

Agenda

Los Angeles County
Metropolitan Transportation Authority
Streets and Freeways Subcommittee

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1. Call to Order Action (*Charles Herbertson*)
1 min

2. Approval of Minutes Action (*Subcommittee*)
Attachment 1: June 18, 2020 Minutes
Attachment 2: Attendance Sheet/Sign-In Sheet

3. Streets & Freeways Vice-Chair Election Action (*Charles Herbertson*)
5 min

4. Chair Report Information (*Charles Herbertson*)
5 min

5. Metro Report Information (*Annelle Albarran*)
5 min

6. Caltrans Report Information (*Steve Novotny*)
5 min

7. Edge Lane Roads Information (*Ken Kochevar, FHWA & Michael Williams, Advisory Bike Lanes*)
10 min



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| 8. California Integrated Travel Project
<i>10 min</i> | Information (<i>JC Lacey, JCL Consulting</i>) |
| 9. Traffic Reduction Study
<i>20 min</i> | Information (<i>Tham Nguyen</i>) |
| 10. BRT Vision and Principles Study
<i>10 min</i> | Information (<i>Lauren Cencic</i>) |
| 11. Open Streets Grant Program
<i>10 min</i> | Information (<i>Frank Ching/Brett Atencio Thomas</i>) |
| 12. ATP Update
<i>5 min</i> | Information (<i>Anna Moneymaker</i>) |
| 13. CTC Update
<i>5 min</i> | Information (<i>Patricia Chen</i>) |
| 14. Legislative Update
<i>10 min</i> | Information (<i>Raffi Hamparian/Michael Turner</i>) |
| 15. New Business: | Information (<i>Subcommittee</i>) |
| 16. Adjournment | |

The next Streets and Freeways Subcommittee meeting is scheduled for Thursday, September 17, 2020 at 9:30 a.m. Please contact Annelle Albarran at albarrana@metro.net should you have any questions or comments regarding this or future agendas.

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Los Angeles County
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Attachment 1

Streets and Freeways Meeting Minutes



Los Angeles County
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LACMTA Streets and Freeways Subcommittee

Thursday, June 18, 2020 9:30 a.m.

Meeting Minutes

Participants: Charles Herbertson (Chair, Westside Cities), Annelle Albarran (Metro), Robert Delgadillo (San Gabriel Valley COG), Victor Koo (City of Pasadena), Erik Zandvliet (South Bay Cities COG), Steve Novotny (Caltrans), Jimmy Shih (Caltrans), Sergio Carvajal (Caltrans), Hannah Woo (City of Burbank), Mario Rodriguez (Los Angeles County), Rich Vega (CHP Ofc.), Candice Vander Hyde (North County Transportation Coalition), Ed Norris (Gateway Cities), Arsen Mangasarian (City of Los Angeles).

Agenda Item	Major Discussion Points
1. Call to Order/ Roll Call	Charles Herbertson (Chair) called meeting to order at 9:35 AM.
2. Approval of Minutes	<ul style="list-style-type: none">• A motion to approve the minutes was made by Ed Norris (Gateway Cities) and was seconded by Victor Koo (City of Pasadena). The minutes were approved as submitted
3. Chair Report (Charles Herbertson)	<ul style="list-style-type: none">• Bylaws changes will be postponed to upcoming meetings• Andrew Maximous resigned as vice-chair and a new vice-chair is in need. This item will be included for discussion at the next meeting
4. Metro Report (Annelle Albarran)	<ul style="list-style-type: none">• COVID-19 Update<ul style="list-style-type: none">○ As a result of safer-at home orders, Metro’s ridership decreased 70% from an average of 1.2M weekday boardings to about 400,000. Metro adjusted service in mid-April to reflect changes in ridership and availability of operators and vehicles○ In late April the Metro Recovery Task Force was formed to develop a plan on how Metro can best serve the public moving forward from the ongoing Corona virus pandemic. Mark Vallianatos to provide an update on the recommendations to the committee• CARES Act – provides funding to prevent, prepare for and respond to COVID-19 pandemic. The FTA allocated a total of \$1.068 billion to LA County transit operators under the existing FTA 5307 Urbanized Area Formula Grants program

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	<ul style="list-style-type: none"> • Other Metro Updates <ul style="list-style-type: none"> ○ At the May 28th Board meeting the Board adopted a continuing resolution to extend the FY20 budget authorization for one quarter into fiscal year FY21 until September 2020 when FY21 budget will be considered for adoption ○ The Board authorized the release of the draft 2020 Long Range Transportation Plan (LRTP). There will be a 45-day public review period which will close on July 13, 2020 ○ The Board approved a motion authorizing the CEO to negotiate administrative scope changes to awarded events in the Open Streets Program at the written request of the grantee, such that funds may be used for COVID-19 response, Slow Streets or similar programs ○ The Board directed the CEO to report back in 30 days with recommendations to transfer the funding approved for the San Gabriel Valley Transit Feasibility Study to the San Gabriel Valley COG as part of the FY21 budget for the procurement and completion of the Feasibility Study
5. Caltrans Report (Steve Novotny)	<ul style="list-style-type: none"> • CTC Meeting <ul style="list-style-type: none"> ○ The next California Transportation Commission meeting will be on June 24, 2020 ○ Webcast and meeting materials are available at https://catc.ca.gov/meetings-events/commission-meetings • Local Assistance Program <ul style="list-style-type: none"> ○ The best way to ask for local assistance is by email as most of Caltrans staff is teleworking ○ Reminder for local agencies to keep submitting invoices for reimbursement to wrap up the 3rd quarter and maintain the inactive projects rate under 2% as required by the Federal Highway Administration (FHWA) ○ The inactive projects rate for the previous quarter was under 2%
6. Metro's COVID -19 Recovery Task Force Update (Mark Vallianatos)	<ul style="list-style-type: none"> • The purpose of the Task Force is to recommend a set of actions that Metro can take to respond to the COVID-19 pandemic and to recover from it • Task force goals and deliverables include: Identifying and recommending potential actions that Metro can take to respond to the pandemic; to recover after the pandemic; to help lead an equitable economic recovery for LA County; and to advance mobility without congestion as the 'new normal' after the pandemic issuing monthly reports to the SLT, CEO and Board on progress towards a recovery plan, including early action items to consider taking • Early Action Recommendations: <ol style="list-style-type: none"> 1) A rider-led recovery: Survey Metro customers on their current transportation patterns and modes, future transportation plans and customer experience

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	<ol style="list-style-type: none"> 2) Safer streets for all: Work with the Board to authorize cities that received 2020 Open Street Grants to repurpose some or all of funding on safe/slow street programs; and explore ways to encourage other LA County jurisdictions to implement slow/safe streets 3) Creating a safe space: Test, adopt and publicize new cleaning methods, such as UV, Ozone and cleaning robots, while also increasing publicity of existing cleaning practices, especially through videos 4) Faster buses: Partner with local jurisdictions to accelerate implementation of bus-only lanes and other speed and reliability measures in areas that Operations has identified as past congestion hot spots 5) Masks for our riders: Explore ways to distribute masks to riders, to help the recently introduced face covering requirement succeed. Distribution of masks can focus on hot spots identified by bus operators, riders and public health data 6) Matching service with demand: Restore more frequent transit service to stay ahead of demand, and retain rear door boarding as an option 7) Working from home: Update Metro telecommute policy to allow more staff to telecommute – even after the pandemic; and begin to engage major employers, agencies and other stakeholders to develop a regional pact to expand telecommuting and implement staggered work hours where feasible 8) Contactless Payment: Rapidly introduce a contactless, visual ticket purchase and payment option in Metro’s new official app, Transit, as an option to accompany TAP card payment. To smooth out demand, make off-peak service free for a limited, promotional period when there is a rise in ridership and crowding on Metro bus and rail 9) Re-imagining projects: Prioritize and re-examine major capital projects in a recovery framework based on criteria, such as enhancing mobility and ridership, equity and Title VI compliance, health and economic development. Projects can be examined and prioritized to advance or be placed on hold; to accelerate or decelerate; and through adjustments to scope, mode and/or delivery method 10) Better bike share: Study options to enhance the Metro Bike Share program, with goals of more locations (especially equity-focused communities) and more use 11) Homes for all: Expand social service resources and partnerships, including on-site services, to increase the ability to connect unhoused riders on the Metro system with services and housing 12) New mobility for the path forward: Pilot and expand alternative services following new models, such as the MicroTransit and Mobility on Demand contracts. This may include partnerships with public, private and community operators for complimentary programming

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	<ul style="list-style-type: none"> • Next Steps <ul style="list-style-type: none"> ○ The task force will conduct outreach to the public and stakeholders to share recommendations and seek ideas that can contribute to the recovery plan ○ Consider, prioritize and recommend some as early action items each month ○ Refine and implement some early action items with departments; and take others to the Board ○ Finalize recommendations for final report which could be released at the end of September 2020
<p>7. FY21 Budget Presentation (Giovanna Gogreve)</p>	<ul style="list-style-type: none"> • CARES Act Update <ul style="list-style-type: none"> ○ LA County apportionment is \$1.068B for operations support ○ In terms of allocation, CARES Act allocation will reimburse for operating costs to maintain service and lost revenue due to coronavirus for municipal operators, small operators, other transit operators, and address regional needs to support countywide transit impacted by loss in sales tax revenues ○ The Board, in concurrence with stakeholders from municipal operators, Tier 2 operators, Metrolink, and Access Services, adopted Metro’s recommendation on May 28 • Budget Continuing Resolution for FY21 Budget in May 2020 Board cycle, to include the following recommendations: <ul style="list-style-type: none"> ○ Adopt a continuing resolution to extend FY20 budget authorization for one quarter into FY21 until September 2020 when Fiscal Year 2021 (FY21) budget is considered for Board adoption ○ Authorize CEO to execute the adopted continuing resolution through first quarter of FY21 until October 1, 2020 ○ Authorize the extension of all annual Operating and Fare subsidy Memorandums of Understanding (MOUs) subject to available funds until such time as the FY21 budget is adopted • Mitigations and Continuing Strategies <ul style="list-style-type: none"> ○ CEO Call for Action: Reduce Expenses ○ Metro Mobility & Affordability Plan (MAP) • Next Steps <ul style="list-style-type: none"> ○ Continue to monitor total revenue impacts of COVID-19 ○ Enforce fiscally responsible cost control measures to ensure a balanced budget ○ Continue stakeholder outreach ○ Partner with Los Angeles and California governments and aggressively pursue stimulus packages ○ Plan for a phased recovery post COVID-19 ○ September Board adoption of FY21 Budget

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<p>8. 2020 Long Range Transportation Plan (Mark Yamarone)</p>	<p>The draft LRTP received authorization by the Board in June to be released for public comment</p> <ul style="list-style-type: none"> • Overview <ul style="list-style-type: none"> ○ The LRTP is a living document and is updated and amended as needed ○ The LRTP must meet conformity/funding requirements including state and federal funding eligibility ○ The LRTP is guided by Metro’s strategic plan and incorporates sustainable and equitable solutions ○ Outreach efforts during the current public review period is challenging given COVID-19 but public engagement efforts continue and are also supported by frontloaded community engagement done in the development stages of the LRTP ○ The 2020 LRTP contains several elements including bold policies, partnerships, expanded programs, Measure M, and future trends • Implementation Plan: Within the plan, there are strategies and example actions to implement each of the four priorities identified over the 30-year period: <ul style="list-style-type: none"> ○ Better Transit-Strategies include expanding rail transportation countywide and enabling easier fare payment system ○ Less congestion Strategies include improving traveler information and expanding the managed lane network ○ Complete Streets Strategies include maintaining a state of good repair on roadways; benefits of complete streets strategies are reflected in the performance measures ○ Access to Opportunity Strategies include mix of land use and workforce improvement efforts; the definition of equity will be implemented throughout the agency and performance measures address access for this chapter • Next Steps <ul style="list-style-type: none"> ○ Public comment period is May 29-July 13 ○ Webinar will be held on June 30 and made available for future watching. The final LRTP plan will go to Board for adoption in September <p>LRTP comments can be sent to metroplan@metro.net or through www.ournextla.la</p>
<p>9. Metro Highway Program Update (Abdollah Ansari)</p>	<p>Abdollah Ansari provided a status update on the Metro Highway Program. The following is a recap of the events which have occurred and will have an impact on highway projects and how Metro will be moving forward on the implementation of these projects:</p>

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	<ol style="list-style-type: none"> 1. Project reprioritizing: Due to the ongoing pandemic, Metro CEO Phil Washington made a Call to Action to Control Costs. The plan groups costs into two buckets — 1) Costs that must continue (including ongoing projects) and 2) Costs that can be deferred for a few months. The Plan will give priority to local projects that are already in progress. What has not been started will be deferred. The reprioritization of projects mainly has an impact on highway projects 2. Use of Measure R funds for transit use in the South Bay region: In May 2020, the Planning and Programming Committee, approved changes in the allocation of the remaining Measure R funds over the next 20 years. To this effect, the South Bay COG approved to defer some highway projects to fund other transit projects. Therefore, funds available for highway investments in the South Bay area are now limited 3. Proposals by Board appointed committee: The Board appointed Board deputies to a committee to re-evaluate highway program practices and decisions being made based on guidelines, to identify improvements needed to expand the flexibility of highway investments. The committee made the following proposals: <ul style="list-style-type: none"> - Remove limitations in Measure R in terms of investment. Previously, the focus of the sales tax measure was on operational improvements such as congestion relief on state highways and arterials within a one-mile bandwidth. The proposal, now, is to remove this limitation and consider other projects that will have benefits on the operation of the roadway system - More emphasis and flexibility into funding transit projects and active transportation projects including bicycle lanes, pedestrian improvements such as sidewalks, and also expanding the scope of the freeway projects to allow for multimodal projects in those areas (intersection improvements, foot mobility, bicycle improvements) <ul style="list-style-type: none"> ○ The proposals made by the committee open opportunities for local agencies to propose new projects. Metro will also be looking into obtaining additional grant funds to supplement the new projects and will be happy to assist local agencies in developing and identifying better ways to approach potential projects.
<p>10. I-105 ExpressLanes (Philbert Wong)</p>	<ul style="list-style-type: none"> ● Background <ul style="list-style-type: none"> ○ The I-105 Express Lanes project spans from the I-405 (east of El Segundo) to the I-605 (City of Norwalk) with a total corridor length of 16-miles ○ The project includes the following jurisdictions: El Segundo, Hawthorne, Inglewood, Los Angeles, Lynwood, Paramount, South Gate, Lawndale, Downey and Norwalk and unincorporated LA County ○ The project’s purpose is to:

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	<ul style="list-style-type: none"> ▪ Enhance operations and improve trip reliability and travel times ▪ Improve traffic flow ▪ Sustain and proactively manage mobility within the corridor <ul style="list-style-type: none"> • Four alternatives were presented during the scoping period: <ul style="list-style-type: none"> Alternative 1: Existing Conditions (No Build) Alternative 2: Convert High-Occupancy Vehicle (HOV) lane to one ExpressLane Alternative 3: Convert HOV lane to one ExpressLane (LPA) and add a second ExpressLane (non-standard lane widths) Alternative 4* Convert HOV lane to one ExpressLane (Eliminated) and add a second ExpressLane (standard lane widths) <p>*Alternative 4 was initially considered, however it was eliminated from further consideration as it would have resulted in unavoidable, significant environmental impact</p> <ul style="list-style-type: none"> • Project Funding <ul style="list-style-type: none"> ○ The project is currently projected to have a funding gap of \$259 million for Alternative 2 and \$501 million for Alternative 3 ○ The funding gap could be funded by bonding from toll revenue or grants that Metro will be seeking ○ When subtracting debt service requirements and operation and maintenance expenses, Alternative 2 could generate enough net revenue to finance the project. However, Alternative 3 may require outside grants or alternative financing to cover anticipated debt obligations. • The LPA for the I-105 ExpressLanes Project is Alternative 3 because: <ul style="list-style-type: none"> ○ Offers greater mobility benefits (delay reduction, reduced travel times, increased passenger throughput) to both the general-purpose lanes and HOV/ExpressLanes when compared to Alternatives 1 and 2 ○ Environmental impacts can be mitigated to a less than significant level ○ Dual ExpressLanes have operational advantages over single ExpressLanes (incident management, separation of faster vs. slower moving vehicles)

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	<ul style="list-style-type: none"> ○ Additional capacity will be needed in the long term to address expected growth ● Documents available for review: <ul style="list-style-type: none"> ○ Draft EIR/EA are now available on the project website (metro.net/105ExpressLanes) for public review and comment through Monday, July 6th, 2020 ○ Other documents available for review: <ul style="list-style-type: none"> ▪ Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) ▪ Draft Project Report ▪ Draft Concept of Operations (ConOps) ▪ Draft Traffic and Revenue (T&R) Study ○ Technical reports for the Draft EIR/EA and Project Report are available by request by emailing 105expresslanes@metro.net
11. ATP Update (Anna Lee)	<ul style="list-style-type: none"> ● Active Transportation Program: Quick-build projects <ul style="list-style-type: none"> ○ Interim capital improvement projects that further the goals of the ATP and require minor construction activities, are built with durable, low to moderate cost materials but last from one year to five years ○ Not subject to \$250,000 minimum request ○ Additional guidance available in appendix d of the ATP 2021 guidelines ○ Streamlined application process, Due Jul 15, 2020 ● Cycle 5 Schedule Update <ul style="list-style-type: none"> ○ Project Application Deadline for Quick-Build Projects – July 15, 2020 ○ Staff Recommendation for Quick-Build Projects Posted – September 15, 2020 ○ Commission Adopts Quick-Build Projects – Dec 2-3, 2020 ● Metro Letters of Support Schedule <ul style="list-style-type: none"> ○ Quick-Build Projects – Request due to Metro: 6/17/2020; returned to agency by July 8, 2020 ○ All other project types - Request due to Metro: August 7, 2020; returned to agency by September 1, 2020 <p>Save the date for a Caltrans/Metro Local Delivery Workshop scheduled for Wednesday July 29, 2020 from 1PM to 3PM</p>
12. CTC Update (Domenica Smith)	<ul style="list-style-type: none"> ● CALSTA Report <ul style="list-style-type: none"> ○ Deputy secretary, Elissa Konove, reported on 30-40% decrease in traffic on state highway

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	<p>system and 65% decrease in public transportation trips</p> <ul style="list-style-type: none"> • Budget and Allocation Capacity <ul style="list-style-type: none"> ○ COVID-19 impacts are less harmful than the economic recessions in 2003 and 2008 ○ The reduced consumption of gas provoked a decrease in tax revenues ○ Estimate of State collection of transportation tax revenues are down by \$1.5B over FY20-21 ○ Balances are healthy for allocation capacity and there are G-12 savings available ○ Some stimulus assistance packages have been received and they are healing to avoid project delays • Timely Use of Funds Policy <ul style="list-style-type: none"> ○ Approved project sponsors can request time extension amendments up to a total of 20 months and sponsors with approved extensions can also request time extension ○ Sponsors with approved 20 months extensions can also request time extensions amendments ○ All requests must be heard by CTC by December 2020 • Highway Bridge Program <ul style="list-style-type: none"> ○ Bridge funds are programmed out for 18.5 years ○ Caltrans is proposing 9 policy reforms to speed up delivery and conserve funds ○ A webinar was held on June 3, 2020; more information is available through california.local.HBP@gmail.com
<p>13. Legislative Update (Michael Turner/ Raffi Hamparian)</p>	<ul style="list-style-type: none"> • State Update <ul style="list-style-type: none"> ○ The legislature adopted a preliminary budget to meet the constitutional deadline ○ The deficit in the transportation funds (due to lower gas receipts and lower cap and trade revenue) will affect formula programs and discretionary programs in SB1 ○ Expect cap and trade revenues to remain allocated to existing programs ○ Encourage the support from the Committee on SB 288 which extends exemptions list for CEQA projects such as bus-only lanes on local streets. ExpressLanes and other limited types of transit projects would also be CEQA exempted • Federal Update <ul style="list-style-type: none"> ○ The Invest in America Act is a five year, \$500B surface transportation bill that incorporates the following policy changes: <ul style="list-style-type: none"> ▪ INFRA program is eliminated and replaced by the Project National Regional Significance Program (PNRS) that was originally authorized in 2005 through SAFETEA-LU and it is now being restored at the

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	<p>level of \$9B. There are two PNRS aspects: 1. Provides for multiyear allocation of grant funding like Full Fund Grant Agreement (FFGA) and 2. Opens up the grant program to transit</p> <ul style="list-style-type: none"> ○ The legislation is restoring the Local Hire Pilot Program and it includes language regarding the U.S. employment Program <ul style="list-style-type: none"> ▪ The Capital Investment Grant Program allows to accelerate projects that receive less than 60% federal funding for their FFGA. ○ Section 2503 is a pilot program to reduce fares and it is based on census tracts data relative to poverty in certain areas
14. New Business	<ul style="list-style-type: none"> ● Streets and Freeways Subcommittee Vice-Chair position <ul style="list-style-type: none"> ○ The Vice-Chair position is currently vacant; if anyone is interested or would like to nominate someone please let SFS Chair and/or Annelle Albarran (Metro) know. Voting for this position will take place at the next SFS meeting ● Subcommittee members are encouraged to propose and/or request items of interest to be to be added as agenda items ● Metro Board will be dark in July; the next SFS meeting will be tentatively held on July 16, 2020
15. Adjournment	<ul style="list-style-type: none"> ● The meeting adjourned at 11:15 AM

Attachment 2

Streets and Freeways Sign-in/Attendance Sheet



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