

Revised Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room – 15th Floor

1. Call to Order *1 min* Action (*Bahman Janka*)
2. Approval of Minutes *5 min* Action (*Subcommittee*)
Attachment 1: January 17, 2019 Minutes
Attachment 2: Attendance Sheet
Attachment 3: 90-Day Rolling Agenda
3. Election of 2019 Subcommittee Chair and Vice Chair *10 min* Action (*Subcommittee*)
4. Metro Report *5 min* Information (*Fulgene Asuncion*)
5. Caltrans Report *5 min* Information (*Steve Novotny/Jimmy Shih*)
6. Sepulveda Transit Corridor *15 min* Information (*Peter Carter*)
7. Curbside Mobility Demand Management *15 min* Information (*Akiko Yamagami*)
8. Transit to Parks Strategic Plan *15 min* Information (*Lauren Grabowski*)



Los Angeles County
Metropolitan Transportation Authority

Metro[™]

- | | |
|---|---|
| 9. Modernizing Transportation Analysis: LOS to VMT
<i>25 min</i> | Information (<i>David Somers/
Rubina Ghazarian – LA City</i>) |
| 10. CTC Update
<i>5 min</i> | Information (<i>Zoe Unruh</i>) |
| 11. ATP Update
<i>5 min</i> | Information (<i>Shelly Quan</i>) |
| 12. Legislative Update
<i>10 min</i> | Information (<i>Raffi
Hamparian/Michael Turner</i>) |
| 13. Adjournment
<i>1 min</i> | |

The next meeting for the Streets and Freeways Subcommittee will be held on March 21, 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.

Agendas can be accessed online at: <http://www.metro.net/about/sfs/>



Los Angeles County
Metropolitan Transportation Authority

Metro[™]

Attachment 1

January 17, 2019 Streets and Freeways Meeting Minutes

Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room,
15th Floor

Members and Alternates Present:

Nicole Benyamin (Vice Chair, Las Virgenes/Malibu), Marianne Kim (M, Automobile Club), Dale Benson (M, Pedestrian Coordination), Mary Reyes (M, County of Los Angeles), Andrew Winje (M, South Bay Cities), Mike Behen (M, No. County Trans Coalition), Lee Swain (City of Long Beach), Andrew Maximous (M, Arterial ITS Working Group), Stephanie Chin (SCAG), Fulgene Asuncion (Metro)

1. Call to Order (Bahman Janka, Chair, San Gabriel Valley)

The meeting was called to order at 9:32 A.M.

2. Approval of January 17, 2019 Minutes (Subcommittee)

Andrew Winje (South Bay Cities) motioned to approve the minutes. Jimmy Shih (Caltrans) seconded the motion. The minutes were approved.

3. Chair Report (Bahman Janka, Chair, San Gabriel Valley)

Streets and Freeways Subcommittee elections will be held in February.

Lee Swain has been appointed as the new primary member of the subcommittee representing the City of Los Angeles. Carl Hickman has been appointed as the alternate member.

4. Metro Report (Fulgene Asuncion)

Subcommittee member, Marianna Kim announced that the 2019 AAA Digest of Motor Laws has been released. The AAA Digest of Motor laws is produced annually in collaboration with the California Highway Patrol (CHP) and the Department of Motor Vehicles (DMV). The Digest is an online compendium of each state's traffic laws, vehicle titling and registration requirements, fees and taxes, driver's licenses and traffic safety. Browse through the Digest online at www.drivinglaws.aaa.com.

The NextGen bus study started hosting public workshops in January to gather public input on how to redesign the Metro bus system. There will be 10 public workshops held throughout LA County.

5. LRTP Update (Paul Backstrom)

The Metro Long Range Transportation Plan (LRTP) was previously adopted in 2009, and is currently in the process of being updated. Once approved by the Metro Board of Directors, the LRTP serves as a blueprint for how Metro will spend anticipated revenues in the coming decades operate and maintain the current and planned system, and identify any new projects, programs, or initiatives. The LRTP updated is expected to last the next two years.

'OurNext LA' is a survey engagement tool that is being used to collect public input on priorities related to bus ridership. Currently the outreach phase 1 of LRTP has been completed. During OurNext LA phase one, five areas of focus were identified including better transit, less congestion, affordability, innovative choices, and safer complete streets. The next phase of outreach involves individuals ranking their priorities in an online survey which can be accessed here www.ournext.la. During this next phase of the public engagement efforts, priorities will be established to structure a values framework of the plan. After phase two is completed, phase three will involve modeling scenarios and obtaining feedback from the community.

The (LRTP) vision module has been rebranded as a *mobility plan to access opportunity*, which is a 40-year plan and is subject to federal and state air quality requirements. There are some differences between the Metro Vision 2020 Strategic Plan and the LRTP. The LRTP is financially constrained, whereas the Strategic Plan is not. The LRTP has a 40-year time frame, whereas the Strategic Plan has a 10-year time frame. The Metro Strategic Plan is a visioning plan, whereas the LRTP has to comply with federal and state air quality and environmental requirements.

Currently the LRTP vision module is in phase two and is drafting a values and modules framework. After the framework is drafted, as LRTP baseline understanding will be established which includes financial and demographic information. Following the baseline understanding, the module will enter the modeling and scenario testing phase.

No questions were asked.

6. Caltrans Update (Dale Benson)

The Highway Safety Improvement Program (HSIP), Cycle 9, results have been posted online in December. 351 applications were received requesting \$418 million of federal HSIP funds. 221 projects totaling \$182 million in federal HSIP funds, were selected for funding. The detailed HSIP Cycle 9 project list can be found online at http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prev_cycle_results.htm

No questions were asked.

7. ATP Update (Shelly Quan)

Cycle 4 statewide component recommendations were released in December. Recommendations totaled \$218 million projects, including \$105 million for 11 projects in LA

County. The final approval of the statewide component projects will be announced in January 2019 at the CTC meeting. The LA County project share is the highest it has ever been in this component since the ATP started accepting applications. The next part of the ATP Cycle Goal is the MPO component. Projects that fall below the scoring threshold or projects that were recommended for statewide funding but were not approved or projects that fall will be considered. After the statewide component is adopted, Metro will look at the remaining projects and will apply up to ten points to projects, re-rank, and score until all project funding is exhausted. The SCAG regional council will adopt project lists in April, and the CTC will adopt the MPO component in June.

ATP progress reporting is on a quarterly basis. April 18, 2019 is when the next ATP progress report will be due.

A question was asked about the CTC project timeframe. Since CTC projects will be adopted in June, and begin August 1st, that will leave a short amount of time for Caltrans to review projects. Will the review timeframe be extended to allow for the required 60 day review period?

- Speaker responded that the CTC may make an exception for the review timeframe, but is not entirely sure and will follow-up with the subcommittee with the updated timeframe information.

A question was asked about the scoring. Many projects were ranked in the 90th percentile, do you know why?

- Speaker responded that the statewide component has a certain dollar amount. The funding falls where there were a lot of projects that were in the 90th percentile. The state has a tie breaker system in place that prioritizes projects based on the following criteria, infrastructure projects, construction maintenance, or by looking at the highest scoring point value question, and then finally by looking at the lowest scoring point value question.

A question was asked about the process for the MPO project scoring system?

- Speaker responded that Metro scores projects for the LA County portion of SCAG's ATP funds. Metro uses the statewide application score, and often increases the score by up to 10 points based on Metro priorities that were adopted in 2018 including first/last mile implementation, disadvantaged communities, and implementation with other Metro board plans and priorities.

8. Crenshaw Northern Extension Update (Alex Moosavi)

The Crenshaw Northern Extension Project is a Measure M project to extend the Crenshaw/LAX line (which is currently under construction) northward to connect to the Metro Purple Line, and the Metro Red Line. This project will create a regional north-south link from the city of North Hollywood to the South Bay and South Los Angeles communities, and will connect four Metro rail lines and five of the top ten busiest bus lines. Under Measure M the schedule includes fiscal year 2041 groundbreaking and fiscal year 2047 revenue service, and the project is estimated to cost \$2.24 billion in (2015\$).

When the Crenshaw/LAX line was in the planning stages, a light rail transit (LRT) extension connecting to the Purple Line at Wilshire Boulevard was being considered. Due to financial constraints and uncertainty regarding the Purple Line station locations, the LRT segment was eliminated from the locally preferred alternative that moved forward. However at the time ridership studies shows that there was a great propensity of riders wanting to travel further north and west. When the northern segment was eliminated, an analysis was conducted for an extension connecting to Wilshire Boulevard and La Brea Avenue. The analysis identified alignment alternatives that largely formed the basis of Crenshaw north alignment considerations which will connect the Crenshaw/LAX line to the Purple and Red lines.

The study area includes 80% transit-supportive land uses and has high population and job densities that exceed the LA county average. The study area also includes a high population of transit dependent residents. Transit mode within the study area is substantial, and roughly double the percentage than the LA County average.

All of the Crenshaw Northern extension alignment alternatives being considered would substantially reduce the travel time from end to end. The projected daily ridership boardings average 10,000-15,000 riders per mile and are exceptionally high. The project boardings outperform any light rail line across the county and would be on par with heavy rail lines across the county.

In 2018, the Crenshaw Northern extension feasibility study was completed and presented to the board. Staff have now been tasked with working on an alternatives screening study which is currently underway. In 2020, it is expected that the environmental review will be completed, pending board direction.

A question was asked about the substantial ridership projections the Crenshaw Northern extension and whether station design would be altered to accommodate the increased ridership capacity?

- Speaker responded that three-car trains and three-car stations were evaluated when considering cost-estimates. As the project study progresses and ridership capacity is further refined, four-car trains may be considered.

A question was asked about first/last mile components will be incorporated into the Crenshaw Northern extension project?

- Speaker responded that first/last mile components are a key aspect of this project. As the project study progresses first/last mile components will be included.

A question was asked to clarify how funding may be available to expedite the Crenshaw Northern extension project?

- Speaker responded that the City of North Hollywood has been eagerly pursuing a potential alternative funding sources such as implementing value capture mechanisms, an infrastructure finance district, and other potential opportunities to accelerate the project.

9. Legislative Update (Raffi Hamparian/Michael Turner)

At the state level, the 2019 legislative session just opened. In early January, Governor Newsom revealed a proposed state budget. The legislature has until February to submit proposed bills.

The California Air Resources Board (CARB) passed the Innovative Clean Transit Regulation rule, which requires all municipal transit agencies to transition to zero-emission technologies on busses.

At the federal level, the government is currently shutdown. Federal transportation programs agencies are heavily impacted. Funding agreements that are under federal review are currently stalled. The assembly is bringing a transportation authorization bill to the floor.

A question was asked if there has been any notice on how Governor Newsom will respond to continuing construction of the high speed rail project.

- Speaker responded that the Governor has announced that transparency and accountability are top priorities for the high speed rail project. The Governor is interested in looking at the leadership of the high speed rail authority.

A question was asked the road charge pilot program and if any progress has been made.

- Speaker responded that there has not been an update. The project goal was to explore the impacts of transition from a gas tax user fee to a road charge user concept.

10. New Mobility Services (Rani Narula-Woods)

The MicroTransit Pilot project is an effort to harness and utilize emerging technology to enhance transportation services. In 2019, Metro is offering two new mobility pilots, the Mobility on Demand pilot project and the MicroTransit Pilot.

Mobility on Demand is a one-year pilot program that allows users to download a mobile phone application that can be used to monitor, plan, book, and purchase a ride to/from three Metro stations. Mobility on Demands launched in January 2019 at the El Monte, Artesia, and North Hollywood Metro stations.

The MicroTransit is a slightly different pilot project. The Micro Transit pilot phase can include up to three years of operations. The project focuses on delivering a new on-demand transit service that is complimentary to transit operations. The Micro Transit pilot is currently completing the feasibility study to identify locations where on-demand service would be effective. Micro Transit pilot project locations will be announced during the February Board meeting. The Micro Transit pilot will utilize the Metro employee workforce unlike traditional ride-hailing companies that rely on independent contractors.

A question was asked if either of the new mobility pilot projects are aiming to integrate with other new innovative transportation services such as the scooter-share or bike-share companies.

- Speaker responded that Metro is interested in how to build up our own tool that will allow other applications can integrate with Metro's platform.

A question was asked if transit agency providers beyond Metro were being considered for any of the Micro Transit pilot project service areas.

- Speaker responded that other transit agency providers were considered. None of the contracting companies being utilized by the Micro Transit programs have offered service in LA County prior. Metro asked these companies to consider LA County and where service could be successful.

A question was asked if the data collected from the pilot projects will be accessible.

- Speaker responded that retaining access to data were key aspects to both New Mobility pilot projects. The Mobility on Demand project was created with the goal of providing Metro with a high level of access to the data. The Micro Transit project is operated by Metro and all the data is owned by Metro.

A question was asked if the project operational data will be available to the public.

- Speaker responded that there will be a location data portal. Any jurisdiction that is interested in pulling specific data sets, Metro will provide access.

11. ATP Update (Zoe Unruh)

In December, the CTC held two meetings. One meeting was a joint CTC/ARB meeting which highlighted regional complexities and efforts to reach greenhouse gas emission (GHG) reduction targets. There was also a presentation on the SB 150 report. The report found that the sectors contributing to GHG emissions are struggling to meet their targets, specifically the transportation sector. SB 150 identified opportunities to reach GHG emission goals.

The second meeting held was a CTC meeting. At that meeting, the FHWA recorded that a final rule has been made for modal exclusions which places FTA, FHWA, and FRA under the same federal and environmental regulations. The rule went into effect on November 28, 2018. More information can be found on the FTA website at <https://www.transit.dot.gov/regulations-guidance/rulemaking/2018-23286>. Another item discussed at the CTC meeting, was the \$5 million allocation for TAP fare box system which includes upgrades to the nine municipal operated systems that utilize the TAP fare box technology.

No questions were asked.

12. Autonomous Vehicles (Ryan Snyder, Transpo Group)

Autonomous vehicle policy have the potential to address many issues that planners are concerned with such as mobility, congestion, safety, equity, and creating more livable communities. At the same time without appropriate public policies in place, autonomous vehicle technology could result in an auto-centric dystopian future. It's important to have policies in place when the technology is introduced.

Today, 95% of all traffic collisions are caused by human error. It is estimated by 2025, there may be roughly 20%-50% of automated vehicles operating on streets. Automated technology will have substantial economic impacts on transportation. Cost of transit bus drivers account for an average 54% of operating costs. Automated vehicles would greatly reduce operation costs. There are potential benefits that improve user conveniences when using automated transportation including improving mobility for those who don't drive, better use of time, and less stress.

Research out of UC Berkeley has noted that freeway capacity would double with automated technology. Freeway capacity would increase from carrying 2,000 vehicles per hour to carrying 4,000 vehicles per hour. There would also be improved capacity benefits of local streets which would experience increased capacity, less congestion, and more opportunities for road diets.

Automated technology would provide transit benefits by reducing operating costs and creating opportunities to designate funds to increase service. On average 70%-80% of the costs of operating a bus pays for the driver. Without the need to cover driver costs, agencies could expand transit service.

Automated technology presents potential drawbacks. Job loss would likely be the biggest problem and would impact the bus, taxi, truck, and delivery driver industries. There would be some auto industry jobs created, however it would require retraining programs to understand how to operate and manage emerging technologies. Another potential drawback automated vehicles could cause is inducing new travel and longer commutes which would worsen suburban sprawl, harmful greenhouse gas emissions, and congestion.

Policy goals related to automated vehicle technology that have been agreed upon in the field include reducing traffic crashes, injuries and fatalities, improving access for everyone, ensuring an equitable transportation system, environmental sustainability, job loss mitigation, reducing traffic congestion, and encouraging shared mobility.

A question was asked about whether the speaker thinks the bus system will go extinct given the dynamics that are occurring with automated technology.

- Speaker responded that he speculates that the traditional bus system we have currently will eventually go extinct. On trunk lines, I believe the bus service will operate very well, but not many people take only one direct route. I think that the definition of transit will change. Transit service doesn't have to be a 40-foot bus, it could be a 6-passenger van or a 12-person micro bus. In the future, transit agencies may expand and provide more non-fixed route service in the future.

A question was asked about if there will be a need for increased security and data protections with the advance of automated vehicle technology.

- Speaker responded that security and safety will be an issue. Cyber security and passenger security will be high priorities.

A question was asked about how the transition will occur from users driving non-automated vehicle technology to driving automated vehicles, and whether that would impact congestion.

- Speaker responded that he believes the process will be gradual transition. Research completed at the University of Illinois recently conducted modeling, and found that even as little as 5% mix of automated vehicles would significantly improve the flow of traffic and reduce congestion.

A question was asked about the impacts of implementing the technology infrastructure on the public right of way to support automated vehicles? Will there be congestion impacts that occur due to construction?

- Speaker responded that infrastructure changes are currently underway. Caltrans is moving to a painting a 6" lane stripe which is more conducive to automated vehicles. Connecting communications technologies are the essential components, which would exist on lamp posts or traffic posts. Cities, counties, or counties of governments would need to specify management and location of communication connecting technologies. From the speaker's understanding the cost of connecting communications technologies is not expensive.

A question was asked about how automated vehicles will select streets to drive on?

- Speaker responded that the computer would optimize and select the route. The computer would need communications equipment to direct the location of the vehicle.

A question was asked is there a way to encourage local cities to implement connected technologies to prepare for a future when automated technology is available.

- Speaker responded that the State of Colorado that has been a leader with connected technologies. Colorado has a map of roads, and have designated several different levels of connectivity and types of technology to implement. Speaker also noted that communications equipment will not be dug in the ground but connected to traffic posts, lamps, and signals.

13. Adjournment

Ms. Benyamin adjourned the meeting at 11:20am and reported that there is no scheduled TAC meeting held in December. The next scheduled TAC meeting is Thursday, March 21, 2019 in the Mulholland Conference Room on the 15th floor at 9:30 am. If you have questions regarding the next meeting, please contact Fulgene Asuncion at (213)922-3025 or email asuncionf@metro.net.

Attachment 2

Attendance Sheet

Streets and Freeways Subcommittee - January 17, 2019

MEMBERS AND ALTERNATES

Name	Agency	Phone	Fax	E-mail	Initial
Marianne Kim	Automobile Club	(714) 885-2325	(714) 885-2331	kim.marianne@aaa-calif.com	MV
Stephen Finnegan (A)	Automobile Club	(714) 885-2307	(714) 885-2331	finnegan.steve@aaa-calif.com	
Steve Novolny	Calltrans	(213) 897-0784	(213) 897-2999	Steve.Novolny@dot.ca.gov	
Jimmy Shih (A)	Calltrans	(213) 897-8443	(213) 897-0618	jimmy.shih@dot.ca.gov	
Sgt. Steve Branonier	California Highway Patrol	(323) 259-2098	(323) 258-8121	sbranonier@chp.ca.gov	
Oic. Christian Cracraft (A)	California Highway Patrol	(323) 259-2010	(323) 258-8121	ccracraft@chp.ca.gov	
Mario Rodriguez (A)	County of Los Angeles	(626) 458-3950		mrodrigu@dpw.la.county.gov	
Mary Reyes	County of Los Angeles	(626) 458-3902	(626) 458-3179	mareyes@ddw.lacounty.gov	
Andrew Winje	League of Cities (South Bay Cities COG)	(310) 318-0661 ext. 2431		Andrew.Winje@redondo.org	KW
Lauren Sablan (A)	League of Cities (South Bay Cities COG)	(310) 318-0661 ext. 2520		Lauren.Sablan@redondo.org	
Mike Behen	League of Cities (No. County Trans Coalition)	(661) 267-5337	(661) 267-5322	mbehnen@cityofalmdale.org	
Candice Vander Hyde (A)	League of Cities (No. County Trans Coalition)	(661) 723-5851		cvanderhyde@cityoffiancasterca.org	
Kevin Riley (A)	League of Cities (Westside Cities)			kriley@beverlyhills.org	
Charles Herbertson	League of Cities (Westside Cities)	(310) 253-5635	(310) 253-5626	charles.herbertson@culvercity.org	
Fred Zohrehvand	League of Cities (Arroyo Verdugo Cities)	(818) 548-3960	(818) 409-7027	fzohrehvand@ci.glendale.ca.us	
Vacant (A)	League of Cities (Arroyo Verdugo Cities)				
Bahman Janka (Chair)	League of Cities (San Gabriel Valley COG)	(626) 744-4610	(626) 396-8693	bjanka@cityofpasadena.net	
Phil Wray (A)	League of Cities (San Gabriel Valley COG)	(626) 574-5488		enorris@downeyca.org	
Ed Norris	League of Cities (Gateway Cities/South East)	(562) 904-7110	(562) 904-7296	enorris@downeyca.org	
Arturo Cervantes (A)	League of Cities (Gateway Cities/South East)	(323) 563-9567	(323) 563-9572	Acervantes@sogate.org	
Robert Brager (A)	League of Cities (Las Virgenes/Malibu)	(310) 456-2489 x247	(310) 456-3356	brager@malibucity.org	
Nicole Benyamin (Vice Chair)	League of Cities (Las Virgenes/Malibu)	(310) 456-2489 x254		nbenyamin@malibucity.org	NB
Debbie O'Leary	League of Cities (San Fernando Valley COG)	(661) 284-1427		doleary@santa-clara.com	
Dennis Ambayec (A)	League of Cities (San Fernando Valley COG)	(818) 548-3945		dambayec@glendaleca.gov	
Vacant	TDM/AAQ Subcommittee				
Fulgene Asuncion	LACMTA	(213) 922-3025	(213) 922-6996	asuncionf@metro.net	
Fanny Pan (A)	LACMTA	(213) 922-3070	(213) 922-6996	panf@metro.net	
Arsen Mangasarian	City of Los Angeles	(213) 972-4981	(213) 473-0912	arsen.mangasarian@lacity.org	AM
Vacant	City of Los Angeles	(213) 972-4963		sunil.raipal@lacity.org	
Alvin Papa	City of Long Beach	(562) 570-6386		alvin.papa@longbeach.gov	
Abraham Bandegan (A)	City of Long Beach	(562) 570-6665		abraham.bandegan@longbeach.gov	
Victor Koo (A)	Arterial ITS Configuration Management Group	(626) 744-4756	(626) 396-7715	vkoo@cityofpasadena.net	
Andrew Maximus	Arterial ITS Configuration Management Group	(310) 458-9982		andrew.maximus@smgov.net	
Eric Bruins	Bicycle Coordination	(310) 253-5616		eric.bruins@culvercity.org	
Richard Diluvio (A)	Bicycle Coordination	(626) 744-7254		rdiluvio@cityofpasadena.net	
Dale Benson	Pedestrian Coordination	(213) 897-2934		dale_benson@dot.ca.gov	
Valerie Watson (A)	Pedestrian Coordination	(213) 928-9706		valerie.watson@lacity.org	
LaDonna DiCamillo (ex-officio)	Goods Movement	(323) 267-4041	(323) 267-4111	ladonna.dicamillo@brnsf.com	
Lupe Valdez (ex-officio) (A)	Goods Movement	(626) 935-7617		lvaldez@up.com	
Stephanie Chin (ex-officio)	SCAG	(213) 922-1916	(213) 236-1963	chin@scag.ca.gov	
Augustin Barajas (ex-officio) (A)	SCAG	(213) 236-1246		barajas@scag.ca.gov	SC

Attachment 3

90-Day Rolling Agenda



Upcoming Agenda Items

Ad Hoc Congestion, Highway and Roads Committee

Wednesday, February 20, 2019

- 2018-0798** AUTHORIZE the Chief Executive Officer (CEO) to execute Funding Agreement #9200000000M500201 for \$29,525,000 with San Gabriel Valley Council of Governments (SGVCOG) for support services for the SR-57/SR-60 Interchange Improvements.
- Status:** Approval Review
- 2019-0052** Oral Report on the I-10 ExpressLanes Extension from I-605 to the San Bernardino County Line
- Status:** Draft
- 2018-0652** RECEIVE oral report by Caltrans in response to the Road Movable Barriers System Motion from June 2018.
- Status:** Agenda Ready
- 2018-0787** RECEIVE AND FILE Countywide soundwall program outline and analysis of potential delivery options to construct the remaining prioritized retrofit soundwall projects, utilizing materials currently approved by the California Department of Transportation (Caltrans) for construction of soundwalls and funding opportunities in response to the October 25, 2018 Board Motion 9.1.
- Status:** Approval Paused

Wednesday, March 20, 2019

- 2019-0051** Time extensions for the XX projects from the Round 1 Net Toll Revenue Grant Program shown in Attachment A.
- Status:** Draft
- 2018-0593** CONSIDER:
- A. ADOPTING the Metro ExpressLanes Interfund Loan Policy Principles as presented in Attachment A;
 - B. APPROVING a Net Toll Revenue Grant time extension for projects identified in Attachment B; and,
 - C. AUTHORIZING the CEO to initiate Round 3 of the Net Toll Revenue

Grant program.

Status: CEO Draft Meeting Ready

2018-0660

AUTHORIZE the Chief Executive officer to negotiate a Funding Agreement with Caltrans to add \$1,250,000 to Package 10 budget to close out the design and right of way expenses to Package 10 Soundwall throughout this cycle.

Status: Draft

Board of Directors - Regular Board Meeting

Thursday, February 28, 2019

2019-0035 APPROVE Minutes of the Regular Board Meeting held January 24, 2019.

Status: Agenda Ready

Construction Committee

Thursday, February 21, 2019

2019-0017 RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

Status: Approval Review

Thursday, March 21, 2019

2019-0037 Authorize the Chief Executive Officer to approve Modification No. 1 to Contract No. PS54707001, for procurement of 220 additional Oracle Primavera Unifier Application User Licenses for a firm fixed price of \$497,675, increasing the total value from \$497,675 to \$995,530, and extending the period of performance through March 31, 2020.

Status: Approval Review

2019-0032 RECEIVE AND FILE the:

A. Status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending December 2018; and

B. Female Participation Action Plan Update.

Status: Draft

Thursday, April 18, 2019

2019-0007 RECEIVE and FILE Office of the Inspector General Change Order/Modification Construction Spot Check Report.

Status: Draft

2018-0800 CONSIDER:

A. AUTHORIZING an increase in the life of project (LOP) budget for Project No. 204801 by \$XXXX for C1142 Division 11 and 22 Roof Replacement Project and for the replacement of Heating, Ventilating, Air Conditioning (HVAC) systems at Divisions 11, 22, and 60 (Rail Operations Center or ROC) from \$4,205,100 to \$XXXX;

B. AUTHORIZING the expansion of the Project Scope of Work to include HVAC replacements at Division 60; and

C. AMENDING the FY19 budget to increase Project 204801 funding by \$XXXX.

Status: Approval Review

Executive Management Committee

Thursday, February 21, 2019

- 2019-0049** RECEIVE AND FILE State and Federal Legislative Report.
Status: Approval Review
- 2019-0024** RECEIVE AND FILE status report on the Metro Transportation School and E3 Initiative.
Status: Approval Review
- 2019-0004** RECEIVE Chief Communication Officer Oral Quarterly Report.
Status: Approval Review
- 2018-0822** APPROVE amendment of Title 2, Chapter 2-50 of the Los Angeles County Metropolitan Transportation Authority (“Metro”) Administrative Code, concerning Title VI Requirements and Public Hearings, as set forth in Attachment A. The amended Administrative Code will become effective March 1, 2019.
Status: Approval Review

Thursday, March 21, 2019

- 2019-0047** ADOPT staff recommended positions:
A. Assembly Bill XX (Author) - Bill Title TBD
B. Assembly Bill XX (Author) - Bill Title TBD
C. Assembly Bill XX (Author) - Bill Title TBD
D. Assembly Bill XX (Author) - Bill Title TBD
Status: Draft
- 2019-0041** RECEIVE AND FILE State and Federal Legislative Report.
Status: Draft

Thursday, April 18, 2019

- 2019-0048** ADOPT staff recommended positions:
A. Assembly Bill XX (Author) - Bill Title TBD
B. Assembly Bill XX (Author) - Bill Title TBD
C. Assembly Bill XX (Author) - Bill Title TBD
D. Assembly Bill XX (Author) - Bill Title TBD
Status: Draft
- 2019-0044** RECEIVE AND FILE State and Federal Legislative Report.

Status: Draft

Finance, Budget and Audit Committee

Wednesday, February 20, 2019

2019-0002 RECEIVE AND FILE the Fiscal Year 2020 (FY20) Budget Development Process.

Status: Approval Review

2019-0025 RECEIVE AND FILE the second quarter report of Management Audit Services (Management Audit) for the period ending December 31, 2018.

Status: Approval Review

2018-0607 CONSIDER:

- A. ADOPTING the Investment Policy in Attachment B;
- B. APPROVING the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA Officials, Attachment C; and
- C. APPROVING the Local Agency Investment Fund (LAIF) Resolution authorizing LAIF to honor LACMTA Authorized Signatures, Attachment D; and
- D. DELEGATING to the Treasurer or her designees, the authority to invest funds for a one year period, pursuant to California Government Code ("Code") Section 53607.

Status: Approval Review

2018-0596 ADOPT a resolution, Attachment A, that:

- A. AUTHORIZES the issuance of bonds by competitive sale to refund the Proposition C Series 2009-E Bonds, consistent with the Debt Policy to achieve approximately \$8.9 million in net present value savings over the ten-year life of the bonds;
- B. APPROVES the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Escrow Agreement, Continuing Disclosure Certificate and Preliminary Official Statement on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the resolution; and
- C. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the refunding bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

Status: Approval Review

2018-0597

ADOPT a resolution, Attachment A, that:

A. AUTHORIZES the issuance of bonds by competitive sale to refund the Proposition A Series 2009-A Bonds, consistent with the Debt Policy to achieve approximately \$8.9 million in net present value savings over the seven-year life of the bonds;

B. APPROVES the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Escrow Agreement, Continuing Disclosure Certificate and Preliminary Official Statement on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the resolution; and

C. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the refunding bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

Status: Approval Review

Wednesday, March 20, 2019

2019-0031

APPROVE Metro's participation in the North Hollywood Transit property-based Business Improvement District for a period of five years commencing January 1, 2020 through December 31, 2024 for an estimated amount of \$699,293.89 over the five-year life.

Status: Draft

Wednesday, April 17, 2019

2019-0027

AUTHORIZE the Chief Executive Officer to negotiate and award All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$x.x million for the 12-month period May 10, 2019 through May 10, 2020.

Status: Draft

Operations, Safety, and Customer Experience Committee

Thursday, February 21, 2019

2018-0797 APPROVE Modification No. 1 to Task Order No. PS878320003041, under Contract No. PS4010-3041-F-XX, with Cambridge Systematics, Inc. for additional enhancements to the sytemwide bus network restructuring plan for a firm fixed price of \$764,325, increasing the total Task Order value from \$1,295,762 to \$2,060,087, and extending the period of performance through December 30, 2021.

Status: Approval Review

2019-0013 RECEIVE AND FILE Transit Safety and Security Report.

Status: Approval Review

2018-0792 RECEIVE AND FILE secure bicycle parking assessment report in response to September 2018 Board Motion item 22.

Status: Approval Review

2018-0820 APPROVE the recommendation to make free transit permanent on regular federal and statewide election days in response to Motion 40 entitled Free Transit on Election Day.

Status: Approval Review

2018-0668 RECEIVE AND FILE the status update for Motion 38.1 about the customer experience program.

Status: Approval Paused

2018-0742 Operations Employees of the Month

Status: Approval Review

2018-0743 RECEIVE oral report on Metro Special Events Bus and Rail Services.

Status: Approval Review

Thursday, March 21, 2019

2018-0788 APPROVE Nominee for membership on Metro's Gateway Cities Service Council.

Status: Draft

2018-0744 Operations Employees of the Month

Status: Draft

2018-0745 RECEIVE oral report on System Safety, Security and Operations.

Status: Draft

Planning and Programming Committee

Wednesday, February 20, 2019

- 2018-0799** RECEIVE AND FILE update report on Transportation Demand Management Program in response to Board Motion 36 approved at the October 2017 Board meeting.
Status: Approval Review
- 2018-0771** ADOPT Inglewood First/Last Mile Plan.
Status: Approval Review
- 2018-0802** CONSIDER:
- A. APPROVING:
1. programming of \$16,570,590 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (Attachment A);
 2. programming of \$13,143,260 in Measure M MSP - Transit Program (Attachment B);
 3. inter-program borrowing from subregion's Measure M MSP - Transit Program and programming of \$8,051,220 in Measure M MSP - Highway Efficiency Program (Attachment C); and
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects.
Status: Approval Review

Wednesday, March 20, 2019

- 2018-0584** Approve contract modification for Purple Line Sections 2 and 3 First/Last Mile Plan and Guidelines.
Status: Draft
- 2018-0735** AUTHORIZE the Chief Executive Officer to:
- A. EXECUTE Modification No. 8 to Contract No. PS2415-3172 with HDR Engineering, Inc., for the Link Union Station (Link US) Project to complete the preliminary engineering and environmental certification and address required changes to meet the funding requirements, in the amount of \$ _____, increasing the total contract value from \$62,040,630 to \$ _____;
- B. INCREASE in Contract Modification Authority (CMA) in the amount of

Wednesday, January 30, 2019

\$ _____, increasing the total CMA amount from \$4,356,715 to
\$ _____, due to the complexity of the two separate NEPA and CEQA
environmental study effort; and

C. APPROVE an amendment to increase the FY19 fiscal year budget in
the amount of \$ _____ for the LINK US Project in Cost Center 2145.

Status: Approval Paused

2018-0819

Receive and file Long Range Transportation Plan (LRTP) Draft Baseline
Understanding Framework and Values Framework.

Status: Draft

Thursday, April 25, 2019

2018-0774

Adopt the Transit to Parks Strategic Plan.

Status: Draft