



DRAFT MINUTES

MTA Technical Advisory Committee (TAC)
March 5, 2003

1. Call to Order/Roll Call

Renee Berlin (Chair) called the meeting to order at 9:30 a.m. Randy Lamm (MTA) took roll and declared a quorum was present.

2. Approval of Minutes

The minutes from the February 5th meeting were approved without amendments on a motion by Brynn Kernaghan (BOS) and seconded by Mark Herwick (County of LA).

3. Agenda Reports by Standing Committees

BOS (Brynn Kernaghan) *handout*

- Met on February 25th;
- Received updates on:
 - MTA's work to improve 1-800-COMMUTE
 - Pasadena Gold Line Bus/Rail Interface
 - Regional Pass, Fare and Transfer programs -- Glendale and MAX have joined the EZ Transit Pass, and the working group is reviewing how to include Metrolink
 - MTA's Contracted Pass Program
 - Proposed MTA service changes in the San Fernando Valley, San Gabriel Valley, and Gateway Cities Service Sectors
 - Heard update for LA County's Federal TIP amendment process, the third amendment was due to MTA on February 28, with Federal approval in May. ASI is sponsoring a TIP workshop on March 12 at 9:30 a.m. at their headquarters. SCAG, MTA and FTA/FHWA will participate;
- Discussed how to keep MTA's Computerized Customer Information System (CCIS) system accurate with all operators' route and schedule information;
- Concurred with the draft TAC Subcommittee Protocol procedures amendment as presented by staff, including new agenda format;
- Transmitted a draft rolling agenda for BOS members' comment, which will be available at the April TAC meeting;

- Announced Environmental Process workshop being held at the MTA on March 11th starting at 9:30 a.m.;
- Next meeting March 25th.

LTSS (Mark Maloney)

- Met on February 27th;
- Action items included:
 - Approved Arun Prem, Access Services Inc., as secretary
 - TAC Subcommittee Protocol
- Received update on:
 - EZ Pass Phase II and Pasadena Gold Line Bus/Rail Interface Plan
 - FTIP workshop at ASI workshop on March 12th
 - Supplemental Southeast Bus Restructuring Study
- Next Meeting March 27th.

Streets and Freeway (Jon Grace)

- Met on February 20th;
- Received updates on:
 - Soundwalls
 - Performance Evaluation Project for the RSTI modal category, which will allow MTA staff to use a Benefit/Cost analysis to evaluate RSTI Call funded projects performance.
- Heard extension appeals from jurisdictions whose STP-L funds were subject to lapse;
- Next meeting March 20th.

TDM/Air Quality (Mark Yamarone)

- Did not meet in February;
- Next meeting March 11th.

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

- Ms. Berlin reported that staff is working with the League of Cities to appoint an alternate representative for the League of Cities -- Gateway Cities Council of Governments (COG). She also mention that Eric Levinson (ADA Primary Representative) passed away last month. The MTA Board adjourned its February meeting in his honor. Currently, staff is working to appoint a new ADA TAC member.
- MTA is initiating the process to update the Local Return guidelines. At the next month's TAC meeting, MJ West will be presenting the schedule.
- On March 11th from 9:30-11:30 a.m., MTA and Caltrans will be holding a workshop on the Caltrans environmental process. A flyer on the workshop is available on the table.
- At the January TAC meeting, James Okazaki asked for an update on the Vermont and Broadway Metro Rapid lines. According to Rex Gephart (MTA), both lines are operating as designed with significantly faster travel times in each corridor. Travel time improvements

range from 20-25% on Vermont; and 17-19% on Broadway, depending upon time of day and travel direction. Staff is working with LADOT representatives to further improve travel times along the Broadway corridor which experiences added delay associated with numerous signalized midblock pedestrian crossings in the LACBD and signal timing delays which favor traffic entering the LACBD in the morning and leaving in the evening.

- On March 5th, the MTA Board approved the STIP amendment to provide funding for the East/West BRT, Eastside Light Rail, and articulated buses, as well as the priority setting criteria. Both items were presented to TAC at the March 5th meeting. The Board did not approve the working project priorities. The Board also voted to support efforts to balance the State budget to preserve funding for LA County transportation projects, including a temporary or permanent increase in the State gas tax and allowing local transportation agencies to impose user fees.
- Collegegrad.com, an internet job search service, recently named MTA as one of the top 500 entry-level employers of college graduates in the U.S. In addition to MTA, Disney, Boeing and Hewlett-Packard were among the top 500 employers named by the service.
- On February 13th, an economic forecast forum was held at the MTA. Some 150 business and industry leaders, elected officials, and contractors attended the forum. A semi-annual Los Angeles Economic Development Corporation (LAEDC) forecast released at the forum said a war with Iraq would reduce economic growth in the first half of 03; California's economy is forecasted to create 94,000 non-farm jobs, while the unemployment rate inches up to 6.5%. Los Angeles is expected to have a 1% growth in non-farm employment. The LAEDC forecast says the major risk to national, state, and regional economies is a long, drawn-out war with Iraq.
- The FY 03 Federal appropriations were approved. MTA received funding for: North Hollywood \$40.49 million, Eastside Light Rail \$4 million, Bus and Bus facilities \$3.5 million, Job Access/Reverse Commute \$875,000. Other Los Angeles County projects included: Inglewood ITS deployment \$500,000, Metrolink LAUPT Pass Info Delivery system \$500,000, and Sierra Madre Intermodal Transit Center \$1.5 million.
- The "Compo Bus", a 40-seat coach with corrosion-proof, carbon fiber reinforced body, is the newest addition to MTA's fleet and first of its kind in the nation. The bus is a model of the NABI-built transit bus that can trace its origins to MTA's Advanced Technology Transit Bus (ATTB) which also featured a molded body of composite materials. The use of such materials is expected to extend the life of the bus body from its usual 12 to 16-18 years. At 2,100 pounds lighter than a steel-frame bus, the Compo Bus has better acceleration, engine performance and fuel economy. Also, the lighter body bus will cause less wear and tear on the brakes.
- At 1:00 p.m. today, the MTA Board will hold a special meeting to discuss fare restructuring and the FY 03 budget. The Board will be asked to set April 12th as the public hearing date. The restructuring is necessary to help finance additional bus service mandated by the Consent Decree and consistent with the FTA Restructuring plan submitted in May 1998 and FTA 5309 report submitted in August 2002. The Board will be presented two options. Both options include fare adjustments to lower the base cash fare, implement a day pass to replace transfers and tokens, and increase regular pass prices. Option A would generate \$50 million by increasing discounted passes and cash fares for seniors, the disabled, and students. Option

B would generate \$45 million by having no change from current fares for seniors, the disabled and students. Either option would make up about half of the annual \$100 million Consent Decree costs, with operating efficiencies making up the difference.

Ms. Berlin introduced Alex Clifford (MTA) who discussed the FY 03 mid year financial performance report. Mr. Clifford reported that the MTA Board asked that staff provide this report. Mr. Clifford reported that there is an estimated \$22.3 million overrun on the Operating Enterprise fund. The agency-wide budget is projected to be at or below budget. The overrun is attributable to four areas: fare revenues are \$2.1 million under projections; an estimated \$6.2 million in additional costs for diesel/CNG fuel for the remainder of the year, \$3.0 million additional for security contracts that were delayed, and \$11.0 million in additional Workers' Compensation costs. There were some labor overruns predominantly due to operator labor. The overrun will be managed over the next four months by managing overtime. Part time vacancies have been problematic. There have been difficulties in getting full class sizes for part-timers, which has resulted in our inability to attain the fully desired part-time compliment. This has contributed to the large problem of operator labor overrun. Additionally, to help mitigate the operator labor overrun, the operator assignment ratio will drop from 1.18 to 1.16 for the remainder of the fiscal year. The MTA will add 66 buses due to the Consent Decree which is a cost that MTA did not anticipate in the budget. If the Pasadena Gold Line opens 10 days ahead of schedule, then there will also be a FY 03 impact that was not budgeted.

Mike Uyeno (City of Los Angeles) asked how much was in the Formula Allocation Procedure (FAP)? Ms. Kernaghan (BOS) replied that about \$28 million or 5% of the total. Jim Lefton (City of Los Angeles) asked if the day passes will be something passengers will have to go out and buy everyday? Jane Matsumoto (MTA) commented that a paper day pass will be in place until the UFS is implemented and the ability to buy the passes on the bus is yet to be determined. Mr. Lefton commented that it would be inconvenient to have to buy a pass everyday, but instead allow the passes to be purchased on the bus or in advance as an alternative. Ms. Kernaghan asked that since the MTA is proposing to eliminate tokens and transfers, would that apply to inter-agency transfers as well? Ms. Matsumoto replied that Matt Raymond would be the person to ask. Gary Clark (MTA) commented that there might be many more options proposed at the Special meeting, such as lowering the base fare to \$1.00. Other proposals may be discussed at the meeting.

- Starting March 3rd, the MTA and the Los Angeles Superior Court instituted the Jury Pass Program. MTA weekly transit passes will be offered to jurors instead of vehicle mileage reimbursement. Initially, the program will be available to all jurors who report to one of four downtown Los Angeles courts. Jurors will receive info about the program on their summons and may opt into the program on their first reporting day. MTA and Los Angeles County Superior Court will meet in June to evaluate the success of the program and identify other court houses whose jurors would benefit from the program.

- Call for Projects applications are due on March 28th at 4:00 p.m. Ms. Berlin commented that Project Study Reports (PSR)/Project Study Report Equivalents (PSRE) are still required as part of the Call for Projects application.
- The Short Range Transportation Plan (SRTP) will be released in April and is scheduled for Board adoption in June. At the April TAC meeting, Brad McAllester will introduce the draft SRTP and at the May meeting, TAC will have a more in depth discussion. MTA staff will also be visiting the subregions/COG's to gain their input on the SRTP.

SAFE Board

- The Service Authority for Freeway Emergencies (SAFE) Board approved a 5 year firm fixed price contract to AAMCOM for Call Answering services not to exceed \$2.23 million inclusive of two one year options. The California Highway Patrol (CHP) gave its full support to outsourcing the call answering and served on the evaluation panel.

MTA Board Recap

Ms. Berlin reminded TAC that that this information is subject to change until the minutes are approved by the MTA Board.

- Approved as amended by Supervisor Yaroslavsky, to extend the exclusive negotiation agreement with Legacy Partners to March 28th for the development of approximately 2.8 acres of MTA-owned properties at the Hollywood and Vine Metrorail Station.
- Approved as amended by Burke, the MOU with Caltrans for an estimated \$3.1 million to construct a companion soundwall along westbound Route 210 from Highland to Buena Vista; allocation of \$2.3 million combined for the I-5 Golden State Freeway May 1989 soundwall project between Routes 170 and 134 and from Western to Alameda and the I-10 (San Bernardino Freeway) from Grand Avenue to immediately west of Holt Avenue to allow these soundwalls to accommodate future HOV lanes; establishment of Phase 1, Priority 3, post 1989 soundwall list that includes projects that were identified by Caltrans after the April 27, 2000 MTA Board action. Burke amendment: the allocation of \$750,000 to participate in a Caltrans demonstration of a Rice Straw soundwall authorized by AB 2751 or other alternative soundwall material on the Santa Monica Freeway and to offer participation in the new technology pilot program to the next soundwall on the Phase 1, Priority 1 soundwall list.
- Approved adopting the San Fernando East/West Metro Rapid Transitway baseline budget of \$329.5 million; adopting San Fernando Bikeway project baseline value of \$8.1 million. Authorized the CEO to negotiate and execute an agreement for design and construction of a park and ride facility and other ancillary improvements to serve Warner Center within the proposed project budget which shall be brought to the Board for review and approval of the final terms and conditions.
- Approved contracted transit pass programs; two of which would be for employers who either purchase passes only for those employees who use transit or who buy passes for all their employees. A third program would serve large organizations such as colleges and government. A fourth would provide passes to those on jury duty and the fifth, would allow Chambers of Commerce, hotels and others to offer one day transit passes to visitors.

- Approved San Fernando Valley Sector Governance Council Members; City of Los Angeles- Coby King, Joan Leonard, Bart Reed, and Kimberleigh Richards; County of Los Angeles- David Fleming and Jesus Ochoa; East Cluster- Rafi Manoukian and Stacey Murphy; West Cluster- Jeff Reinhardt.
- Approved County's Members to San Gabriel Sector Governance Council: Supervisor Antonovich -- Dave Spence, Supervisor Molina -- Rosie Vasquez.
- Approved as amended by Burke contract with Sheriff's Department for a period of 5 years, inclusive of two -- 1 year options not to exceed \$47.2 million for FY 04 and \$7.86 million for two months of service in FY 03 inclusive of all start-up capital costs and annualized cap expenses starting 5/1/03. Burke motion: that MTA staff conduct a study of the efficacy of establishing an internal MTA police force and report back within 6 months. Also, approved ancillary contract actions with LAPD and Sheriff to allow for transition and to allow payments for work performed prior to the award.

Approved on Consent the following items:

- Entering into an exclusive negotiation agreement with MacArthur Park, LLC for development of 3.7 acres of MTA owned properties located at Wilshire/Alvarado (MacArthur Park);
- Proposed 2003-04 State Legislature program;
- Support, if amended, ACA 7 (Dutra) to reduce voting requirement to simple majority for sales tax related to transportation;
- Support, if amended, SCA 2 (Torlakson) reducing voting requirement to simple majority for sales tax related to transportation and also requiring 25% of funds be dedicated to Smart Growth;
- Oppose AB 98 (Koretz) requiring the Industrial Welfare Commission (IWC) to expand wage order #9 to publicly employed commercial drivers;
- Discussed the recently concluded FY 03 Appropriations process and its impact on the MTA and prospects for securing full funding for MTA's FY 04 Appropriations requests; reviewed MTA's TEA-21 reauthorization program and policy objectives.

5. Universal Fare System Update (Jane Matsumoto) *Handout*

Jane Matsumoto (MTA) provided an update on the Universal Fare System (UFS). MTA is in the process of designing a smart card system to replace its obsolete bus fare boxes, rail ticket vending machines, and ancillary equipment. A separate project is also underway to implement a regional smart card program. Ms. Matsumoto distributed a handout that highlights key project milestones. For 2003, there are three major milestones. First, the design process will be finished by early summer. Second, the Gold Line opening later this year will be equipped with new fare boxes manufactured by the UFS contractor -- Cubic, but they will not be smart card compliant. The last milestone for MTA is to start the equipment pilot test. MTA employees will be involved in testing all of the equipment prior to starting full scale production.

Ms. Matsumoto continued her update by reporting that there is a separate Countywide initiative to integrate the municipal operators in to the regional system. The municipal operators plan to exercise options in MTA's contract to purchase compatible equipment from Cubic by the end of

March. Currently, 11 municipal operators are in the process of finalizing their contract documents and obtaining approvals from their Boards. Concurrently, the MTA will be engaging a consultant to write the technical specifications to develop a customer service revenue clearinghouse for the region after the MTA's system is operational and the munis have had all of their equipment conversions completed. The municipal operators and MTA will continue working together to develop the framework by which all of the operators will implement the project and establish the revenue clearinghouse. MTA would like to have technical specifications that identify all the elements of this regional program as an RFP in the later half of 2003. Installation of the municipal operators equipment will occur through 2005 and MTA will be completing its own installations during in 2004. MTA is also involved in developing prototype fare boxes and will be engaging the municipal operators to review the prototypes so that there will be common equipment designed and purchased by MTA and the municipal operators.

6. State General Fund Deficit and Potential Impact on Transportation

Funding for LA County (David Yale) *Handout*

David Yale (MTA) reported on the February California Transportation Commission (CTC) meeting. The MTA submitted its STIP amendment for the Low Emission Articulated Bus Acquisitions, San Fernando Valley BRT and the Eastside Light Rail. The CTC held a hearing on the amendment, and MTA CEO Roger Snoble presented the item. A portion of the amendment was a proposal for an AB 3090 wherein the MTA would front the funding for the projects and would be reimbursed by the State when funds become available in FY 06 and FY 07. The reimbursement proposal is the subject of current negotiations. The CTC wants to give MTA substitute projects instead of a cash repayment as this is preferable from their perspective. The problem from the MTA perspective, is that money would need to be borrowed and it is not possible to pay a lender with a substitute project. The solution will require the MTA to finance these projects through its own programming efforts. It is likely that MTA would be willing to accept a substitute project for the Valley because that project requires "State-Only" money, which is the hardest color of money to receive. When the MTA makes its counter offer to the CTC, MTA will ask the CTC to provide reimbursement for the Eastside Light Rail and Bus Acquisitions and a substitute project for the East-West San Fernando BRT project. The CTC plans to take action on April 3rd.

Mr. Yale reported that there is \$273 million worth of allocations pending on the CTC agenda statewide since December. Of these allocations, one is \$15.4 million for rail cars that would enable MTA to better serve the Pasadena Gold line. The manufacturer's bids for the rail cars expires on April 2nd. Even with the pending deadline, the CTC declined to allocate the funds at the February meeting. The CTC will have a workshop on March 12th and MTA will again try for an allocation. If not approved, then the earliest possible time to receive this allocation is on April 3rd. MTA staff is seeking an extension of the bids. Mr. Yale mentioned that the County of Los Angeles managed to have the Grand Avenue project allocated. Federal TEA projects are fairly high priority for the CTC because they view those funds as a separate pot of money and thus, the County was able to have those funds allocated. For the STIP funds, the County worked out an AB 3090 substitute project payback with the CTC. There are other allocations pending with the

Cities of Los Angeles, Downey, Vernon, and the Alameda Corridor East (ACE). In addition, there will be a number of project sponsors submitting their allocations in the next several months as June is the deadline to receive an allocation, if a project is programmed in FY 03. The CTC has not relaxed the June allocation deadline for projects with current year STIP programming. Sponsors will need to turn in their allocation paperwork by early April to get on the June CTC agenda.

Mr. Yale distributed a handout which outlines the CTC's priority criteria for grant allocations. Once the allocation requests have been submitted, the CTC will use these criteria to determine which projects receive allocations (see handout). Mark Yamarone commented that the CTC requires a copy of a signed LOA with the allocation request and asked if MTA was going to start signing the pending LOA's so that the allocation process can continue? Mr. Yale replied that given the CTC priorities, MTA staff is meeting to address this issue. Mr. Yale indicated that he will recommend expediting signing of LOA's for projects requesting allocation votes. Ms. Berlin commented that if projects have FY 04 funds the sponsors have the option of requesting reprogramming to a later year. Mr. Yale said that sponsors would have to put in the STIP amendment for programming prior to the beginning of the next fiscal year, which means they would have to be noticed on the May agenda to receive a vote in June. Ms. Berlin suggested that sponsors who have FY 04 projects that they know will not be deliverable, rather than getting an extension, may want to request reprogramming funding to FY 05. Mr. Yale commented that sponsors are not allowed to amend a project once the year of programming begins. Ms. Berlin added that sponsors allocations are due if they have funds programmed this year and if the funds are programmed next year then extensions to move money to FY05 are due as well.

Mr. Yale summarized the allocation priorities. Projects in the State Highway Operations Protection Program (SHOPP) will be first priority because those projects are generally safety and maintenance. The next priority will be Federal TEA projects followed by projects that are at risk of losing other funding sources. Lastly, priorities will be set according to project type with capacity increasing projects first and then non-capacity projects. Within these project types, each will be prioritized first by those going into construction with second priority, design. Capacity enhancing projects ready to go into construction are likely to receive approval of their allocation requests. The MTA's own priority criteria will probably not be considered very heavily in this whole process. Mr. Yale commented that the CTC priority criteria does not give the MTA a very big role in deciding the destiny of LA County's projects. Ms. Berlin asked what "time period" was being referred to in the STIP/SHOPP/TEA allocation plan priority criteria hand out. Mr. Yale replied that it was referring to projects that are ready to go -- award a contract.

Steve Lantz (SCRRA) commented that his agency had been scheduled for an AB 3090 request for a rolling stock project, which had the match from the other agencies. He stated that MTA asked that SCRRA withdraw its request. Mr. Lantz asked how these projects would be prioritized and will MTA consider AB 3090 requests for projects like the example given, or are only MTA projects going to be considered for the AB 3090 option? Mr. Yale replied that MTA is supportive of AB 3090 requests, however, SCRRA needed a loan from the MTA for their AB 3090 request. The MTA's ability to loan SCRRA money was the issue, not a lack of AB 3090

support. Mr. Yale indicated that MTA would be supportive of AB 3090 requests that do not need loans from MTA. Projects that would require MTA to front the money will have to be considered as part of some future budget related process. MTA will have to expend several hundred million of its own funds to keep the San Fernando Valley BRT, Eastside Light Rail, and Bus Acquisitions on schedule while waiting for State repayment. Mr. Lantz asked if the MTA Board knew that SCRRA's AB 3090 request had been denied? Mr. Yale replied that staff had established working priorities with the MTA Board and they approved the higher priority projects in the STIP amendment and the projects negatively impacted by the STIP amendment would be considered as part of the reevaluation of the entire package. Mr. Lantz asked if the SCRRA request was mentioned during the Board discussion? Mr. Yale replied that the SCRRA project and numerous other project issues were not discussed. Ms. Berlin commented that the presentation to the Board showed the SCRRA on the priority list. Mr. Yale commented that the Board was asked to approve the working priorities list, but they did not. If SCRRA is requesting an AB 3090 and has its own funding to front for the project then the request should be forwarded to the CTC and the MTA would support the request. Mr. Yale commented that the CTC has made it clear that there will be no automatic extensions for projects and that all sponsors should follow the AB 1012 deadlines that are in place.

Gary Clark (MTA) commented that the meetings he had in Sacramento with the Mobility 21 Coalition were discouraging because there appears to be no progress towards resolving the budget deficit issue. The first State budget hearing will not be held until April. Mr. Lantz commented that he was concerned that the State will continue to fight about the cuts, but do nothing and then this year's budget deficit rolls over to next year's budget. Mr. Clark replied that the State will have to do something because at this rate the State will be broke by June. Mike Uyeno asked what happens to the projects that the CTC delays 18 months? Will the projects automatically receive time extensions? Mr. Yale replied it's unclear. There are four projects that already had extensions and their deadline dates for allocation have passed while the CTC has been putting together its allocation plan. Mr. Uyeno commented that it would be useful if the CTC made it clear to everyone about the process they will follow. Mr. Yale said he had asked the CTC to let projects that have deadlines that have already passed be continued without prejudice.

7. STP-L Lapsing Recommendations (Jon Grace)

Jon Grace (MTA) referred the TAC members to a letter on page 60 of the agenda from the Streets and Freeways Chair -- Bill Winter which explains the Streets and Freeways recommendation on the STP-L Lapsing Appeals hearing. Mr. Grace stated the purpose of the item is to request TAC's concurrence with the Streets and Freeways Subcommittee's recommendation on appeals to STP-L Fund Lapsing. Mr. Grace reported that in November 2002, TAC delegated authority to the Streets and Freeways Subcommittee to hear appeals by local jurisdictions on MTA staff's lapsing recommendations. Staff had determined that 19 cities had failed to obligate their STP-L allocations prior to the lapsing deadline. The amount of funds subject to lapse was approximately \$3.7 million. There were 17 cities that submitted written appeals with two cities that failed to provide written justifications as to why their STP-L funds could not be obligated prior to the lapsing deadline. Following the STP-L Lapsing Policy, staff

recommended that funds totaling \$498,192 be lapsed for two cities -- Rosemead for \$335,722 and South El Monte for \$162,470. Staff also recommended that the lapse date for the other 17 cities totaling \$3,239,776 be extended. At its February 20th meeting, the Subcommittee heard oral appeals by 18 jurisdictions. The Subcommittee voted unanimously to recommend extensions of the lapse dates for Rosemead and South El Monte, based on information they provided during their oral appeal. Sumi Gant (City of Long Beach) made a motion to concur, which was seconded by Mark Herwick (County of Los Angeles). The motion passed.

8. Draft MTA Systemwide Parking Policy (Robin Blair)

Robin Blair (MTA) provided an update on the Draft MTA Parking Policy. Ten years ago MTA controlled approximately 2,000 parking spaces. Currently, MTA controls about 15,000 spaces and in seven years will control about 30,000 spaces directly related to MTA's overall transit system. MTA also participated in the funding of about 126 park and ride lots in many cities and communities throughout the county. Previously, there has not been any effort at coordinating the MTA's parking facilities and as the system matures, parking becomes a critical constraint for the transit system. The MTA's parking facilities are often impacted by non-transit related increases in parking demand. The MTA Board requested that staff develop a policy that is system-wide and expandable throughout the County as new lines like the Gold Line start. The MTA Board emphasized that improved pedestrian and bicycle access would be a top priority at each site before looking at expanding the existing facilities. The MTA will be working cooperatively with jurisdictions surrounding transit stations to form "joint use" types of facilities.

The MTA is considering charging for parking at many locations where capacity has been overwhelmed by the demand. No decision has been made on the terms or rates to charge. The most likely revenue model is the one used by BART in the Bay Area where up to 25% of parking is reserved -- paid, and unused pay parking is free during off peak periods. Mr. Blair commented that the goal is to cooperate with each jurisdiction by looking at the particular parking needs and forming parking associations, districts, or parking authorities throughout the County. The end result will be to move towards pay parking. Currently, the transit system moves 1.1 million people and approximately 1.5% of the transit users access transit by automobile. The current budget deficit will in the short term stop any new parking facilities from being constructed. Staff has been asked to look at revenue from parking fees as at least a partial off set to the costs of constructing new parking facilities. From the MTA's CEO's perspective, lack of parking constrains the ability of the MTA to get cars off the highway system and passengers onto the transit system. The older the transit system, the more likely it already has paid parking in place. The five stations MTA will likely propose for paid parking are Del Amo, North Hollywood, Wardlow, Universal City and Sierra Madre Villa. Originally, the MTA Board was to have a workshop on implementing paid parking at today's special Board meeting. Although this item was pulled from the agenda, it will probably go to the Board in the next few months. As part of the Short Range Transportation Plan, discussions will occur with jurisdictions on forming parking districts based on the five stations just mentioned.

Mr. Lantz commented that the Metrolink Park and Ride lots should be included on the list along with Caltrans. He also said that the Metrolink projects listed were previously funded through the Call. His concern is that Proposition C 10% funds used to fund the capital construction for these kinds of projects has not been identified. Mr. Lantz raised concerns regarding the MTA prioritizing their own Park and Ride projects ahead of Metrolink's lots in which there is potential for a partner through the use of the Call. Mr. Blair responded that there are 126 projects contained in the master list that includes all of Metrolink's Park and Ride lots. The reason Caltrans is included in this set is because the MTA has an agreement with them regarding the Green Line Stations where there may be an overlap of maintenance or security costs. Prior to involving Metrolink, the MTA wants to have discussions with local jurisdictions to determine if there is interest in joining a parking association and then include Metrolink type parking lots. Mr. Lantz commented that the report does not express interest by the MTA to work with Metrolink. Mr. Blair replied that the five projects listed in the report are just the first ones identified for a pay for parking type of program. The remaining 121 parking lots are not included in the trial list because those lots are controlled by individual jurisdictions. Ms. Berlin commented that the Board in January approved the Draft Parking Policy for circulation and comments. Mr. Blair indicated that it is staff's intent to gain input from all the players and have all relevant jurisdictions join the program, including Metrolink.

9. Legislative Update (Gary Clark) *Handouts*

Mr. Clark reported that there are 22 pieces of legislation in the transportation arena moving through the State Legislature. He mentioned that the MTA Board has taken a position on two bills, ACA 7 and SCA 2, companion bills, which would both lower the voter threshold for passing a local sales tax measure. AB 199 (Oropeza) would take supervisory American Federation of State County and Municipal Employees (AFSCME) at the MTA and BART out of the National Labor Relations Act and move them under the Myers Millius Brown Act. This bill would take a lot of collective bargaining control away from MTA and put authority into a specially created Public Employees Relations Board (PERB). The impact would be that second and third level appeals would go to the PERB which is comprised of members not appointed by MTA and who are very pro-labor in their stance. Staff withdrew this item from the February Board agenda in deference to a request from Assemblywoman Oropeza, who asked if things could be worked out with MTA. Mr. Clark reported that based on discussions with the Assemblymember's office, it did not appear that the issues could be resolved at this point. MTA Staff opposes this bill since it only affects two agencies.

Mr. Clark then summarized the various other transportation bills currently making their way through the legislature. AB 1652 (Nakano), would add two local representatives from the League of Cities to the MTA Board bringing the total MTA Board membership to 15. SB 504 (Kuehl), would create the Exposition Rail Line Construction Authority to build the line, similar to the Pasadena Blue Line Construction Authority. Unlike the Pasadena Blue Line legislation, there is no transference of funding because there is none allocated to the line's construction at this time. AB 427 (Longville) removes the 20-year sunset requirement on local sales taxes. AB 1500 (Diaz & Pavley) would create the Petroleum Pollution Cleanup and Public Transit Act. The bill would levy a \$1 charge on each barrel of petroleum delivered to a refinery in California

and would dedicate those funds to various petroleum pollution remediation programs and to public transit. ACA 11 (Levine) would make it easier to issue Public Infrastructure bonds. SB 566 (Scott) raises the sales tax cap in Los Angeles County. SB 585 (Soto) creates an intent to develop a Goods Movement Bond Act. AB 114 (Nakano) allows hybrid vehicles to use HOV lanes. AB 1279 (Horton) allows single occupancy vehicles into HOV lanes at the discretion of a local agency. AB 467 (Dutra) states the intention of the Legislature that at least one ticket vending machine at each transit station be ADA accessible. AB 1474 (Runner) makes an assault against a public transit operator a felony and is supported by the California Transit Association. Mr. Clark commented that other bills pertaining to HOV lanes and transit service are listed on the handout that was distributed to TAC members.

Mr. Uyeno commented that recently his agency has received a number of requests from congressional offices for applications for projects to be included in TEA-21 Reauthorization for earmarks. Mr. Clark replied that each member depending on their seniority, will be receiving a discretionary pot of money, probably no more than \$3-4 million, possibly as much as \$5 million. One of the problems the MTA is encountering is that in response to a survey sent out by the Transportation and Infrastructure Committee, the form had asked the question -- "is this project supported by the State or by the Regional Transportation Agency". If the answer is no, then an explanation is required. The MTA has been receiving requests to write letters of support for projects. Steve Finnegan (Auto Club) asked that although there is a Board approved short and long list, can a jurisdiction argue for their projects listed on the long version of the list? Mr. Clark replied yes, but realistically those projects will probably not receive funding because the long list has billions of dollars worth of projects on it, and the decision makers in Washington D.C. tend to not give priority to California's transportation projects. California did not have one single conferee on the FY 03 Appropriations Committee, even though California has 53 members in Congress, and that is why the unification efforts through the Mobility-21 activities are so important. Mr. Lantz asked if the discretionary pot each member will receive is outside of the New Starts funding? Mr. Clark responded that the discretionary allocations of \$3-5 million for each congressional member would not compete with the New Starts fund source. Mr. Lantz commented that these discretionary funds total around \$150 million and asked if something can be done to formulate strategies to aggregate these funds so that they could be used on a few good projects? Mr. Clark responded that a lot of the Congressional members are putting in requests for projects, but unfortunately it is not known how much each member will receive.

10. Southeast Bus Restructuring Study (Larry Torres)

Larry Torres (MTA) gave an update on the Receive and File report presented to the MTA Planning and Programming Committee at their February meeting. The Southeast Bus Restructuring Study, which started in 1998, is the last of seven bus restructuring studies. It involved 26 cities in the Gateway Cities subregion of the County bordered on the north by the Pomona Freeway, on the south by the Ocean, on the east by the Orange County line, and on the west by the Harbor Freeway. Additionally, six municipal operators were involved and there was a technical advisory committee, which provided input to the study team. The study was funded by MTA and the consultant was Weslin Consulting. The initial study focused on improving regional service and made recommendations regarding service restructuring and facility needs.

In addition, Weslin Consulting conducted a Subregional Government Alternatives Study. The alternatives explored six different options for subregional governance to implement restructured service. Subsequent to the initial study, the advisory committee requested a supplemental restructuring study, which was conducted by Dan Boyle and Associates. The MTA Gateway Cities Service Sector will be instrumental in reviewing and implementing the recommendations. Mr. Torres offered to make available copies of the study upon request to TAC members.

11. Consent Decree Update (Rod Goldman)

Mr. Goldman reported that in October 2002, MTA staff requested clarification from the Special Master that oversees the Consent Decree on whether or not MTA was in compliance with the load factor targets. The MTA along with the Bus Riders' Union (BRU) submitted recommendations on how to measure compliance. The Special Master issued a ruling in December 2002, which provided a methodology to determine whether or not MTA was in compliance with the Consent Decree. MTA was also required to develop a service plan if some bus lines were not in compliance. Mr. Goldman reported that the methodology was applied and found that several hundred trips had to be added to the system. A part of the ruling called "Narrowly Tailored Remedies", gives MTA some leeway to at least propose ways to deal with overcrowding without having to add extra trips. In January 2003, the MTA submitted a service plan to the Special Master that included the need to add 55 buses (plus 11 spares) into service by the end of June 2003. Although the methodology suggested several hundred trips were needed, MTA was able to resolve overcrowding problems by adding more field supervision at certain locations to better enforce schedule adherence. MTA also asked for waivers for the Metro Rapid Lines because they are new service and there should be time for staff to see how these lines operate before adding service. The BRU did not agree to the elements of the service plan submitted by the MTA. They recommended that MTA add much more service. The BRU will be meeting with the MTA later this week and next week to discuss the differences. On March 14th, the Special Master will review the positions of both parties and make a ruling on the plan by early April. MTA will be required to implement the plan by June.

Mr. Goldman further reported that there is a new service component to the Consent Decree. The MTA included several additional services including Metro Rapid and some coordination with LADOT into this plan. The New Service Plan will be implemented on a six month time table. However, the BRU disagrees with the extensiveness of the plan. The Special Master agreed with the MTA that the elements in place now compose part of a plan. Mr. Lantz asked what is the BRU asking for in terms of number of buses? Mr. Goldman replied that they did not specify a number, but under the methodology it is around 185 buses. Mr. Lantz asked if the Consent Decree will be extended past 2006? Mr. Goldman replied that the MTA does not believe the Special Master can extend it, but the BRU has hinted that it would like to extend it. Mr. Goldman commented that if the MTA gives the Special Master a plan detailing how it will continue to improve service past 2006, then the Consent Decree probably will not be extended.

12. New Business

Ms. Berlin reported that the Segway demonstration was held immediately prior to the TAC meeting. She reminded TAC members that MTA's Rolling Agenda is attached, and if there are any items members want for future TAC meetings, please let her and Randy Lamm know.

13. Adjournment

The March 5th TAC meeting was adjourned at 11:15 a.m. The next TAC meeting will be held on Wednesday April 2nd in the 3rd Floor Union Station Room starting at 9:30 a.m.