Agenda
Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mulholland Conference Room, 15th Floor

1. Call to Order/Roll Call Action (Rena Lum, Brian Lam)

2. Agenda Reports by Standing Committees Information
   Bus Operations (James Lee)
   Local Transit Systems (Sebastian Hernandez)
   Streets and Freeways (Fulgene Asuncion)
   TDM/Sustainability (Mike Bagheri)
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
   5 min

3. Chairperson’s Report Information
   5 min (Rena Lum)

4. Consent Calendar Action
   • Approval of Minutes
     Attachment 3: Draft November 7, 2018 Minutes

5. Equity Platform Information
   10 min (Kalieh Honish)

6. ATP Update Information
   5 min (Shelly Quan)

7. CTC Update Information
   5 min (Zoe Unruh)

8. LRTP Update Information
   10 min (Mark Yamarone/Paul Backstrom)

9. Transportation School Information
   15 min (Pamela Christian)
10. Crenshaw North Update Information
   15 min
   (Roger Martin/Alex Moosavi)

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

12. Other Business

13. 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 February 6, 2019 at 9:30 a.m. 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
   James Lee

2. Approval of October 16, 2018 Minutes
   (1 minute)
   Action
   BOS

3. Chair’s Report
   (5 minutes)
   Information
   James Lee

4. Metro Report
   (5 minutes)
   Information
   Mercedes Meneses

5. FY19 STA Efficiency Test – 3rd Draft
   (15 minutes)
   Action
   Susan Richan

6. FY18 Actual Federal Funds Allocation
   (15 minutes)
   Information
   Manijeh Ahmadi

7. Section 5310 Presentation
   (10 minutes)
   Information
   Anne Flores/Ruben Cervantes

8. NextGen Bus Study
   (10 minutes)
   Information
   Robert Calix

9. Access Update
   (10 minutes)
   Information
   Matthew Avancena
10. FTA Update  
   (5 minutes)  

11. Transit Industry Debriefing/Updates  
   (10 minutes)  

12. New Business  
   (5 minutes)  

13. Adjournment

Information Items:

A. 90-day Rolling Agenda  
B. FY16 Section 5307 Balance  
C. FY17 Section 5307 Balance  
D. FY18 Section 5307 Balance  
E. Combined Section 5307 Balances (FY16-FY18)  
F. FY19 Subsidy Tracking Matrix  
G. FY19 Summary of TDA & SDA Capital Claims  
H. FY19 TDA/STA/SB1 STA SGR Claim Summary  
I. FY19 Summary of Invoices

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

Please call MERCEDES MENESES at 213-922-2880 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on Tuesday, January 15, 2019, at 9:30 am in the William Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.
NOTE TIME: 1:00 PM

Thursday, November 29, 2018, 1:00 P.M.

Agenda

Los Angeles County
Metropolitan Transportation Authority

LOCAL TRANSIT SYSTEMS SUBCOMMITTEE
Meeting room – 4th Floor – TAP Lab

Webinar Link:
Not Available at this time

Join by phone on
CONFERANCE CALL –
(213) 922-4930

1. Call to Order
   Action
   Sebastian Hernandez, Chair

2. Approval of Minutes
   Action
   Sebastian Hernandez, Chair

3. LTSS Bylaws – discussion
   Information
   Sebastian Hernandez, Chair

4. LIFE Operator Reimbursement Policy (Rider Relief Program –
   Low Income Fare is Easy “LIFE”)
   Information
   Armineh Saint, Metro

5. NTD reporting for Prop A Incentive Voluntary reporters
   Information
   Chelsea Meister, Metro

6. New Business – TAC update
   Information
   Luz Echavarria, Vice Chair

Metro will validate your Parking ticket for this meeting’s attendance. Take your parking ticket to the 15th floor for validation.
Thursday, November 15, 2018  9:30 a.m.

Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room – 15th Floor

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

2. Approval of Minutes
   1 min
   Action (Subcommittee)
   Attachment 1: October 18, 2018 Minutes
   Attachment 2: Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda

3. Metro Report
   5 min
   Information (Fulgene Asuncion)

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

5. Caltrans Report
   10 min
   Information (Steve Novotny)

6. CTC Update
   10 min
   Information (Patricia Chen)

7. ATP Update
   10 min
   Information (Shelly Quan)

8. 2018 Local Streets and Roads Needs Assessment
   15 min
   Information (Charles Herbertson, Culver City)
9. Mobility on Demand  
   Information (Emma Huang)
   15 min

10. NextGen Bus Study  
    Information (Robert Calix)
    15 min

11. Adjournment  
    1 min

The next meeting for the Streets and Freeways Subcommittee will be held on December 20\textsuperscript{th} at 9:30 a.m. on the 15\textsuperscript{th} floor, William Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: \url{http://www.metro.net/about/sfs/}
Attachment 2

Disposition of Subcommittee Actions
Disposition of Subcommittee Actions

November 2018

Bus Operations Subcommittee:
- Approved the October 2018 meeting minutes
- Approved the FTA 19 STA Efficiency Test – 3rd Draft

Local Transit Systems Subcommittee:
- Approved the September 2018 meeting minutes

Streets and Freeways Subcommittee:
- Approved the October 2018 meeting minutes

TDM/Sustainability Subcommittee:
- Did not meet in November 2018
Attachment 3

November 7, 2018 TAC Minutes

November 7, 2018 Sign-In Sheets
1. Call to Order/Roll Call
Rena Lum (Chair) called the meeting to order at 9:38 A.M. Brian Lam (Alternate Chair) took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees

Bus Operations Subcommittee (BOS)
- Subcommittee met October 16, 2018
- Received updates on:
  - FY 2020 FAP Required Documents
  - FY 19 STA Efficiency Test
  - Blue and Green Line Closure
  - SGR Billing
  - Access Free Fare Program
  - Tally Farebox Key
- Next meeting is scheduled for November 20, 2018

Streets and Freeways Subcommittee
- Subcommittee met on October 18, 2018
- Received updates on:
  - Metro Green Line Extension to Torrance
  - North Hollywood to Pasadena BRT
  - Federal Transportation Improvement Program
  - Link Union Station

TDM/Sustainability Committee
- Subcommittee met on October 17, 2018
- Received updates on:
  - Shared Mobility Regulations
  - Metro Vanpool Program
3. Chairperson’s Report
Ms. Lum acknowledged that the TAC committee meeting will be dark in December.

4. Consent Calendar
A motion to approve the October TAC minutes was made by Larry Stevens (League of California Cities – San Gabriel Valley COG) and seconded by Eric Widstrand (City of Long Beach). Greg Farr (Caltrans) abstained. The minutes were approved.

5. Join the Movement (Pauletta Tonilas, Metro)
The Join the Movement Campaign effort began in 2018 and is an effort to connect the public to Metro and positions Metro in the public market place. It’s a re-branding of Metro, showcasing the benefits of transit, and how people's lives can be enhanced through transit. The Join the Movement advertisement will be broadcast during television commercial breaks over the next few months. The website (https://jointhemovement.la/) also directs visitors to learn more about the various projects Metro is working on, the Strategic Plan, sustainability efforts, active transportation services, and opportunities to provide feedback.

Watch the Join the Movement commercial by clicking on this weblink: https://www.youtube.com/watch?v=z95Ne-14b7w&feature=youtu.be

There was discussion on whether any specific messaging did not resonate with the public during development of the Join the Movement Campaign. In general, the public feedback showed that promoting numbers and statistics was not as effective. People want to know how Metro connects to them specifically, not the data. Feedback also showed a desire to hear about the projects that are being completed so that they know what services are available to them.

6. CTC Update (Zoe Unruh, Metro)
In October the CTC held a meeting and provided the following updates:

A number of baseline agreements were approved for SB-1 funded projects which totaled $472 million of SB-1 awards. Metro projects awarded include the Airport Metro Connector 96th Street Station, I-5 North, SR-71, SR-57/60, and Rosecrans Grade Separation. The baseline agreements are part of the enhanced accountability required by SB-1.

A hearing was conducted for the multi-modal comprehensive corridor plan draft guidelines which the CTC is looking to adopt. The purpose of the guidelines is to provide applicants with solutions for congested corridors projects and will help agencies understand how the project or plan would be eligible for funding.
7. **NextGen Bus Study (Robert Calix, Metro)**

The NextGen Bus Study was developed to help understand how people are traveling today with the purpose of providing recommendations to update the entire Metro bus network. This NextGen Bus Study goes beyond the routine bus system updates that occur every 6 months which only provide minor tweaks, and is a complete overhaul of the bus network.

The NextGen Bus Study is a 4-step process that analyzes the system market demand and travel patterns to determine bus route and schedule updates. During step 1, in the spring/summer of 2018, the existing service was evaluated as it related to the needs of the riders. During step 2, in the fall of 2018 and the winter of 2019, policies to develop potential bus service priorities to better meet riders' needs will be explored. During step 3, in the spring/fall of 2019, staff will begin redesigning new routes and schedules based on guidelines and parameters reflecting the adopted policy choices. During step 4, in the fall/winter of 2020, implementation and media marketing of new routes and schedules that reflect the way people travel today will occur.

Stakeholder engagement is a key element of the NextGen Bus Study. Currently 183,000 people have received multi-lingual take-ones printed and distributed on Metro buses, Metrolink, LA County libraries, city and elected officials' offices, and community events. In addition, more than 5,000 people have completed bus study surveys at community-based organizations, faith-based groups, and stakeholder and community presentations/events. The data collected in the stakeholder engagement survey includes information on the types of customers that use the Metro bus system. There are four types of customers that use Metro bus including frequent riders (7%), occasional riders (22%), infrequent riders (55%), and non-riders (16%).

Trade-offs impact the bus network service. With the existing levels of service, Metro buses cannot be fast, frequent, reliable all day, every day, everywhere. Policy choices are needed to balance the trade-offs in route and network design for different market needs. Customer demands also vary greatly between the types of bus riders.

Currently transit service coverage is accessible to 85% of all trips made in the region. However, all day frequent service is concentrated in Central Los Angeles County. In order to obtain a more accurate reflection of where trips were originating, the NextGen Bus Study analyzed cell phone data to better understand where trips were originating. The cell phone data analysis reflects a disconnect between where bus service is provided and where trips are originating. The concentration of transit trips currently being provided are in areas where transit trips are not originating, which is problematic.

Trip purpose also impacts the design of a bus network. Occasional short-distance trips are not being served well by the current bus network. Short-distance trips also have the biggest potential market and this creates an opportunity to rethink the bus network.

The NextGen bus study is an effort to thoroughly analyze trip purpose, the transit journey, and implement solutions that improve reliability and more accurately reflect the travel behavior of LA County residents. Currently the NextGen bus study is continuing to meet with community groups, service councils, and host public meetings. In spring 2019 recommended service concepts made by the NextGen Working Group will be presented to the Metro Board.
There was discussion about the 20% decline in transit ridership. It was commented that it could be possible that Metro bus ridership loss could be explained by the fact that Metro is providing other non-bus transit options that are responding to former bus riders' needs, such as microtransit or transit on demand. It raises the question as to whether the transit service provided by Metro should try to be “all things to all people” both frequent and infrequent riders, or whether Metro should prioritize service for frequent riders and commuters.

8. Link Union Station (Vincent Chio, Metro)

Union Station was built in 1939 and the current track design cannot handle the expected growth over the next 20-30 years. Link Union Station is an effort to upgrade the regional rail system with new infrastructure upgrades to improve capacity. The Link Union Station project includes major components including new rail communication, signals, and tracks, new run-through tracks over US-101 and new loop track, new expanded passenger concourse, platforms, escalators, and elevators, and accommodations of high-speed rail with a new lead track and optimized throat and rail yard.

The funding plan for Link Union Station includes two phases. Phase A is fully funded for $950.40 million for the run-through tracks and other track improvements and has been secured. Phase B remains unfunded and there are two options being considered, a $1.15 billion above-grade concourse option, and a $1.5 billion at-grade concourse option.

The anticipated project benefits include improved intrastate, intercity, and local transit connectivity, enhanced passenger experience, improved regional connectivity, reduced train idling times, future development, generated jobs, improved pedestrian access, increased rail service capacity, and improved access to highway US-101 and other local roadways.

There are two build alternatives being considered. Build alternative 1 includes up to 10 new run-through tracks with shared lead tracks, 7 rail platforms, viaduct (elevated rail bridge), 4 HSR run-through tracks, 6 regional/intercity rail run-through tracks, 6 shared HSR and regional/intercity rail tracks, and a new passenger concourse. Build alternative 2 includes up to 10 new run-through tracks with dedicated lead tracks, 7 rail platforms, new passenger concourse, viaduct (elevated rail bridge), 4 HSR run-through tracks, 6 regional/intercity rail run-through tracks, 2 dedicated HSR tracks, and 5 dedicated regional intercity rail tracks.

The following Link Union Station concept videos are meant to inspire a creative vision for a world class transit station at Union Station
- Design Option A: At-Grade Option - $2.6 billion, click here to watch concept video
- Design Option B: Above-Grade Option - $2.1 billion, click here to watch concept video

Staff are recommending alternative 1 and design option B as the CEQA proposed project. The reasons for recommending alternative 1 and design option B are for the advantages created by designing shared tracks and an above-grade concourse. Shared tracks will prevent any impacts to the nearby low-income housing site, the William Mead Homes. The above-grade concourse is preferred because the cost is approximately $500 million less than the at-grade option, requires less soil export, which potentially reduces short-term traffic and air quality
effects during construction, and requires less ground disturbance, which potentially reduces effects to buried archaeological resources and hazardous materials, if present.

Next steps include circulation of the draft environmental document tentatively anticipated in January 2019. Based on preliminary findings, Metro staff will request approval from the Metro Board to identify, in the Draft EIR/EIS, Build Alternative 1 with Design Option B as the “CEQA Proposed Project” at the December 2018 Board meeting.

9. **New Blue Improvements Project (Ayda Safaei, Metro)**

   The Metro Blue Line is Metro’s oldest rail line and will be 29 years old in 2019. Major upgrades are needed to modernize the Blue Line. The New Blue Improvements Project is a $350 million investment on capital improvements to the Metro Blue Line that will provide modernization upgrades to improve reliability, enhance safety, and improve the overall customer experience.

   The New Blue Project improvements will begin January 2019 and will last 8 months. Upgrades include track improvements, train control improvements, replacing overhead power wires, station area improvements, efficiencies to streamline transfers between other transit connections, customer service amenities, new signage, landscaping, and digital map cases with interactive tools to help customers get to and from stations.

   To complete the New Blue major capital improvements, portions of the Blue Line will need to be closed. The Rosa Park station will be closed for the duration of the New Blue Improvements project due to the extensive capital investment improvements occurring at that station. Three different levels of bus shuttle service will be provided to riders during the Blue Line closure. Portions of the Expo Line Service will also have to be suspended at stations that run parallel to the Blue Line. Stations at the Blue/Expo Line junction from 7th St/Metro Center to Pico Stations will be closed for 45 days. Bus shuttle service will also be provided for Expo Line riders.

   Three types of bus shuttle service will be provided to Blue Line riders. The Local Bus shuttle service is a free service that will be provided at all Blue Line stations and will operate at the same hours as the Blue Line, seven days per week. The Blue Line Select Bus Shuttle service fare is $1.75 and will be offered at busier stations during the morning and afternoon rush hours. TAP card users can transfer for free to the Blue Line or other lines within two hours of starting a trip, and service will run Monday through Friday from 6AM-9AM and from 3PM-7PM. The Blue Line Express Shuttle services fare is $1.75 and will have limited stops between Downtown Long Beach and Downtown Los Angeles during morning and afternoon rush hours. TAP card users can transfer for free to other lines within two hours of starting a trip. Service will run Monday through Friday from 6AM-9AM and from 3PM-7PM. The Expo Line Shuttle will be offered at LATTC station and extend to the 7th/Metro station.

10. **Blue Line Signal Prioritization Project (Eric Widstrand, City of Long Beach)**

   The goal of the Blue Line Signal Prioritization Project is to improve service and reduce travel time along the Blue Line. Project components include installation of more than 10 miles of new fiber optic cable, new traffic signal controllers, fiber equipment and software at 52
intersections, and new signal timing plans for all signals along the Blue Line path, from Wardlow Station to Downtown Long Beach.

The $2 million project is funded through a 2013 Metro Call for Projects and City of Long Beach matching funds. The project is currently under construction and expected to be complete by the end of 2018.

11. North Hollywood to Pasadena BRT (Scott Hartwell, Metro)
The North Hollywood to Pasadena Bus Rapid Transit (BRT) project will provide a transit alternative between the San Fernando and San Gabriel Valleys through the Cities of Los Angeles, Burbank, Glendale, and Pasadena. The North Hollywood to Pasadena (BRT) project has $267 million available from Measure M and SB1 Transit and Intercity Rail Capital Program (TIRCP).

The project goals and objectives are to provide an appealing alternative to driving to encourage more people to choose transit, provide quick and convenient access to major local and regional activity employment centers, enhance connectivity to regional transit network, provide improved passenger comfort and convenience, improve air quality and create healthier communities, and support community plans.

The North Hollywood to Pasadena BRT project is committed to using zero-emission buses which provide important air quality and community health benefits. Zero-emission buses will also offer quieter operation, better ride quality, and improved performance.

In February 2017, the North Hollywood to Pasadena BRT project completed the Corridor Technical Study. This study characterized existing corridor conditions and established a case for bus service improvement strategies, evaluated feasibility and challenges with potential BRT concepts including regional connectivity, and identified both a primary street and freeway BRT option.

Two BRT Concepts are currently being considered: a street aligning route and a freeway running route. BRT Concept 1 is primarily street aligning and is approximately 18 miles connecting Metro Gold Line to the Metro Red/Orange Line via Colorado, Broadway, Brand, Glen Oaks, Olive, and Lankershim. BRT Concept 2 is primarily freeway running and is approximately 17 miles connecting Metro Gold Line to Metro Red/Orange Line via SR-134.

Currently staff are in the planning and environmental process and expect to publish the final environmental impact report in fall 2020. Expected operation is in fiscal year 2022-2024

12. Adjournment
Ms. Lum adjourned the meeting and reported that there will not be a scheduled TAC meeting in December as the Metro Board is dark in December. The next scheduled TAC meeting is January 9, 2019 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 7, 2018

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<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/Vacant</td>
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<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>1. James Lee/Michelle Caldwell</td>
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<td>Gateway Cities COG</td>
<td>2. Mohammad Mostahkami/Lisa Rapp</td>
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<td>1. Eyvonne Drummonds/Kathryn Higgins</td>
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