Report to be released a day before the opening of the Alameda Corridor. State Sen. Betty Karnett will be in attendance. Mr. Yamarone commented that the report focus should be expanded to consider the impacts of “Just In Time” manufacturing or shipping, and that the highways are now serving as warehousing for goods. Farm shipments from the San Joaquin Valley are an example and highlight the need to include the I-5 north in looking at another dimension of needed freight improvements. The number one industry in the State is agriculture. The Port of Hueneme is a key exporter of agricultural products. Mr. Lantz commented that significant revenue is generated by Metrolink dispatching over 100 freight trains a day over Metrolink tracks. The Federal Government should help pay for the freight railroad improvements that will allow Metrolink and the freight trains to co-exist. Mr. Calix closed by stating that comments on the report are due at the end of April or early May.

14. New Business
   • Mr. Lantz announced that MTA and Metrolink opened their first joint Customer Service Center in Union Station
• A new Metrolink line will open on May 6th which runs from Riverside to Fullerton and to Los Angeles. This is the last of the lines that were originally planned in the 1402 program back in 1998.

Adjournment
• The meeting was adjourned at 12:05 p.m.
• Next TAC meeting will be May 8th 9:30 a.m. in the Union Station.