Agenda
Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mulholland Conference Room

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

2. Agenda Reports by Standing Committees  Information
   Bus Operations  (Jane Leonard)
   Local Transit Systems  (Sebastian Hernandez)
   Streets and Freeways  (Fanny Pan)
   TDM/Sustainability  (Mark Yamarone)
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions  5 min

3. Chairperson’s Report  Information
   • November/December Board Recap (Handout)  (Fanny Pan)

4. Consent Calendar  Action
   • Approval of Minutes
     Attachment 3: Draft November 4, 2015 Minutes

5. Potential Ballot Measure Update  Information
   10 min  (Tim Mengle)

6. Active Transportation Program (ATP)  Information
   10 min  (Wil Ridder/Patricia Chen)

7. Vision Zero  Information
   10 min  (Valerie Watson, City of Los Angeles)

8. CTC Update  Information
   5 min  (Patricia Chen/Steven Mateer)

9. Draft 2016 RTP/SCS Update  Information
   15 min  (Courtney Aguirre, SCAG)
10. Affordable Housing and Sustainable Communities  Information
   (Jacob Lieb)

11. Legislative Update  Information
   Federal
   State
   (Michael Turner/Raffi Hamparian)

12. Other Business  Announcements
   Bike Locker Automated Registration System
   First/Last Mile Training
   Urban Greening Website

13. Adjournment

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

Please call Brian Lam at (213) 922-3077 or e-mail lamb@metro.net with questions regarding the agenda or meeting. The next TAC meeting will be held on **February 3, 2016 at 9:30 AM in the William Mulholland Conference Room** on the 15th floor.
Attachment 1

Subcommittee Agendas
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE
Union Station Conference Room – 3rd Floor
9:30 am

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

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

3. Metro Report (5 minutes)
   Information
   Annelle Albarran

4. Approval of October 20, 2015 Minutes (1 minute)
   Action
   BOS

5. FTA Update (10 minutes)
   Information
   Stacy Alameida/Charlene Lee Lorenzo

6. 2016 Ballot Measure Update (10 minutes)
   Information
   Melissa Wang/Tim Mengle

7. Metro Dec. 2015 Service Changes/
   New Pasadena to NoHo Express Service Updates
   Attachment 1: Dec. 2015 Service Changes (15 minutes)
   Information
   Jon Hillmer

8. TAP Updates (10 minutes)
   Information
   David Sutton
9. Regional Short Range Transit Plan
   Attachment 2: RSRTP Summary of Goals/Actions
   (15 minutes) Information
   Scott Hartwell/Annelle Albarran

10. Section 5307 Working Group
    (10 minutes) Information
     Joyce Rooney

11. Access Services Update
    (10 minutes) Information
     Andre Colaiace/Matthew Avancena

12. Legislative Update
    (15 minutes) Information
     Raffi Hamparian/Marisa Yeager/Michael Turner

13. New Business
    A) Transit Industry Debriefing/Updates
    B) Teleconferencing
    Information
     All

14. Adjournment

Information Items:

90-day Rolling Agenda
Summary of Invoices FY 2015
Summary of EZ Pass Invoices
Subsidy Matrix FY 2015
TDA-STA Capital Claims
TDA-STA Claims
Regional Pass Sales
December 2015 Service Changes
RSRTP Summary of Goals/Actions

BOS Agenda Packages can be accessed online at:
http://www.metro.net/about_us

Please call ANNELLE ALBARRAN at 213-922-4025 or JOHN GREEN at 213-922-2837 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on Tuesday, January 19, 2015, at 9:30 am in the Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.
Agenda

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE – Conference call

Conference call-in number (213) 922-4930 (same number as last time)
LACMTA may call ext. 24930

1. Call to Order Action
   Sebastian Hernandez, Chair

2. Approval of Minutes – (Handout) Action
   Sebastian Hernandez, Chair

3. Regional Paratransit Free Fare Review Discussion
   Sebastian Hernandez, Chair

4. Potential Ballot Measure and Long Range Transportation Plan (LRTP) Update Discussion
   Sebastian Hernandez, Chair

5. El Niño Discussion
   Sebastian Hernandez, Chair

6. New Business, Date of Next LTSS Meeting
   Sebastian Hernandez, Chair
Thursday, November 19, 2015  9:30 a.m.

Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

**Mulholland** Conference Room, 15th Floor

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

2. Approval of Minutes  
   Attachment 1: October 15, 2015 Minutes  
   Action *(Subcommittee)*

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

4. Metro Report  
   *5 min*  
   Information *(Teresa Wong)*

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

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

7. Parking Master Plan/Ordinance  
   *15 min*  
   Information *(Frank Ching)*

8. Call for Projects  
   *5 min*  
   Information *(Rena Lum)*
9. Active Transportation Program
   Information (Patricia Chen)
   10 min

10. CTC Update
    Information (Patricia Chen)
    10 min

11. Urban Greening Plan
    Information (Katie Lemmon)
    10 min

12. Bike Share Program – Fare Structure
    Information (Avital Shavit)
    10 min

13. New Business
    5 min

14. Adjournment
    1 min

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Educational Topic: Cap & Trade 101
   Information (Kathleen Sanchez)
   15 min

The next meeting for the Streets and Freeways Subcommittee will be held on December 17th at 9:30 a.m. on the 15th floor, Mulholland Conference Room. Please contact Teresa Wong at (213) 922 – 2854 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

November 2015
Bus Operations Subcommittee:

- Did not meet in November

Local Transit Systems Subcommittee:

- Did not meet in November

Streets and Freeways Subcommittee:

- Approved the October 15, 2015 meeting minutes

TDM/Sustainability Subcommittee:

- Did not meet in November

December 2015
Bus Operations Subcommittee:

- Approved the October 20, 2015 meeting minutes

Local Transit Systems Subcommittee:

- No actions were taken

Streets and Freeways Subcommittee:

- Did not meet in December

TDM/Sustainability Subcommittee:

- Did not meet in December
Attachment 3

November 4, 2015 TAC Minutes

November 4, 2015 Sign-In Sheets
1. Call to Order/Roll Call
Brian Lam (Alternate Chair) called the meeting to order at 9:32 A.M., took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees
   
   **Bus Operations Subcommittee (BOS)**
   - Last met on October 20, 2015
   - Received updates on:
     - Active Transportation Strategic Plan
     - TAP
     - FY 13-14 TDA Triennial Review
     - Transit Mutual Assistance Compact
     - Access Services
   - Next meeting is scheduled for December 8, 2015

   **Local Transit Systems Subcommittee (LTSS)**
   - Last met on October 29, 2015
   - Received updates on:
     - Potential Ballot Measure/Long Range Transportation Plan (LRTP)
     - Metro Regional Bikeshare
     - Active Transportation Strategic Plan
   - Elected Justine Garcia (City of Glendora) to be the new Primary TAC Representative
   - Next meeting is scheduled for December 8, 2015

   **Streets and Freeways Subcommittee**
   - Last met on October 15, 2015
   - Received updates on:
     - Potential Ballot Measure/LRTP
     - Call for Projects
     - Active Transportation Program (ATP)
Active Transportation Strategic Plan
I-405 Corridor Master Plan
State’s Integrated Freight Strategy
• Next meeting is scheduled for November 19, 2015

Transportation Demand Management (TDM)/Sustainability Subcommittee
• Did not meet in October
• Next meeting is scheduled for December 9, 2015 (This was later cancelled)

3. Chairperson’s Report (Fanny Pan, Metro)
A handout of the October 22, 2015 Metro Board meeting recap was distributed in lieu of an oral report.

Ms. Pan announced that Governor Brown signed SB 767 into law on October 7th, allowing Metro to pursue the potential sales tax measure.

Staff met internally regarding the Los Angeles County Signal Synchronization Call projects and is evaluating the potential for reprogramming funds. Staff will return to TAC if an action is necessary.

Ms. Pan reported that TAC is typically dark during the month of December. She asked if there is a desire to cancel the December 2015 meeting?

Motion
Mark Yamarone (TDM/Sustainability Subcommittee) made a motion to cancel the December 2015 TAC meeting. Marianne Kim (Automobile Club of California) seconded the motion. The motion was approved with no objections.

4. Consent Calendar
A motion to approve the October 7, 2015 TAC minutes was made by Mohammad Mostahkami (League of California Cities – Gateway Cities COG) and seconded by Rich Dilluvio (Bicycle Coordinator). The minutes were approved with no objections.

5. Urban Greening Plan (Katie Lemmon, Metro)
Ms. Lemmon reported that Metro received an Urban Greening Grant from the Strategic Growth Council in 2012 to develop an Urban Greening Plan. TreePeople, a non-profit organization, and the Los Angeles Department of Transportation (LADOT) are project partners in this grant funded effort. The Urban Greening Plan builds on Metro’s First/Last Mile Strategic Plan and focuses on strategies that increase ridership and improve how transit riders access stations. The final plan includes greening and placemaking tools for multiple audiences to advance sustainability goals in the region, resulting in multi-benefit projects that can improve the experience of accessing transit stations. The strategies presented in the toolkit can be implemented into a project to provide multiple benefits.

Staff conducted community surveys and focus groups around the county which indicated that greening is important to transit riders and could potentially encourage more ridership. It was
concluded that it is key to include education and interpretative materials related to greening tools to let the public know what strategies can be implemented and what benefits they provide. Additionally, staff conducted a mapping analysis of existing conditions and opportunities within a one-half to three mile radius around fixed guideway transit stations. Multiple data sources were analyzed including water resources, urban forestry, air quality, and utilization. The Urban Greening Plan TAC was formed which consisted of regional and local agency staff and representatives from community groups. It was determined that an online interactive toolkit would be the most effective method to make the information available. The online tool kit includes over 50 tools in five different categories: Greening, People Spaces, Energy, Water, and Events. Provided with the tools are practical implementation steps that can be used in conjunction with other projects to enhance benefits to the community.

At the October 14, 2015 Ad-Hoc Sustainability Committee meeting, staff received direction to develop an Implementation Action Plan. As part of the plan, staff will be reaching out to cities and subregional governments to discuss the Urban Greening Plan website and obtain feedback, as well as discuss potential grants for implementation.

Larry Stevens (League of California Cities – San Gabriel Valley COG) asked when the Urban Greening Plan toolkit will be available? Ms. Lemmon replied January 2016.

Robert Brager (League of California Cities – Las Virgenes Malibu COG) asked if the intent of the Urban Greening Plan is to increase ridership or improve the quality of ridership? Ms. Lemmon replied that the Urban Greening Plan aims to accomplish both by providing tools that could be used to improve the rider experience for accessing transit. Mr. Brager asked if there is a maintenance component to the plan? Ms. Lemmon replied that maintenance is a key component that would be discussed individually for each project.

Mr. Yamarone asked if the Urban Greening Plan has a grant component? Ms. Lemmon replied no. Mr. Yamarone asked if there is potential for urban greening projects to be funded through the Call? Ms. Lemmon replied that funding is a key piece of the Implementation Action Plan. The Call has Sustainable Design Element requirements which allow many of the Urban Greening Plan strategies to be implemented in Call projects. Ms. Pan added that the Sustainable Design Elements requirement is a special condition requirement since the 2013 Call.

Mr. Yamarone asked if standalone urban greening projects could be eligible through the Call? Ms. Pan replied that staff will need to explore those funding options.

Mr. Stevens commented that he believes Metro should require that certain plans be required to be implemented when facilities are first being constructed as opposed to after the fact. Ferdy Chan (City of Los Angeles) agreed with Mr. Stevens.

Sebastian Hernandez (LTSS) asked if any specific locations were studied? Ms. Lemmon replied that the plan evaluated all Metro fixed guideway stations, including the Orange and Silver Lines. The strategies in the toolkit are not prescriptive and demonstrate what could be implemented in various locations.
Mr. Hernandez asked who the project partners are? Ms. Lemmon replied Tree People, a non-profit located in Beverly Hills, provided technical expertise on the greening components, and LADOT contributed to the place making components of the grant.

6. Call for Projects (Rena Lum, Metro)
Ms. Lum reported that staff is developing a Lessons Learned Survey for the 2015 Call and is anticipating release around the beginning of the year. This survey will be available online. Ms. Lum encouraged TAC members to complete the survey when available. Staff is moving forward with the assumption that there will be a 2017 Call. A meeting with the Subregion Executive Directors will be scheduled as we move forward.

Staff is developing a multi-modal application in response to requests from applicants. The multi-modal application is in the preliminary stages of development, and will be a separate eighth category that project sponsors can use rather than submitting two applications for the same project. Funding for the multi-modal application has not been determined yet.

Ms. Lum reported that at the end of each Call cycle, staff forms a Working Group composed of TAC members and its Subcommittee members to provide input and feedback on the process. This process is anticipated to start in early 2016.

Mr. Mostahkami asked what format the Lessons Learned Survey will be in? Ms. Lum replied that the survey will be online and consists of a combination of yes/no, interval scale, and qualitative questions.

Eric Bruins (Los Angeles County Bicycle Coalition) commented that he found it interesting that rather than make every application multi-modal, a new separate modal application was created. He asked if there was an evaluation on developing a single multi-modal application? Ms. Lum replied that currently all projects submitted through the Call must be consistent with Metro’s Complete Streets Policy. Since there is a difference between Complete Streets and multi-modal, a separate multi-modal application will allow project sponsors to complete one application for a project with multiple distinct modal components.

Mr. Bruins asked TAC members if they were hoping to consolidate the modal applications into one? No TAC members offered a response.

Ted Semaan (League of California Cities – South Bay Cities COG) asked if the new multi-modal application will prevent a project sponsor from submitting a project under two separate modes? Ms. Lum replied that a project sponsor would still be able to submit separate applications. Mr. Semaan and Michelle Caldwell (BOS) expressed their appreciation for keeping the option available.

7. Potential Ballot Measure Update (Patricia Chen, Metro)
Ms. Chen reported that the Board Receive and Filed the draft Potential Ballot Measure Framework and Assumptions Input on October 22nd. To date, staff has received input from stakeholders, including Subregions and Regional Facilities.
A Proposed Performance Metrics Framework has been developed through the Mobility Matrix process and with input received through stakeholder feedback in September. Staff will also work with the Subregions/COGs one-on-one to constrain the project lists to meet funding targets. Travel Demand Modeling, cost estimating, and project timing is also underway. These are all works in progress and will be tweaked as more input and prioritization is received.

The Potential Ballot Measure structure being considered by staff is an 18-year extension of the current Measure R sales tax to FY 2057, plus a new half-cent sales tax from FY 2017-2057. The initial 50/50 split between Multi-modal Capital Projects and Local Return/Transit Operations/State of Good Repair/Other is under discussion and may likely change.

Subregional targets were based on optimization for each Subregion’s population and/or employment and current/future growth and can be viewed in year of expenditure or current dollars.

The Potential Ballot Measure Framework and working assumptions will be presented to the Board for approval in the November/December Board cycle. It is anticipated that in March 2016, the Board will take action on the Draft Expenditure Plan, with adoption of the Final Expenditure Plan in June 2016.

Mr. Yamarone commented that for the Draft Proposed Performance Metrics Framework, the goal and objective for the Safety theme should be to eliminate deaths rather than simply reduce injuries. Mr. Yamarone also commented that the Vehicle Miles Traveled (VMT) metric is flawed, as you could have economic growth which will increase VMT. A more accurate measurement for sustainability would be VMT per capita, which would illustrate how efficiently people are traveling.

Valerie Watson (Pedestrian Coordinator) added that the performance metrics should be expanded to include counts in order to understand changes in mode split. To complement changes in VMT, it’s important to understand mode split.

Michelle Mowery (Bicycle Coordinator) noted that the Mobility performance measure does not measure Active Transportation. Mode split is needed to understand Active Transportation and will also be useful as a Safety performance measure. It is important to measure the number of Killed or Severely Injured (KSI) per mode.

Dan Mitchell (City of Los Angeles) asked what is included as an “incident” under the Goals and Objectives for the Safety theme? Ms. Chen replied that she believes an “incident” is used as a broad term to include all accidents minor, severe, and fatal. Mr. Mitchell commented that reducing the number of incidents is not as important as reducing the severity of the incidents. He noted that sometimes a change in infrastructure may increase the number of minor incidents, but reduce severe accidents.

Ms. Caldwell commented that more voters would be interested in reducing any incident that causes increased travel time for them, so incidents should take mobility into account. Mr. Mitchell replied that the Mobility theme captures travel time. The Safety metric should focus
on people’s lives. Pat DeChellis (County of Los Angeles) replied that to implement what Ms. Caldwell stated, you would have to move the “reduce incidents” goal from Safety into the Mobility theme, but that he believes travel time covers that already.

Mr. DeChellis asked if the Safety Goals and Objectives should clearly state that it is to reduce pedestrian incidents? Marianne Kim (Automobile Club of California) replied that the goal should be to reduce all traffic fatalities, not just pedestrians. To measure this, it is important to collect as much data as possible including injuries and fatalities by mode and the causes of those accidents.

Mr. Mitchell elaborated that since the percentage of people walking or bicycling is small compared to other modes, the data must be divided by mode or else you could miss significant changes in the safety of certain modes. It could be that bicyclists accidents are increasing, but since bicycling is a small percentage of the whole, the accidents would not be apparent. Ms. Mowery added that it is impossible to know if a certain mode is becoming safer or more dangerous if the data is not divided by mode.

Mr. Bruins commented that under the Mobility theme, “AM peak period speeds” is not a good performance measure. He suggested that a better measure would be the reliability of travel times. Trying to increase speed is counter-intuitive to safety concerns. Mr. Bruins also questioned why “vehicle hours of delay” is a performance measure for the Sustainability theme.

Ms. Kim asked how a “reliability” performance measure would be measured? Mr. Bruins replied that reliability is the same speeds day after day with minimal variation. If you know a city street always travels at 15 miles per hour every day, you minimize the uncertainty of travel time. Ms. Chen responded that “vehicle hours of delay” is a sustainability metric because idling vehicles produce more emissions than a vehicle that is traveling at a constant speed.

Jessica Meaney (Investing in Place) asked if there is an appendix where she could find more information on how the Draft Performance Metrics Framework will be applied and implemented? Ms. Chen replied that she will check to see if an appendix exists.

Mr. Chan commented that it would be helpful for the Performance Metrics Framework to set priorities for project design decisions.

Mr. Mostahkami suggested that reducing water pollution and increasing storm water capture should be a Sustainability goal and objective in addition to improving air quality. Ms. Chen asked if Mr. Mostahkami could write a bullet point and explain how that metric would be applied? Mr. Mostahkami agreed.

Ms. Watson commented that she will be presenting interesting data from the City of Los Angeles’ Vision Zero that will discuss trends on safety and may address some comments that have been expressed during this discussion.
Ms. Caldwell asked if the Board will take action on the Proposed Ballot Measure Expenditure Plan during the November/December Board cycle? Ms. Chen replied no and clarified that the Board will take action on the Performance Measures.

Ms. Caldwell asked how can people provide comments on the 50/50 split between Multi-modal Capital and Local Return/Transit Operations/State of Good Repair/Other? Tim Mengle (Metro Office of Management and Budget) informed the TAC that a Committee will be formed consisting of Operations, Local Operators, LTSS, Tier 2 Operators, and others, to provide input on the Potential Ballot Measure funding split. Mr. Mengle stated that OMB would also like input on the Local Return percentage. Mr. DeChellis, Mr. Mitchell and Mr. Mostahkami volunteered to participate on the Local Return discussion.

Mr. Mostahkami asked how cities can participate in the Local Return discussion? Ms. Pan directed all interested parties to send her an email. Ms. Chen suggested that smaller cities should also participate.

Gary Slater (Caltrans) suggested that there should be a specific performance measures for Complete Streets projects. Mr. DeChellis replied that many of the existing performance metrics lend themselves to what Complete Streets tries to accomplish. Mr. Slater clarified that pedestrian and bicycle projects don’t seem to be covered in the proposed performance metrics.

Ms. Chen asked if Mr. Slater could provide a bullet point and explain how the metric would be applied? Mr. Slater asked the other TAC members if a Complete Streets metric is something they would desire. Mr. DeChellis replied that he is concerned about identifying individual projects in the performance metrics. The Performance Metrics Framework are goals and objectives. Mr. Slater argued that the performance measure framework does not capture the benefits from those types of projects. Mr. DeChellis noted that the performance measures need to be revised to include Active Transportation measures. Ms. Watson replied that mode split would be a good performance measure to complement the goals and objectives.

Ellen Blackman (Citizen Representative on ADA) commented that the Accessibility theme does not have a performance measure that measures how service and accessibility is increased to seniors and people with disabilities. Ms. Chen asked how would you measure improved access to seniors and people with disabilities? Ms. Blackman replied that the number of trips could be one measure.

Mr. Bruins commented that the Draft Proposed Performance Metrics Framework is currently at a very broad level and does not measure how a person interacts with the system.

Ms. Chen asked if there can be too many measures? Mr. Bruins replied that it depends on the point of the performance metrics. Are they measures for project selection or for system performance? Ms. Chen replied that she believes the Performance Metrics Framework is for project selection. Mr. Mitchell noted that he thinks the Performance Metrics Framework is meant to be for project selection to narrow down the list of projects to fit the estimated funds available. Mr. DeChellis agreed with Mr. Mitchell, but stated that he thinks the metrics
should be for system performance. He noted that setting goals and objectives of what is desired out of the transit system would drive project selection.

Ms. Chen replied that these performance measures will not optimize system performance since the Potential Ballot Measure must be balanced three ways: bottom up, geographically equitable, and system performance.

8. Active Transportation Program (ATP) (Patricia Chen, Metro)
Ms. Chen reported that the CTC adopted the 2015 ATP statewide program at the October 21st meeting. The regional program is anticipated to be adopted by January 2016. The Los Angeles region is anticipated to receive approximately $61 million from the statewide program and approximately $41 million from the regional program, totaling $102 million. Metro staff will soon procure a consultant for grant assistance. The ATP is still currently the means to help reduce the funding gap in the Call.

Mr. Chan noted that some projects that were approved for funding in the Call have elements that are ineligible in the ATP. This has caused the projects to be partially funded by the ATP. Mr. Chan asked how Metro is going to handle similar incidences? Ms. Pan replied that staff will have to look into that issue further.

Mr. DeChellis commented that he thought that Metro had already agreed to fund Call projects if they were not funded in the ATP. Ms. Chen clarified that Mr. Chan is referring to projects from Cycle 1 that have finished the eligibility review phase. The project was funded by the ATP, but certain elements of the project were deemed ineligible and were not funded. Ms. Pan clarified that previously approved Call projects that were not funded in the ATP have been reprogrammed through the Call.

Motion
Mr. Mitchell made a motion to amend the Metro ATP Cycle 3 policy that would ensure that Metro would fund any components of a previously approved Call project that was funded by the ATP, including if those components were later deemed ineligible for ATP funding. Mr. DeChellis seconded the motion. The motion was approved with no objections.

Mr. Bruins commented that Metro should not continue to require Call project sponsors to apply for ATP funding for those that were approved through the Call. Ms. Chen replied that there has been discussion at TAC and the Streets and Freeways Subcommittee regarding the policy of linking the Call to grant assistance from ATP. There is currently a large funding issue that needs to be resolved, and this is the chosen policy at this time.

Mr. Mitchell requested to agendize this discussion for the January 6, 2016 TAC meeting.

Motion
Mr. DeChellis made a motion to retroactively apply the same amended Metro ATP Cycle 3 policy to projects in Cycles 1 and 2 as well. Mr. Mitchell seconded the motion. The motion was approved with no objections.
9. **CTC Update (Patricia Chen, Metro)**
Ms. Chen reported that the Interregional Transportation Strategic Plan (ITSP) was not adopted and was deferred to the December meeting.

At the Regional Transportation Planning Agency (RTPA) group meeting, a report was given on the Transportation Co-Op Committee’s concern with the high staffing turnover of small cities which occasionally creates issues when meeting federal funding policies. The Co-Op Committee discussed an idea to provide training and certification for users of Federal funds. However, the Interregional Transportation Improvement Program (ITIP) funds might not be available to pay for the trainings. Caltrans would assess a charge to the agencies for that training.

10. **Cap and Trade (Kathleen Sanchez, Metro)**
Ms. Sanchez reported that at the October 22, 2015 meeting, the Board approved staff recommendations to submit an application to the Low Carbon Transportation Operations Program (LCTOP) for the Gold Line Foothill Extension Phase 2A Operations and/or Expo Light Rail Line Phase 2 Operations. The State Controller’s Office will not set funding marks for the program until the Legislature concludes their Special Session. It is estimated that Los Angeles County may receive approximately $24 million this year for Metro and muni operators. Last year, Metro received approximately $6 million for Gold Line Phase 2A operations. The Board also passed a motion directing staff to identify the potential for utilizing Cap and Trade funding as part of the expenditure plan in the development of the potential ballot measure. Staff is still developing a strategic policy and programmatic effort to estimate how Metro can incorporate available Cap and Trade funding.

The Transit and Intercity Capital Rail Program (TIRCP) recently released new draft guidelines. Under the new guidelines, there is no cap on the number of applications that can be submitted from a particular agency. Last year, Metro received approximately $39 million for the Willowbrook/Rosa Parks Station Improvements and Blue Line Operational Improvements. Staff has not identified the projects Metro would submit this year.

Mr. Yamarone asked if there has been any discussion on how Metro can help cities within the County pursue Cap and Trade program funds? Ms. Sanchez replied that the Strategic Growth Council will be revising the guidelines for the Affordable Housing and Sustainable Communities Program to align better with Active Transportation and First/Last Mile strategies. The agencies that are administering the Cap and Trade Programs will have a staff member to interact with local groups, non-profits, and smaller cities that want to apply for funding.

Mr. Stevens commented that the Southern California Association of Governments (SCAG) offers high level one-on-one assistance in developing eligible grants in certain Cap and Trade Programs. He noted that SCAG has reached out to the COGs to identify possible projects.

11. **Parking Master Plan/Ordinance (Frank Ching, Metro)**
Mr. Ching reported that the Metro Board adopted the Parking Ordinance on September 24th and went in to effect on November 1st. The Parking Ordinance is not meant to establish new policies, but rather adopts basic parking regulation. Metro has also adopted a Parking Fee
Resolution which officially standardizes parking rates for Union Station and the Permit Parking program. Staff is in the process of implementing the Parking Ordinance by installing signage at all park-and-ride locations notifying patrons of the Ordinance.

More information can be found at [https://www.metro.net/riding/paid_parking/](https://www.metro.net/riding/paid_parking/) or by emailing parking@metro.net.

Mr. Ching reported that staff is working on implementing TAP card integration into the parking facilities. This will make it possible to differentiate transit users from non-transit users who are using Metro parking resources.

Metro has implemented a car sharing program at 10 Metro park-and-ride locations and is in discussions with the car share provider to expand the program to the Gold Line Foothill Extension and Expo Line Phase 2.

Staff is also developing a Parking Guidance system and will be installing real-time parking information at Metro owned parking facilities in the beginning of FY 17. By FY 19, all 87 Metro owned parking facilities will have real time parking information that can be accessed online and through any smartphone.

Ms. Caldwell asked if the parking guidance system will show parking availability? Mr. Ching replied yes. There will also be programmable message signs at the entrances of the parking locations that will notify patrons of how many parking spaces are available and what other locations have available parking.

Ms. Caldwell commented that the park-and-ride facility in Azusa shares the lot with municipal buses, city employees, and Metro riders. She asked if the parking guidance system will notify Metro patrons if there are no more spaces designated for Metro riders? Mr. Ching replied yes. The signs will delineate how many spaces for each entity are remaining. Metro wants to use TAP card integration technologies to differentiate between users.

Mr. Ching reported that staff is developing a Supportive Transit Parking Program Master Plan. The first step is to assess each of the parking facilities and develop operating alternatives. There will likely be three different alternatives: 1) continue free parking; 2) charge for parking; and 3) utilize TAP card integration to incentivize transit users, while non-transit users pay market price. Mr. Ching noted that parking is not a one size fits all solution. Each facility may have different recommendations. The second step will be to develop a Strategic Plan based on the Board adopted strategies and develop a Parking Demand Model. The final step is to combine all this information into the Master Plan.

Mr. Stevens advised Metro staff to coordinate with cities when changing any parking pricing policies. He noted that city streets and private parking facilities proximate to Metro facilities are severely affected when Metro parking prices change. Mr. Ching acknowledged Mr. Steven’s request and noted that as part of the Master Plan study, the team will reach out to all cities that have Metro park-and-ride facilities.
Ms. Watson asked if the Master Plan will be able to show which parking facilities are underutilized and at what times of the day? Mr. Ching replied yes.

Ms. Watson commented that it would be good for the Parking Master Plan to coordinate with the Urban Greening Plan, as parking lots are often times used as gathering places. Mr. Ching replied that the Parking Master Plan will coordinate with the Metro Sustainability team.

12. Vision Zero (Valerie Watson, City of Los Angeles)
The item was rescheduled to the January 6, 2016 TAC Meeting.

13. Legislative Update (Michael Turner/Raffi Hamparian, Metro)
No Legislative Update was provided.

14. Other Business
No other business was reported.

Adjournment
Ms. Pan adjourned the meeting and reported that the next scheduled TAC meeting is January 6, 2016 in the William Mulholland Conference Room on the 15th floor at 9:30 am. If you have questions regarding the next meeting, please contact Brian Lam at (213)922-3077 or email lamb@metro.net.
# TECHNICAL ADVISORY COMMITTEE

**Sign in Sheet**  
**November 4, 2015**

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>MEMBER/ALTERNATE</th>
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<tr>
<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
<td>1.   Marianne Kim/Stephen Finnegan</td>
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<td>BICYCLE COORDINATOR</td>
<td>1.   Rich Dilluvio/Michelle Mowery</td>
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<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>1.   Gloria Gallardo/Susan Lipman</td>
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<td>2.   Jane Leonard/Michelle Caldwell</td>
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<td>CALTRANS</td>
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<td>CITIZEN REPRESENTATIVE ON ADA</td>
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<td>CITY OF LONG BEACH</td>
<td>1.   Nathan Baird/Derek Wieske</td>
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<td>LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS)</td>
<td>1. Sebastian Hernandez/Vacant</td>
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<td>2. Justine Garcia/Linda Evans</td>
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<td>METROPOLITAN TRANSPORTATION AUTHORITY (Metro)</td>
<td>1. Fanny Pan/Brian Lam Countywide Planning &amp; Development</td>
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<td>2. Diane Corral-Lopez/Carolyn Kreslake Metro Operations</td>
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<td>PEDESTRIAN COORDINATOR</td>
<td>1. Valerie Watson/Dale Benson</td>
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<td>PUBLIC HEALTH REPRESENTATIVE (Ex-Officio)</td>
<td>1. Susan Price/Vacant</td>
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<td>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA - Ex-Officio)</td>
<td>1. Anne Louise Rice/Karen Sakoda</td>
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<td>SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD -- Ex-Officio)</td>
<td>1. Eyvonne Drummonds/Kathryn Higgins</td>
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<td>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG -- Ex-Officio)</td>
<td>1. Warren Whiteaker/Annie Nam</td>
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<td>1. Lupe Valdez/LaDonna DiCamillo</td>
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<td>TRANSPORTATION DEMAND MANAGEMENT/ SUSTAINABILITY SUBCOMMITTEE</td>
<td>1. Mark Yamazone/Phil Aker</td>
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<td>2. Mark Hunter/Vacant</td>
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<td>Jessica King</td>
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<td>David Kriker/Roubik Golian (A)</td>
<td>ARROYO VERDUGO CITIES</td>
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<td>Mohammad Mostahkami/Lisa Rapp (A)</td>
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