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.

2. Approval of Minutes
   The minutes from the May 8th meeting were approved without corrections.

3. Agenda Reports by Standing Committees
   BOS (Brynn Kernaghan)
   • Met on May 28th
   • Supported MTA’s Draft TEA-21 Reauthorization Principles - asked for a clarification on charter bus rule and streamlining certification processes for labor agreements
   • Reviewed proposed content for Short Range Transit Plan
   • Discussed use of CMAQ funds
   • Received a number of updates listed on the sheet that was distributed
   • Next meeting is June 25th at 9:30 a.m.

   LTSS (Joyce Rooney)
   • NTD workshop on June 30th for new local transit operators
   • Received Access Services update
   • Received a report on the UFS program
   • MTA staff provided an update on the Service Sectors
   • There are 2 vacancies on LTSS – both are alternate positions (1 not-for-profit operator and 1 for a private operator)
   • Tier 3 performance objectives were tabled until the next meeting
   • Next meeting is June 27th

   Streets and Freeways (Bill Winter)
   • May meeting was cancelled
• Next meeting is scheduled for June 20th
TDM/Air Quality (Sina Zarifi)
• May meeting was cancelled
• Next meeting is June 11th

4. Budget Update (Terry Matsumoto, Finance)
• MTA FY03 Budget was adopted as proposed.
• Two significant items were included: 1) Fasana motion, if adopted, will impact municipal operating funding and potentially funds available for future Local Return and other programs. Staff was directed to report back for the June cycle; 2) Annual funding marks contain numbers that are slightly different than the ones adopted in the budget. The latter numbers will be used and staff will amend the appropriate budget numbers.
• The official budget will be available in August.
• Brynn Kernaghan (BOS) commented that BOS has been working closely with MTA staff and thanked Terry for responding to all their questions. She reported that BOS may submit additional comments to the Board pertaining to the equitable distribution of funds.
• Mark Bozigian (North LA County) commented, a few years back it seems that the MTA decided to fund more of its projects using Prop C 25% and push STIP funds to local cities. Now we have a bunch of cities that are not as capable of handling STIP funds as the MTA was and now going for extensions. This delays projects in LA County overall. Why was that decision made, and what are Prop C 25% funds going to be used for this year’s budget? Mr. Matsumoto responded that for the FY03 budget Prop C 25% funds would fund the Freeway Service Patrol, debt service on previously approved debt, soundwalls, Pasadena Gold Line startup, and a few other things. Mr. Bozigian thought MTA Capital Planning should consider using STIP funds for MTA projects and providing Prop C 25% funds to local agencies. Ms. Berlin commented that in the last Call for Projects (CFP) the funds were mostly STIP and Federal funds and there was very little Prop C 25% funds available. Pat DeChellis (LA County DPW) commented that in other regions they tend to spend the State and Federal dollars on large regional projects and their measure money on smaller projects. He then asked if the Fasana motion was going to have an impact on Prop A and Prop C Local Return. Mr. Matsumoto replied that ultimately it would. There may be other administrative costs coming from the oversight of the Consent Decree, that MTA will be taking from Prop A & C, leaving less Local Return funds. Some of the TAC members thought that Consent Decree oversight was not an administrative cost, but an operational cost and should not be funded through Prop A and C administrative funds. Mr. Matsumoto suggested that this issue might have to be returned to the Board for direction as to whether it is an administrative or operational cost.

5. Chairperson’s Report (Renee Berlin)
• Ms. Berlin reminded members to sign in. Attendance has been reviewed and so far no member agencies are out of compliance.
• The next TAC meeting is on July 10th in the Union Station Room.
• BOS updated By-laws were distributed. These should replace the BOS By-laws currently in the TAC Orientation handbook.
• The last Call for Projects Development and Accessing Funding workshop will be held on June 24th in the San Gabriel Valley.
• Attachment #4 to the TAC Agenda - Call for Projects Recertification/Deobligation report is outdated.
• Staff is working on the MOU/LOA boilerplate documents. It is anticipated that the documents will be available in July. MTA would like to hold the sponsor workshop to review the boilerplate documents sometime in August.
• CTC meeting is next week. MTA staff will be working with sponsors who have extensions/technical corrections on the Agenda.
• May 10th was the grand opening event for the Alex Baum Bicycle Bridge, a 680 ft structure that spans LA River at Los Feliz Boulevard. The Bicycle Bridge cost $2.2 million and was jointly funded by the MTA and City of LA. Alex Baum is the founder and chairperson of the LA Bicycle Advisory Committee.
• The 2000 Census indicates that the percentage of LA commuters who rely on mass transit is double the State average and LA has fewer cars per household than other big cities in the County. Metro Red Line ridership rose 61% in 2001, while the number of bus riders increased 11.7% in the same period.
• On May 16th the PUC issued its ruling on the Pasadena Gold Line rail crossings. The PUC decided that construction could proceed as planned at the 21 rail crossings. The rail line is a little more than 50% complete. The Chinatown aerial structure is virtually complete and crews are laying track along the guideway, as well as elsewhere along the 13.6-mile line. In August, the test trains will be run on tracks laid in the median of the 210 Freeway.

Board Recap
• Chairman Fasana presented a resolution to Bob Sassaman, who has retired as Caltrans District Director.
• Chairman Fasana appointed the ADHOC Committee for Gold Line Start-up composed of Directors Molina and Roberts and 2 Gold Line appointees.

Approved as Amended:
• The Joint Development Policies and Procedures to replace MTA’s previously adopted procedures. Amended section pertaining to exclusive negotiations that now states that the developer shall provide a comprehensive list of previous experience in the specific project area in both construction and operations of the project type being solicited as well as disclose full credit and litigation history. Staff was directed to establish a process to brief Board members on planned development, evaluation of all modes and access to transit, corrected language regarding parking requirements and staff should complete a background and credit check on potential developers.
Approved:
- FY 03 Budget
- Revised and approved Fasana motion on Prop. A and C revenues stating that Prop A and C revenues should be taken off the top for administration of Prop A and C programs; Prop A and C operational expenditures should be expended from appropriate eligible A and C allocations; funds taken off the top for administration of Prop C funds should not be expended on operations related regional programs; and, funds off the top should not be expended on MTA operations related activities. The Board directed the CEO to report back in 30 days on the impact of implementing these clarifications to the financial standards and recommendations for modifications to the FY03 budget as appropriate. The Board also directed the CEO to provide a detailed listing in future annual budgets and a comprehensive annual financial report of programs using Prop A and C administrative funds.

Adopted the following positions on State legislation:
- Support, seek amendments AB 2098 (Bates) Federal statute that requires States to adopt 4 penalties for repeat drunk driving violations; California meets 2 of 4 – AB 2098 would impose ignition interlock and allow currently transferred highway funds to flow through the STIP.
- Oppose unless amended AB 2189 (Koretz) - imposes 60-day employee retention requirement when public transit contract services are terminated.
- Support with amendments SB 1918 (Torlakson) - defines Segway as an electronic personal assistive mobility device. The amendments are consistent with what the League of Cities wanted.
- Carried over with no position AB 2333 (Nakano) requires that Caltrans give priority to projects that promote airport development and access only if the project is compatible with the Aviation element of the SCAG RTP and County Aviation Master Plans.

Approved on Roll Call Vote:
- Substitute motion (Knabe as amended by Bernson and Yaroslasky) to extend current ASI Service, as it exists today, with the existing budget for 6 months and to report back; that MTA receive monthly reports regarding complaints; and, that staff commence the process of evaluating other vendors and the cost of bringing the service in-house and report back in 3 months.

Approved on Consent 2/3 vote:
- Authorize CEO to solicit proposals for up to 72 CNG-electric or CNG-hybrid 60 foot articulated transit buses as a competitive negotiation pursuant to the PUC Code 20217 and MTA’s Procurement Policies and Procedures for the San Fernando Valley BRT.
- Also authorized CEO to solicit proposals for up to 200 advanced design, high performance 60 ft. articulated CNG transit buses for competitive negotiation for use on existing MTA bus routes.
Approved on Consent:

- Board received the Glendale Route 2 Terminus PSR/PDS and authorized staff to proceed with the preparation of the project approval and environmental document phase. Director Molina made a motion that directed staff to conduct a full EIR/EIS to include the community alternative and the environmental analysis for this alternative should be to the same level as the 4 alternatives that were included in the PSR/PDS, and that a new and expanded traffic study be completed. She also directed that the limits for the PA/ED be set at the Route 5/Route 2 Interchange extending to the Berkeley/Alvarado intersection and the traffic study should be based on constrained capacity and no improvements other than those being implemented by the City should be included.

- Approved 3 separate 9-month firm and fixed price contracts for the NBSSR’s for the Phase 1, Priority 2 soundwalls. Contracts were awarded to Washington Infrastructure Services, Inc. $1,850 million (packages 1 & 3), Tetra Tech $735,000 (package 2) and PBQ&D $485,000 (package 4).

- Approved SCRRA FY03 Preliminary Budget and MTA’s financial contribution totaling $37.593 million and an additional $20,000 for promo trains not included in SCRRRA budget.

- Approved 7 new sub regional paratransit projects for implementation in FY03 for $700,000.

- The Board approved the changes for inclusion in the final 2002 STIP for LA County which reassigned funding for 4 projects totaling $43 million from RIP to RSTP, permitting 19 projects to be advanced. Of the $43 million freed up, $42.5 million and an additional $5 million in RIP reserves were re-programmed to the I-5 HOV lane on Routes 134/170 in FY07 and staff will seek acceleration of the construction phase for this project either from the FY03 Call or from the 2004 STIP. MTA was able to reprogram the remaining $500,000 of the $43 million to the Route 101 Van Nuys ramps to meet half of the $1 million match required by the CTC before granting $8 million of ITIP funds. Staff is working with the City of Los Angeles to secure the remaining $500,000 by redirecting existing Call funds or providing some other non-MTA funding source.

- Increased funding limit for the Rideshare program from $4,367 to $4,667 to close out the FY02 MOU and transition to an MTA operated Rideshare program integrating Rideshare offerings with transit pass programs. This will create a complete line of alternate transit services for employers, schools and commuters.

- Authorized the CEO to negotiate and execute Amendment 1 with the Sheriff’s Department for policing service for 5 months. This will result in the Sheriff’s contract and the LAPD contract terminating at the same time.

Voted as Approved Operations Committee Authority:

- Authorized the CEO to execute the agreement with the CHP for the Freeway Service Patrol dispatching and field support.
6. Call for Projects Deobligation/Recertification (Wanda Knight & Renee Berlin, Countywide Planning and Development)

Wanda Knight reviewed the staff recommendations to recertify $358.8 million of existing FY02-03 commitments and to deobligate $12.5 million of previous Call for Projects funding. Of this amount, $248,000 is from cancelled projects, $7.2 million is from project savings, $3.2 is from program adjustments, and $1.8 million is from projects that have lapsed. There is a total of $218.6 million in project extensions that staff is recommending for approval. Page 3 of the Board report displays the section on the appeals that came before TAC. Staff has concurred with all 4 TAC appeal recommendations. Attachment A shows the list of recertified projects, Attachment B lists the projects recommended for deobligation, Attachment C lists the projects recommended for time extension and Attachment D is a resolution certifying that Los Angeles County has the resources to fund projects in the FY 03-08 Transportation program, affirming the commitment to implement all projects in the program. For the 2003 Call for Projects, staff is considering a new category called Capacity Enhancement/3R and will be looking at criteria for this new category. Staff is recommending that $9.5 million of deobligated funds be re-programmed in the 2003 Call for all modes including the newly proposed Capacity Enhancement category.

The major change from previous draft reports is that the Pasadena Gold Line Betterments for $2.2 million has been dropped. Steve Lantz (SCRRA) asked why the Gold Line Betterments were dropped. Ms. Berlin replied that the Betterments were already included in the Budget, so it didn’t need to be programmed through this Board Report. Mr. Bozigian asked if the projects listed in Attachment C were extended by the total number of years listed in the last column, and that none of the projects would lapse on July 1, 2002. Ms. Berlin responded that was correct and that those projects with multi-year funding would automatically have the whole grant extended for the number of years indicated. She also explained that the MTA is currently reviewing the lapsing policy to determine how best to deal with those projects with multi-year funding. Mr. Bozigian asked if the MTA had done its due diligence to notify sponsors of the extensions and deobligations. Ms. Knight indicated that any project sponsor not recommended for extension, or recommended for deobligation was notified. Richard Burtt (South Bay COG) asked if any of the projects with project savings on the deobligation list were likely to have additional charges before the end of the fiscal year. Ms. Berlin indicated that the project sponsors were notified of the deobligation and they have concurred with the amounts indicated. Mr. Burtt raised a concern that Project #4158 might have some additional invoices before the end of the year that would reduce the deobligation amount for the project. Ms. Kernaghan asked if there were any plans to have Metrolink funded outside the Call. Mr. Lantz responded that they had been asked to prepare a 5-year Capital Plan and will be working with MTA staff to determine if that process would be better than coming forward in the Call for key expansion capital.

James Okazaki (City of LA) made a motion to approve the Deobligation/Recertification Board Report and David Feinberg (Westside Cities) seconded. The motion was approved. Because
TAC and staff both agreed on the recommendations, TAC opted not to have a representative speak on this item at the upcoming Programming and Planning and the MTA Board meetings.

7. TEA-21 Reauthorization (Marisa Yeager, Government Affairs)
The current Board report is with Roger Snoble for approval. It is anticipated that the Board report will be released on Monday, June 10th. There is a hearing on June 20th in Washington D.C. of the Highways and Transit Subcommittee for the House Transportation and Infrastructure Committee. The Subcommittee will be addressing the FTA’s formula grant programs, New Starts and BRT. Mr. DeChellis mentioned that the State is working on preparing a single list of projects for the State of California so that California moves forward with one voice. This will be the most effective way to get TEA-21 funds for the State. Ms. Yeager mentioned there have already been two TEA-21 Hearings this year and more coming in the future. Ms. Berlin indicated that MTA staff will e-mail the TEA-21 Report to TAC once it is available.

8. Legislative Update (Michael Turner, Government Affairs)
- The State budget is moving along. Last Thursday, both the Senate and Assembly moved their proposed versions of the Budget into a Conference Committee. They approved the $1.1 billion loan from the TCRP to the General Fund. The Assembly included a Trailer bill that requires the loan to be paid back with interest. The Committee also restored $5.1 million to the State Transit Assistance account.
- Senator Alarcon held a hearing of the Senate Select Committee on the MTA regarding the Service Sector program. He announced an amendment to SB 18. The amendment requires that if the San Fernando Valley secedes, and the City of Los Angeles population falls below 35%, it would require the City of Los Angeles to lose a seat on the MTA Board and that seat would be given to the new Mayor of the San Fernando city. The bill is in Assembly Transportation Committee. MTA does not have a formal position on this Bill, however, the Board had adopted principles related to Board restructuring. The Senator announced that he would be requesting an audit of the Service Sector program.
- SB 1856 (Costa): High-Speed Train Bond Act of 2002 is a $9 billion bond measure for a proposed High-Speed Rail for California. Ultimately, it has to go to the voters. MTA wants to look at the feeder services that would be utilized and impacted from such a bill. Mr. Lantz commented that the MTA should have concerns beyond Union Station.
- The Senate Transportation Committee took action on a couple of bills. AB630 (Oropeza) requires MTA to do a security study and update it every five years. The bill is moving forward. AB 1912 (Kehoe) eliminates the STA law provision that allows funds to go to operators as long as they are not precluded from using part-time drivers and contracting for services. Mr. Burtt asked about SB 1918 (Torlakson) – the Segway Bill and what it is. Mr. Turner responded that the Board has adopted a support and seek amendments position. This item generated a lot of discussion and questions, so in the essence of time it was suggested that Mr. Turner come back to the next TAC meeting for further discussion on this item.
9. Short Range Transportation Plan (Brad McAllester, Countywide Planning and Development)

An information item on the SRTP will be presented to the Planning and Programming Committee this month. The report describes the existing conditions, performance measures and covers major transportation corridors in the County. A lot of GIS work has been done including mapping some characteristics at the sub-regional level such as land use and travel characteristics. During July and August, MTA staff will be doing outreach to the sub-regions and are presently developing an outreach strategy. Most of the work will be done in-house with possibly some consultant assistance. Staff will be coordinating with Caltrans and integrating any existing study work that has been done. The timeframe for completion will be June 2003. Mr. McAllester indicated TAC will receive a more detailed discussion at the July meeting and will receive a copy of the Board report. Mr. Okazaki asked if the outcome was to identify projects. Mr. McAllester answered that it will be focused on project implementation for the 2004-2009 period and identifying future transportation priorities and needs.

10. Access Services Inc. (ASI) Budget Update (Jim McLaughlin, Countywide Planning and Development)

In April, staff presented the Board with a recommendation for the ASI budget for the next fiscal year based on the adopted 5-year business plan. The business plan was in constant dollars and did not factor in inflation so staff recommended increasing the budget by $5 million for a $58 million total. Access Services staff indicated that to operate on $58 million, it would have to make some service changes and decrease its emphasis on same day service and focus on next day service. The MTA Board directed staff to maintain the current service as it exists today with the existing budget for 6 months and to report back. The Board also directed staff to commence the process of evaluating other vendors and the cost of bringing this service in-house with a report back in 3 months. Access Services estimated to keep its program intact as it exists today would cost an additional $10.8 million. Mr. McLaughlin summarized by saying there are a number of issues regarding what to do with the total situation. Andre Colaiace (BOS) asked what the MTA Board expects is going to happen in 6 months to solve the problem? Mr. McLaughlin responded that there are a number of things the MTA needs to do to make the system work better including better use of fixed route services and to look at more available options that are less costly. Mr. Colaiace commented that a lot of the Municipal Operators have instituted a free fare policy for people who have an Access Services ID. Access Services staff is making good attempts to make the system more accessible for its members. Eric Levinson (ADA) commented that the biggest flaw in the system that needs to be fixed is that there are 5 different providers and 5 different dispatchers that don’t talk to each other. They have to go to a centralized dispatch system, which would allow more riders per day and cut costs. Mr. McLaughlin also suggested to pre-schedule next day service, which would also cut down on costs, so there are many possible solutions to this problem. Joyce Rooney (LTSS) asked if the budget problem was that Access Services is providing same day service, which is not a requirement of the ADA. Mr. McLaughlin replied the same day service is maximizing the ability of the taxis to schedule in 45 minutes. The budget assumption is that demand
will decrease if next day service is implemented. MTA staff and Access Services need to consider all the issues to provide a more thorough overall program that addresses everything.

11. STP-L Lapsing Balances (Hal Suetsugu, Countywide Planning and Development)
The Department of Finance recently released its population figures that the MTA needs to begin the STP-L apportionment process lapsing balances. Once the population figures and apportionments were calculated for all Los Angeles County cities and the County, staff determined that there were 41 agencies with lapsing balances of which 22 agencies had extensions pending from last year. The total balance as of June 1, 2002 is approximately $13.1 million. Based on discussions with the affected agencies, most of the $13.1 million will be reconciled by the September 30th lapsing deadline. MTA continues to work with the cities to reduce or eliminate their lapsing balances. Staff will meet with the TAC in October to discuss the status of the STP-L lapsing balances. MTA continues to seek efficiencies in the monitoring and administration of the STP-L funds. Staff is now finding ways to reliably obtain obligation approvals from the FHWA to eventually access approvals electronically. The current process requires Caltrans District 7 to access the approved obligations from an internal program site and then hardcopy the approval to the MTA. With this process, the MTA, on occasions, does not receive the full accounting of the Federal obligations. Staff continues to work with Caltrans to gain greater efficiencies in accountability and funds management by seeking new ways to track Federal obligation approvals.

12. New Business
There was no new business

13. Adjournment
- The meeting was adjourned at 11:30 a.m.
- The next TAC meeting will be July 10th at 9:30 a.m. in the Union Station Room