1. Call to Order/Roll Call
   Renee Berlin (Chair) called the meeting to order at 9:40 a.m. Kathleen McCune (MTA) took roll and declared a quorum was present.

1. a) Budget Synopsis (Terry Matsumoto & Michelle Caldwell, Finance)
   Terry Matsumoto (MTA) announced that the MTA Board adopted the Financial Standards and provided the following budget highlights:
   - The budget will be presented to the Board in May. The procedural steps are as follows:
     1) Board member’s staff will be briefed this afternoon at 1:30 p.m.
     2) A public meeting will take place on Monday, May 13th, where the budget will be presented to the Board; a similar presentation will be made to BOS in the morning
     3) A Public hearing is scheduled for Thursday, May 16th and the budget will be presented for Finance and Budget Committee’s review at that time
   - The proposed budget is just under $2.6 billion, with a continued emphasis on bus programs.
   - MTA staffing will increase from last year due to the Metro Gold Line pre-operation needs, Workers’ Compensation administration coming back in-house, and the Rideshare program previously handled by SCAG will be transferred to MTA.
   - Bus Sectors: The budget is $98/per hour for MTA including contracted service and is slightly less than the FY 02 adopted budget.
   - There was a 4.4 % increase in Regional Subsidy programs.
   - Sales Tax Revenue forecast includes Props A & C and TDA and is projected to be slightly above the FY 02 budget. For the first 6 months of the year, LA County has been on budget, which is substantially better than the northern part of the State.

Brynn Kernaghan (BOS) asked if the ADA accessibility item includes the $5 million the Board approved. Mr. Matsumoto said it is included. David Feinberg (Westside Cities) asked if MTA is assuming the management of the Rideshare program. Mr. Matsumoto answered that MTA is assuming responsibility for some staff and funds previously programmed to SCAG. Martin Gombert (LTSS) asked what the estimated Workers’ Compensation costs were for the FY 03 budget. Mr. Matsumoto indicated it’s around $60 million, which includes the net number for offsetting the statutory increase in benefits, and a very aggressive target for cost reduction via
the implementation of MTA’s Safety program and bringing the program’s administration back in-house. Joyce Rooney (LTSS) asked for clarification on Prop A & C funds, whether this money is part of the money the locals are providing. Mr. Matsumoto said it’s the amount of Local Return that goes to cities (Prop C 20 and Prop A 25). Ms. Kernaghan asked if the TDA amount was the estimate before the anticipated raids on TDA due to the State budget. Mr. Matsumoto replied yes. She also asked whom to contact for questions on specific sectors. Mr. Matsumoto answered that he and Michelle Caldwell can be contacted if there are questions. Steve Lantz (SCRRRA) asked if the ridership numbers gathered will become a historical base or a system-wide average for the future. Mr. Matsumoto said that it needs to be identified at the sector level and that the systems and procedures will need to be adapted to track it at the level.

2. Approval of Minutes
The minutes from the April 3rd meeting were approved without corrections.

3. Agenda Reports by Standing Committees
   BOS (Brynn Kernaghan)
   • A draft Agenda for the May 28th meeting was distributed
   • Adopted major priorities
   • Worked on final procedures for reporting service status during the MTA strike
   • Adopted draft fund marks for FY 03
   • Received an update on the Regional Pass which will be implemented September 1st
   • Discussed Inter-agency transfers and will develop a new policy
   • Dropped the Brown Act from the by-laws and updated the membership roster

   LTSS (Joyce Rooney)
   • Received report on the new Sub-regional Paratransit projects
   • Received legislative updates
   • Received fund marks for FY 03 Local Return
   • Discussion on Third Tier Task Force items
   • Discussion on SB 826
   • Next meeting is May 30th

   Streets & Freeways (Bill Winter)
   • Received a status report on the Capacity Enhancement/System Preservation Needs Assessment Study
   • Mel Hodges (Caltrans) reported on the new PSR/PDS requirements
   • Received an update on the TSM modal evaluation
   • Received an update on TEA-21 Reauthorization
   • A report was given on the Priority 2 Soundwall program
   • Received an update on the SR 2 Glendale Freeway Terminus
   • Bike to Work Day and LA River Bike Ride are coming up
   • The May Streets and Freeways meeting is cancelled

TAC Minutes, May 8, 2002
Ms. Berlin provided additional information regarding the Capacity Enhancement/System Preservation Study. She informed the TAC members that 41 cities had logged on and a majority of those have either partially or fully completed the survey. The Steering Committee and Streets and Freeways recommended that the criteria and the process to distribute the $5 million reserve that the Board previously approved, and up to an additional $10 million that could become available through the Call Recertification/Deobligation be deferred to the 2003 Call for Projects. Further, a new Call for Projects category would be created for those funds. Summary findings of the survey should be going to the Board in August and recommendations as to how to proceed will be going to the Board in September.

TDM/Air Quality (Mark Yamarone)
- Met on April 9th
- A report was given on the MSRC funding
- Received an update on the County wide plan
- Received an update on the San Fernando Valley North-South BRT
- June 11th is the next scheduled meeting

4. Chairperson’s Report (Renee Berlin)
- Ms. Berlin reminded TAC members that the July TAC meeting has been re-scheduled to the 10th
- Ms. Berlin mentioned a number of handouts that were available concerning revisions to the TAC Orientation Handbook, the new MTA Organization Chart, and flyers for the May 20th Bicycle Design Symposium
- May 16th is Bike to Work Day; for information call the Bike to Work Day Hotline at 1-800-947-0009
- April 12th Alameda Corridor held their grand opening, with revenue service starting on April 15th
- The remaining two Sector General Managers have been hired:
  - Dana Coffey, formerly MTA Division 18, Transportation Manager
  - Tracy Daly, formerly Metrolink Assistant Executive Officer
  They join David Armijo, Jack Gabig, and Richard Rogers
- On April 12th, MTA’s Metro Rapid Bus received a Rose award by the Downtown Breakfast Club at its annual Rose and Lemon Awards presentation. It was one of 11 roses presented during the event. Others receiving Rose awards included the restoration of City Hall, the Chinatown Gateway Monument, the New Hope Village Community and Wilshire Union Center
- MTA has completed construction work to repair ground settlement on the Green Line at the Harbor Fwy. Station. Normal service resumed Monday, April 22nd, one week earlier than anticipated
Board Recap

Adopted the following positions on State legislation:

- Support SCA 11 (Murray) - require loans from State Highway Account and Public Transportation Account be repaid with interest
- Support AB 2788 (Longville) – Passenger Rail Improvement Safety and Modernization Bond Act of 2002 to provide $500 million in general obligation bonds and require a 50% match by local agencies based on passenger miles annual trips and track miles.
- Support SB 1853 (Murray) - enact Transportation, Noise Reduction, Safety Enhancement and Congestion Relief Program: Bonds -- to authorize general obligation bonds in the amount of $1 million for financing Soundwalls
- Support AB 2751 (Pavley)- evaluate feasibility of using rice straw for Soundwalls
- Neutral SB 1927 (Soto)- require transit fueling stations to assess long-term environmental and public health impact of stations located near residential communities.
- Work with author on SB 1858 (Burton)- create TEA fund in State Treasury and authorize Caltrans to administer the program
- Neutral seek amendments on AB 2582 (Chu)- allow Paratransit vehicles to utilize HOV lanes with less than required occupancy
- Support/Sponsor SB 1740 (Murray)- develop record retention program for SAFE programs throughout the State

Approved:

- MTA’s Financial Standards policy and FY03 Financial Standards
- Advanced Transit Vehicle Consortium recommendation that MTA initiate a performance-based, negotiated procurement of economic quantities of 60-foot articulated buses. First procurement must be for CNG electric or CNG hybrid, followed by procurement of conventional CNG buses (if necessary). MTA is to follow the recommended procurement schedule.
  
  RFP issuance       June 15, 2002  
  Responses due          August 1, 2002  
  Board Approval      October 24, 2002  
  Contract Award       November 15, 2002  
  1st Article delivery May 1, 2004

- The establishment of Service Sectors with governance councils. Approved on a roll call vote as amended that each sector can come back with recommended changes on the number of members.
- The Service Sector Councils of up to 9 members and that the Sectors have the option of retaining governance structure already in place, e.g. San Fernando Valley JPA
- Approved as amended, Councils can be comprised of elected officials, and/or private citizens, and a stipend may be paid for up to 2 meetings per month, the amount of the stipend to be determined by the Board.
Approved on Consent:
- Amendment #10 Washington Infrastructure (MK Centennial) for design work on Route 10 HOV lane between Route 57 and San Bernardino County line for an amount not to exceed $325,000, increasing total contract value from $9.89 million to $10.314.
- Local scores for FTA Section 5310 projects including applications recommended for funding in 2002-2003 RTIP.
- Regional Pass Program and allocated $2 million in FY 03 from current Prop A & C / TDA Administration funds to implement program.

Approved on a roll call vote:
- An inflationary increase for Access Services Inc. in the amount of $5.086 million.
- Approved as amended by Supervisor Burke to report back on possible additional services outside of ADA requirements and funding options. Notifying Access Services Inc. that MTA expects improved interaction with the community to provide quality, reliable services that comply with the requirements of the ADA within the above resources.

In addition, Eric Levinson (ADA) has been successful in having Thomas Brothers include One Gateway Plaza in the Thomas Brothers map system.

5. Call for Projects Deobligation Appeals (Wanda Knight & Renee Berlin, Countywide Planning and Development)

Ms. Berlin reviewed the previously adopted TAC protocol for the Call for Projects. She informed appellants that they have 3 minutes for their appeal and the TAC will have 2 minutes for Q&A. Wanda Knight distributed a draft of the Recertification Board Report.

Before hearing the appeals, Ms. Berlin highlighted two projects on the deobligation list: City of Palmdale Ave S Widening project and the County of Los Angeles Gateway Cities COG Goods Movement NHS project. With regard to the Avenue S project, the MTA Board originally programmed a little over $8 million, however the City was successful in acquiring HBRR funds, so there is a $3.1 million adjustment to the programmed dollar amount; for the County of Los Angeles Gateway Cities COG project, the actual programmed amount was $927,000, but the project’s total cost is $825,000, a program adjusted amount of $102,000 is being made.
Four sponsors registered for appeals:

- **Project 4004 - Transportation Information Access Terminals (Phil Aker, City of LA)**
  Mr. Aker informed the TAC that through an accounting error, the City failed to submit its first invoice for this project in January with the Quarterly Report. The invoice has been included in the 2\(^{nd}\) Quarterly Report along with the second invoice.

- **Project 4068 - Trip Information Electronic Kiosk at Transit Centers (Phil Aker, City of LA)**
  Mr. Aker stated that this project was originally developed by the 12\(^{th}\) Council District Transportation Management Association. The idea was to take the Caltrans Smart Traveler Kiosks, redo the electronic hardware and software, and install them in 5 city Metrolink stations (Chatsworth, Northridge, Sylmar, Cal State, and Sun Valley). When the project sponsor learned that they would have to competitively bid the reworking of the kiosks, rather than doing it themselves, they essentially dropped the project. The 12\(^{th}\) District TMA disbanded and the City took it over. The City now proposes to install kiosks at the Chatsworth and Van Nuys Metrolink stations, and a 3\(^{rd}\) kiosk at the Warner Center Transportation Hub, which is the western terminus for the East West BRT system. Mr. Aker distributed a revised Scope of Work for the project.

  Mr. Feinberg asked how much time before the kiosk is installed at Warner Center? Mr. Aker responded, that the first two will go in right away and the third will depend on the construction.

  Brook Geer-Person (TDM/AQ) asked how the City proposes to provide Amtrak information. Mr. Aker responded that he had not worked that out yet. City staff is trying to get the kiosks web enabled and will try to connect to existing websites and will probably link with Amtrak that way. Mr. Lantz asked if the kiosks included phones that are directly connected to customer service. Mr. Aker responded that this is part of the plan.

- **Project 4304 - Highland Ave. Widening at Franklin Ave. (City of LA, Allyn Rifkin and Saba Engineer)**
  Highland Avenue is a State highway and an extension of Route 170. It is a major bottleneck in the City of Los Angeles. Between the north/south Franklin intersection, the last traffic count was 110,000 cars a day. It is operating at Level of Service F. In 1997, the City applied in the Call for Projects and was awarded $1.12 million as part of a $2.4 million project. The project has been delayed because of right-of-way problems and community opposition. The primary problem has been the location of a significant historic church. Because of the opposition, the project had to be re-engineered. The new project makes substantial improvement, without affecting the church side of the street. With the opening of the Hollywood Highland project, the City plans to widen the south lane. As a result, the Level of Service will be improved from F to E. Michelle Fleenor (Council District 4) spoke on behalf of the community and Councilman Labonge to express that both the Councilman and the community leaders support the proposed changes to the project’s design.
Steve Finnegan (Auto Club) asked if the only reason for the delay was the right of way issue. Mr. Rifkin responded that there were also some Caltrans issues with relinquishment of Highland Avenue. Mr. Finnegan asked if the relinquishment was independent of the project’s completion and Mr. Rifkin responded that he was correct. Mr. Lantz inquired if the right of way acquisition had the support of the property owner and would not require eminent domain proceedings. Mr. Rifkin replied that there is no opposition to the right of way acquisition.

- Project 4012 - Real Time Transit Tech Program (Tomiko Hirano, Transportation Foundation)

This project will have a Countywide impact by providing cutting edge technology maintenance training for many of the transit properties. The Foundation staff had difficulty with educators, transit organizations and labor, which delayed completion of the project. The Foundation tried developing a Regional Transit Training Center at the LA Trade Technical College, however this also fell through. An internship program through East LA College was established, and through a contract with Metrolink, interns were to be placed at Metrolink’s maintenance facility. However, many of the schools did not have specific training programs for that purpose and not enough students qualified. Since that time, the Foundation has made some progress and has instituted a school bus driver training program at the San Pedro Skills Center in conjunction with the Los Angeles Unified School District Adult Division. Additionally, a letter has been issued offering free training to all the transit agencies in the area. Many transit organizations and private industries support this program. An extension is being requested as some progress is being made.

Mr. Feinberg asked if the Foundation was trying to train bus drivers and mechanics and Ms. Hirano replied that the training was for both. Ms. Kernaghan asked if any transit operators in Los Angeles County could send folks for training? Ms. Hirano replied that the training is available to all transit operators and is free for anyone who attends. Ms. Kernaghan asked how soon the money could be obligated, if an extension were granted? Ms. Hirano indicated that 2 years would be sufficient to complete the project. James Lefton (City of LA) asked if the Foundation was providing training to mechanics on how to maintain the buses and who was conducting the training? Ms. Hirano replied that they are providing training to mechanics and that instructors in the Adult Division of the LA Unified School District are willing to come to the transit properties, who have classrooms available, to provide this type of training. Ms. Rooney asked when the training would start and Ms. Hirano replied that training is available year-round. Eyvonne Sells (AQMD) asked what has been the obstacle. Ms. Hirano commented that there were Union issues and lots of cost considerations, but with the School District’s involvement the costs for training will be reduced to nothing. Mr. Lefton inquired as what kind of outreach was done to all the operators in the Los Angeles County. He also asked if all the operators in LA County had been notified of the program. Ms. Hirano replied that a task force with sixty to seventy people has been established. Ms. Rooney asked, of the $375,000 that was granted, what was the money spent on, and was any of it spent to pay for trainers? Ms. Hirano responded that some of the money was used to pay the interns for taking the training and some was used for tools, outreach, marketing and administration, but none was used to pay the
trainers. Mr. Lantz asked if there were any interim milestones for the project that could show reasonable progress. Bill Hoston (Transportation Foundation) indicated that a curriculum has been approved by the State. Ms. Kernaghan asked if the standardized training for maintenance covers the basics for any bus. Ms. Hirano replied that there was a survey done by the CTA Maintenance Subcommittee and many of the transit organizations identified skill sets required by mechanics.

TAC Motions:
Project #4004 – Transportation Information Access Terminals (LA City)
That the funds for this project not be deobligated. (Brynn Kernaghan, BOS; second by Joyce Rooney, LTSS). Motion was approved.

Project #4068 – Trip Information Electronic Kiosk at Transit Centers (LA City)
That the project receive a 1 year extension to June 30, 2003 on the condition that the MOU be executed by the City of Los Angeles by June 30, 2002. If the MOU is not executed by this date, the project funds will be administratively deobligated. (Bill Winter, LA County; second by Martin Gombert, LTSS). Motion was approved.

Project #4304 – Highland Avenue Widening at Franklin Avenue (LA City)
That the project receive a 2 year extension. (Steve Finnegan, Auto Club of Southern CA; second by Stephen Williams, North County Transportation Coalition). Motion was approved.

Project #4012 – Real Time Transit Tech Program (Transportation Foundation)
That the project receive a 2 year extension. (David Feinberg, Westside Cities; second by Mark Yamarone, TDM/AQ). Motion was approved on a roll call vote. (13 in favor, 9 opposed, 2 abstained)

6. TEA-21 Reauthorization (Marisa Yeager, Government Affairs)
Ms. Yeager indicated that the MTA would like final comments on the general principles and submittal of projects by May 30th. She informed the TAC there is a current legislative effort to zero out the RABA program in FY 03, and bring it back in FY 04. There is legislative language that will be introduced to eliminate the RABA program altogether. RABA needs to be addressed prior to reauthorizing TEA-21.

7. Legislative Update (Claudette Moody, Government Affairs)
The State is looking at a $22 billion deficit as opposed to the $12 billion at the beginning of the year. Legislative staff appears to be agreeing with the Governor’s proposal to take $100 million from the PTA. There is some talk of a tax increase, but because it’s an election year this may not happen. The Legislature may reinstate the vehicle tax, but the Governor appears to be reluctant. Prop 13 is really the cause of a lot of this because it created a tax structural problem. Mr. Lantz asked about the possibility of bonding and Ms. Moody replied that the State is almost at capacity.
8. Pasadena Gold Line - PUC Issues (Joel Sandberg, Construction)

The PUC approval process began in October 2000 with the submittal of 14 crossing applications for the 61 crossing that are involved with the Metro Gold Line. On November 1, 2001, the assigned Commissioner issued a ruling granting conditional interim authority for completing the construction of the rail line across all the crossings. This was to be done at the Authority’s risk pending any final decisions by the PUC. In November and December 2001, there were extensive hearings on the crossing applications. On December 26, 2001, the Commission revoked the interim authority previously granted. However, three of the crossings were completed before the authority was revoked by the Commission, and another two were eliminated by the City of Pasadena. Currently, there are 16 crossings that cannot be completed until the PUC gives its final ruling. The Administrative judge is recommending a grade separation at Del Mar in Pasadena. If there is a grade separation requirement, it will mean a one and a half year delay to the project and an additional cost of $22-$30 million. The PUC will announce its final decision on May 16th.

Mr. Finnegan asked if the only crossing in real dispute is Del Mar or are there others. Mr. Sandberg replied that yesterday the Authority received the PUC staff comments and they are still disputing the adequacy of the design at Monterey/Pasadena and South Pasadena even though they were adopted by the City Council. Mr. Lantz asked if the additional $20-30 million would cover all the disputed grade crossings. Mr. Sandberg replied that was the estimate for the Del Mar only. The impact of all three would probably be $100 million. The Authority is still hopeful that there will not be any further delay or additional costs.

9. 2002 STIP Technical Changes (Hal Suetsugu, Countywide Planning and Development)

2002 STIP Technical corrections will be forwarded to the Board on May 23rd with the CTC expected to take action in July. MTA staff is seeking recommendations from the TAC on the Board report. Staff’s recommendation is in three parts: A) Re-assign 4 projects totaling $43 million from RIP to RSTP funds. This will permit 19 other projects to move forward and keep their accelerated schedules; B) Re-program $42.5 of the $43 to the I-5 project and add $5 million from the RIP reserves in addition to the $5 million that has already been set aside for this project. In the next Call and STIP cycle, staff will continue efforts to fully fund this project; and, C) Re-program $500,000 from the RIP for the Route 101 Van Nuys On and Off Ramps project as a match to the $8 million of ITIP funds. MTA is looking to partner with the City of LA to provide the remaining $500,000 needed to complete the project’s funding.

Steve Finnegan (Auto Club) moved concurrence with the MTA staff recommendation and was seconded by Brooke Geer-Person (TDM/AQ). The motion was approved.

Mr. Yamarone asked when sponsors would be able to access accelerated funding. Mr. Suetsugu responded that it would be determined at the July CTC meeting. Ms. Berlin asked for someone to represent the TAC at the May 16th Planning and Programming meeting. Bill Winter volunteered to be the TAC representative. Alberto Angelini (Caltrans) mentioned that
the $42.5 million in additional RIP funds for the I-5 project might not be able to be added to the STIP through a Technical Correction, but possibly as an amendment the following month.

10. Regional Pass (Nalini Ahuja, Countywide Planning and Development)
In April, the MTA Board approved the Regional Pass program for Los Angeles County with a September 1st start date. It is going to be a flash pass accepted by Municipal Operators and the MTA. The pass is priced at $58.00 per month with passes discounted for seniors and the disabled to $29.00. There will be some zone and premium increments of $15.00 per zone to ride on the Express buses ($7.50 for seniors and the disabled). MTA staff is currently developing the MOU with transit operators. Ms. Rooney asked if the pass would be sold through the regular MTA outlets. Ms. Ahuja replied that there are about 900 outlets throughout the County.

11. New Business
Ms. Kernaghan distributed John Fasana’s motion related to the use of Prop A & C Administrative funds, which ties back to the Financial Standards that were adopted by the MTA Board last month.

Mr. Lantz mentioned that at the next Metrolink Board meeting, the Board will be considering a new program called Take the First Train. If you have a Metrolink pass and ride a line serviced by Amtrak, a pass holder can take either Metrolink or Amtrak, whichever arrives first. This will apply to the Ventura and Orange County lines. It’s a cooperative program with Amtrak, Metrolink and Caltrans.

12. Adjournment
- The meeting was adjourned at 12:15pm
- Next TAC meeting will be June 5th at 9:30 a.m. in the Union Station Room.