Agenda
Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE
William Mulholland Conference Room

1. Call to Order/Roll Call  Action (Fanny Pan, Brian Lam)
2. Agenda Reports by Standing Committees
   - Bus Operations
   - Local Transit Systems
   - Streets and Freeways
   - TDM/Sustainability
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
   5 min
3. Chairperson's Report
   - February Board Recap (Handout)  Information (Fanny Pan)
4. Consent Calendar
   - Approval of Minutes
     Attachment 3: Draft February 3, 2016 Minutes  Action
5. Potential Ballot Measure Update  Information (Tim Mengle/Wil Ridder)
   10 min
6. Call for Projects Revised Lapsing Policy  Action (Renee Berlin/Fanny Pan)
   Attachment 4: Proposed Lapsing Policy
   15 min
7. FY 17 Budget Development Update  Information (Conan Cheung)
   15 min
8. Wayfinding Signage Grant  Information/Possible Action (Terri Slimmer)
   5 min
9. Active Transportation Program (ATP)  Information (Wil Ridder/Patricia Chen)
   5 min
10. CTC Update
   Information
   5 min
   (Patricia Chen)

11. Active Transportation Strategic Plan
    Information
    15 min
    (Tham Nguyen)

12. Legislative Update
    Information
    15 min
    (Michael Turner/Raffi Hamparian)

   Federal
   State

13. Other Business

14. Adjournment

TAC Minutes and Agendas can be accessed at: http://www.metro.net/about/tac/

Please call Brian Lam at (213) 922-3077 or e-mail lamb@metro.net with questions regarding the agenda or meeting. The next TAC meeting will be held on April 6, 2016 at 9:30 AM in the William Mulholland Conference Room on the 15th floor.
Attachment 1

Subcommittee Agendas
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE
Mulholland Conference Room - 15th Floor
9:30 am

1. Call to Order
   (1 minute)  Action
   Jane Leonard

2. Approval of January 19, 2016 Minutes
   (1 minute)  Action
   BOS

3. Chair’s Report
   (5 minutes)  Information
   Jane Leonard

4. Metro Report
   (5 minutes)  Information
   Annelle Albarran

5. FTA Updates
   (10 minutes)  Information
   Arianna Valle/Adam Stephenson

6. Express Lanes Toll Revenue Grant
   Attachment 1: Metro ExpressLanes
   Presentation
   (10 minutes)  Information
   Silva Mardrussian

7. Overview of Transit Programs –
   FAST Act
   (10 minutes)  Information
   Ashad Hamideh

8. 2016 Ballot Measure Update
   (10 Minutes)  Information
   Tim Mengle

9. SCRTTC Updates on Technical Training
   Activity
   Attachment 2: SCRTTC Presentation
   (10 minutes)  Information
   Dave Stumpo
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<td>10.</td>
<td>FTA 5307 Working Group Update</td>
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<td></td>
<td>(10 minutes)</td>
<td>Information</td>
<td>Joyce Rooney</td>
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<td>11.</td>
<td>Access Update</td>
<td>Information</td>
<td>Matthew Avancena</td>
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<td>12.</td>
<td>FAP Update</td>
<td>Information</td>
<td>Carlos Vendiola</td>
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<td>13.</td>
<td>Legislative Report</td>
<td>Information</td>
<td>Raffi Hamparian/Marisa Yeager/Michael Turner</td>
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<td>14.</td>
<td>Transit Industry Debriefing/Updates</td>
<td>Information</td>
<td>All</td>
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<td>15.</td>
<td>New Business</td>
<td>Information</td>
<td>All</td>
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<td>16.</td>
<td>Adjournment</td>
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Information Items:

- 90-day Rolling Agenda
- Summary of Invoices FY 2016
- Summary of EZ Pass Invoices FY 2016
- Subsidy Matrix FY 2016
- TDA-STA Capital Claims FY 2016
- TDA-STA Claims FY 2016
- Regional Pass Sales FY 2016
- Combined FY 2013-2015 Section 5307 Balances as of 12.31.15
- FY 2013 Section 5307 Balances as of 12.31.15
- FY 2014 Section 5307 Balances as of 12.31.15
- FY 2015 Section 5307 Balances as of 12.31.15
- Metro ExpressLanes Presentation
- SCRTTC Presentation

BOS Agenda Packages can be accessed online at: [https://www.metro.net/about/bos/](https://www.metro.net/about/bos/)

Please call Annelle Albarran at 213-922-4025 or John Green at 213-922-2837 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on Tuesday, March 15, 2016, at 9:30 am in the Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.
NOTE TIME: 1:30 PM

Agenda - Revised

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE

4th Floor TAP LAB

1. Call to Order

Action
Sebastian Hernandez, Chair

2. Approval of Minutes – (Handout)

Action
Sebastian Hernandez, Chair

3. FTA’s Section 5310 Program and the FAST Act

Information
Ashad Hamideh, Metro

4. Express Lanes Grant

Information
Silva Mardrussian, Metro

5. 1st Draft FY2016-17 Funding Marks

Information
Susan Richan, Metro

6. New MOU for FY2017-21 (five year MOU)

Information
Susan Richan, Metro

7. Potential Ballot Measure Update

Discussion
Tim Mengle, Metro

8. New Business, Date of Next LTSS Meeting

Sebastian Hernandez, Chair
Thursday, February 18, 2016 9:30 a.m.

Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

*Mulholland* Conference Room, 15th Floor

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

2. Approval of Minutes
   Action *(Subcommittee)*
   Attachment 1: January 21, 2016 Minutes
   Attachment 2: Sign-in Sheet/Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda

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

4. Metro Report
   5 min
   Information *(Fulgene Asuncion)*
   • 2015 Call for Projects Workshop
   • ATP Cycle 2 Workshop

5. Caltrans Update
   5 min
   Information *(Steve Novotny)*

6. State and Federal Legislative Update
   10 min
   Information *(Raffi Hamparian/Marisa Yeager/Michael Turner)*

7. Potential Ballot Measure Update
   15 min
   Information *(Tim Mengle)*

Los Angeles County
Metropolitan Transportation Authority
8. 2016 California Statewide Local Streets and Roads Needs Assessment
   Information (Will Ridder)
   10 min

9. CTC Update
   Information (Patricia Chen/Steven Mateer)
   10 min

10. ATP Grant Assistance Letter of Interest
    Information (Patricia Chen)
    10 min

11. Paid Parking Pilot Program
    Information (Frank Ching)
    15 min

12. Vision Zero
    Information (Nat Gale/LADOT)
    20 min

13. New Business
    5 min

14. Adjournment
    1 min

The next meeting for the Streets and Freeways Subcommittee will be held on March 17th at 9:30 a.m. on the 4th floor, Plaza View 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/
Agenda

Los Angeles County Metropolitan Transportation Authority (Metro)

TDM/ SUSTAINABILITY SUBCOMMITTEE

Metro HQ
16th floor, Sierra Madre Conference Rm.

1. Call to Order/Roll Call  
   Action  
   (Mark Yamarone, Chair)

2. Introductions  
   All

3. Zero Emission Vehicle Charging Stations  
   Update  
   (Mike Bagheri, City of Pasadena)

4. Bikeshare Program  
   Update  
   (Rubina Ghazarian, LADOT)  
   (Avital Shavit, Metro)

5. Urban Greening Plan  
   Update  
   (Katie Lemmon, Metro)

6. Future Agenda Items  
   All

7. Adjournment

Please call Neha Chawla at (213) 922-3984 or e-mail to chawlan@metro.net, if you have questions regarding the agenda or the meeting.
Attachment 2

Subcommittee Actions
Disposition of Subcommittee Actions

February 2016

Bus Operations Subcommittee:

- Approved the January 19, 2016 meeting minutes

Local Transit Systems Subcommittee:

- Approved the December 22, 2015 meeting minutes

Streets and Freeways Subcommittee:

- Approved the January 21, 2016 meeting minutes

TDM/Sustainability Subcommittee:

- No actions were taken
Attachment 3

February 3, 2016 TAC Minutes

February 3, 2016 Sign-In Sheets
Wednesday, February 3, 2016 9:30 A.M.

Meeting Minutes

Los Angeles County Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call
Brian Lam (Alternate Chair) called the meeting to order at 9:36 A.M., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees
   Bus Operations Subcommittee (BOS)
   • Last met on January 19, 2016
   • Approved the following changes to the BOS representation on TAC:
     o Primary Members: Jane Leonard (Culver City Bus) and Michelle Caldwell (Foothill Transit)
     o Alternate Members: Gloria Gallardo (Montebello Bus Lines) and Susan Lipman (Santa Clarita Transit)
   • Received updates on:
     o TAP on 2nd Boarding Marketing Plan
     o FTA Section 5307 Working Group
     o Metrolink Mobile Ticketing Application
     o Regional Paratransit Free Fare Review Working Group
     o FAP Revenue Estimates
   • Next meeting is scheduled for February 16, 2016

Local Transit Systems Subcommittee (LTSS)
• Did not meet in January
• Next scheduled meeting on February 18, 2016

Streets and Freeways Subcommittee
• Last met on January 21, 2016
• Elected Chair and Vice Chair positions:
  o Chair: Bahman Janka (City of Pasadena)
  o Vice Chair: Elizabeth Shavelson (City of Malibu)
• Received updates on:
o Go Human Campaign
o Draft 2016 SCAG RTP/SCS
o ExpressLanes Net Toll Revenue Reinvestment Program

- Next meeting is scheduled for February 18, 2016

**Transportation Demand Management (TDM)/Sustainability Subcommittee**

- Did not meet in January
- Next meeting is scheduled for February 10, 2016

3. **Chairperson’s Report (Fanny Pan, Metro)**

A handout of the January 28, 2016 Metro Board meeting recap was distributed in lieu of an oral report.

Ms. Pan announced that Metro will be holding the 2015 Call for Projects Successful Applicant Workshop on February 24, 2016. Letters will be sent to successful applicants by the end of the week.

On the same day in the afternoon, Metro will also be holding the ATP Cycle 2 Successful Workshop. Both workshops will be held in the Metro Headquarters’ Board Room.

Metro’s 2016 Active Transportation Summit will be held on March 1, 2016 at Metro Headquarters’ Boardroom to solicit feedback on the Draft Active Transportation Strategic Plan.

Ms. Pan announced that Patrick DeChellis (County of Los Angeles) is retiring. Replacing Mr. DeChellis as a TAC representative is Pat Proano (Deputy Director, County of Los Angeles)

4. **Consent Calendar**

A motion to approve the January 6, 2016 TAC minutes was made by Jane Leonard (BOS) and seconded by Sebastian Hernandez (LTSS). Robert Newman (League of California Cities – San Fernando Valley COG), Mark Yamarone (County of Los Angeles), and Mark Hunter (TDM/Sustainability Subcommittee) abstained. The minutes were approved.

5. **Potential Ballot Measure Update (Tim Mengle, Metro)**

Mr. Mengle reported that the Potential Ballot Measure information campaign is underway, called “Metro’s Plan to Ease Traffic.” The analysis of the capital side continues and cost estimates are being refined. The Potential Ballot Measure Working Group for the Non-Capital percentage breakdown has developed three recommendations. Mr. Mengle distributed handouts of the Working Group’s Draft Recommendations. The first option received the broadest level of support, but no one was completely happy with any of them, particularly concerning the Local Return level.

The first option has 20% for transit operations, 5% for Metro rail operations, 6% for Metro State of Good Repair, 1% for commuter rail (operations capital flexible), 1% for ADA paratransit (operations capital flexible), 15% for Local Return, and funding for LTSS and Tier 2 Operators would come from the local return pot.
The plan is to meet with Phil Washington and see what his thoughts are on the process. The draft proposal will be released to the Board in March.

Michelle Caldwell (BOS) asked if the State of Good Repair funds are only eligible for rail or also bus facilities? Mr. Mengle replied that it would include all transit facilities—bus and rail. Ms. Caldwell suggested excluding the word “Metro” from the Metro State of Good Repair category, to avoid misleading other agencies from participating.

Robert Beste (League of California Cities – South Bay Cities COG) stated his concern with the Transit Operations category staying at 20% after reports of declining bus usage. He asked why the Transit Operations percentage is not reduced in order to increase Local Return? Mr. Mengle replied that declining bus usage is an issue that has been discussed in the Working Group. There was concern for moving Transit Operations below 20% due to political constraints.

Mr. Beste asked what the justification was for keeping the Transit Operations percent higher than Local Return? Ms. Leonard replied that as rail continues to become a priority, the connection to all rail stations are primarily through buses. She stated that while there may be a decline at the moment, it is plateauing and an increase in ridership is expected in the future. Funds will be needed to operate the transit systems to serve those riders. Ms. Caldwell commented that the way to alleviate traffic congestion is to provide more transit options. Improving ridership involves improving service, first and last mile, and access to the rail system. It is important to continue investment in the public transportation system even during times of low ridership.

David Feinberg (League of California Cities – Westside Cities COG) commented that the decrease in ridership in Los Angeles County is tied to reduced bus service from Metro due to budgetary issues. Reduced service led to lower ridership. He noted that continued investment in transit operations will improve ridership.

Mr. Mengle stated that the Capital Projects list the COGs provided include many projects that would be eligible for Local Return funding—including a lot of ATP projects. Mr. Mengle explained that in this sense, there is Local Return money on the Capital portion as well. Mr. Beste commented from the COG and city perspective, it is still problematic that the percentage for Local Return has not been increased.

Larry Stevens (League of California Cities – San Gabriel Valley) asked if the draft Working Group recommendations represents all the requests received to be designated as a funding category? He recalled a letter requesting that 2% be provided for green streets and complete streets as a potential funding category. Mr. Mengle replied that the Working Group was focused on the funding categories that the recipients would get. The 2% requested for green streets and complete streets would have been a set-aside in Local Return. It has been the general consensus that Local Return have maximum flexibility, rather than set-asides regulating what it is spent on. Mr. Stevens restated that the San Gabriel Valley COG believes that a 15% Local Return is too low.
Mohammad Mostahkami (League of California Cities – Gateway Cities COG) commented that the Potential Ballot Measure is an extension of the existing Measure R sales tax rate, plus an additional half cent sales tax. If passed, the Potential Ballot Measure will essentially double the current funds being received in each category. Mr. Mostahkami reiterated that the Gateway Cities COG is still recommending 25% minimum for Local Return.

Mr. Stevens asked if the extension of Measure R will use the existing expenditure plan or if it will use the Potential Ballot Measure expenditure plan? Wil Ridder (Metro) clarified that the extension of the Measure R sales tax rate should not be confused with the extension of Measure R sales tax expenditure program. He explained that the extension of the Measure R sales tax rate along with the new half-cent sales tax will fall under a brand new expenditure plan. Assuming that the Potential Ballot Measure is passed, the new expenditure plan would include an additional half cent that is layered on top of what you are receiving through Measure R. This would result in an automatic increase in funding across the board for all funding categories.

Mr. Hernandez commented that the proposed Draft Non-Capital funding recommendations is concerning because most have no allocation to LTSS or Tier 2 operators. He explained that if ridership for LTSS and Tier 2 operators is combined, only Long Beach Transit and Metro have higher ridership. Mr. Hernandez believes that LTSS and Tier 2 operators should receive a percentage as they both do not receive any funding from the FAP or the Transit Operations category.

Mr. Mostahkami requested that these comments be conveyed to the decision makers. Ms. Pan replied that the concerns will be shared.

Mr. Mostahkami asked when is the next meeting with Phil Washington? Mr. Mengle replied that there is an internal meeting scheduled for February 5th. Ms. Pan added that the next COG Executive Directors meeting will be on March 11th.

Mr. Hernandez asked for clarification on next steps. Mr. Mengle replied that the Draft Expenditure Plan will be presented to the Board in March. If approved, there will be a 60-day public comment period. Metro’s Communication team will be engaging the public during this time.

6. Active Transportation Program (ATP) (Wil Ridder, Patricia Chen, Metro)
Ms. Chen reported that in ATP Cycle 2, $102 million was awarded to the Los Angeles County region. Of that amount, $26 million was cleared from Call obligations resulting with $65 million of the $90 million Call shortfall being eliminated. For Cycle 3, staff is recommending offering grant assistance on a voluntary, discretionary basis, to project sponsors that do not have a funding assignment for the 2015 Call. Staff will limit grant assistance to projects of $1 million or more in order to have a larger return on investment. Ms. Chen also addressed the concern of projects that received partial funding from the ATP, and confirmed that in such cases, Metro will fund the remaining amount on a financial subtraction basis.

Staff is also proposing changing the way the 10 points for the MPO scoring of the ATP are assigned. Rather than the full 10 points going to all projects that align with Metro plans and
policies, 7 points will be applied in that fashion. Projects that are receiving Metro grant assistance, or qualify for grant assistance, would receive the additional 3 points.

Carlos Rios (City of Los Angeles) asked for clarification if a project would only receive 7 points if it does not meet the criteria to receive grant assistance? Ms. Chen replied yes. The goal is to align the full 10 points with the Grant Assistance Policy and to help delivery on Metro’s policies.

Mr. Hernandez asked if the ATP Cycle 3 process would impact funding for projects not related to ATP. Mr. Ridder clarified that staff is moving forward with funding assignments for projects that are in the early years of the 2015 Call period. With the new ATP policy, for those projects that do not have a fund assignment, staff will allow project sponsors to voluntarily apply for ATP funding. This also provides flexibility for project sponsors to obtain ATP funding to reduce their local match amount.

Kevin Minne (City of Los Angeles) commented that it does not seem fair to assign 3 extra points to projects that have previously received assistance. He noted that an otherwise strong ATP project that does not meet that requirement would not receive the full points. Mr. Ridder responded that this is a progression staff is trying to take to support and prioritize investment to the Active Transportation Strategic Plan (ATSP). He elaborated that since expanding to open solicitation and after talking to partner agencies and stakeholders, this was an incremental and appropriate step to help prioritize investment.

Eric Bruins (Los Angeles County Bicycle Coalition) commented that he appreciates the direction this policy is going, in terms of opening up who the assistance can go to. He stated his concern since Metro’s ATSP hasn’t been released yet, that Safe Routes to School may “fall through the cracks” with the new proposed scoring system. Since Metro has a separate Safe Routes to School planning effort, it is not clear if it will be in line with Metro’s ATSP. Mr. Bruins hopes to avoid that outcome.

Mr. Ridder mentioned that as part of the ongoing support for the implementation of ATP, they have scheduled a Cycle 2 successful sponsor workshop and are coordinating with Caltrans. The workshop will focus on various types of procedures that apply to the ATP and is intended to be a value to those that have current projects, or who are interested in Cycle 3.

Carlos Rios voiced his concern about Cycle 1 projects that have been delayed due to various reasons such as eligibility or environmental issues that were not anticipated. He asked if Metro will be supportive if the project sponsor needs to file an extension request with the CTC? Ms. Chen replied that Metro is typically very supportive of the requests.

Ms. Chen stated two things that have changed in the current ATP Cycle 3 Draft Guidelines. First is the planning limitation has been lowered from 3% to 2%. The second is that the disadvantaged community points are proposed to be lowered from 10 points to 5.

7. 2016 California Statewide Local Streets and Roads Needs Assessment (Wil Ridder, Metro)
Mr. Ridder detailed an email communication highlighting an update to the 2016 California Statewide Local Streets and Roads Needs Assessment effort. Part of this process is a survey
for local agencies to document how they are spending money for various types of activities, such as bridges, streets and roads and complete streets. The intent is to ensure that the State recognizes those costs and needs over time in order to ensure continued investment and transportation funding. Mr. Ridder encouraged each agency to complete the survey to help complete the process.

8. **ExpressLanes Toll Revenue Grant Round 2 (Silva Mardrussian, Metro)**

Ms. Mardrussian announced that Metro will be releasing applications to reinvest in the ExpressLanes Net Toll Revenue program. The objective of the program is to increase mobility and to be consistent with Metro’s LRTP and Sustainability Policy. There are three categories that one can apply for: transit use, system connectivity/active transportation, and roadway improvements. Two applications will be released: one is for transit use/roadway improvements, and the other is for system connectivity/active transportation. Eligible applicants are public agencies that facilitate transportation within Los Angeles County. Those can be cities, Los Angeles County, transit operators, and Metro. Joint Power Authorities (JPA) and non-profit agencies may apply, but need to partner with a public agency as a lead to be eligible. All projects and programs must be within a three-mile radius of the I-10 or I-110 ExpressLanes corridor. A project may be eligible if it is considered to be regionally significant by providing a direct benefit to the I-10 or I-110 ExpressLanes corridor. Funding for this round is $20-24 million, which will be broken down into the three categories. Transit use will get $8-9.6 million, system connectivity/active transportation will get $8-9.6 million, and roadway improvement will get $4-4.8 million. The I-110 generates more revenue; therefore more funds are allocated to that corridor.

Ms. Mardrussian outlined the different projects eligible for the grant. For transit use, the program is looking for bus purchases to enhance or add services, rideshare and vanpool programs, and station enhancement. For system connectivity/active transportation, eligible projects include first/last mile, complete streets, operating subsidies for bike share, car share, bike parking, and bicycle or pedestrian enhancements. For roadway improvements, eligible projects include ITS improvements to manage demand, and on and off ramp improvements that connect to city streets to reduce incidents of vehicle-bicycle-pedestrian conflict.

The applications will be evaluated based on different criteria such as mobility improvement, innovative strategies, how the project/program is consistent with SCAG or Metro policies. Local match is not required, but extra points will be awarded if included. Other questions for evaluation include: cost effectiveness, project readiness, and non-profit partnerships.

This round of the program includes new requirements. Metro is recommending that cities partner with non-profit agencies wherever possible. For example, in the transit use/roadway improvement application, 5 of 15 points will be awarded to public agencies that partner with a non-profit agency and in the system connectivity/active transportation application, 10 of 100 points will awarded. The role of the non-profit must be clearly stated in the application. All funding agreements must be executed within six months, and all applicants are expected to begin expending funds within one year of executing the agreements. Metro is requiring before and after counts, and will be providing the methodology, which will be included in the cost of the project. Outreach alone will not be counted as an eligible project element, but instead has to be part of a larger capital improvement project.
The Board approved the ExpressLanes Toll Revenge Grant application package in February 2016. The application will be available online starting Friday, February 12, 2016. Two applicant workshops are scheduled for Thursday, March 3rd in Torrance at the South Bay COG office and the Tuesday, March 8th in El Monte at the Bus Division. Applications are due Monday, May 16th. Staff hopes to present all the projects to the Corridor Advisory Group in June, and present funding recommendations to the Board in July.

Corrine Ralph (City of Los Angeles) commented that the six month execution requirement may pose some challenges. Ms. Mardrussian acknowledged Ms. Ralph’s concerns and noted that staff can work with the applicants.

Mr. Stevens asked if municipalities or other public agencies that are within the three-mile radius of the corridors will receive notice of the availability of the application package. Mardrussian replied that it will only be online and will not be distributed to the agencies directly.

Ms. Leonard commented that often there are non-profit organizations that provide technical training that would make good partners for these types of programs.

9. Paid Parking Pilot Program (Frank Ching, Metro)
Mr. Ching explained that Metro currently operates 22,000 parking spaces at 48 different stations, and the numbers will increase to 25,000 spaces at 57 stations with the Expo and Gold extensions opening this year. Over 4 million cars per year park at Metro facilities, and not all users parking their cars are confirmed transit users or just taking advantage of the free parking space. Staff is proposing a paid parking pilot program at nine park and ride locations with 4,700 parking spaces to begin charging for parking. The goal is to keep demand for Metro’s parking facilities under control and to keep the parking occupancy rate at 85% to ensure that potential transit riders throughout the day have available parking as well.

Mr. Ching stated that park and ride facilities are part of the first-last mile connection and that a good parking program will enhance the user’s experience riding the system. He referenced Metro’s Parking Master Plan and how this pilot program will help to identify the differences in parking behavior between charging and not charging, as well as fine-tuning the parking rate so that a transit user will always be able to immediately find a parking space at Metro’s facilities.

The nine stations included in the pilot program are: Expo/Bundy, Expo/Sepulveda, 17th St/SMC, La Cienega/Jefferson, Culver City, Sierra Madre Villa, Atlantic, Universal, and North Hollywood. Metro is currently unable to identify how many people using the parking facilities are actually using the transit system. Metro plans on using TAP card readers to recognize if drivers are using the transit system within 96 hours after parking their vehicles. The 96 hour policy will allow time to accommodate users after a long weekend. The TAP card reader will identify if the user has ridden the transit system and will charge them the discounted rate for parking. Current permit holders will automatically convert to a monthly parking customer. The daily transit user rate is set between $2-3, but the non-transit user rate will be $15-25,
depending on the station. The purpose of the program is to reduce non-transit users and retain parking spaces for people using the transit system.

Rich Dilluvio (Bicycle Coordinator) asked how Metro knows that the Sierra Madre Villa station has non-transit users parking in the facility? Mr. Ching responded that staff has observed people park and walk to the nearby retail or the adjacent Kaiser facility. Staff has also received inquiries from nearby business owners requesting to buy monthly parking passes for their employees.

Mr. Stevens asked how Metro will distinguish a daily transit user from a daily non-transit user when they enter the facility. Mr. Ching replied that a parking attendant will ask for their TAP card and technology will be used to determine if they rode the system within 96 hours. Mr. Stevens noted that not all transit users have a TAP card, especially when entering for the first time. Mr. Ching explained that for those instances, they will issue a non-paid ticket to place on the parked vehicle’s dashboard. That person will then purchase a TAP card to ride the system. If that user paid with their credit card, the card will be put on hold similar to a hotel transaction. Once verified that the user rode the transit system, the person will be charged the transit user fee. However, if that person does not use the transit system, then they will be billed the full non-transit user rate. If the person does not have a credit card and if no transaction can be verified with a TAP card, a citation will be issued.

Mr. Stevens also commented that the current Sierra Madre Villa station may not be at capacity any longer after the opening of the Gold Line Foothill Extension. Mr. Ching responded that this pilot program will be flexible. If another station has a higher demand after the Foothill Extension opens, the pilot program can be moved to another station.

Mr. Stevens voiced concern about how the paid parking program will impact each city’s surrounding streets. He commented that Sierra Madre Villa has a lot of free parking in the surrounding streets which may become overloaded once the pilot program goes into effect. Mr. Ching responded that staff has talked to various cities in the program, such as Norwalk, Pasadena, the City of Los Angeles, Culver City, and Santa Monica, and have determined that if this program impacts the neighborhood, Metro will assist in implementing a permit parking program within the neighborhood. Mr. Stevens responded that some cities may not like the one-size-fits-all approach to permit parking. He cited his own city, San Dimas, will not issue any permit parking whatsoever.

Mr. Ching reported that Metro conducted cost comparisons of utilizing the Metro transit system with paid parking, compared to driving, at both the North Hollywood and Universal City stations. Currently with free parking, a commuter using the Metro park and ride and taking transit will save 73-74% compared to the monthly cost of driving (gas + parking). With the introduction of the proposed pilot program, the commuter will still save 50-53% compared to driving. Mr. Ching does anticipate ridership to be negatively affected at the start of the pilot program, due to commuters preferring to drive rather than pay for parking, but will be recaptured in the long run due to the 50-53% savings and the effects of being stuck in traffic, especially when the program creates additional available parking spaces.
Mr. Ching addressed a concern from transit riders who do not use park and ride, that their fares are being used to subsidize parking facilities. He stated that this program will help to recover a small portion of the operating costs of the parking facilities. Since this is a pilot program being implemented at only select stations, Mr. Ching does not expect this to generate a significant amount of revenue. Staff estimates approximately $600,000 annual net revenue, after operating costs, technology, labor, and upfront costs.

The proposed pilot program will be presented to the Board in February 2016, with the detailed operating plan presented to the Board for approval in March 2016. Public outreach will occur for one month afterwards. Public outreach will include signage, social media, a website and email blasts. Staff hopes to begin implementation in May 2016 with the new Expo line stations and full implementation by July or August 2016. Evaluations and findings will be presented to the Board for any fine-tuning necessary, such as rates, operating hours, or policies.

David Kriske (League of California Cities – Arroyo Verdugo Cities) suggested finding a way to extend this program to Metrolink, because they are having issues figuring out a solution for ridership verification. Mr. Ching stated that Metro is still looking at different options for validating users. One option would be automated license plate readers, similar to highway tolls.

Mr. Stevens replied that the Rancho Cucamonga Metrolink station has added a system of paid parking, where the user buys the ticket at a machine and record the license number, so all the license numbers are computerized for the purposes of enforcement.

Mark Hunter (TDM/Sustainability) asked if a user riding on a bus other than Metro is eligible for the transit user parking rate? Mr. Ching replied that if the rider uses a TAP card to ride, no matter what agency, they will qualify as a transit user.

10. CTC Update (Patricia Chen/Steven Mateer, Metro)
Ms. Chen reported that at the January 21st CTC meeting, Metro received a $35 million allocation for construction on the Van Nuys North Platform, which is a Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor project and a gap closure on the double track. In ATP, Metro received three allocations and an award extension.

Ms. Chen announced that Commissioner Robert Alvarado was elected Chair, Darius Assemi was elected Vice Chair, and Commissioner Dario Frommer has been replaced by Christine Kehoe. Executive Director Will Kempton will be retiring between March and June 2016, depending on the recruitment processes.

Mr. Mateer presented information on the revised 2016 State Transportation Improvement Program (STIP) fund estimate. This was necessitated due to the anticipated drop in the price-based excise tax, which is one of the primary funding sources in the STIP. This has caused a drop in $754 million over the five-year STIP period. Typically when this happens the CTC can do one of two options, one of which is to adopt an allocation plan to certain projects based on pre-established priorities, and the other option is to do a proportional cut based on each county’s share of the STIP. For Los Angeles County that would translate to a $118 million cut.
Over the five-year period. Metro submitted its original 2016 STIP in December 2015 with no new projects, and spread existing STIP projects, which include the light rail vehicle purchase and two phases of the SR-138 in the High Desert. Due to the new fund estimate, the resubmittal is going to maintain the original program dates and no deprogramming will be proposed. Metro is recommending to the Board in February 2016 to adopt these priorities to submit to the CTC. The light rail vehicle purchases are already under contract and being built, and typically the CTC treats those types of projects favorably. Metro is working with Caltrans to classify the SR-138 Project as a safety project, given that there is a high incidence of collisions on that corridor, and is hoping that will allow the CTC to designate the project as a high priority.

11. Urban Greening Implementation Action Plan (Katie Lemmon, Metro)
Ms. Lemmon reported that the Board approved the Urban Greening Implementation Action Plan at the January meeting. The Plan includes items such as developing a carbon calculator specific to the types of greening tools in the toolkit, conducting training and outreach, demonstration projects, inter-agency collaboration, consideration in Metro programs, online mapping, and research into funding options. Staff will return to the Board with a proposed timeline for implementation action items as well as developing evaluation criteria for the demonstration program. The demonstration program includes $50,000 for four demonstration projects for a total of $200,000, which will require a local match as well.

12. Go Human Campaign (Julia Lippe-Klein, SCAG)
Ms. Lippe-Klein reported that SCAG received a $2.4 million ATP grant to execute the Go Human campaign, an active transportation safety and encouragement campaign. SCAG formed a steering committee with the County Transportation Commissions and health departments from the SCAG region. Phase 1 which is wrapping up, included an advertising campaign. Phase 2 will include Open Streets events and temporary demonstration projects. Phase 3 will include developing bicycle safety training and toolkits.

The goals of the campaign are to increase the number of people walking and biking in the region and decrease the number of bicyclist and pedestrian collisions. The campaign branding encourages action-oriented movement, humanizing people on the streets and reminding drivers to look out for bicyclists and pedestrians on the road. SCAG developed an extensive needs assessment to ensure they were targeting the hotspots throughout the region. They found two target audiences: adult drivers (age 25-54), whose behavior they believed could be impacted the most, and the second audience being bicyclists and pedestrians. The message to these audiences is to be courteous, cautious, careful, ride in the flow of traffic. They are utilizing an engagement strategy, referring to the method of capturing the attention of the person while they are in the act of performing the activity they are trying to impact. Examples Ms. Lippe-Klein gave included drivers seeing the ads on billboards when they are driving, pedestrians seeing the ads at bus stops, or a driver hearing the ad on the radio while they're driving.

The campaign has been successful. With paid media alone the campaign gained 143 million impressions so far. There is a social media component to reach as many people as possible, including a digital open source toolkit which allows cities to easily adopt the campaign. The ads can also be co-branded to allow cities to add their logos. Campaign products are in
mainly English and Spanish, but cover up to five languages as well. Evaluation surveys conducted showed that 20% of respondents recognized the ads and 80% found them to be motivating.

The final phase is toolkits and training. SCAG is trying to find people to become local transportation champions, with the purpose of them becoming a resource of information and tools for their communities. They have developed user panels and identified key figures, and using their input to develop a toolkit with their consultants. They are always looking for more people to be involved in the development of the toolkits. Examples of key audiences include elected officials, transportation and public health officials, community groups, and employers.

Ms. Leonard asked how the Go Human campaign is interfacing with the City of Los Angeles’ Vision Zero program? Ms. Lippe-Klein replied that the Go Human campaign has been in contact with the Vision Zero team to ensure that their efforts are not being duplicated. Both programs can work in conjunction with each other and share information on what strategies are most effective.

Mr. Stevens asked what kind of outreach is being done with local school districts? Ms. Lippe-Klein stated that originally there was a much stronger presence with targeting schools as part of the strategy, but focus groups demonstrated that the toolkits are already in place at schools. She mentioned that Safe Routes to School toolkits already exist and are robust and comprehensive, so SCAG did not want to duplicate those efforts.

Ms. Leonard emphasized the importance of proper bike safety education from an early age, and stated that it was one of the biggest safety issues in Culver City and the westside. She stated this type of signage and education should be targeted at the school level. She believes that Safe Routes to School does not address these types of safety issues and the Go Human campaign should look into more school involvement.

13. Legislative Update
No update was provided.

Adjournment
Ms. Pan adjourned the meeting and reported that the next scheduled TAC meeting is March 2, 2016 in the William Mulholland Conference Room on the 15th floor at 9:30 am. If you have questions regarding the next meeting, please contact Brian Lam at (213)922-3077 or email lamb@metro.net.
## Technical Advisory Committee

**Sign in Sheet**  
**February 3, 2016**

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>MEMBER/ALTERNATE</th>
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<tr>
<td><strong>Automobile Club of California</strong></td>
<td>1. Marianne Kim/Stephen Finnegan</td>
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<td><strong>Bicycle Coordinator</strong></td>
<td>1. Rich Dilluvio/Michelle Mowery</td>
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<td><strong>Bus Operations Subcommittee (BOS)</strong></td>
<td>1. Michelle Caldwell/Susan Lipman</td>
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<td>2. Jane Leonard/Michelle Caldwell</td>
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<td><strong>California Highway Patrol</strong></td>
<td>1. Sgt. Dave Nelms/Ofc. Christian Cracraft</td>
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<td><strong>Caltrans</strong></td>
<td>1. Gary Slater/Steve Novotny</td>
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<td>2. Robert So/Kelly Lamare</td>
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<td><strong>Citizen Representative on ADA</strong></td>
<td>1. Ellen Blackman/Vacant</td>
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<td><strong>City of Long Beach</strong></td>
<td>1. Eric Widstrand/Nathan Baird</td>
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<td>CITY OF LOS ANGELES</td>
<td>1. Corinne Ralph/Vacant/Corinne Ralph</td>
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<td>2. Dan Mitchell/Carlos Rios</td>
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<td>3. Ferdy Chan/Kevin Minne</td>
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<td>COUNTY OF LOS ANGELES</td>
<td>1. Tina Fung/Ayala Ben-Yehuda</td>
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<td>2. John Walker/Inez Yeung</td>
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<td>3. Pat Proano/Allan Abramson</td>
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<td>LEAGUE OF CALIFORNIA CITIES</td>
<td>1. David Kriske/Roubik Golanian</td>
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<td>Arroyo Verdugo Cities</td>
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<td>Gateway Cities COG</td>
<td>2. Mohammad Mostahkami/Lisa Rapp</td>
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<td>Las Virgenes Malibu COG</td>
<td>3. Robert Brager/Elizabeth Shavelson</td>
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<td>North Los Angeles County</td>
<td>4. Mike Behen/Allen Thompson</td>
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<td>San Gabriel Valley COG</td>
<td>5. Larry Stevens/Craig Bradshaw</td>
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<td>Westside Cities COG</td>
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<td>LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)</td>
<td>1. Sebastian Hernandez/Vacant</td>
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<td>2. Justine Garcia/Linda Evans</td>
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<td>METROPOLITAN TRANSPORTATION AUTHORITY (Metro)</td>
<td>1. Fanny Pan/Brian Lam Countywide Planning &amp; Development</td>
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<td>2. Carolyn Kreslake Metro Operations</td>
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<td>PEDESTRIAN COORDINATOR</td>
<td>1. Valerie Watson/Dale Benson</td>
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<td>PUBLIC HEALTH REPRESENTATIVE  (Ex-Officio)</td>
<td>1. Laura Franco for Susan Price/Vacant</td>
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<td>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCARRA - Ex-Officio)</td>
<td>1. Anne Louise Rice/Karen Sakoda</td>
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<td>SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD -- Ex-Officio)</td>
<td>1. Eyvonne Drummonds/Kathryn Higgins</td>
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<td>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG -- Ex-Officio)</td>
<td>1. Warren Whiteaker/Annie Nam</td>
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<td>GOODS MOVEMENT REPRESENTATIVE  (Ex-Officio)</td>
<td>1. Lupe Valdez/LaDonna DiCamillo</td>
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<td>TRANSPORTATION DEMAND MANAGEMENT/ SUSTAINABILITY SUBCOMMITTEE</td>
<td>1. Mark Yamarone/Phil Aker</td>
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<td>2. Mark Hunter/Vacant</td>
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## TAC Audience Attendance
**February 3, 2016**

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<tr>
<th></th>
<th>Name</th>
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<tr>
<td>1</td>
<td>Dustin Khum</td>
<td>Metro</td>
<td></td>
<td><a href="mailto:khund@metronet.com">khund@metronet.com</a></td>
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<tr>
<td>2</td>
<td>Susan Bar</td>
<td>LADOT</td>
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<td>3</td>
<td>Tim Mingle</td>
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<td>4</td>
<td>Jessica Mean</td>
<td>Inverse 1</td>
<td>213 210 8136</td>
<td>jessicaqinvestigations.com</td>
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<td>5</td>
<td>Eric Brunns</td>
<td>LACBC</td>
<td>213 624 2121</td>
<td><a href="mailto:eric@la-krec.org">eric@la-krec.org</a></td>
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<td>6</td>
<td>Jillian Luppe-Klein</td>
<td>SCAG</td>
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<td><a href="mailto:luppe-klein@scag.ca.gov">luppe-klein@scag.ca.gov</a></td>
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Proposed Call for Projects
Lapsing Policy
Revised Call for Project Lapsing Policy for Locally Funded Projects

**TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS:**

Grantee must demonstrate timely use of the Funds by:

(i) executing this Agreement within ninety (90) days of receiving formal transmittal of the Agreement from LACMTA, or by December 31 of the first Fiscal Year in which the Funds are programmed, whichever date is later; and

(ii) meeting the Project milestones due dates as agreed upon by the LACMTA and Grantee in the Funding Agreement; milestones include, but not limited to the following:
   a. for project development, Grantee must complete phase by the end of the second fiscal year following the year the Funds were first programmed; and
   b. for right-of-way, Grantee must follow its right-of-way acquisition policies and must show a realistic schedule for completion of acquisition required for the project agreed upon by LACMTA and Grantee prior to Agreement execution; and
   c. for construction or capital purchase projects, contracts shall be executed within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date; and

(iii) submitting the Quarterly Progress/Expenditure Reports; and

(iv) expending the Funds granted under this Agreement for allowable costs by June 30, 20__ (lapse date), within 36 months from July 1 of the FY 20__-__ final Fiscal Year in which funds are programmed.

Quarterly Progress/Expenditure Reports will be used to evaluate compliance with the Project milestone due dates as identified in the Funding Agreement. If the Project does not meet the milestone due dates as agreed upon in the Funding Agreement, the Grantee will be required to develop a written Recovery Plan illustrating in detail the Grantee’s actions to resolve the delay and to meet the Project completion date agreed upon in the Funding Agreement. If the Recovery Plan is deemed viable by LACMTA staff, and meets the Project completion date agreed upon in the Funding Agreement, LACMTA may grant an administrative schedule update as long as the Funds are expended in compliance with (iv) above. If Grantee fails to submit within 30 days of the notice of non-compliance from LACMTA, or the Recovery Plan illustrates that the project will not meet the lapse date in the Funding Agreement, LACMTA may recommend potential deobligation of the funds as part of its annual Call for Projects Recertification/Deobligation process.

Recertification of funds will be based on Project progress and is subject to meeting the Project milestones as agreed upon in the Funding Agreement. Grantee will ONLY be allowed to request a one-time lapsing date extension of 20-months starting from the last Fiscal Year of programmed funds. The request is subject to TAC consideration as part of the annual Call for Projects Recertification/Deobligation process.
If the Grantee does not complete one element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed, this Agreement shall automatically terminate.

If the Grantee fails to meet any of the above conditions, the Project may be considered lapsed and will be subject to consideration of deobligation by the LACMTA Board. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.