1. Call to Order/Roll Call
   Renee Berlin (Chair) called the meeting to order at 9:35 am. Linda Hui (MTA) took roll and declared a quorum was present.

2. Approval of Minutes
   The minutes from the October 2nd meeting were approved without amendments.

3. Agenda Reports by Standing Committees

   BOS (Andre Colaiace)
   - Met on October 29th.
   - Received update on ASI Paratransit Plan for FY 04. BOS requested that the final plan be sent to them before the annual ASI meeting next Thursday.
   - Formed five committees to work on the implementation of Regional SRTP including 1-800-commute optimization, Bus Stop Signage improvement in Downtown Los Angeles, regional Rapid Bus expansion, Pasadena Gold line interface, and fare transit programs.

   LTSS (Joyce Rooney)
   - Met on October 31st.
   - Received update on MTA recommendations for ASI operations. MTA will be considering funding amounts in November.
   - LTSS members volunteered to be on a joint committee with BOS to collaborate on service coordination with the ASI.
   - Received NTD report update. The auditors have completed most of the draft reports.
   - Opened nominations for LTSS Chair, Vice Chair, and Secretary positions for the January 2003 election.
   - Passed a motion to support the Transit Capital modal category of the 2003 Call for Projects.
   - Created a working group for the Short Range Transit Plan to implement a strategy for local operators advocacy.
   - Next meeting is December 5th.
Streets and Freeways (Haripal Vir)
- Approved a motion requesting TAC to delegate STPL appeal process to the Subcommittee.
- Next meeting on November 21st - Caltrans environmental process will be the focus of discussion.
- No meeting scheduled in December.

TDM/ Air Quality (Mark Yamarone)
- No meeting in October.
- Next meeting on November 12th - The Subcommittee will review the Draft 2003 Call for Projects TDM Modal application.

4. Chairperson’s Report (Renee Berlin)
- Ms. Berlin reminded members to sign-in and have parking validated. She noted that it is essential to sign in, as the sign-in sheet is the “official” record of TAC attendance.
- Mobility 21 Summit will be on November 18th at the Wilshire Grand Hotel. TAC members and alternatives should have received registration material in the mail.
- The 2003 Call for Projects workshop has been scheduled for November 13th at 10:00 am. The format has been changed to allow more time with modal leads. Additionally, Roger Snoble (MTA CEO) will be welcoming those in attendance.
- The Planning and Programming Committee and the Board will take action on the 2003 Call for Projects application package on November 20th and December 12th respectively.
- Meetings with sub-regions were held on the Short Range Transportation Plan (SRTP) Congested Corridors studies. The corridors under analysis are Routes 5, 14, 405, 710, 10, and 60. Project nomination forms are due November 15th.
- MTA was awarded two 2002/2003 Caltrans Community Based Planning grants totaling $360,000. The first grant for $170,000 is to be used for community outreach in developing the County’s Bicycle Master Plan. The second grant for $190,000 is to be used for a Bicycle Station Parking location study.
- The Natural Gas Coalition presented its 10th annual achievement award to MTA on October 9th. The MTA received this award as it currently operates the world’s largest fleet of CNG buses. The Natural Gas Coalition recognizes this as a significant achievement for clean air and technology advancement.
- MTA and LADOT have been awarded a Blue Sky Merit award by Westart-Calstart for the Metro Rapid Bus demonstration program on Whittier/Wilshire and Ventura Boulevards. The award recognizes MTA and LADOT for the use of clean-air CNG buses in a program that has become a success story that other major cities are beginning to emulate.
- Beginning November 1st, MTA will accept OCTA monthly bus passes on six selected Metro Bus lines. OCTA will accept MTA bus passes on 10 of its lines. The reciprocal pass is reviewed as another step to providing seamless public transit. MTA/OCTA monthly passes will be accepted for the base fare only. Pass holders, depending on distance traveled, must pay express fare increments.
- Beginning October 20th, an extra hour was added to Metro Red, Green and Blue nighttime service. All Metro Rail Lines will operate pass midnight.
In Federal Court on Tuesday October 29th, Roger Snoble asked Donald Bliss, the Special Master, to provide guidance to MTA and the BRU on how to interpret the Consent Decree’s load factor requirements. Mr. Bliss spent several days in Los Angeles last week to get a first hard look at how the 6 year-old Consent Decree is implemented. He also heard formal testimony from both parties on passenger load factors. Mr. Snoble said that there are a number of ways to eliminate overcrowding but that MTA needs flexibility beyond adding another bus to its fleet. MTA is taking steps to reduce overcrowding by buying bigger buses, doing a better job scheduling and managing services on the street, and going to highest-capacity rail lines and BRT services on a few heavy corridors.

Amtrak has assembled a memorial in the lobby of Union Station to commemorate the victims of 9/11. The monument of twisted steel and debris is in a triangular structure symbolizing faith, family, and country as seen by Jim Audley of Amtrak, a volunteer at Ground Zero. No materials from the World Trade center site are used.

Ms. Berlin asked TAC members whether they would like to cancel the December meeting since the MTA Board will not meet in November and all items including the 2003 Call for Projects Application package will be forwarded to the December 12th special meeting. The regularly scheduled December Board meeting has also been canceled. TAC members agreed to cancel the December 4th TAC meeting. MTA Staff will send out a cancellation notice.

Robin Blair (MTA) announced the Parking Industry Forum, which will be held on November 19th, from 10 am to 2 pm in the MTA Board Room. This forum will include a discussion of case studies and solutions from across the United States. New technologies, policies and ideas in place in other cities will be the focus. The Bay Area’s BART Parking Director will discuss BART’s efforts to implement paid parking at BART stations and other significant changes to its parking policies. James Okazaki (City of LA) asked if the Forum will cover the policy on parking charges and what is the MTA’s position on the issue. Mr. Blair replied that the MTA Board is in support of new ideas both focusing on providing parking or charging for parking. The Board is also stressing the importance of pedestrian and bicycle access. Mr. Blair distributed flyers with contact information.

5. Legislative Update (Michael Turner, MTA Government Affairs)
Following the November 5th election, the Senate turned a Republican majority which may have impacts on TEA-21 Reauthorization and future appropriations. There was not much shift in the State legislature. The Democrats now take a 2/3 majority in the State Senate and would ultimately have a decisive voice in passing the State budget. In the Assembly, two seats went Republican with the Democrat majority now at 48-32. A State budget deficit of $15-$20 billion is projected for FY 03-04. This may pose a risk to transportation related funds such as Prop. 42. Mr. Turner noted that the Governor in his acceptance speech stated that there needs to be more investments in transportation. This may positively affect transportation funds. In addition, Prop. 51 did not pass.

6. Delegation of STP-L Appeals (Haripal Vir/Renee Berlin)
The Streets and Freeways Subcommittee requests the TAC to delegate the STP-L Appeal process to the Subcommittee. The current appeal process requires that agencies, whose funds are subject
to lapse, make appeal to the TAC. The Subcommittee is requesting this delegation since most STP-L funds are being used for local road purposes, and there have been very few appeals in the last several years. David Feinberg (Westside Cities) asked how members were appointed to the Streets and Freeways Subcommittee in relation to representatives from the League of Cities? Ms. Berlin replied that there are two League of Cities representatives on the Streets/Freeways Subcommittee. Steve Lantz (SCRRA) asked if STP-L is limited to Streets and Highways use or is it eligible for other uses? Toye Oyewole (MTA Capital Planning) replied that STP-L is formula funds based on population and is to be used for works on local roads among other purposes. Mark Yamarone (TDM/Air Quality) made a motion to delegate STP-L Appeals to Streets and Freeways Subcommittee. Brooke Geer-Person (TDM/Air Quality) seconded the motion. TAC members unanimously approved the motion.

7. **2003 Call for Projects (Heather Hills, MTA Countywide Planning & Development)**

Heather Hills reported that the agenda package contains a staff report requesting TAC’s approval of the 2003 Call for Projects application. The 2003 Call for Projects application package will be presented to the Planning and Programming Committee on November 20th. Any TAC’s recommendations and/or amendments will be carried forward to the Planning and Programming Committee. The MTA Board will take action on the application package at its December 12th meeting. One of the policy changes in the 2003 Call for Projects is the local match requirement. The local match has been changed to 20% (hard match) on all modes except for Freeway. Anything above the 20% minimum is eligible for up to 10 points on a sliding scale. This Call for Projects is more strongly emphasizing mobility and regional significance. The Regional Significant Project category for MTA projects will follow the same process and time frame. Mr. Okazaki asked if MTA service sectors would be eligible to apply in the Regional Significant Project category. Ms. Hills replied yes. Mike Uyeno (City of LA) asked if Bike Stations are eligible in TDM modal category? Walt Davis (MTA) replied yes.

Mark Bozigian (No. County) made a motion to approve the 2003 Call for Projects application. Steve Finnegan (Auto Club) seconded the motion. TAC members unanimously approved the motion.

Ms. Berlin requested that TAC members designate a TAC representative for the 2003 Call for Projects. This representative will represent the TAC at MTA Board Committee and full Board meetings. For the past two “Calls”, Pat DeChellis (County of LA) performed this role. Kit Bagnell (County of LA), volunteered the County of LA to be the TAC representative. Since neither Bill Winter nor Pat DeChellis were present, Ms. Berlin asked Mr. Bagnell to inform Mr. Winter and Mr. DeChellis of the designation and confirm it with MTA staff.

Toye Oyewole (MTA) briefly discussed the funding marks. Mr. Oyewole stated that due to the uncertainty at both the federal and state levels and the development of MTA’s Short Range Transportation Plan, it is difficult for MTA staff to project the funding marks. Once the SRTP is completed in Spring 2003, funding mark recommendations will be presented to the TAC. Mark Bozigian asked if Prop. A and C funds estimates be made available since these are local fund sources. Ms. Berlin responded that it is not possible to single out one fund source. The goal is to formulate the big picture and to look at all available fund sources as part of the Short Range Transportation Plan. Steve Finnegan asked if an accounting for all the available Call fund...
sources be made available in the Spring or earlier. Ms. Berlin replied that a formal presentation on the Funding Marks would be made to the TAC for comments in Spring 2003 before going to the Board.

8. AAA’s New Transportation Policy: The Quiet Crisis – Transportation and Mobility in Southern California (Steve Finnegan-Auto Club)

Steve Finnegan (Auto Club) gave an overview of the report, “The Quiet Crisis – Transportation and Mobility on Southern California.” The goal of the report is to raise awareness among policy makers regarding transportation issues and to layout initial thoughts of potential solutions. The recommendations in the report are general and open to suggestions. The report addresses the inevitability of the population and economic growth in California, but note that growth’s adverse impacts on current transportation infrastructure and services are not inevitable and that we can plan and act to maintain and improve mobility and safety in Southern California. It also addresses public transit and technologies as essential mobility components, which need improvements. Mr. Finnegan emphasized that the report presents a start of the process and is flexible for including new ideas and suggestions. Mr. Okazaki asked if parking management is included in the report? Mr. Finnegan said that the report does not specifically include parking management, but is flexible for including new suggestions. Greg Owen (Goods Movement) commented that he represents the California Trucking Association (CTA) and is concerned with mobility and would like to get a dialogue going with the Auto Club. Mr. Finnegan said that the Auto Club has given a report to the CTA and will be working with them in the near future regarding mobility issues. Mr. Lantz commented that SCRRA has started to work on rail investment strategies and felt that a discussion with the Auto Club needs to take place. A Mobility Advisory Council consisting of the transportation agencies in Southern California and others has been formed to help develop specific actions to address transportation issues.

9. Crenshaw/Prairie Corridor Major Investment (Essam Aly, MTA Countywide Planning and Development)

MTA is currently conducting a Major Investment Study (MIS) for the Crenshaw/Prairie Corridor. The four cities that intersect this corridor include Los Angeles, Inglewood, El Segundo, and Hawthorne. It is approximately an 11-mile corridor (limits). The purpose of the study is to find the best possible transportation solutions for this corridor. As part of the MIS, MTA is considering the following alternatives. The first alternative is the Metro Rapid Bus. This would build upon the highly successful Metro Rapid currently running on Wilshire/Whittier and Ventura Blvd. The new buses would operate in addition to local Metro Bus service along Crenshaw Blvd. The second alternative is the Bus Rapid Transit (BRT) way. This is an enhanced Metro Rapid Bus service operating in dedicated lane with larger buses to increase capacity. The third and last alternative is Light Rail Transit (LRT). This would be a primarily at-grade train system and operate as Metro Rail service, similar to the Metro Blue and Green. The Crenshaw-Prairie Line would provide an opportunity to directly connect Downtown Los Angeles, the Green Line, LAX and many other destinations. Several public outreach meetings to review the three alternatives have been held. The goal is to finalize the MIS by December 2002 and bring those findings to the MTA Board in January 2003. The cost for the proposed alternatives ranges from $100 and $550 million. These costs may vary since the project is in its early stages of planning. James Okazaki asked if Prairie Street along the Crenshaw Corridor
would have a dedicated lane next to the existing lanes? Mr. Aly replied that eventually if this alternative is chosen, potentially a lane would have to be converted to a light rail line or the light rail line would have to operate in a mixed flow condition. The MTA is committed to implementing the Metro Rapid Program in the next few years (which includes a Crenshaw/Rossmore line) that will supplement any new existing busing programs along the corridor. This corridor provides regional connectivity to the Green and Red Lines, and downtown to the Exposition line.

10. Rideshare Program (Cosette Stark, MTA Program and Service Development)
Cosette Stark reported that the transfer of the Rideshare Program from SCAG to the MTA is in process. Currently, the Rideshare Program uses a 25 year old ride matching system. By July 2003, a new system should be developed to replace the old one. MTA staff will be going to the Board next month to obtain authorization for the CEO to enter into an MOU with the Riverside County Transportation Commission to expand their new system to include Los Angeles County. Orange and Ventura counties will be entering into similar agreements to ensure the entire 5-county region is included in the database. In addition, we are in the process of upgrading MTA’s Computerized Customer Information System (CCIS), the current transit trip planning system, to allow other transit operators to access the system via the web to provide trip-planning information to their customers. Last July, we include route information from the major transit operators of the other counties within the SCAG region. Now, a web portal is being created to allow transit operators to access the system to update the information via the web. A test has been conducted with Foothill Transit and the results have been positive.

Ms. Stark also reported that a vanpool program is in the works for Los Angeles County. There are 1500-2000 vanpools on the road currently with the SACG region that are either independent or supported by an employer.

11. New Business
None.

12. Adjournment
The December 4th TAC meeting has been canceled. The next regularly scheduled TAC meeting will be held on Wednesday, January 8, 2003 at 9:30 AM in the 3rd Floor Union Station Room.