Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mulholland Conference Room – 15th floor

1. Call to Order/Roll Call Action (Fanny Pan, Brian Lam)

2. Agenda Reports by Standing Committees
   Bus Operations Information (Jane Leonard)
   Local Transit Systems (Sebastian Hernandez)
   Streets and Freeways (Fulgene Asuncion)
   TDM/Sustainability (Neha Chawla)
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions

3. Chairperson’s Report Information (Fanny Pan)

4. Consent Calendar Action
   • Approval of Minutes
     Attachment 3: Draft August 3, 2016 Minutes

5. 2016 Public Participation Plan Information (Bronwen Keiner)
   10 min

6. CTC Update Information (Patricia Chen)
   5 min

7. ATP Cycle 3 Update Information (Patricia Chen)
   5 min

8. LA River Bike Path Gap Closure Feasibility Study Information (Laura Cornejo)
   15 min

9. Rail to River Project Update Information (Roberto Machuca)
   15 min

10. Open Streets Grant Program – Cycle 2 Information (Avital Shavit)
    10 min
11. ExpressLanes Net Toll Revenue Reinvestment Grant Program – Round 2
   Information
   (Philbert Wong)
   10 min

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

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 meeting will be on October 5, 2016 at 9:30 a.m. in the William Mulholland Conference Room.
Attachment 1

Subcommittee Agendas
Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

**William Mulholland Conference Room – 15th Floor**

1. Call to Order
   
   1 min

2. Approval of Minutes
   
   Attachment 1: June 16, 2016 Minutes
   Attachment 2: Sign-in Sheet/Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda

3. Chair Report
   
   5 min

4. Metro Report
   
   • CTC Update (Handout)
   
   5 min

5. Caltrans Update
   
   5 min

6. 2016 Call Recertification/Deobligation/Extension
   
   Attachment 4: Recertification List
   Attachment 5: Deobligation List
   Attachment 6: Extension List
   Attachment 7: Reprogramming Recommendations
   Attachment 8: TAC Appeals Summary
   
   10 min

Action (Bahman Janka)

Action (Subcommittee)

Information (Bahman Janka)

Information (Fulgene Asuncion)

Information (Steve Novotny)

Information (Fanny Pan)
7. Connected Corridors – Interstate 210 Corridor Information (Allen Chen, Caltrans) 20 min

8. LA River Bike Path Gap Closure Feasibility Study Information (Julia Salinas) 15 min

9. ATP Cycle 3 Update Information (Shelly Quan) 10 min

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

11. New Business 5 min

12. Adjournment 1 min

The next meeting for the Streets and Freeways Subcommittee will be held on September 15th at 9:30 a.m. on the 15th floor, 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/
Attachment 2

Subcommittee Actions
Disposition of Subcommittee Actions

August 2016

Bus Operations Subcommittee:

- Did not meet in August

Local Transit Systems Subcommittee:

- Did not meet in August

Streets and Freeways Subcommittee:

- Approved the June 16, 2016 meeting minutes

TDM/Sustainability Subcommittee:

- Did not meet in August
Attachment 3

Draft August 3, 2016 Minutes

August 3, 2016 Sign-In Sheets
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 9:35 A.M., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees
   Bus Operations Subcommittee (BOS)
   • Did not meet in July

   Local Transit Systems Subcommittee (LTSS)
   • Did not meet in July

   Streets and Freeways Subcommittee
   • Did not meet in July

   Transportation Demand Management (TDM)/Sustainability Subcommittee
   • Did not meet in July

3. Chairperson’s Report (Fanny Pan, Metro)
Ms. Pan reported that the Metro Board was dark in July.

She also reported that Verizon Wireless and Sprint cellular services are now available on the Metro Red and Purple Line stations between Union Station and 7th St/Metro Center. Metro is currently working with T-Mobile and AT&T to provide service as well.

4. Consent Calendar
A motion to approve the July 6, 2016 TAC minutes was made by Mohammad Mostahkami (League of California Cities – Gateway Cities COG) and seconded by Sebastian Hernandez (LTSS). John Walker (County of Los Angeles) and Mark Hunter (TDM/Sustainability Subcommittee) abstained. The minutes were approved.
5. Supportive Transit Parking Program Master Plan (Frank Ching, Metro)
Mr. Ching distributed a draft Board report on the Supportive Transit Parking Program (STPP) Master Plan and Parking Management Unit Update that will be presented to the Board at their August 2016 meeting.

He reported that staff completed the STPP Master Plan first and second stages. Stage one involved a Systemwide facilities assessment of all 59 Metro stations with parking, online outreach surveys of over 9,000 people, and stakeholder outreach meetings and surveys. Staff also conducted 21 internal department meetings for input. Stage two involved development of the transit user parking demand model, which takes into account pricing elasticity and how the geographic location and character of the station location influences parking demand.

Mr. Ching reported that paid parking has been implemented at three Expo Line stations as part of the Parking Management Pilot Program. Currently, transit users pay $2.00 per day or $39.00 per month, as long as they use the transit system within 96 hours of parking. Riders who want to park their car at these stations currently need to scan their TAP card before paying for parking to verify transit usage. Mr. Ching noted that after the implementation of paid parking, the 17th St/Santa Monica College (SMC) station only has 32 cars per day using the station’s 65 parking spaces. He cited that the Expo/Bundy and Expo/Sepulveda stations also showed very low parking demand after paid parking implementation.

Mr. Ching reported that staff will seek Board approval later this year to initiate the second phase of the Parking Management Pilot Program to expand the program to 10 additional stations, which is expected to be completed in the first quarter of 2017. Metro also released a Request for Proposal (RFP) for a parking operator.

Mr. Ching reported that after implementing the new Preferred Permit Parking Program, over 200 permit holders dropped out of the program during the registration period, which has allowed Metro to be able to accommodate a majority of customers on the waiting list. After the first month, staff identified over 300 permit holders who took less than 10 transit trips per month, and 160 of which had never taken a transit trip. As a result, Metro is canceling the permits of those who are not using transit after parking.

Mr. Ching reported that the Parking Guidance System (PGS) has been approved by the Board and staff is moving forward with installation. The first testing phase will be at the APU/Citrus College Gold Line station and the Wardlow and Willow St. Blue Line stations.

Mr. Ching reported that Metro has expanded its car share program to 15 locations with 51 vehicles at various park-n-ride lots.

David Kriske (League of California Cities - Arroyo Verdugo Cities) asked how the Expo Line station parking lots were sized when the project was developed? Mr. Ching replied that the Exposition Construction Authority completed an Environmental Impact Report (EIR) process, but the planning stage of the Expo Line was before he started working at Metro.
Mr. Kriske asked how the paid parking regulations are being enforced? Mr. Ching replied that there are currently parking attendants, but Metro will be installing machines that require customers to scan their TAP cards before paying the daily parking rate.

Mr. Ching announced that parking enforcement will be transitioned to Metro this fiscal year, with the intention to increase the enforcement level and allow the Los Angeles County Sheriffs to focus on safety and security. Mr. Kriske asked who currently has the authority to write tickets? Mr. Ching replied that currently it is the Los Angeles County Sheriffs and Metro Transit Security, but after Metro takes over it will be outsourced to parking enforcement officers.

Larry Stevens (League of California Cities – San Gabriel Valley COG) commented that the method of determining parking requirements during the planning phases is often times flawed and arbitrary. Mr. Stevens asked whether the STPP will be used to fix the existing model that is used to calculate the demand for parking, so that new parking developments can be properly sized? Mr. Ching confirmed.

Mr. Stevens asked if Metro is looking at the Gold Line parking experience to make the parking demand model work better? He commented that the current model has not worked for Gold Line station parking facilities. Mr. Stevens also commented that Metro should consider how transportation services are changing, such as how ride share services like Uber and Lyft, and autonomous driving vehicles, will change parking demand. He is concerned that the current parking demand model will lead to either under or over-building parking. Mr. Ching replied that the new parking demand model is slightly different and categorizes different locations. He could not confirm what type of model was used during the Gold Line planning phase, since it was before his employment at Metro; however, Mr. Ching stated that Metro now has a more robust model, which includes pricing elasticity, location, and ridership. The new model also differentiates between a suburban terminus station versus a non-suburban terminus station.

Concerning the Gold Line stations, Mr. Ching stated that the Gold Line Foothill Extension was the first extension to include a parking facility at each new station, and that the APU/Citrus College station was never meant to be a terminus. He also reported that the Sierra Madre Villa station parking facility is now at a 50% occupancy rate, so it is important to keep in mind the long term effects of over-building parking facilities, which can result in empty structures sitting on land that could have been better utilized. Mr. Ching also acknowledged the effect ride sharing services have on parking demand and stated that Metro has taken that into consideration.

Mr. Stevens suggested looking into design considerations for conversions of parking structures after parking demand changes. For example, if future parking structures will potentially need to be downsized, he suggested having the design of the facility be able to accommodate commercial space along the frontage of the structure.

Allan Abramson (County of Los Angeles) asked what is the percentage of permit parking versus daily parking? Mr. Ching replied that the goal is to keep permit parking below 30%,
however some locations have reached up to 50%. Staff is working to keep the percentage of permit parking manageable so that single day parking spaces are available.

Mr. Kriske commented that he hopes findings and advancements from the Metro parking studies, such as TAP integration and parking demand management, can be extended to Metrolink stations as well. Mr. Ching replied that staff is currently fine tuning the last piece to accept Metrolink tickets and would be open to sharing TAP card software developments.

Mr. Mostahkami asked if staff had contacted local agencies for feedback on the development of the STPP? Mr. Ching confirmed that staff has reached out to local agencies. He elaborated that some cities were more engaged than others, but jurisdictions responded to surveys and attended community meetings. He noted that he is in frequent contact with the City of Pasadena’s Parking Manager for technology upgrades. He stated that there is room for more engagement with cities, but the cities that are more impacted are in frequent contact with Metro staff.

Mr. Mostahkami encouraged Metro to further engage the Cities of Downey, Norwalk, and the surrounding area. Mr. Ching replied that city staff will be contacted when Metro conducts public outreach.

Mr. Stevens commented that if a transit user wanted to park at the Gold Line at any of the new Foothill Extension stations, they would have to arrive by 8 am in order to find a parking space. This has resulted in significant overflow parking in the surrounding streets of Duarte and Irwindale. Mr. Ching replied that Metro is aware of the situation and stated that phase two of the Paid Parking Program will be extended to the Gold Line Foothill Extension stations.

6. 2016 Call Recertification/Deobligation/Extension (Fanny Pan, Metro)
A handout of the FY 2016-17 Call for Projects Recertification/Deobligation/Extension List was distributed to TAC members. Ms. Pan reported that in addition to recommending the Revised Lapsing Policy, staff will also be requesting that the Board adopt a Project Readiness Criteria. The Project Readiness Criteria will require agencies to include the project in the Capital Improvement Plan and obtain commitment from their City Council or governing board on Local Match, a staffing plan, and a schedule that is in compliance with the Lapsing Policy prior to the execution of Funding Agreements. This is to ensure that projects are implemented on schedule per the Lapsing Policy.

Ms. Pan stated that Metro will be managing the projects by phase in order to more effectively manage cash flow. The project sponsor must complete a phase and provide Metro with documentation before advancing to the next phase.

Ms. Pan announced that staff will need one TAC representative to be present at the Metro Planning and Programming Committee meeting on August 17th. Mr. Walker will confirm by email if he is available. (Mr. Walker later confirmed by email after the TAC meeting)

Mr. Mostahkami asked if Metro has a template for the requested City Council Resolutions? Ms. Pan replied that Metro does not have a template, jurisdictions are required to provide the
City Council or governing body’s approved action that included the Project Readiness criteria for Metro’s final execution of the funding agreement.

Mike Behen (League of California Cities – North County) suggested it may be easier for Metro to create its own template for this purpose, because different cities with different templates could complicate things for Metro. Renee Berlin (Metro) replied that Metro is not necessarily looking for a resolution, but City Council action for Local Match, a staffing plan, and schedule to show commitment in completing the project.

Mr. Mostahkami stated that these items are already included in a Funding Agreement and asked what the difference was. Ms. Berlin replied that the Project Readiness Criteria will also need to include a staffing plan. In the past, cities have requested lapsing date extensions because they were short on staff, had lost staff, or had other priorities. She stated that these criteria will require cities to show their commitment to complete the project and that the project has the same priority as their other capital improvement projects.

Mr. Behen stated that the City of Palmdale has a capital improvement program with a resolution that was tied to the program. The resolution served as the financial commitment to the project. Ms. Pan noted that Metro would like cities to provide similar commitment such as Palmdale’s, prior to executing the agreement.

Mr. Mostahkami asked for clarification on exactly what documentation is needed as part of the Project Readiness Criteria. Ms. Pan replied that Metro is looking for a report from the Project Sponsor to the City Council or other governing body, specifying commitment to local match, a staffing plan, and a project schedule. Ms. Pan stated that these required items are listed in the Board Report. After the Board approves the item, staff will send a notification to every project manager and City Manager stating the deadline to execute the agreement. The letter will also include whether or not the Project Readiness Criteria has been adopted. Ms. Berlin reiterated that the letter will also state that Metro will be managing Call projects on a cash flow basis, which will require completion of a phase before advancing to the next.

Mr. Stevens asked for confirmation that the Project Readiness Criteria will be satisfied whether it is a combination of a staff report, action, or resolution; as long as it includes the required items and it has been to the City Council or governing body. Ms. Pan confirmed.

Sebastian Hernandez (LTSS) asked what is the difference between the new Project Readiness Criteria and what is currently being done? Ms. Pan replied that currently all cities commit a Local Match, but not all have a staffing plan. The Project Readiness Criteria will require evidence of that before an agreement can be executed.

Mr. Walker asked if the Project Readiness Criteria will be in the Planning and Programming Committee report? Ms. Pan replied yes.

Ms. Berlin announced that along with this item, there will also be an oral report from Therese McMillan (Metro Chief Planning Officer) announcing that Metro will be deferring the 2017 Call for Projects.
7. Repurposing Federal Earmarks Update (Steven Mateer, Metro)
Mr. Mateer reported that approximately $67 million in unused earmarks are proposed to be repurposed after Metro submitted its factsheets to Caltrans Local Assistance. Of this amount, $59 million of the unused earmarks will be exchanged with Metro and put towards the SR-71 project, which will be freed up to repay cities on the reimbursement basis.

Caltrans District 7 is currently processing the factsheets, verifying the amounts, and will be submitting to Caltrans Headquarters for review. Mr. Mateer stated that he will be working with District 7 regarding any issues they may have along the process. Caltrans is planning to have everything submitted to the Federal Highway Administration (FHWA) by mid-August. They plan to file the determination on the exact earmark amount available to be repurposed in early September.

Mr. Mateer stated that staff will be developing the Memorandum of Understandings (MOUs) with the jurisdictions and working through the Transportation Improvement Program (TIP) process, which will make reimbursement money available by February 2017 at the earliest.

Mr. Walker asked if Caltrans Headquarters has affirmed this approach? Mr. Mateer confirmed it has. Mr. Walker asked if FHWA’s opinion is still pending. Mr. Mateer confirmed that they are still waiting for final approval, but there has been constant communication between Metro, Caltrans, and FHWA.

Mr. Mostahkami thanked Metro for partnering with agencies to help them repurpose the earmarks.

Mr. Mateer also thanked the agencies and announced that Los Angeles County had the most earmarks in the state, and Caltrans Headquarters was impressed with the County’s ability to repurpose as much as it did, given the short time frame.

8. Airport Metro Connector – 96th Street Station (Cory Zelmer, Metro)
Mr. Zelmer reported that Metro released the Draft Environmental Impact Report (DEIR) for the Airport Metro Connector (AMC) project in June 2016 and it is currently in the 45-day public review period, which ends August 6th. A public hearing for the project was held on July 13th where the project and the environmental document were presented and public comments were received.

Mr. Zelmer presented the project details. The project objectives include providing a reliable, fast, and convenient connection to Los Angeles International Airport (LAX); having the connection be well integrated with existing and future Metro and airport facilities; and increasing the amount of transit trips to and from the airport.

The AMC project will be a new station added to the Crenshaw/LAX Line, which is currently under construction. The AMC station (96th Street Station) will be located north of Century Boulevard and south of Arbor Vitae Street. In order to enter the airport terminals, future riders will exit the Crenshaw/LAX Line or Green Line and board an Automated People Mover (APM) being developed and operated by Los Angeles World Airports (LAWA).
The project components include three at-grade Light Rail Transit (LRT) platforms served by the Crenshaw/LAX and Green Lines, a bus plaza, bicycle hub, pedestrian plazas, a passenger pick-up/drop-off area, and a transit center/terminal building (“Metro Hub”).

Mr. Zelmer explained that passengers would travel up from the LRT platforms, move across an aerial walkway into the Metro Hub building, and then transfer either down to the ground level for the bus plaza or up to LAWA’s APM station platform.

The development of the APM is part of LAWA’s Landside Access Modernization Program (LAMP) at LAX, which also includes Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (CONRAC), and Roadway Improvements. There are three APM stations proposed in the terminal area—one on the east side, one in the center, and one on the west near the Tom Bradley International Terminal.

The AMC project completed the Alternatives Analysis in 2014 and is currently in the California Environmental Quality Act (CEQA) clearance and Conceptual Design phase. The next phases will include National Environmental Policy Act (NEPA) clearance, Final Design, and Construction. The AMC project is anticipated to be completed in 2021-2023.

Mr. Zelmer reported that the majority of the environmental topics studied in the DEIR fell under the “Less-Than-Significant” and “No Impact” categories of environmental impact under CEQA. The Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, and Public Services topics fell under “Less-Than-Significant Impacts with Regulatory Requirements” category, meaning that as long as the regulatory requirements are met, there will not be a significant environmental impact.

Hazards and Hazardous Materials fell into the “Less-Than-Significant Impacts with Incorporation of Mitigation” because of soil contamination issues. Mitigation measures that the project identified involve: conducting Phase II Environmental Site Assessment to identify if a Soil Management Plan is required, retaining a certified asbestos consultant, conducting a geophysical survey, and conducting a soil vapor gas survey and mitigate interior vapor concentrations to below acceptable levels.

Mr. Zelmer also reported daily ridership forecasts for three different scenarios: project in the opening year (2021-2023) without the APM, project in 2035 without the APM, and project in 2035 with the APM.

Mr. Zelmer reported that the 45-day public comment period will end August 6th. In August, staff will request Board approval of a contract modification with Metro’s existing environmental consultants to prepare the Final EIR and initiate NEPA clearance. After the Final EIR is complete, staff will return to the Board for certification.

Mr. Stevens asked if the proposed APM is similar to the one connecting the Bay Area Rapid Transit (BART) system to Oakland International Airport (OAK). Mr. Zelmer replied that it is more similar to the APM at San Francisco International (SFO) and John F. Kennedy International Airport (JFK), based on the track way and the type of vehicle (concrete guideway,
rubber tire trains, and driverless trains). Ms. Zelmer elaborated that LAWA’s APM will be similar to APMs that take passengers between terminals at many airports.

Mr. Stevens asked if the AMC project is a Measure R project? Mr. Zelmer confirmed that it is.

Mr. Stevens asked for clarification on the mitigation measures in the DEIR? Mr. Zelmer replied that the mitigation measures identified in the DEIR would have to be implemented in order to reduce potential impacts to “Less-Than-Significant.” He elaborated that they are future actions that must be taken as identified in the DEIR.

Mr. Stevens commented that if the mitigation measures allowed for reducing the level of impact to “Less-Than-Significant”, then a Negative Declaration could have been done instead of a full EIR. Mr. Zelmer agreed, but stated that the project team decided to go through the full EIR process in order to allow for more public outreach to take place so that the NEPA clearance could potentially be an Environmental Assessment (EA) as opposed to a full EIS. Mr. Stevens replied that the project team also could have done a Negative Declaration with extended outreach. Mr. Zelmer replied that the issue was being able to detail the relationship between the Metro AMC project and LAWA’s APM project, because there has been confusion in the public about how the two fit together. He elaborated that the full EIR allowed the project team to detail the Metro AMC project more clearly.

Mr. Hernandez asked how the schedule for both the Metro AMC project and LAWA APM project schedules will fit together. Mr. Zelmer replied that both project teams coordinated to have their schedules aligned. He reported that LAWA has also committed to a 2023 opening and has already started their NEPA process. They are expecting to release the DEIS for their LAMP project as early as September 2016. Mr. Hernandez asked for elaboration on the ridership forecasts reported. Mr. Zelmer replied that the Metro AMC ridership forecast shows 19,000 expected boardings for just one station without the APM, and 26,000 with the APM. He compared these ridership figures to the Gold Line Foothill Extension which had approximately 25,000 expected boardings. He elaborated that one of the largest benefits will be the Metro Hub, which will allow for transfers between buses, the Crenshaw/LAX and Green Lines, and the APM in one consolidated location.

Dan Mitchell (City of Los Angeles) asked how the Metro Green Line will get to the 96th Street Station? Mr. Zelmer replied that the Green Line will have two operations: 1) Norwalk to Redondo Beach and 2) Norwalk to 96th Street. The Norwalk to 96th Street train will use the new tracks from the Crenshaw/LAX Line to reach the AMC station. Mr. Mitchell asked what will happen during the interim period between the openings of the Crenshaw/LAX Line and the 96th Street Station. Mr. Zelmer confirmed that there is a gap between the openings of the two projects since the Crenshaw/LAX Line is proposed to open in 2019, while the AMC project is proposed to open in 2023. The project team has coordinated with the Crenshaw/LAX construction team to reduce the amount of track reconstruction at the location of the future 96th Street Station. Mr. Zelmer noted that while the project team has taken measures to best reduce the amount of construction impacts, building a new station on an existing line will still involve some operational impacts.
Mr. Mitchell asked how riders will be reaching LAX during the interim period? Mr. Zelmer replied that currently riders get off the Green Line at the Aviation/LAX station and take a bus shuttle into the LAX terminals. When the Aviation/Century station opens as part of the Crenshaw/LAX Line, it is likely that the bus shuttle would operate from that station instead.

Mr. Mostahkami asked where the APM stations will be located. Mr. Zelmer replied that there will be stations located at the LAWA Consolidated Rental Car Facility (CONRAC), the Metro AMC station, the Intermodal Transportation Facilities (ITFs), and three located inside the terminal area—one on the east, one in the center, and one on the west close to Tom Bradley International Terminal—with a total of six APM stations and proposed two-minute headways.

9. CTC Update (Patricia Chen, Metro)
A handout of the meeting notes and key points for the June 30, 2016 CTC meeting was distributed to TAC members.

Ms. Chen reported that the CTC has been highlighting Innovations in Transportation over the last few months. Scoop, an on-demand carpool service, was highlighted in June. The service requires users to arrange a trip the night before and charges $6 for a 20-mile round trip. Ms. Chen noted that it is important to keep up with these new services to see how they can work with or against transit.

Ms. Chen reported that the FY 2016-17 draft Allocation Capacity has a total of $2.8 billion, which includes $200 million for the State Transportation Improvement Program (STIP). She noted that the STIP manager reported that it will be enough for all programmed allocation requests for the year, with potentially some remaining to advance FY 2017-18 projects.

Ms. Chen reported that the California Road Charge Pilot started on July 1st. The Road Charge TAC is aiming for an enrollment of 5,000, but there are currently only 2,000. The enrollment period is still open. Ms. Chen stated that it will make Metro look favorable with the CTC if more residents from Los Angeles County enroll. There will be a Road Charge TAC meeting in September to start discussing the pilot program. Some issues to be discussed include: What areas of the state generate the most funds and how should that influence where the funds get distributed?; What should the funds be used for?; Should there be a specific road charge by county?; Should the new taxing method apply to electric and hybrid vehicles first and then later be applied to gasoline powered vehicles, or should it start with new vehicles and not be applied to older vehicles?

Ms. Chen reported that the Traffic Congestion Relief Program (TCRP), which had funds removed prior, has had $148 million identified and reinstated for projects that have been programmed. Ms. Chen reported that Metro has some projects in the TCRP that have been partially programmed, so this new funding means that $9 million will be available for the East San Fernando Valley transit project. Staff still needs to find funding to fill the remaining $80 million that is considered un-programmed. She reported that the same is true for the SR-71 project. She also reported that other counties have projects in a similar situation, so the Commissioners will need to develop priorities.
Ms. Chen reported that the time extension requests for Active Transportation Program (ATP) were adopted as recommended by CTC staff. However, CTC staff announced that starting with Cycle 2, time extension requests caused by “unforeseen” problems will be scrutinized. Ms. Chen acknowledged that justifying a request due to “unforeseen” problems will be difficult in a program with a very tight timeline.

Ms. Chen reported that 460 applications were received for ATP Cycle 3. The average dollar amount requested was slightly higher than in previous years.

Mr. Behen asked when the ATP Cycle 3 decisions will be made? Ms. Chen replied that staff recommendations for the statewide competition will be released October 28th, recommendations will be adopted December 7th-8th, while the Municipal Planning Organization (MPO) recommendations will be adopted March 2017.

10. Legislative Update
No Legislative Update was provided.

11. Other Business
Mr. Stevens stated that he would be interested in scheduling a future TAC item about parking modeling. Ms. Pan replied that she will make the request to the Parking Management Team to see when Mr. Ching is available.

Ms. Mostahkami asked for an update on the Potential Ballot Measure. Ms. Pan replied that as of August 2nd, the Los Angeles County Traffic Improvement Plan was approved by the County Board of Supervisors for formal placement on the November 8, 2016 ballot.

Adjournment
Ms. Pan adjourned the meeting and reported that the next scheduled TAC meeting is September 7, 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.
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