

Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room – 15th Floor

1. Call to Order Action (*Bahman Janka*)
1 min

2. Approval of Minutes Action (*Subcommittee*)
Attachment 1: September 19, 2019 Minutes
Attachment 2: Attendance Sheet

3. Chair Report Information (*Bahman Janka*)
5 min

4. Metro Report Information (*Fulgene Asuncion*)
5 min

5. Greenshaw North Extension Information (*Roger Martin*)
15 min

6. Legislative Update Information (*Raffi Hamperian/
Michael Turner*)
15 min

7. Caltrans Report Information (Steve Novotny)
10 min

8. CTC Update Information (*Patricia Chen*)
10 min



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|-------------------------------------------------|--------------------------------------------------|
| 9. ATP Update
<i>10 min</i> | Information (<i>Shelly Quan</i>) |
| 10. New Mobility Roadmap
<i>20 min</i> | Information (<i>Avital Shavit/ Emma Huang</i>) |
| 11. Sepulveda Transit Corridor
<i>15 min</i> | Information (<i>Peter Carter</i>) |
| 12. Others
<i>10 min</i> | |
| 13. Adjournment
<i>1 min</i> | |

The next meeting for the Streets and Freeways Subcommittee will be held tentatively on Thursday, November 21st, 2019 at 9:30 a.m. on the 15th floor, William Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

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Attachment 1

September 19, 2019 Streets and Freeways Meeting Minutes



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LACMTA Streets and Freeways Subcommittee

Thursday, September 19, 2019 9:30 a.m.

Meeting Minutes

Participants:

Jimmy Shih (A, Caltrans), Marianne Kim, Steve Novotny, Ray Abramian (substituting), Mario Rodriguez, Charles Hertbertson, Victor Koo, Marco Arroyo (LA City), Mary Reyes (M, LA County), Erik Zandvliet (M, SBCCOG), Candice Vander Hyde (M, NCTC), Charles Herbertson (M, Westside Cities), Bahman Janka (Chair, SGVCOG), Ed Norris (M, Gateway Cities), Fulgene Asuncion (Metro), Arsen Mangasarian (M, LA City), Dale Benson (M, Pedestrian Coordinator), Augustin Barajas (A, SCAG), Andrew Maximous

Agenda Item	Major Discussion Points
1. Call to Order/ Roll Call 1 min	Bahman Janka (Chair) called meeting to order at 9:40 AM. Fulgene Asuncion (Metro) took roll and declared a quorum is present.
2. Approval of Minutes	Bahman Janka motioned to approve the July 7, 2019 minutes with no objections.
3. Chair Report 5 min	<ul style="list-style-type: none">• Bahman Janka welcomed the new Subcommittee member Marco Arroyo from City of Los Angeles.• Bahman Janka made a motion to form a 3-member evaluation panel to review applications received and select a candidate for the Bicycle Coordinator position on the Subcommittee• No meeting in August as the Metro Board will be dark in August.
4. Approve Selection of Bicycle Coordinator for Streets and Freeways Subcommittee and as as Alternate to TAC 5 min	Announcements: <ul style="list-style-type: none">• A selection process has been developed taking into consideration the application from 5 candidates (LADOT, City of Burbank, City of Pasadena, SCAG and Long Beach. Hana Wu, from City of Burbank, has been selected to serve as the Bicycle Coordinator. Hana is experienced and mainly work-focused in bicycle planning, community engagement at City of Burbank. Hana Wu will also serve as an alternate for TAC.
5. Metro Report (Fulgene Asuncion) 10 min	Coming Metro Board Regular Meeting: <ul style="list-style-type: none">• The Congestion Pricing Feasibility Study will be considered, following by the period of achieving a contract for the actual Study.

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6. Legislative Update 10 min	<ul style="list-style-type: none"> • The Legislative Session is over. Bill 664 Privacy for electronic collection. Social media and technology. Electronic toll collection. Smart street lights. It is a challenge for agencies, so close eye on. • ATP re-do local partnership program. Off-the bill to respect formula into law: more money for LA County plus sound walls. • Next year, Privacy moves forward. There have been law suits files revealing privacy content. Decision: clarify the law through the language. • I-710: section out of the code for the last 40 years. • Big news at Federal level: EPA and DOT have announced a safety rule, that rules back the emission standard and Cal authority to adopt emission standard difficult for Transportation Planners. New rule issued, but 23 states are challenging lawsuit in court. Unpredictable how it will end.
7. Caltrans Report. (Jimmy Shih) 5 min	<ul style="list-style-type: none"> • HSIP Program: Local Roads Safety Plan with new requirement for grants eligibility (highly recommended during Cycle 10) next April, and for cycle 11 (2 years after) will be required to be eligible. Webinars: September 10-11. oct 22-23 Camarillo HSIP grants. Caltrans is sending a notice RSVP (60 spots) • Money for the 710 corridor homes. Cities supposed to get funding (Pasadena, La Canada, Los Angeles (1 zip code only). Update about status and amount: \$1.2M from State highway Fund available for Local Alternative Transportation Improvement Program. This amount looks like a disappointment for the city wraps. It's difficult when there is not a lot to share. Projections were asked, but it wouldn't be very useful because each property has a huge range of property value which makes it impossible to find out a real way to know the exact amount/ fair market value. Not possible a projection. After CTC, cities agreed to put off for another year. Waiting until next year for more certainty.
8. CTC Update 10 min	
9. ATP Update 10 min	<ul style="list-style-type: none"> • Cycle 5 is gearing up. 445M across FY22–FY25. Workshops starting in fall (stay in touch with representatives for on ATP check). • There was an legislative attempt to reduce the importance of disadvantaged communities and there isn't discussion through the guidelines. • Call for projects: expectation to come in March-April or May. About 51% of successful projects received ATP funding in LA County went through the Metro Grant System Assistance Program. Going back to the Board to make policy updates: Priority for Agencies with small funding + FLM is maintained. The new element is the priority for cities that adopted Complete Streets Policy. The lapses and withdrawal back of ATP is \$13M. It was proposed a community bending. The history of project delivery will count as negative points. During October-November letter of interest. Will be sent, the selection process will start in March, and the application are due June-August. Grant Assistance Policy/ 10 points policies. Adds-on to the State (MPO component): \$47M/cycle. The evaluation criteria will include the points for disadvantaged communities, local and regional plans and FLM, required Complete Streets Policy (in a year with

Agenda Item	Major Discussion Points
	<p>assistance/ training), in addition to the screening to project delivery. Income and size of City staff. Cities have to demonstrate the lack of resources. The Board report is planned to go through.</p> <ul style="list-style-type: none"> • ATP symposium October 29-30 link to registration (email to Fulgene) The HSIP application is encouraged and required to pay for mini-calls to fund local road safety plans. This is very important, and it has an emphasis in public inputs and collaboration towards ATP. • Caltrans Sustainable Transportation Planning Grants are due October 11. • New count methodology: ATP project infrastructure allocation construction will require this method. • Workshops: 100 agencies staff attended. Week October 21-25, where the first main topic was NEPA.
<p>10. I-405 Corridor Plan 20 min</p>	<ul style="list-style-type: none"> • Sustainable Grants Program due to October 10th. • It is not only taken the freeway into account, but the entire corridor. Operations has a long-term management. There are opportunities for multi-modal mobility, ITS, and ridesharing analysis. Brainstorming ways to look for goals to be achieved. There are resiliency issues and efficiency, systemic expansion are concerns to consider, coming from no more capacity expansion for general traffic lanes. This corridor is targeted now because of the program. It is probably the most congested corridor throughout the country. This rog 250M yearly for construction and completion. The question is if the cities are ready for construction. The program includes community access, and it develops a comprehensive corridor analysis, with transit ITS at local level. There has been a coordination to reduce congestion and no adding general-purpose lane. With Metro cycle 2 (2020), Metro plans will be more comprehensive, and focused on the South Bay area for the 405 (maximum 2023). The Long-term plan includes cycle 3-4 (2028-2030) and so forth. The Draft will go out to external agencies, once projects are identified. The South Bay section is due by 2028. In the near-term, it is probable to add an auxiliary lane in the curve. Only some projects are ready to go now, and it has to be considered the Green Line Extension. Once all auxiliary lanes along the 710 are done, the next step will be installing express lanes. • Aviation is beginning construction where the People Mover will connect to LAX (a mile from LAX) and there will be also rental facilities. In addition, the 10-101 express lanes, the Sepulveda Transit Pass will be also taken effect on the 405-corridor project plan. Local agencies need to support the release of the plan to see the corridor plan; the 405 has High Priority. City of LA, the communities and the freeway system need to be address comprehensively. Promotions with events for the neighbor's participation. It is also important land use development. Plan out to Fulgene to bring it to the community. The study is being finished and will be available for review from agencies and cities. It is necessary to develop coordination for express lanes. The feasibility in the short run is pointing to the 105 and 605 express lanes. In the South Bay, there is not much room. Maybe there is the possibility of changing a single lane into an express lane. For the 405 freeway they are trying to study an express lane right now, but it seems difficult though.
<p>11. 91/605/405 Program 15 min</p>	<ul style="list-style-type: none"> • Highway Program in coordination with Caltrans. Measure R and M will go to COGS and the cities. For the I-710 South, the environmental document is being finalized, what will be ready by the end of the year. Caltrans is the lead agency for this project. Adding general purpose lane, auxiliary lane improving intersections from long beach to SR-60. Construction will begin in 6-8 months from now.

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	<ul style="list-style-type: none"> • I-605: TAC projects: Whittier-Colima for constructions. For the EIR/ EIS Environmental phase, Caltrans will be the lead Agency and Metro will provide the funding. • I- 5 to I-10, with 4 alternatives: conversion of HOV to hot lane (1-2 lanes) and adding double HOV lanes, aux lane, plus intersection improvements. • Final design on Beverly Dr. interchange within two months \$25M project. off ramps: \$22M. 65 off streets ramps final design as well and looking for construction 6-8 months from now 22M. Elendra/Central WB will be adding a general-purpose lane width issue on freeway. The I-5 North construction will begin in 6-8 months. Metro is the construction lead agency for the I-5 north and southbound.
<p>12. NextGen Bus Study 20 min</p>	<p>• There has passed a year and a half of public engagement, since March last year across the county. The Board gave a green light two months ago to the redesign elements for the bus network. A workshop series will be hold in February 2020. Community Councils will meet in Metro HQ. There will be developed and release a service plan plus check ins every 3-4 months (since February 2020). We will have the service plan ready for the Board in January. After that there will opportunities for inputs and modifications. Public hearings will be happening in June 2020. The final implementation plan should be out at the end of 2020. We want to make sure to listen concerns directly from the local operators. Clean buses, real time info, security, safety, all elements concurrently to provide a work-class transportation system. There will be also included the maintenance, and line changes. Frequency and speed will be going up. We are coordinating for these changes. The concept of a Hybrid bus line combines the best of both bus lines towards more consistency. With the savings, the idea is to provide more bus frequency. The question on the table was: What to do with the existing network? There were motions at last meeting but scheduling and connectivity issues came up. Timing is crucial, in order to coordinate with municipal operators and gather all inputs from the communities. All cities are included. There will be a shake-up period twice a year (December-June). Regarding the infrastructure, a dedicated bus lane was a possibility. Through the motion, there has been an interest in looking in to it. Not only one time, but, relaunching the entire bus network with a yearly tracking schedule. The results will be modification improvements. Rapid bus stops are not enough consistent and that is going to change. Work will be with the cities and there will be BRT routes improvements on this NextGen Study, together with future recommendations, based on the BRT vision and principal study that identified corridors already included in.</p>
<p>13. New Business 5 min</p>	
<p>14. Adjournment</p>	

Attachment 2

Sign-in/Attendance Sheet



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Streets and Freeways Subcommittee - July 18, 2019

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