Agenda

Los Angeles County Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Gateway Plaza 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
   Information
   (Jane Leonard)
   (Sebastian Hernandez)
   (Fulgene Asuncion)
   (Mike Bagheri)

3. Chairperson's Report
   5 min
   Information
   (Fanny Pan)

4. Consent Calendar
   - Approval of Minutes
   Attachment 3: Draft September 6, 2017 Minutes
   Action
   Information
   (Jeanet Owens)

5. Link US
   15 min
   Information
   (Abdollah Ansari)

6. Highways Program Update
   15 min
   Information
   (Kalieh Honish/Mark Yamarone)

7. LRTP Update
   Attachment 4: September 20, 2017 Board Report
   Attachment 5: LRTP Overview Presentation
   10 min
   Information
   (Kalieh Honish/Mark Yamarone)

8. East San Fernando Valley Transit Corridor Update
   15 min
   Information
   (Walt Davis)
9. Bike-Bus Interface
   Information
   30 min
   (Lia Yim/Jeremiah LaRose)

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

11. CTC Update
    Handout in lieu of oral report

12. ATP Update
    Handout in lieu of oral report

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 November 1, 2017 at 9:30 a.m. in the William Mullholland Conference Room on the 15th Floor.
Attachment 1

Subcommittee Agendas
# Agenda

Los Angeles County Metropolitan Transportation Authority

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

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<td>1.</td>
<td>Call to Order</td>
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<td>Jane Leonard</td>
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<td>2.</td>
<td>Approval of August 15, 2017 Minutes</td>
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<td>Chair’s Report</td>
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<td>Metro Report</td>
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<td>Scott Hartwell</td>
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<td>Election of BOS Officers</td>
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<td>Scott Hartwell</td>
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<td>6.</td>
<td>Bike/Bus Interface Study</td>
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<td>(30 minutes)</td>
<td>Lia Yim/Jeremiah LaRose</td>
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<td>7.</td>
<td>FTA Update</td>
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<td>(10 minutes)</td>
<td>Arianna Valle/Adam Stephenson/Stacy Alameida</td>
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<td>8.</td>
<td>Access Update</td>
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<td>(10 minutes)</td>
<td>Matthew Avancena</td>
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<td>9.</td>
<td>Transit Industry Debriefing/Updates</td>
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Los Angeles County Metropolitan Transportation Authority
10. New Business

Information Items:

- 90-day Rolling Agenda
- Summary of Invoices FY 2017 & 2018
- Summary of EZ Pass Invoices FY 2017 & 2018
- Subsidy Matrix FY 2017 & 2018
- TDA-STA Capital Claims FY 2017 & 2018
- TDA-STA Claims FY 2017 & 2018

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

Please call SCOTT HARTWELL at 213-922-2836 or ANNELLE ALBARRAN at 213-922-4025 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on Tuesday, October 17, 2017, at 9:30 am in the Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.

11. Adjournment
NOTE TIME: 1:30 PM

Thursday, September 21, 2017, 1:30 P.M.

Agenda
Los Angeles County Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE
Gateway Building – TAP lab – rooms on (4th floor)

Call in (213) 922-4930
In house call ext. 24930

1. Call to Order
   Action
   Sebastian Hernandez, Chair

2. Approval of Minutes
   Action
   Sebastian Hernandez, Chair

3. Bike/Bus Interface Study
   Information
   Andrew Kao and Jeremiah LaRose, Metro

4. Intelligent Transportation Systems (ITS) Architecture (email/handout only – he will follow up next month, October, on this)
   Information
   Ed Alegre, Metro

5. Learn about how other services operate. This will be a guest speaker, Martin Browne, to tell us about how they run things. (PowerPoint)
   Information
   Martin Browne, Whittier

6. New Business, Date of Next LTSS Meeting
   Sebastian Hernandez, Chair

Note that for October we will have Steven Schupak (Metro) talk on the Zero Emission Bus
### Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

**Henry Huntington Conference Room – 3rd Floor**

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

2. **Approval of Minutes**  
   Attachment 1: July 20, 2017 Minutes  
   Attachment 2: Sign-in Sheet/Attendance Sheet  
   Attachment 3: 90-Day Rolling Agenda  
   *Action (Subcommittee)*

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

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

5. **Union Station Forecourt and Esplanade Project**  
   *15 min*  
   Information (*Elizabeth Carvajal*)

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

7. **Bus/Bike Interface Study**  
   *30 min*  
   Information (*Lia Yim/Mike Samuelson*)

8. **East San Fernando Valley Transit Corridor Update**  
   *20 min*  
   Information (*Walt Davis*)
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<td>9.</td>
<td>CTC Update</td>
<td>Information (Zoe Unruh/Patricia Chen)</td>
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<td>ATP Update</td>
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<td>11.</td>
<td>State and Federal Legislative Update</td>
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<td>New Business</td>
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<td>13.</td>
<td>Adjournment</td>
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The next meeting for the Streets and Freeways Subcommittee will be held on October 19th at 9:30 a.m. on the 4th floor, University 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/](http://www.metro.net/about/sfs/).
Attachment 2

Subcommittee Actions
Disposition of Subcommittee Actions

September 2017

Bus Operations Subcommittee:

- Approved the August 2017 meeting minutes
- Elected BOS officers:
  - Chair: Jane Leonard
  - Vice Chair: James Lee
  - Secretary: Judy Fry

Local Transit Systems Subcommittee:

- Approved the August 2017 meeting minutes

Streets and Freeways Subcommittee:

- Approved the July 2017 meeting minutes

TDM/Sustainability Subcommittee:

- Did not meet in September
Attachment 3

September 6, 2017 TAC Minutes

September 6, 2017 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 9:34 A.M., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees
   Bus Operations Subcommittee (BOS)
   - Last met on August 15, 2017
   - Received updates on:
     - State Transportation Agency (STA) updates for Fiscal Year (FY) 2018
     - Metro’s Zero Emission Bus Program
     - Disadvantaged Business Enterprise (DBE) working group efforts
     - TPM FAP Workshop
     - Federal Transit Authority (FTA)
     - Access Services
   - Next meeting is scheduled for September 19, 2017

   Local Transit Systems Subcommittee (LTSS)
   - Last met on August 24, 2017
   - Received updates on:
     - Transit service in Avalon, Catalina Island
     - Metro Transfer Design Guidelines Study
     - FY 2017 Invoicing for Subregional Paratransit Program
   - Next meeting is scheduled for September 21, 2017

   Streets and Freeways Subcommittee
   - Did not meet in August
   - Next meeting is scheduled for September 21, 2017

   Transportation Demand Management (TDM)/Sustainability Subcommittee
   - Did not meet in August
   - Next meeting is scheduled for October 2017
3. **Chairperson’s Report (Fanny Pan, Metro)**
Ms. Pan reported that there will be two Complete Streets Training workshops in Lakewood on September 6th and September 7th and two workshops at Metro Headquarters on October 3rd and October 4th. Those interested in attending may contact Katie Lemmon at lemmmonk@metro.net.

Ms. Pan reported that the draft Environmental Document for the East San Fernando Valley Transit Corridor Project was released on September 1st. There will be five public hearings on September 14th, September 18th, September 20th, and September 23rd. The 45 day comment period closes on October 16th.

Ms. Pan reported that the Metro Policy Advisory Committee (PAC) will be meeting on September 12th, at 1:30 p.m. at the Southern California Association of Governments (SCAG) office. Items for discussion include Metro’s Long Range Plan and the Measure M Administrative Guidelines, with an emphasis on the Multi-Year Subregional Programs.

4. **Consent Calendar**
A motion to approve the August 2, 2017 TAC minutes was made by Jane Leonard (BOS) and seconded by Sebastian Hernandez (LTSS). Eric Widstrand (City of Long Beach) and Valerie Watson (Pedestrian Coordinator) abstained. The minutes were approved.

5. **Union Station Forecourt and Esplanade Improvements Project (Elizabeth Carvajal, Metro)**
Ms. Carvajal reported that Metro released the Draft Environment Impact Report (DEIR) for the Union Station Forecourt and Esplanade Improvements Project on August 11, 2017. The 45-day public comment period will end on September 25, 2017, and there will be a workshop on the Project on September 13, 2017.

Ms. Carvajal reported that the Project began when Metro acquired Union Station in 2011. The Master Planning Process took place from 2012 to 2014 and focused on near-term improvements in front of the station that would improve connectivity to surrounding communities. Metro received a $12.3 million Active Transportation Program (ATP) grant in 2015 for the Alameda Esplanade and a $3.2 million ATP grant for the Los Angeles Crossing in 2016, with $2.2 million in matching funds provided by Metro for the Los Angeles Crossing. Metro hosted an EIR Scoping Meeting in January 2017 and has conducted stakeholder briefings throughout the process. Metro is also conducting environmental review with Caltrans under the National Environmental Policy Act (NEPA), as the ATP funds are federal funds.

Ms. Carvajal reported that the Project Area includes the Union Station Forecourt, which is the surface parking lot on the western side of the station, Alameda Street from Cesar E. Chavez Avenue to Arcadia Street, Los Angeles Street from Alameda Street to the first pedestrian crossing at El Pueblo, and Arcadia Street from Alameda Street to Spring Street.

Ms. Carvajal reported on the existing conditions of the Project Area and stated that it is important to make it easier and safer for people to get to and from Union Station.
Ms. Carvajal reported that, as part of the City of Los Angeles’ Vision Zero efforts, Alameda Street is on the High Injury Network and that there have been two fatalities at the intersection of Alameda Street and Los Angeles Street. This raises the need to create safer facilities for pedestrians going to and from Union Station.

Ms. Carvajal gave an overview of the Project Objectives:

- Protect and enhance Union Station as a national historic resource
- Prioritize connectivity, convenience, and safety for the most vulnerable users
- Advance desirable and accessible public space at the forecourt that creates a visually porous and permeable connection
- Facilitate alternatives to driving by providing infrastructures that enable more walking and bicycling
- Provide safe facilities for people to walk and bike
- Advance sustainability
- Leverage Union Station as a significant transportation hub

Ms. Carvajal reported that the Project will reduce the crossing distances across Alameda and Los Angeles Streets, elevate visibility for crossing pedestrians and cyclists, and reduce the amount of time that people spend in the roadway. This allows for an improved permeable connection from the station to surrounding communities.

Ms. Carvajal shared drawings of the Project concepts. Metro is proposing to remove the surface parking lot in front of Union Station and create a civic plaza with outdoor seating and opportunities for public events. On Alameda Street from Cesar E. Chavez Avenue to Arcadia Street, Metro is proposing to reconfigure the roadway by narrowing the roadway, widening the sidewalk in front of the station for pedestrians and to create an off-road bicycle facility, and widening the sidewalk in front of El Pueblo. Metro is also proposing to plant 54 mature trees and install pedestrian-scale lighting along the corridor.

Ms. Carvajal described the existing conditions and Project concepts for Los Angeles Crossing, which is the intersection of Los Angeles Street and Alameda Street. There are currently crosswalks on the northern and southern portions of Los Angeles Crossing. Metro is proposing to remove the southern crosswalk and create a consolidated, enhanced crossing on the northern end. The crossing would be raised at the sidewalk level and would be 50 feet wide with 12-foot slopes on either side. Advancing the crosswalk would require removing the center planter that currently exists at the intersection, closing a northern lane of traffic on Los Angeles Street, and closing the northern driveway to Union Station.

Ms. Carvajal reported that, for Arcadia Street between Alameda Street and North Spring Street, Metro is proposing to repurpose the lane adjacent to El Pueblo and the Chinese American Museum as a dedicated tour bus parking zone.

Ms. Carvajal gave a summary of the Project’s impacts under the California Environmental Quality Act (CEQA). With mitigation, the Project will have Less Than Significant Impacts for the following Impact Areas: Biological Resources; Hazards and Hazardous Materials; and Cultural Resources. The Hazards and Cultural Resources areas are related to excavation, and
the Biological Resources area involves ensuring that trees are removed outside of nesting season. Ms. Carvajal reported that the Project would have Significant and Unavoidable Impacts on the Transportation and Traffic Impact Area. The traffic analysis examines conditions in 2029, with the assumption that cumulative projects are in place, including California High-Speed Rail, Link Union Station, and the La Plaza and College Station developments. The analysis also looked at peak-hour traffic conditions.

Ms. Carvajal reported on the Project Alternatives. Alternative 1 is the No Project alternative. The remaining two alternatives are focused on reducing impacts on transportation and traffic while still meeting the Project Objectives. Alternative 2 would be a full closure of Los Angeles Street between Alameda Street and the crosswalk at El Pueblo. The on-ramp to US 101 would be unaffected. Ms. Carvajal reported that Alternative 2 would reduce intersection impacts relative to the proposed Project. Alternative 3 is similar to the Project but includes restricted left turns on Los Angeles Street. Under Alternative 3, cars would be unable to turn left from Los Angeles Street to Alameda Street. Ms. Carvajal reported that Alternatives 2 and 3 both assume that tour buses will only be allowed to park on Arcadia Street during off-peak periods.

Ms. Carvajal reported that staff is continuing to coordinate with stakeholders and that there is a DEIR Workshop on September 13, 2017, from 6-8 p.m. The public comment period closes on September 25, 2017. Ms. Carvajal reported that the Final EIR (FEIR) is anticipated to be completed in January 2018, after which the Metro Board will consider the FEIR, and the NEPA process will take place concurrently. Ms. Carvajal reported that Metro is procuring a design consultant and that the design and public engagement process will take place during the first and second quarters of 2018. Construction is anticipated to begin in 2020. Questions may be directed to Ms. Carvajal at CarvajalE@metro.net.

Ms. Leonard asked what feedback staff has received regarding the Project’s traffic impacts? Ms. Carvajal replied that there has been little concern from the public regarding removing surface level parking at Union Station and that there is more parking than is necessary. Staff is working with the Property Management team to ensure that circulation concerns are addressed, such as creating a valet parking service. Ms. Carvajal reported that the Alameda and Los Angeles Streets reconfigurations are part of a two-year stakeholder engagement process and that community members prefer these reconfigurations.

Trolis Niebla (League of California Cities – North Los Angeles County) asked if the transportation impacts are calculated as Level of Service (LOS) impacts or vehicle miles traveled (VMT)? Ms. Carvajal replied that Metro used LOS as the metrics because the Project began before Senate Bill (SB) 743 was enacted.

David Kriske (League of California Cities – Arroyo Verdugo Cities) asked if the current protected bike lanes on Los Angeles Street will connect to the Project? Ms. Carvajal replied that Metro applied for grant funds before the bike lanes were implemented but that the buffered bike lane will be reinstalled as part of the Project.

Ferdy Chan (City of Los Angeles) asked if Metro has discussed the issue of maintenance with the City of Los Angeles and if Metro is willing to undertake maintenance if the City does not? Ms. Carvajal replied that staff has coordinated with various City of Los Angeles departments
throughout the process and will continue coordinate with the City of Los Angeles on the matter as design progresses.

Pat Proano (County of Los Angeles) asked what kind of comments Metro is looking for on the DEIR? Ms. Carvajal replied that comments must pertain to the scope of the EIR in order for Metro to respond.

Carlos Rios (City of Los Angeles) asked if Metro has conducted outreach to the two City Council districts that cover the Project Area? Ms. Carvajal confirmed.

Ms. Leonard asked if the City of Los Angeles has asked for mitigation funds? Ms. Carvajal replied that the Project has been a collaborative effort and is helping to advance the goals of Vision Zero.

Ms. Watson commented that Metro and the City of Los Angeles should discuss ways to systematically reduce speeds along Alameda Street as a corridor.

David Feinberg (League of California Cities – Westside Cities COG) asked if the Project will impact bus operations on Alameda Street and if staff has coordinated with bus operators that serve the area? Ms. Carvajal replied that staff has coordinated with Metro Bus Operations and the Fire Department. Ms. Carvajal stated that bus operators constantly change service patterns and that the bulk of bus activity takes place at Patsaouras Plaza on the eastern side of Union Station.

6. Metro Paid Parking Update (Frank Ching, Metro)

Mr. Ching reported that the Parking Management Pilot Program has been implemented at 12 locations. A key component of the program is the use of the TAP card to ensure that transit users are able to park at Metro stations. Customers must have a TAP card in order to show proof of transit ridership and park at the stations where the program has been implemented.

Mr. Ching reported that paid parking was implemented at Metro Red Line parking facilities in April 2017. For the period of May 2017 to July 2017, Red Line ridership increased five percent relative to the same period in 2016. Metro staff has concluded that the program does not have a negative impact on ridership.

Mr. Ching reported that at North Hollywood Station, where there are 1,145 parking spaces, approximately 120 to 150 parking spaces are still available in the Main lot and Chandler lot throughout the day. At Universal City Station, where there are 828 parking spaces, approximately 60 to 80 parking spaces are still available in the Main lot by 9 a.m. Permit spaces at Universal City are still available by 10 a.m.

Mr. Ching reported that there is only one parking facility on the Expo Line without paid parking: the West Angeles Church facility at Expo/Crenshaw. All other stations with parking now charge a $3 parking fee. The Culver City Station facility, which contained approximately 600 parking spaces, has been closed for a transit oriented development (TOD). The City of Culver City has provided 250 parking spaces at the nearby Ince garage, where customers must also use a TAP card and pay a $3 fee to park. Approximately 40 to 50 cars park at that garage.
At La Cienega/Jefferson Station, where there are 494 parking spaces, approximately 100 parking spaces are available in the parking structure at any time, the same as before the Pilot Program. Mr. Ching reported that paid parking has reduced demand by 400 cars per day on the Expo Line.

Mr. Ching reported that there are 85 pay machines for the Pilot Program, with 80 lanes of license plate recognition (LPR) systems. When taking into account this equipment and labor costs, the cost of the four-year Pilot Program amounts to $8.7 million. Funds for the program did not come out of Metro's budget. Rather, the parking lot operator funded all costs upfront and will be reimbursed with the parking revenue. Mr. Ching reported that, while $2 million in net revenue was projected, transit fares and parking fees have not been sufficient to compensate for operating the Pilot Program.

Mr. Ching reported that staff will form a new Parking Enforcement team pending Metro Board approval in September. Staff is also finalizing the Supportive Transit Parking Program Master Plan for Board approval in November and will provide an update to the TAC as well. The Master Plan is anticipated to be adopted in January 2018, after which any parking facility with at least a 70% occupancy rate will be eligible for paid parking.

Mr. Hernandez asked if the Ince garage in Culver City is connected to the TAP system? Mr. Ching confirmed and stated that the TAP card provides information on whether or not the customer has used the transit system within the last 96 hours. Mr. Hernandez then asked if the Culver City program is a pilot and if other cities can opt into the program? Mr. Ching replied that Metro staff selected the top 15 locations for the Pilot Program and that, pending approval of the Master Plan, the program could be expanded to any location with at least a 70% occupancy rate.

Justine Garcia (LTSS) asked if the TAP card is the only way to pay for parking? Mr. Ching replied that the TAP card is only used to identify the customer as a transit rider. Customers can pay the parking fee by cash, credit card, or mobile app.

Ms. Garcia asked where the 400 cars that used to park at Expo Line stations went? Mr. Ching replied that there is no way to know for sure but that there has been an increase in people using and Uber and Lyft to arrive at stations, as well as more bicycles parked at stations. At Culver City Station, employees who may have been parking at the station may now be parking in residential areas. Ms. Garcia stated that implementing paid parking at Metro facilities may be freeing up spaces in the lots but that there may be unintended impacts on neighborhood streets. Mr. Ching replied that Metro staff conducted extensive outreach to residents and businesses. While Metro has no jurisdiction over cities' on-street parking management, staff made suggestions on parking policies that cities could pursue.

Rich Dilluvio (Bicycle Coordinator) commented that after Metro implemented paid parking at the Monrovia Gold Line station, many customers began parking at the Arcadia Station. Mr. Dilluvio suggested that many of the Gold Line parking facilities will not be full once the Metro Gold Line Foothill Extension Phase 2B is completed and that Metro will not make money from charging for parking at these stations. Mr. Ching replied that parking rates can be adjusted based on how demand changes. Mr. Ching stated that, if all stations along a line have paid
parking, then demand for parking will be spread relatively evenly across the line and that customers will drive to the station closest to them. Mr. Ching stated that one objective of the program is to determine how much parking to build at future stations in order to avoid overbuilding at stations. Metro is also studying how current overbuilt facilities, such as that at the Sierra Madre Villa station, can be repurposed.

Ms. Leonard commented that customers who were parking at Culver City Station have likely shifted to La Cienega/Jefferson Station as well as beginning their journeys at stations closer to home after Expo Phase 2 began service. Ms. Leonard stated that people who were parking at Culver City Station and not using transit are most likely parking on neighborhood streets. Ms. Leonard asked what factors staff is examining in order to convert the Pilot Program into a permanent program? Mr. Ching replied that Metro will build future parking on surface lots rather than in garages, since flat lots can be converted to other uses more easily than garages can be. Mr. Ching stated that fewer people will need to park at stations. Customers may carpool and pay a lower rate for permit parking at stations. Metro will implement programs to encourage carsharing and ridesharing as well as provide more bicycle facilities at stations.

Ms. Garcia asked if the Master Plan will address how the Pilot Program will be adopted across all stations? Mr. Ching replied that the Pilot Program was implemented to validate what Metro’s consultant has recommended. Ms. Garcia then asked if the Master Plan will determine what the pricing will be and if pricing is based on capacity? Mr. Ching replied that a $3 fee makes an impact and that a $2 fee still encourages people to work around the system. Ms. Garcia then asked if Mr. Ching will bring the Master Plan to the TAC? Mr. Ching replied that staff will compile an executive summary for the TAC to review in November.

Mr. Feinberg asked if the presentation will be made available? Ms. Pan replied that the presentation will be posted on the TAC website.

Larry Stevens (League of California Cities – San Gabriel Valley COG) expressed concern that Metro staff did not properly assess the inventory of free parking spaces around Gold Line stations. Mr. Stevens stated that charging for parking at stations has forced cities to impose and enforce parking restrictions on surrounding streets or public parking lots at their own and has forced private property owners to enforce illegal parkers at their own cost. Mr. Ching replied that Metro does not have the jurisdiction to manage parking in areas surrounding stations. Mr. Ching stated that Metro is working with private property owners to communicate to the public that illegal parking will results in vehicles being towed at their owners’ cost. Metro is encouraging communities to proactively implement parking restrictions or permit programs ahead of time to avoid spillover effects. Mr. Ching stated that there is limited land on which to provide free parking, that transit fares continue to subsidize parking at Metro stations, and that pricing is the most effective way to manage parking demand. Mr. Stevens commented that an urban condition is different from a suburban condition. Mr. Stevens expressed concern that data from the Pilot Program would lead Metro to provide insufficient parking at future stations.

Mr. Proano commented that residents of the Del Aire community are planning a protest at the Metro Green Line Aviation/LAX Station in response to LAX employees parking on residential streets. Mr. Proano stated that the County of Los Angeles has imposed parking
restrictions Monday through Friday but that employees continue to park on local streets during the weekend. Mr. Ching replied that it is possible that LAX shuttle operators are not checking TAP cards to ensure that passengers are connecting from the Green Line rather than parking on local streets. Mr. Ching stated that a possible solution will be for LAX employees to park at nearby Green Line stations with available spaces and ride the Green Line to Aviation/LAX Station before connecting to the free shuttle.

Mr. Ching stated that the parking demand model does separate stations into different categories, as a suburban terminus station may have higher parking demand than other stations do. Mr. Ching stated the Sierra Madre Villa Station, which was formerly a terminus station for the Gold Line, has a 900-space garage that is currently at 50% occupancy and that Metro wants to avoid similarly providing too much parking in the future.

Mr. Niebla commented that free parking is not a parking strategy and expressed support for the Pilot Program. Mr. Niebla asked if the occupancy rate at stations has averaged out since the Pilot Program was implemented and if transit riders have replaced people who were parking at stations at not using the system? Mr. Ching replied that the Pilot Program is meant to address the occupancy rate and transit ridership. Mr. Ching reported that occupancy rates have averaged out and that ridership has increased since the Pilot Program was implemented since transit riders do not have to spend time searching for a parking space. Mr. Ching stated that APU/Citrus College Station now reaches capacity at 8:30 a.m. rather than 6 a.m. and that permit spaces are available at the Azusa Downtown Station after 10 a.m.

Mr. Stevens asked if Mr. Ching would bring a study on the Pilot Program at the Gold Line Foothill Extension Phase 2B stations to the TAC for comments before it goes to the Board? Mr. Ching confirmed. Mr. Stevens asked if Mr. Ching would bring the Master Plan to the TAC for comments before it goes to the Board? Mr. Ching confirmed. Mr. Stevens then asked if the Master Plan could be included as an action item at the TAC meeting? Mr. Ching confirmed. Mr. Stevens then asked if Mr. Ching could bring the parking demand model to the October TAC meeting? Mr. Ching and Ms. Pan confirmed.

Mr. Kriske commented that Metro should bring in on-street parking spaces into the management plan and direct some parking revenue to cities to assist in parking management but that cities cannot simply have Metro build parking for them. Mr. Ching replied that cities could potentially authorize the Parking Enforcement Team to enforce on-street parking in station areas. Mr. Stevens commented that cities are responsible for managing their own parking but that there has not been meaningful outreach regarding the paid parking program.

Mohammad Mostahkami (League of California Cities – Gateway Cities COG) commented that Metro should have a discussion with every agency impacted by paid parking, in addition to stakeholder meetings and TAC meetings. Mr. Ching replied that Metro's consultant sent out a survey to the city managers' offices and that Metro received a lot of responses regarding cities' concerns about paid parking. Mr. Ching stated that Metro is open to meeting with cities one-on-one to address their concerns and that staff may be reached at parking@metro.net.

7. CTC Update (Patricia Chen, Metro)
Ms. Chen gave an update from the August 16th California Transportation Commission (CTC) meeting and the August 15th Regional Transportation Planning Agencies (RTPA) meeting.

Regarding the CTC meeting, Ms. Chen reported that the extension of the Cap and Trade Program to the year 2030 was passed. The extension provides $800 million a year, of which $500 million will go to High-Speed Rail and $300 million will go to Transit and Intercity Rail Capital Program. Proposition 1A sales were authorized for the Burbank to Anaheim segment of High-Speed Rail, including $77 million for the Rosecrans/Marquardt Grade Separation Project. The last round of Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants went to 10 projects, none of which are in California. Ms. Chen reported that Ford is moving into mobility services, including the GoBike bike share system in the San Francisco Bay Area. Ms. Chen reported that the State Transportation Improvement Program (STIP) Fund Estimate was adopted, which will provide $670 million per year statewide in FY 2022 and FY 2023.

Regarding the RTPA meeting, Ms. Chen reported that Caltrans has developed an updated cost to drive vehicles on the public transportation system: motorists pay an average of $425 a year in gas taxes, including SB 1, which is less than average expenditures for cable or coffee. Ms. Chen reported that the SB 1 Local Streets and Roads Guidelines were adopted and that there is an outstanding issue with the deadline for getting project lists to the State Controller, as the timing is off with how local agencies adopt their budgets. CTC staff will work with the legislature to resolve this issue. CTC staff is also aiming to distribute a project list form in the middle of September to be due back in October. Ms. Chen reported that there will be two SB 1 Planning Grant programs. The first program includes $20 million over three years and is a competitive program for work on local and regional climate adaptation. The second program includes $25 million annually in sustainability community grants, of which half will be formula grants exclusively for Metropolitan Planning Organizations (MPOs) and half will be competitive grants open to all agencies. The second program places an emphasis on greenhouse gas (GHG) reductions and disadvantaged communities. Further details are available on the Caltrans website. Regarding Local Assistance, Ms. Chen reported that Caltrans is requesting invoices for inactive obligations and that invoices for expenses incurred between deobligating and reobligating may not be eligible for reimbursement. Caltrans is starting an Architectural and Engineering (A&E) oversight unit that will update guidelines and provide training to agencies.

Ms. Chen reported that a subgroup of the RTPA’s Transportation Coop is exploring a Caltrans pooled consultant list for smaller agencies to use. Ms. Chen reported that the Federal Highway Administration (FHWA) wants to know whether agencies have experienced unreasonably rigorous environmental review on projects. Ms. Chen reminded the TAC that Cycle 8 Preliminary Engineering (PE) requests are due for obligation by September 30, 2017. Ms. Chen reported that there is a Transportation Asset Management (TAM) Plan that all states must have completed by April 30, 2018. This affects local agencies that have assets on the National Highway System. The TAM Plan will have performance targets that local agencies will need to meet. There will be a workshop on September 21st.

8. ATP Update (Shelly Quan, Metro)
Ms. Quan reported that the CTC recommended three projects to receive ATP GHG Reduction Funds. Two of those projects are for bike share expansions in Los Angeles County: the first is for Metro to expand Metro Bike Share to the USC and South Los Angeles areas; and the second is for the San Gabriel Valley COG to bring bike share to its cities.

Ms. Quan reported that on August 31st CTC staff released funding recommendations for the statewide portion of the 2017 ATP Augmentation funds that come as a result of SB 1. Agencies that applied for ATP Cycle 3 are eligible to receive Augmentation funds. The recommended projects amount to $96 million for FY 2018. Funds are available for projects that applied and are able to advance and to projects that applied but were not funded in Cycle 3. Five projects from Los Angeles County are recommended for Augmentation funds amounting to $17.4 million. Seven projects from Los Angeles County that did not receive Cycle 3 funding will receive Augmentation funds amounting to $9.6 million.

Ms. Quan reported that, under SCAG’s portion of the Augmentation’s regional component, Los Angeles County’s population share of funds is $20.8 million. The project list for the regional program is currently being developed.

Ms. Quan reported that Metro is preparing to provide grant writing assistance for ATP Cycle 4. Metro is procuring a consultant that agencies will be able to use. Staff is developing a Grant Assistance Policy that will be presented to the Metro Board in October.

Mr. Rios asked if the Augmentation received the full $200 million in funds? Ms. Quan confirmed The CTC will adopt the Statewide and Small Urban & Rural components in October 2017 and the MPO component in December 2017.

Mr. Chan asked when grant writing assistance will be available to help agencies prepare for Cycle 4? Ms. Quan replied that staff anticipates that the program will be available in December pending Board approval. Mr. Chan asked when Cycle 4 applications will be due? Ms. Quan replied that applications will be available in February or March 2018 and will likely be due in June 2018.

9. Metro Bike Share Update (Avital Shavit, Metro)
Ms. Shavit presented a video that gives an overview of the Metro Bike Share system.

Ms. Shavit reported that Metro Bike Share is a mobility option that can function as a first/last mile connection to transit as well as accessing commercial centers. Ms. Shavit reported that approximately one-third of trips in Downtown Los Angeles are a means to access transit and the remaining two-thirds is for short trips in Downtown Los Angeles.

Ms. Shavit reported on the features of the bicycles in the Metro Bike Share system. They are robust bikes, with baskets, headlights powered by a hub in the bike, and puncture-resistant tires.

Ms. Shavit reported that users can sign up for a Bike Share pass online and link it to the TAP card. The TAP card is used as a key to access a bike but does not pay for use of the system. A credit card is required for payment. Ms. Shavit reported that staff is working with the TAP
Ms. Shavit reported that Bike Share stations are configured in several ways, such as repurposing parking spaces or integrating with public spaces.

Ms. Shavit reported that Metro is exploring new technology options for Bike Share. One option includes the BCycle Dash bike, which is a smart bike that does not require a docking station and can be parked at any bike rack or at stations that are correctly branded. Ms. Shavit reported that the City of Santa Monica and City of Long Beach have been successfully using smart bike technology and that Metro is exploring smart bikes as a way of integrating the systems. The bikes may be equipped with step-by-step directions through an app in the bike.

Ms. Shavit reported on the fare structure of Bike Share. There are two pass options. The monthly pass, which is meant for users who ride Bike Share every day, costs $20 and provides unlimited free trips up to 30 minutes each. The annual flex pass costs $40 per year and allows users to pay $1.75 per 30-minute trip. Infrequent users can pay the full walk-up price of $3.50 for 30-minute trips. More information can be found on http://metro.net/bikeshare.

Ms. Shavit reported that there is a Metro Bike Share app that gives users real-time information on how many bikes and bike parking spaces are available at Bike Share stations.

Ms. Shavit reported that the Metro Board directed staff to implement the Bike Share program in order to foster bicycling as a sustainable mode of transportation in and of itself and to integrate bicycling with the entire transportation system.

Ms. Shavit reported that Metro has launched Bike Share in four locations in the last year: Downtown Los Angeles; Pasadena; Port of Los Angeles; and Venice. The system currently consists of 126 stations with 1400 bikes. Staff is currently coordinating with communities around Los Angeles County to expand the existing Bike Share system, including the San Gabriel Valley and the USC and South Los Angeles areas. Staff is also coordinating with the City of Long Beach, City of Santa Monica, City of West Hollywood, and City of Beverly Hills in integrating their existing bike share systems with Metro’s Bike Share through TAP.

Ms. Shavit reported that to date there have been more than 200,000 rides and more than 7,000 passes sold, as well as improvements to air quality through carbon dioxide emission reductions.

Ms. Shavit reported on the business model of Bike Share. Metro provides up to 50% of capital costs and 35% of net operations and maintenance (O&M) costs, with the remaining costs to be paid by the local jurisdiction. Some O&M costs can be offset by Bike Share fares, and Metro is seeking sponsors for Bike Share. Metro holds the operations contract with Bicycle Transit Systems (BTS), the organization that handles the operational aspects of Bike Share. BTS is involved with rebalancing bikes to make sure that stations have enough bikes and parking spaces, maintaining the bikes and stations, handling customer service through a hotline, sales and marketing, and managing the real-time information system.
Ms. Shavit reported that Metro is currently conducting a feasibility study and is working with cities to do initial station siting and financial analysis in order to prepare cities for Bike Share expansion once funding and community support are present. Cities not currently included in the feasibility study can submit a Letter of Interest to Metro.

Ms. Shavit reported that Metro is working to process a programmatic clearance for Metro Bike Share throughout the county, as well as a programmatic Title VI analysis. This will allow shovel ready Bike Share expansions to begin once funding becomes available.

Ms. Shavit reported that there is a crowdsourcing map through the Bike Share website that will be available in perpetuity so people can suggest where they would like future Bike Share stations. The data informs the station siting analysis that Metro does with local cities and, if deemed feasible, will progress to the community outreach phase in order to inform communities where potential stations will be located.

Ms. Shavit reported that there has been an emergence of dockless and lockless bike share systems around the world. These systems have no stations, bikes can be placed anywhere, and the bikes are unlocked either through wheel locks with a pin code or through a QR code scanned through a phone. These systems have become popular in many Asian cities and have contributed to an increase in bike mode share. Ms. Shavit reported that there are regulatory issues with these systems, as companies do not invest highly in the O&M aspects. Consequently, piles of bikes begin to build up. There have been no successful long-term programs in the United States to date, but the City of Seattle started a six-month pilot program that allows different dockless bike share companies to launch through a streamlined permitting process. Approximately 3000 bikes have been introduced, with generally positive reception. Ms. Shavit reported that Metro is watching the Seattle pilot program to determine how to proceed with dockless bike share companies.

Ms. Shavit announced that she will be transitioning to the Risk Management Department at Metro and working in Transit Asset Management. Any questions about Metro Bike Share can be directed to Dolores Roybal-Saltarelli at roybald@metro.net or Lia Yim at yimb@metro.net.

Mr. Mostahkami asked if Metro owns the Metro Bike Share bikes and if there is a plan for how often they are replaced? Ms. Shavit confirmed and stated that the cost of replacing the bikes is included in O&M costs. Mr. Mostahkami asked how much does each bike cost? Ms. Shavit replied that each bike costs $1000 because of all of the elements incorporated into the bike.

Ms. Garcia asked if staff has examined created a tiered time structure for fare payment for trips of less than 30 minutes? Ms. Shavit confirmed and stated that the industry standard is 30 minutes, that the average trip length on bike share is 30 minutes, and that 30-minute pricing is easier for users to understand.

Marianne Kim (Automobile Club of California) asked if staff has examined a day pass or weekly pass that could possibly cater to tourists? Ms. Shavit replied that staff is considering a pilot to test a day pass. Ms. Kim asked if one TAP card can be used to rent out multiple bikes at a time? Ms. Shavit replied that this is not possible because all users must sign a waiver for liability issues but that the same credit card can be used for different TAP cards. Ms. Kim then
asked if the call center operates like a roadside assistance service in the event of a collision? Ms. Shavit replied that the call center can provide assistance to Bike Share users only in the event of a malfunctioning bike and that there have been no reports of collisions on Bike Share.

A member of the audience asked if staff is considering helmets on Bike Share? Ms. Shavit replied that staff is developing a pilot to work with local business to provide discounts on helmets. In California, helmets are currently required for anyone under the age of 18. Ms. Shavit reported that data shows that bike sharing is safer than normal biking, potentially due to slower speeds on three-gear bikes. Metro encourages users to bring their own helmets on all marketing materials and education campaigns. Ms. Shavit stated that the health department does not allow sharing of helmets, so it is difficult for an agency to provide helmets. Ms. Shavit reported that helmet requirements tend to result in lower ridership on bike share systems.

10. Legislative Update (Raffi Hamparian/Desarae Jones, Metro)

Federal
Mr. Hamparian reported that a Notice of Funding Opportunity (NOFO) for the Transportation Investments Generating Economic Recovery (TIGER) Grant Program for FY 2017 was released on September 6th. There will be $500 million available through the program.

Mr. Hamparian reported that a NOFO was released for the Infrastructure for Rebuilding America (INFRA) Grant Program. There will be a combined $1.5 billion available, with applications due November 2nd.

Mr. Hamparian reported that the federal government came to an agreement on a Continuing Resolution to extend government spending for an additional three months. The House of Representatives is currently developing and debating appropriations bills, with several amendments attached to these bills.

Mr. Hamparian reported that the FY 2017 Apportionment for federal grants may come to jurisdictions as soon as Friday, September 8th.

Mr. Hamparian reported that the Local Hire Program is being withdrawn by the United States Department of Transportation (USDOT). The pilot program began in 2015 and was extended for another five years in January 2017. Mr. Hamparian stated that Metro may be grandfathered in but that staff is awaiting the final language of the withdrawal in the Federal Register.

State
Ms. Jones reported that the Metro Board will adopt a policy with respect to the agency’s priorities for applying to Cap and Trade funds.

Ms. Jones reported that State Senator Steven Bradford has made an amendment to SB 789. SB 789 seeks to exempt the Clippers Stadium and rail or facility projects related to the 2028 Olympic Games from the CEQA process. The current legislative session concludes on September 15th.
Ms. Jones reported that Metro successfully advocated for legislation that seeks to combat assault on bus operators. The legislation, SB 468, was signed into law at the beginning of September and allows for prohibition orders for people who are arrested or commit crimes on the transit system.

11. Other Business
Mr. Stevens requested to include presentations with the TAC Agenda Packet in order for TAC members to have more time to review the material before the meeting. Ms. Pan replied that materials will be shared beforehand if they are available.

12. Adjournment
Ms. Pan adjourned the meeting and reported that the next scheduled TAC meeting is October 4, 2017 in the Gateway Plaza Conference Room on the 3rd 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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Attachment 4

September 20, 2017
LRTP Board Report
SUBJECT: INTRODUCTION TO THE LONG RANGE TRANSPORTATION PLAN UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE this introductory report about the initiation of the Long Range Transportation Plan Update.

ISSUE

This is an introduction to the approach, process and framework for an updated Long Range Transportation Plan (LRTP).

DISCUSSION

Background

At the February 2017 Board meeting, a concept for a modular, comprehensive and dynamic approach for updating the 2009 LRTP was introduced. Since then, staff has refined that concept and prepared an approach, scope of work and schedule (work plan) for the update. The intended outcome is an updated LRTP that will provide a clear, comprehensive vision for Metro’s role in improving the lives of those we serve and how to make it happen.

Following the passage of Measure M, Metro correspondingly amended the 2009 LRTP. In summer 2017, the Southern California Association of Governments (SCAG), as the region’s Metropolitan Planning Organization (MPO), amended its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the associated Program Environmental Impact Report (PEIR) and the Federal Transportation Improvement Program (FTIP) to incorporate the LRTP amendment, with federal agencies completing the process, having made a finding of air quality conformity.

Purpose of the LRTP

Transportation planning is a cooperative, performance-driven process by which long and short-range transportation improvement priorities are determined (Federal Highway Administration and Federal
The purpose of a long range transportation plan is to plan and program transportation investments comprehensively and thoughtfully using a participatory process. Additionally, a long range transportation plan is required to comply with federal and state laws. Since SCAG is the MPO, Metro’s LRTP is different than the RTP/SCS, but feeds into it and is an example of strong regional collaboration. Moreover, Metro has more flexibility in preparing its LRTP, in terms of content and timing. The methodical process of updating a long range transportation plan results in a comprehensive understanding of the vision, availability of resources and strategic setting of priorities.

Need for an Update

Measure M sets the stage for a new, innovative LRTP because of its transformative scope. It established a new baseline from which to plan and program. Ongoing population, demographic, employment, economic, fiscal and land use changes necessitate an evaluation of how to best address these influences. With these ongoing changes and the transformative scope of Measure M, Metro’s roles and priorities envisioned for it are evolving. Importantly, during the 40-year planning period of the LRTP, a new transportation paradigm can reasonably be expected with the technological innovations already occurring. Now is the time for Metro to be comprehensive and innovative.

LRTP Framework

A framework outline for the LRTP has been prepared, refining the concept presented to the Board in February 2017. It is designed to be modular, dynamic and comprehensive, addressing a continuum of periods. Modular means that the LRTP is flexible and differentiated, recognizing that agency staff, external partners and communities have varying levels of interests and responsibilities. This also allows for interim deliverables to be prepared during the update process. Dynamic means the LRTP will deliberately create areas of overlap between stand-alone modules to reinforce continuous integration and comprehensiveness. This flexibility also allows for the plan to address a continuum of timing milestones to be adaptable in meeting near term and long range needs. Comprehensive means that the LRTP will fully integrate and strengthen connections between existing plans and programs, along with adding new features to bridge gaps or accommodate future additions.

Importantly, this approach allows concurrent and iterative preparation of the modules. After the update is completed, the interdependencies between modules reinforces the connectedness and equivalent importance of each module in consistently implementing the LRTP. With the modular continuum approach, the LRTP will thoroughly address stakeholders and partners; meet federal requirements; and achieve a quality, comprehensive transportation plan for Los Angeles County.

Four groups of seven modules contain the core content of the LRTP:

- **Baseline Understanding** - provides the basis for framing the challenges, needs and opportunities for our region to be addressed by the LRTP after listening, learning and studying our communities, customers and partners, along with our multi-modal system and the financial plan for it.
- **Values Framework** - establishes goals and policies to guide priorities, decision-making and performance metrics.
- **Transportation Network and Management Plan** - balances the operation, maintenance and reinvestment in our existing system, with new investments to expand it.
- **Implementing and Evaluating the Plan** - provides for capital development and overall funding programs.

The last two module groups are most similar to prior Metro LRTPs, as these contain the capital improvement plan, including new transportation facilities for the ongoing growth of the multi-modal network, and a financial plan for capital, operations and maintenance expenditures.

Four guiding themes thread throughout the LRTP, linking all the modules in core areas of responsibility. These guiding themes will be further developed over the course of the update process:

- **Public engagement and analytical rigor** - undertaking broad and strategic public engagement is vital to creating a plan that reflects our diverse public and stakeholders, necessitating that decision-making be guided by the input received, along with strong technical work to illustrate a range of possible futures and corresponding outcomes.
- **Equity, environment and health** - creating a comprehensive transportation plan enables mobility and access and therefore has a powerful role to play in promoting equity, enhancing the environment and improving public health, all of which would be instilled into every aspect of the LRTP.
- **Innovations and resiliency** - reinforces the importance of a flexible and adaptable plan to address a range of innovations, which ensures that the plan can withstand these and other major changes, along with emphasizing the significance of maintaining a state of good repair and service.
- **Financial discipline and economic development** - stresses the need to balance building significant, new transportation facilities with assuring funding to maintain a high operating standard and state of good repair, and recognizes the fundamental role a holistic multi-modal transportation network has in facilitating economic prosperity.

Attachment A includes the framework outline with all seven modules listed. Interim deliverables will be compiled separately. These interim deliverables will include policy papers, studies, maps and similar, focused on specific topics.

**Work Plan**

The LRTP Update involves the entire Metro agency because of its comprehensive nature and the need for subsequent decision-making to demonstrate consistency with it, once adopted. The organizational structure established to undertake the work plan is designed for effective collaboration internally and externally. A project budget will be established with the mid-year budget update and is expected to be several million dollars.

The Work Plan (Attachment B) includes varying degrees of effort occurring in all modules simultaneously. Activity in one module may be dominant in one period relative to other modules because a particular deliverable needs to be completed before other deliverables can be finished due to a dependency between modules. Each module begins with a short list of preliminary key questions as a guide. An approach to undertaking the work in preparing the module is discussed.
followed by the technical work required to prepare the identified deliverables. Roles and responsibilities are assigned to the Policy Advisory Council (PAC), Liaison Working Group, and Module Working Groups, along with identifying consultant resources. Important technical features of the approach include updating performance metrics, conducting sensitivity testing of scenarios and economic impact analyses. A general approach to public engagement is also identified for each module, facilitating integration with a Public Participation Plan.

Public Engagement

This fall, staff will prepare a Public Participation Plan, which will outline an approach and strategy for public and stakeholder engagement. Depending on the module and the audience, outreach will either expose, educate or engage. Expose refers to generating awareness. Educate refers to providing a foundational understanding to facilitate effective and informed engagement. Engage refers to active listening, learning and demonstrating responsiveness, either at the outset or in response to a proposal. Public engagement on the LRTP Update will be coordinated with concurrent, related agency-wide initiatives, including the Systemwide Bus Restructure Study/Plan and the Countywide Bus Rapid Transit Study/Plan. Effective public engagement on a project of this scope and in a county this large and diverse takes time and an innovative approach.

Schedule

The LRTP Update is expected to be completed before the end of Fiscal Year 2020, with milestone achievements in the interim. Trade-offs for proceeding faster include reduced public engagement, a narrowly focused role for the PAC and fewer plan scenarios. An overview of the project schedule is provided in Attachment B.

Role of the Policy Advisory Council

The LRTP Update has been discussed at the last two PAC meetings. The PAC is an advisory group accountable to the Board of Directors. It will help guide the LRTP process by identifying, focusing and clarifying topics; providing input on options; and suggesting priorities. At their September meeting, the PAC provided input on the proposed work plan for the LRTP Update (a summary of the PAC’s September 12 meeting will be provided with the oral presentation on this report). Similar to its role in advising on the preparation of the Measure M Guidelines, the PAC will serve as a sounding board for all aspects of the LRTP Update and facilitate public engagement through its networks.

Relationship to the Strategic Plan

The Metro Strategic Plan will establish the mission, vision and goals for mobility in Los Angeles County. The strategic plan will serve as both an organizational management tool and a communication tool to describe Metro’s vision and goals for the County’s transportation future. Its purpose is to succinctly and effectively articulate the strategic priorities of the organization. The guidance provided by the Strategic Plan is intended to create more effective decision-making and resource allocation. This is distinguished from the LRTP, which is the plan for building, operating and maintaining transportation facilities and services, along with complementary features.

The Office of Extraordinary Innovation (OEI) is in the process of preparing the Metro Strategic Plan, anticipated for Board adoption in early 2018. Much of the information gathered during the process of
preparing the Strategic Plan, along with the mission, vision, and goals established in the Strategic Plan, will provide a foundation for the LRTP Update.

NEXT STEPS

The remainder of 2017 will be devoted to completing the initial definition of the scope and framework for the LRTP Update, along with mobilizing internal agency resources and procuring consultant support services. Additionally, staff will work collaboratively with the PAC in finalizing the work plan and preparing for the launch of the public engagement process in early 2018. As deliverables are completed, coinciding with milestones in the update process, staff will return to the Board for updates and direction. This approach is intended to keep the Board informed and active in the process, while also ensuring that the LRTP Update remains in alignment with Board priorities as the Update is completed.

ATTACHMENTS

Attachment A - LRTP Update Modular Framework Outline
Attachment B - Summary Scope of Work, Key Deliverables and Schedule

Prepared by: Kalieh Honish, Executive Officer, Countywide Planning & Development, (213) 922-7109
Manjeet Ranu, Senior Executive Officer, Countywide Planning & Development, (213) 928-3157

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077

Phillip A. Washington
Chief Executive Officer
GUIDING THEMES:
- Public Engagement and Analytical Rigor
- Equity, Environment and Health
- Financial Discipline and Economic Development
- Innovations, Resiliency and Adaptability

<table>
<thead>
<tr>
<th>MODULE</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>Module 0: PREPARATORY TASKS</td>
<td>The purpose of this module is to develop an understanding, approach and scope of work for the LRTP Update. With these elements developed, a project schedule can be created, resource needs identified and supporting scopes of work prepared.</td>
</tr>
<tr>
<td>Module 1: THE VISION</td>
<td>The Vision module presents the overview of what Metro seeks to achieve through the LRTP and how it will take Los Angeles County to that outcome as the result of implementing this plan. It is also the executive summary and acts as a simple brochure for the LRTP that is easy to grasp. Fundamentally, it is an expression of the future guided by key ideals, principles, plans and programs. Elements of the Strategic Plan are incorporated into this module.</td>
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<tr>
<td>Module 2: ORIENTATION AND CONTEXT</td>
<td>The Orientation and Context module describes what an LRTP is and why it is needed. It is the guiding plan, policy and programmatic framework for decision-making at Metro. As such, it is designed to be continuously reinforcing. This LRTP is adaptable and responsive over a continuum of program activities and outside forces through consistent application. Overarching issues and opportunities are introduced. Guiding themes that thread throughout the entirety of the LRTP are presented. It introduces and explains the purpose of each module. The relationships across LRTP modules are depicted to illustrate overlap, influences and integration. Key elements of existing plans and programs are incorporated into the LRTP and cross referenced. Any needed updates to those plans and programs are identified in the implementation work program. Metro as an agency is described. How the LRTP relates to the federal and state regulatory framework is outlined, along with how Metro and SCAG work together to provide for the transportation needs</td>
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<td>MODULE</td>
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<tr>
<td>Module 3: BASELINE UNDERSTANDING</td>
<td>The Baseline Understanding module is exactly that—a synopsis of the background, needs and wants of communities and partners learned from listening and studying to lay the foundation for the LRTP. Simplistically, it is the basis for stating the problems, needs and opportunities within the context of existing conditions and future commitments.</td>
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<tr>
<td>Module 3.1: Understanding Our Communities</td>
<td>This module describes Metro’s understanding of the background, needs and wants of the sub-regions, which are comprised of the many and diverse communities of Los Angeles County.</td>
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<tr>
<td>Module 3.2: Understanding Our Partners</td>
<td>Partners include federal, state, regional and local agencies; provider agencies; non-governmental organizations; economic development interests; business community; innovators; and private transportation providers, including passenger transport and goods movement. This module describes Metro’s understanding of the background, needs and wants of key partners and categories of partners that impose requirements, provide transportation services or have complementary authority (e.g., cities and their land use authority) to affect the efficacy of the transportation systems within Los Angeles County.</td>
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<tr>
<td>Module 3.3: Understanding Our Baseline</td>
<td>The Baseline module describes existing conditions and future commitments based on adopted plans, programs, practices and the financial plan. It explains what Metro has now or has committed to having in the future. Gaps between available resources, commitments and needs are identified. An overview of the financial plan is presented.</td>
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<tr>
<td>Module 4: VALUES FRAMEWORK</td>
<td>The Values Framework module is an expression of the intended principled outcomes, expressed as goal statements, and directives, expressed as policy statements. Together, the goals and policies represent the values of Metro to guide decision-making and service delivery. The performance metrics translate the goals and policies into key factors that are measurable, against which scenario alternatives are evaluated during development of the LRTP and subsequently the preferred plan after adoption of the LRTP to ascertain the effectiveness of its ongoing implementation. Elements of the Strategic Plan are incorporated into this module, along with</td>
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<td>MODULE</td>
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<td><strong>existing Metro policies. Key questions raised in earlier modules begin to be answered in this module, as part of an ongoing, dynamic process. This module guides the outcomes chosen in Module 5: The Transportation Network and Management Plan.</strong></td>
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<tr>
<td>Module 4.1: Goals and Policies</td>
<td>This module sets forth the goals and policies of the LRTP. All discretionary decision-making at Metro must be consistent with these goals and policies.</td>
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<tr>
<td>Module 4.2: Performance Metrics</td>
<td>Performance metrics, tied to specific functions, responsibilities, products and services, are established in this module and will measure how well the plan does in achieving the goals, and implementing its policies and the plan.</td>
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<tr>
<td>Module 5: THE TRANSPORTATION NETWORK AND MANAGEMENT PLAN</td>
<td>This module lays out the transportation network to be implemented through 2057 and describes how Metro will manage its existing and future assets.</td>
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<tr>
<td>Module 5.1: A Plan for Mobility and Access</td>
<td>This is the preferred transportation network plan. It will use the existing plan as the baseline, which will be supplemented based on what was learned in the Understanding module and reflect the imperatives founded upon Module 4: Values Framework. It is a complete and connected transportation system of facilities and uses, inclusive of transit, highways, local streets, first/last mile network, active transportation, shared mobility and goods movement.</td>
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<tr>
<td>Module 5.2: A Plan to Manage and Operate</td>
<td>This module is focused on assuring Metro will resource and implement State of Good Repair programs (TAM—federal transit asset management system) to effectively, safely and securely operate its transportation network. Transit asset management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair (SGR). Therefore this module establishes the benchmarks to achieve in operating and maintaining the systems. Related to assuring a state of good repair is an understanding and commitment to the right level of service to implement the guiding themes, goals, policies, performance metrics and transportation network plan. This will be informed, in part, by the Bus System Re-imagining study results.</td>
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<tr>
<td>Module 6: IMPLEMENTING THE PLAN</td>
<td>This module sets forth the capital and financial programming necessary to make the LRTP a reality by delivering the network, along with assuring its effective operations and management.</td>
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<tr>
<td>Module 6.1: A Plan to Build</td>
<td>This module is the Transportation Investment Plan that demonstrates how to build the transportation network plan over a period of time in a phased manner.</td>
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<tr>
<td>Module 6.2: A Plan to Fund</td>
<td>This module sets priorities based on performance metrics for maintaining and operating the mobility system. It includes funding for the TAM program to maintain a State of Good Repair.</td>
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<tr>
<td>Module 7: ENDURING RELEVANCE</td>
<td>This module establishes a commitment for the regularity and method of reporting on ongoing implementation and effectiveness of the LRTP, emphasizing measurement against the performance metrics. It is linked to the five- and ten-year assessments required of Measure M, Metro’s Short Range Transportation Plan (SRTP) and SCAG’s Regional Transportation Plan/Sustainable Communities Strategy and Regional Housing Needs Assessment, along with updates to the Strategic Plan. This approach promotes institutionalizing the LRTP in Metro’s daily administrative and discretionary activities to ensure consistency and fidelity with the LRTP.</td>
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<tr>
<td>Module 7.1: Annual Reporting</td>
<td>This module commits to reporting annually on the performance metrics and on the overall progress of implementing the LRTP.</td>
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<tr>
<td>Module 7.2: Mandated Reporting</td>
<td>This module describes the commitment Metro is making to meet its mandated reporting obligation. Measure M requires two assessments within the first decade of voter approval.</td>
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<tr>
<td>Module 7.3: Regular Comprehensive Updates</td>
<td>This module commits Metro to a regular, comprehensive update cycle, which is aligned to the extent feasible with SCAG’s four-year update of the RTP/SCS and eight-year RHNA, while complying with the five- and ten-year Measure M assessments. The LRTP and SRTP will be updated in a staggered cycle to align with the Measure M assessments, RTP/SCS and RHNA. The SRTP comprehensively implements the LRTP over a short range period. Aligning the LRTP and SRTP with the RTP/SCS and RHNA cycles promotes regional cooperation and facilitates environmental review considerations.</td>
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<tr>
<td>Module 7.4: Annual Implementation Work Plan</td>
<td>This module commits Metro to an organized work plan to implement the LRTP on an annual basis.</td>
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<td>Module 8: APPENDICES</td>
<td>This module includes the background supporting information that led to the creation of the final LRTP. Many of the below topics will be presented as policy papers. All deliverables are referenced in the Appendices module, except the actual final modules.</td>
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### ATTACHMENT B – Summary Work Plan, Key Deliverables and Schedule

#### Long Range Transportation Plan Update

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>BOARD DELIVERABLES &amp; MILESTONES</th>
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</table>
| Fall 2017    | • Board **receive and file** introduction to LRTP Update and project work plan  
             | • Board **receive and file** Public Participation Plan |
| Winter 2018  | • Board **receive and file** draft Orientation and Context module  
             | • Potential Board Workshop: **visioning session** |
| Spring 2018  | • Board **receive and file** topical policy papers  
             | • Board **receive and file** draft Vision module  
             | • Board **action** on Short Range Transportation Plan (SRTP) |
| Summer 2018  | • Board **receive and file** draft Baseline Understanding module |
| Fall 2018    | • Board **receive and file** draft Values Framework module |
| Winter 2019  | • Board **receive and file** thematic scenario concepts *(fiscally constrained variations of the investment and financial plans)* |
| Spring 2019  | • Board **receive and file** preferred scenario  
             | • Board **receive and file** draft Transportation Network and Management Plan module |
| Summer 2019  | • Board **receive and file** preferred scenario modeling results  
             | • Board **receive and file** draft Implementing the Plan module |
| Fall 2019    | • Board **receive and file** financial plan  
             | • Board **receive and file** draft Enduring Relevance module |
| Winter 2020  | • Board **action** on LRTP |
Attachment 5

LRTP Overview Presentation
Why Does the LRTP Need an Update?

• Measure M sets the stage for a new, innovative LRTP because of its transformative scope and 40-year horizon
• Measure M established a new baseline from which to plan and program
• Adapt to ongoing population, demographic, employment, economic and fiscal changes
• Address evolving priorities
• Now is the time for Metro to be comprehensive and innovative
Modular approach:

• Flexible and differentiated, recognizing that agency staff, external partners and communities have varying levels of interests and responsibilities

• Allows for interim deliverables during update process
Dynamic approach:

- Will deliberately create areas of overlap between standalone modules to reinforce continuous integration and comprehensiveness.
- While also allowing for the plan to address a continuum of timing milestones to be adaptable in meeting near term and long range needs.

Approaches to the Update: It’s Dynamic
Comprehensive approach:

• Will integrate and strengthen connections between existing plans and programs into the LRTP comprehensively and add new features to fill in gaps or provide for new wants
• Thoroughly addresses stakeholders and partners
• Federal requirements must be met
• County gets a quality, comprehensive plan
A Modular Continuum

...Long Range

Near Term and...
Interactive Modules

Preparation: concurrent and iterative

Modules

Outcome: interdependent and reinforcing
And More: A New Strategic Plan

Metro Strategic Plan
Performance Metrics

Long Range Transportation Plan
Performance Metrics

Vision
Goals
Policies
Priorities
PAC’s Role in the LRTP Update

• Advisory group accountable to the Board of Directors

• Help guide the LRTP Update process by:
  – Identifying, focusing and clarifying topics
  – Providing input on options
  – Suggesting priorities

• Promote public/stakeholder engagement
## Summary Work Plan, Key Deliverables and Schedule

<table>
<thead>
<tr>
<th>PERIOD</th>
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</tr>
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</table>
| Fall 2017   | • Introduction to LRTP Update and project work plan  
                         • Public Participation Plan                                                                                                                                 |
| Winter 2018 | • Draft Orientation and Context module  
                         • **POTENTIAL BOARD WORKSHOP:** visioning session                                                                                                   |
| Spring 2018 | • Topical policy papers  
                         • Draft Vision module  
                         • **ACTION:** Short Range Transportation Plan                                                                                         |
| Summer 2018 | • Draft Baseline Understanding module                                                                                                                      |
| Fall 2018   | • Draft Values Framework module                                                                                                                          |
| Winter 2019 | • Thematic scenario concepts *(fiscally constrained variations of the investment and financial plans)*                                                  |
| Spring 2019 | • Preferred scenario  
                         • Draft Transportation Network and Management Plan module                                                                                       |
| Summer 2019 | • Preferred scenario modeling results  
                         • Draft Implementing the Plan module                                                                                                                |
| Fall 2019   | • Financial plan  
                         • Draft Enduring Relevance module                                                                                                                      |
| Winter 2020 | • **ACTION:** Final LRTP                                                                                                                                    |
LRTP Update Initiated!

Discussion & Questions