

Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room – 15th Floor

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

2. Approval of Minutes Action (*Subcommittee*)
Attachment 1: February 21, 2019 Minutes
Attachment 2: Attendance Sheet
Attachment 3: 90-Day Rolling Agenda

3. Vice-Chair Report Information (*Nicole Benyamin*)
10 min

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

5. Caltrans Report Information (*Steve Novotny/Jimmy Shih*)
5 min

6. Goods Movement Update Information (*Michael Cano*)
15 min

7. SR-710 North Project Update Information (*Michelle Smith*)
15 min

8. New Blue Improvement Project Information (*Ayda Safaei*)
15 min



Metro

Los Angeles County
Metropolitan Transportation Authority

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|---------------------------------------------------------|-----------------------------------------------------------|
| 9. I-105 Corridor Sustainability Study
<i>20 min</i> | Information (<i>SCAG</i>) |
| 10. CTC Update
<i>5 min</i> | Information (<i>Zoe Unruh</i>) |
| 11. ATP Update
<i>5 min</i> | Information (<i>Shelly Quan</i>) |
| 12. Legislative Update
<i>10 min</i> | Information (<i>Raffi
Hamparian/Michael Turner</i>) |
| 13. Adjournment
<i>1 min</i> | |

The next meeting for the Streets and Freeways Subcommittee will be held on April 18, 2019 at 9:30 a.m. on the 15th 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: <http://www.metro.net/about/sfs/>



Los Angeles County
Metropolitan Transportation Authority

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Attachment 1

February 21, 2019 Streets and Freeways Meeting Minutes

Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room,
15th Floor

Members and Alternates Present:

Bahman Janka (Chair, San Gabriel Valley), Nicole Benjamin (Vice Chair, Las Virgenes/Malibu), Andrew Winje (M, South bay Cities), Arsen Mangasarian (M, City of Los Angeles), Augustin Barajas (A, SCAG), Charles Herbertson (M, Westside Cities), Dale Benson (M, Pedestrian Coordination), Ed Norris (Gateway Cities), Jimmy Shih (A, Caltrans), Lee Swain (City of Long Beach), Mario Rodriguez (A, County of Los Angeles), Sgt. Steve Branconier (M, California Highway Patrol), Steve Novotny (M, Caltrans), Fulgene Asuncion (Metro)

1. Call to Order (Bahman Janka, Chair, San Gabriel Valley)

The meeting was called to order at 9:35 A.M.

2. Approval of January 17, 2019 Minutes (Subcommittee)

Item #3, correction, Lee Swain is with City of Long Beach not City of Los Angeles. Item #11 is listed as the CTC update, however it is listed incorrectly and should be listed as the ATP update. With the corrections, Arsen Mangasarian (City of Los Angeles) motioned to approve the minutes. Andrew Winje (South Bay Cities) seconded the motion. The minutes were approved.

3. ATP Update (Will Ridder, Steve Novotny)

Caltrans is in the process of expanding local workshops to facilitate partnerships between Metro and Caltrans focused on the delivery of ATP projects. WWorkshops will provide local agencies with updated information on the Caltrans policy and procedure updates and opportunity to provide input. Caltrans will return in March with a detailed framework highlighting which programs will be included in workshops.

4. Sepulveda Transit Corridor (Peter Carter)

Second round of public meetings for the Sepulveda Transit Corridor project occurred in late January and early February 2019 to provide stakeholders updates on the ongoing Feasibility Study including changes that have been made to the Valley-Westside concepts, present initial

Westside-LAX concepts, and gather community feedback. Metro staff determined that light rail mode will not have the capacity to serve the Sepulveda transit corridor given the anticipated ridership values of people traveling to Sepulveda from other transit lines. In particular, the East San Fernando Valley Transit Corridor (ESFV) ridership demand would exceed capacity, requiring evaluation of other Sepulveda Pass Transit mode concepts beyond light rail. In response to the anticipated ridership demand, the Sepulveda Pass Transit Corridor station connections were also adjusted and the stations with lowest performing ridership were removed. The Sepulveda Pass Corridor project initial concepts have been refined from five concepts to four concepts, with three of the four are heavy rail and the other concept is a monorail.

Daily project trips range from 100,000 with the monorail concept, to more than 120,000 trips with the heavy rail concept. Strengths and challenges exist for the Heavy Rail Transit Corridor option 1 (HRT 1) and Heavy Rail Transit Corridor option 2 (HRT 2) concepts. Strengths include excess capacity to serve growth, fastest travel time, fewer property impacts due to underground alignment. HRT 1 and HRT 2 challenges include major water main and storm drains, and tunneling underneath the ESFV. Strengths and challenges exist for Heavy Rail Transit Corridor option 3 (HRT 3). Strengths include excess capacity to serve growth, potential construction cost savings, faster travel times, and a park and rider opportunity at the Sherman Way station. Challenges include major water main and storm drains, greater property impacts along aerial sections, and loss of parking on Sepulveda Boulevard. Strengths and challenges exist for the Monorail Tire Concept (MRT 1). Strengths include potential construction cost savings, operation at steep grades, and excess capacity to serve growth. Challenges include slow average speed, open space and wildlife crossing in Sepulveda Pass, major water main and storm drains, greater property impacts along aerial sections, and loss of parking on Sepulveda Boulevard. The refined concepts that are the highest performing are HRT 1 and HRT 2, and the lowest performing concepts would be HRT 3 and MRT 1.

Currently the Sepulveda Pass Transit Corridor project feasibility study is wrapping up second round of public meetings. This summer, presentations will be provided on the evaluation of the Westside-LAX initial concepts. The feasibility study will be completed by Fall 2019, and the environmental analysis for Valley-Westside will be in year 2020.

A question was asked how far is the eastern borderline of the study area and does it include the Crenshaw-LAX transit corridor? If someone is driving from the city of Long Beach to the San Fernando Valley, would it require driving to a parking lot?

- Speaker responded that the eastern border of the study area would include the Crenshaw-LAX line. Both the Green Line Transit Corridor and the Crenshaw-LAX Transit Corridor would both connect to the LAX airport transit connector line.

A follow-up question was asked if the Sepulveda Pass Transit Corridor is an extension of the existing Metro rail transit corridors or will this corridor ease congestion on the I-405 freeway and through the Sepulveda Pass? Is the Sepulveda pass congestion-driven or capacity enhancement driven?

- Speaker responded that the Sepulveda Pass Transit Corridor project are both congestion and capacity-enhancement driven. Currently, roughly 2% of trips to LAX airport are made on transit. Further, the busses that exist currently through the

Sepulveda Pass have some of the lowest ridership performance. The Sepulveda Pass Transit Corridor project is a way of offering a viable transit opportunity that does not currently exist, while also providing connections to several east-west routes including the Purple Line transit corridor and the East San Fernando Valley transit corridor, in addition to other transit corridors including the Crenshaw-LAX line and the Green Line.

A question was asked if the Sepulveda Pass Transit Corridor will connect where Centinella and Sepulveda Boulevards intersect?

- Speaker responded that yes it will connect at that location.

5. Curbside Mobility Demand Management (Akiko Yamagami)

Metro has been facilitating a discussion forum on issues that surround curbside mobility demand. It started as an organic discussion group with a few city DOT representatives and transportation consultants to exchange information on what issues each city is faced with, and approaches that they are using or considering in addressing the competing demand for a limited curb space in a busy urban environment. Competing demand for the curb space ranges from accommodating needs for passenger pick-up/drop-off by transportation network companies, urban deliveries, transit operations, on-street parking, bike docks, protected bike lanes, and emerging mobility offerings such as dock-less bikes and scooters. Challenges include limited available data, identifying pilot project deployment opportunities, and formulating policy and strategies to accommodate all needs effectively and holistically.

At this point, three discussion forums have been held. The group found the meetings to be beneficial and would like to include more cities in order to better develop informed solution strategies. Discussion forum meetings to discuss curbside management issues will be held quarterly and is open to participation from all cities. The next meeting will be held on April 24, 2019. The meeting time is tentatively scheduled from noon-1:30PM at Metro headquarters. The next steps of the forum is to include wider engagement with cities and other modal organizations to achieve better representation of interested parties, and also define a clearer path to elevate this mobility demand at the county level to assist with finding solutions and serving as a foundation for knowledge sharing.

A question was asked about what curbside management solutions have been proposed by the discussion forum?

- Speaker responded that specific solutions have not been established at this point. Currently the discussion forum involves sharing information about curbside management issues, and solutions will be explored after more information is collected about the specific issues faced by cities. Solutions will be tailored to the cities' specific needs.

A question was asked regarding what the method has been to invite members to the forum?

- Speaker responded that the forum started as an organic discussion group consisting of Metro staff, city representatives and transportation consultants to exchange information on curbside mobility demand management; today's presentation is intended to inform and expand participation on this forum.

6. Modernizing Transportation Analysis: LOS to VMT (David Summers, Rubina Ghazarian, City of Los Angeles)

Updated transportation impact analysis was adopted through California Senate Bill 743 which requires California cities to measure CEQA transportation impacts with Vehicle Miles Traveled (VMT), instead of Level of Service (LOS). All California cities are required to comply by July 1, 2020. The change from measuring LOS to VMT is to assist in achieving the state's environmental emission standards. VMT will be measured by calculating the number of automobile trips multiplied by the number of miles driven. When an environmental impact is identified, a mitigation effort must be implemented. There are seven mitigation options that will be available including commute trip reductions, shared mobility, bicycle infrastructure, parking measure, transit improvements, education and encouragement, and neighborhood enhancements.

The development review process is being reorganized. There will be a chapter within the guidelines on how to complete a review to meet the CEQA guidelines for a land-use project. In addition to operational analysis, there will be new guidelines to comply with. There are two essential components, trip generation analysis will continue, and a new component will assess where people will likely travel from by conducting a travel demand forecast (TDF). In the city of Los Angeles, the TDF model has been updated to estimate future travel patterns which incorporate the most robust local data sources available, and improved forecasts of average trip lengths and future travel patterns. Within the local data sources collected, a new variable measuring available affordable housing will also be included.

In the city of Los Angeles, a VMT threshold was calculated that measures a VMT threshold that is lower than the region's to ensure that more projects comply with CEQA. An online program has been developed to analyze project impacts by inputting address, use, and intensity inputs. The program will provide VMT reducing mitigation measures the project can select. The project review process involves project screening criteria, VMT impact analysis, and TDM strategies. The state deadline for adopting the new VMT policies is July 2020. Find more information at ladot.lacity.org/what-we-do/planning-development-review/transportation-planning-policy.

A question was asked about if the neighborhood enhancement TDM strategy could be further elaborated on? Is the idea around this study to encourage people to walk?

- Speaker responded that some of the options under the neighborhood enhancement TDM strategy include a whole number of infrastructure improvements around a site. Pedestrian network improvements, curb walk extensions, mid-block crossings, and improvement to access. The goal is the reduction of vehicle miles traveled.

What research has gone into developing the VMT calculator?

- Data is founded on research. Also, the VMT calculator is based off of the relationship between land-use and transportation which is pulled from a number of different sources to calculate that measure.

What input has been received during the public outreach?

- Speaker responded that there is excitement around this because the process is more transparent than the current process used today. The tool is accessible to anyone and does not require a transportation engineering degree. Two themes have been constant

during the public outreach phase which are that the process is data driven, and also conveys to the public the importance of complying with CEQA in order to meet state greenhouse gas emission requirements. There is a more complete picture now of how land-use development impacts transportation.

Can you expand on the VMT calculator?

- Speaker responded that TDM unit of analysis is the transportation analyst zone (TAZ). All the zones were encoded with average trip distance by trip types. All of those TAZ levels have been included in the VMT calculator. Other variables are included in trip generation such as land-use, access to transit, and others. The TDM model is based on the Fehr and Peers MXD trip generation model which was created with the support of the EPA. To understand the effect of TDM measures, a one size fits all solution is not being applied to projects. The transportation behavior zone is also encoded into the VMT calculator.

Is the VMT calculator sophisticated enough to include multiple land-use types as is typically found in mixed-use developments?

- Speaker responded that yes that is a feature. Multiple land-uses can be applied to the VMT calculator.

Will it be possible for other cities outside of Los Angeles to adapt the VMT calculator, and how difficult would that process be? Was a consultant used to build the calculator?

- Speaker responded that currently other cities outside of Los Angeles could not apply the VMT calculator as it is set-up because the model foundation would need to be adjusted. However, there is an opportunity to go through a similar process without a huge investment in resources that the city of Los Angeles conducted. TAZ's would need to be calculated, however there are other components that are not as essential that would need to be calculated. The basis of that tool has been created with the current calculator that would simplify the process for other cities to adopt to their jurisdictions. Fehr and Peers was the consultant that was used to develop the VMT calculator. Fehr and Peers is also working with the Culver City, Pasadena, and the city of San Jose to develop similar tools. For smaller cities, the economies of scale may be different and it may be useful to incorporate neighboring cities or include COG.

A question was asked is there a traffic impact fee in the city of Los Angeles?

- Only a few cities have traffic impact fees. Many of the cities are in the process of updating traffic impact fees based on VMT.

A question was asked, have any completed developments been reassessed if this new level of service methodology is actually working?

- A speaker responded that there are a number of case studies being analyzed statewide. However, it is difficult to anticipate how projects will perform differently under a different analysis framework. Market trends will change and market analysis will change. It is recommended that an annual analysis is conducted to analyze how projects are performing under the new framework.

A question was asked with the CMP coming to an end, has there been any discussion on the countywide TIA guidelines to convert them to be VMT based?

- The Long Range Transportation Planning group is responsible for determining the TIA guidelines, and will get back to you on how the guidelines are being updated.

A question was asked if an analysis was conducted in a city that has a traffic impact fee, and with the VMT analysis a mitigation is recommended that would result in no impacts, at that point could a traffic impact fee still be charged?

- Speaker responded that the premise of the traffic impact fee basis has a subtle non-direct relationship with CEQA. The value of the fee is to address cumulative impacts, and not to re-direct project impacts. The fee is not set to capture 100% of the project costs or the value that creates those improvements, it only captures a percentage. The fees are put into a fund that will be used to match other grants to assist with building out that project. The traffic fee assessment is not intended to capture the whole value of the improvements, and is not fully mitigating the cumulative impacts. The project mitigation measures are intended to mitigate cumulative impacts.

7. Transit to Parks Strategic Plan (Lauren Grabowski)

In June 2016, the Metro Board approved a motion for an action plan to better connect communities to parks and open spaces. The plan will build on efforts toward increasing park access such as the Chantry Flats Shuttle, Dash Observatory, County DPW “Beach Bus”, and more. The planning process involved an advisory committee, surveys were conducted, and an inventory of case studies was completed. Lessons learned from case studies include tying new service to TDM, market and promote services, consider pilot projects, include community support, and involve partners. The heart of the plan involved a data-driven analyses to identify different metrics. From that came different layers that involve who, where, and how project can fill gaps for deciding on how to allocate funding for project plan. The equity platform is at the heart of this plan. Currently the plan includes pilot shuttles and potential programs which are now under review. In April the plan will go to the board for review.

A question was asked about the emphasis tying the project to TDM, what does that mean?

- Speaker responded that the recommendation to tie projects to TDM came out of the Chantry Flats case study which is a popular trailhead in the Angeles forest with extremely limited parking. One of the reasons why the project was successful is because there are parking space constraints, and people were happy to use the shuttle. For places that do not have limited parking, TDM could be applied to charge for parking which would then fund the shuttle program.

A question was asked that some of the parks are public and some of the parks are private, how do the shuttles work with the parks?

- The Dodger Stadium shuttle was used as a private park example only because it is very successful. However, the plan is not intended to take people to private parks. One of the lessons learned from the Dodger Stadium Shuttle is that the project has overall increased Metro ridership which is one of the Transit to Parks project goals. It is hoped that by studying projects such as the Dodger Stadium Shuttle is to increase access to disadvantaged communities, access to parks, and also increase Metro

ridership. All of the other parks identified in the project are public projects beyond the Dodger Stadium Shuttle.

8. CTC Update (Zoe Unruh)

During the December CTC meeting, it was held jointly with CARB which primarily focused on discussing the SB-150 report which evaluates progress updates to the greenhouse gas reductions. From the evaluation it was identified that more work needs to be completed to meet the greenhouse gas reduction target goals. During that meeting, CTC commissioners discussed having workshops to discuss how the CTC is working to address greenhouse gas emissions. At the January meeting, CTC staff followed up in response to the commissioners' request, and the proposal for the workshops was put on hold and will return during the March meeting.

The State Water Resources Control Board (SWRCB) has also proposed procedures for discharges of dredge or film water materials to the state. At the CTC meeting, SWRCB staff had many comments and the item will be discussed further at the April meeting. Metro is looking at the proposed procedures and encourage other cities to look at the proposed procedures as well for input.

9. ATP Update (Shelly Quan)

CTC staff released recommendations on December 28, 2018 and revised recommendations on January 18, 2019. The CTC adopted the revised recommendations at its meeting on January 30, 2019. Statewide component recommendations total \$237.6 million and include \$88.9 million or 37% of the funding, for 12 projects from LA County. The CTC did not adopt state-only funding designations. CTC and Caltrans will follow the adopted Federal Aid Project Funding Guidelines which says that ATP projects with capital construction values of \$1 million or more in ATP funding must maintain federal eligibility. Exceptions will be considered on a case-by-case basis. The MPO component LA County share is \$47.5 million. After ranking projects by the new augmented scores, it appears there is a three-way tie at 99 for the top-scoring project. Metro staff is working on developing funding proposals for the three projects. Lastly, ATP reporting is conducted on a quarterly basis and the next deadline is April 15.

A question was asked about which cities have projects that are tied for funding proposals?

- Speaker responded the city of Huntington Park has one project, and then there are two projects proposed from the city of Los Angeles.

A question was asked, if there is a breakdown between rural and urban projects that are approved statewide?

- Speaker responded that the statewide program is divided into 10% of funds are set aside for rural projects. However, rural projects are also able to compete for other funds in addition to the state funds.

10. Metro Report (Fulgene Asuncion)

Re-Imagining LA County, formerly known as Twenty-Eight by '28, was discussed at Planning and Programming Committee on Feb. 20th, which included Metro staff's recommendations on how to implement various proposals to how to fund the acceleration of 8 projects as part of Twenty-Eight by '28 including exploring congestion pricing.

11. Chair Report (Bahman Janka, Chair, San Gabriel Valley)

The current Chair and Vice Chair were approved to continue serving one additional year. Bahman Janka announced that he will not be in attendance during the March meeting, and Vice Chair, Nicole Benyamin will Chair the March meeting.

No questions were asked.

12. Adjournment

Mr. Janka adjourned the meeting at 11:30am. . The next scheduled Streets and Freeways subcommittee meeting is Thursday, April 18,2019 in the Mulholland Conference Room on the 15th floor at 9:30 am. If you have questions regarding the next meeting, please contact Fulgene Asuncion at (213)922-3025 or email asuncionf@metro.net.

Attachment 2

Attendance Sheet

Streets and Freeways Subcommittee - February 21, 2019

MEMBERS AND ALTERNATES					
Name	Agency	Phone	Fax	E-mail	Initial
Marianne Kim	Automobile Club	(714) 885-2325	(714) 885-2331	kim.marianne@aaa-calif.com	
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Steve Novotny	Caltrans	(213) 897-0784	(213) 897-2999	Steve.Novotny@dot.ca.gov	JW
Jimmy Shih (A)	Caltrans	(213) 897-8443	(213) 897-0618	jimmy.shih@dot.ca.gov	JSH
Sgt. Steve Branconier	California Highway Patrol	(323) 259-2098	(323) 258-8121	sbranconier@chp.ca.gov	SB
Ofc. Christian Cracraft (A)	California Highway Patrol	(323) 259-2010	(323) 258-8121	ccracraft@chp.ca.gov	
Mario Rodriguez (A)	County of Los Angeles	(626) 458-3950		mrodrigu@dpw.la.county.gov	MR
Mary Reyes	County of Los Angeles	(626) 458-3902	(626) 458-3179	mareyes@dpw.lacounty.gov	
Andrew Winje	League of Cities (South Bay Cities COG)	(310) 318-0661 ext. 2431		Andrew.Winje@redondo.org	AW
Lauren Sablan (A)	League of Cities (South Bay Cities COG)	(310) 318-0661 ext. 2520		Lauren.Sablan@redondo.org	
Mike Behen	League of Cities (No. County Trans Coalition)	(661) 267-5337	(661) 267-5322	mbehen@cityofpalmdale.org	
Candice Vander Hyde (A)	League of Cities (No. County Trans Coalition)	(661) 723-5851		cvanderhyde@cityof Lancasterca.org	
Kevin Riley (A)	League of Cities (Westside Cities)			kriley@beverlyhills.org	
Charles Herbertson	League of Cities (Westside Cities)	(310) 253-5635	(310) 253-5626	charles.herbertson@culvercity.org	CH
Fred Zohrehvand	League of Cities (Arroyo Verdugo Cities)	(818) 548-3960	(818) 409-7027	fzohrehvand@ci.glendale.ca.us	
Vacant (A)	League of Cities (Arroyo Verdugo Cities)				
Behman Janka (Chair)	League of Cities (San Gabriel Valley COG)	(626) 744-4610	(626) 396-8693	bjanka@cityofpasadena.net	BJ
Phil Wray (A)	League of Cities (San Gabriel Valley COG)	(626) 574-5488			EW
Ed Norris	League of Cities (Gateway Cities/South East)	(562) 904-7110	(562) 904-7296	enorris@downeyca.org	
Arturo Cervantes (A)	League of Cities (Gateway Cities/South East)	(323) 563-9567	(323) 563-9572	Acervantes@sogate.org	
Robert Brager (A)	League of Cities (Las Virgenes/Malibu)	(310) 456-2489 x247	(310) 456-3356	bbracer@malibucity.org	
Nicole Benyamin (Vice Chair)	League of Cities (Las Virgenes/Malibu)	(310) 456-2489 x254		nbenyamin@malibucity.org	NB
Dobbie O'Leary	League of Cities (San Fernando Valley COG)	(661) 284-1427		doleary@santa-clarita.com	
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Vacant	TDM/AQ Subcommittee				
Fulgencio Asuncion	LACMTA	(213) 922-3025	(213) 922-6996	asuncionf@metro.net	FA
Fanny Pan (A)	LACMTA	(213) 922-3070	(213) 922-6996	panf@metro.net	
Arsen Mangasarian	City of Los Angeles	(213) 972-4981	(213) 473-0912	arsen.mangasarian@lacity.org	AM
Vacant	City of Los Angeles	(213) 972-4963		sunil.raipal@lacity.org	
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Richard Dilluvio (A)	Bicycle Coordination	(626) 744-7254		rdilluvio@cityofpasadena.net	
Dale Benson	Pedestrian Coordination	(213) 897-2934		dale_benson@dot.ca.gov	DB
Valerie Watson (A)	Pedestrian Coordination	(213) 928-9706		valerie.watson@lacity.org	
LaDonna DiCamillo (ex-officio)	Goods Movement	(323) 267-4041	(323) 267-4111	ladonna.dicamillo@bnsf.com	
Lupe Valdez (ex-officio) (A)	Goods Movement	(626) 935-7617		lvaldez@up.com	
Stephanie Chin (ex-officio)	SCAG	(213) 922-1916	(213) 236-1963	chin@scaq.ca.gov	
Augustin Barajas (ex-officio) (A)	SCAG	(213) 236-1246		barajas@scaq.ca.gov	AB

Attachment 3

90-Day Rolling Agenda



Upcoming Agenda Items

Ad Hoc Congestion, Highway and Roads Committee

Wednesday, March 20, 2019

2019-0051

CONSIDER:

- A. AUTHORIZING the CEO to extend all in-progress Round 1 Net Toll Revenue projects' lapsing dates by one year. (Attachment A); and
- B. APPROVING a total of \$13,800,000 for continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes in Fiscal Years 2019 and 2020 (FY2019-FY2020).

Status: Approval Review

Wednesday, April 17, 2019

2018-0593

CONSIDER:

- A. ADOPTING the Metro ExpressLanes Interfund Loan Policy Principles as presented in Attachment A;
- B. APPROVING a Net Toll Revenue Grant time extension for projects identified in Attachment B; and,
- C. AUTHORIZING the CEO to initiate Round 3 of the Net Toll Revenue Grant program.

Status: CEO Draft Meeting Ready

Construction Committee

Thursday, March 21, 2019

- 2019-0032** RECEIVE AND FILE the:
- A. Status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending December 2018; and
 - B. Women in the Trades Action Plan
- Status:** Approval Review

- 2019-0069** RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.
- Status:** Approval Review

Thursday, April 18, 2019

- 2019-0007** RECEIVE and FILE Office of the Inspector General Change Order/Modification Construction Spot Check Report.
- Status:** Draft

- 2019-0099** LOP Increase for Project No. 202808 - CMF Building 5 Dust Collection System Project
- Status:** Draft

- 2018-0800** CONSIDER:
- A. AUTHORIZING an increase in the life of project (LOP) budget for Project No. 204801 by \$XXXX for C1142 Division 11 and 22 Roof Replacement Project and for the replacement of Heating, Ventilating, Air Conditioning (HVAC) systems at Divisions 11, 22, and 60 (Rail Operations Center or ROC) from \$4,205,100 to \$XXXX;
 - B. AUTHORIZING the expansion of the Project Scope of Work to include HVAC replacements at Division 60; and
 - C. AMENDING the FY19 budget to increase Project 204801 funding by \$XXXX.
- Status:** Approval Review

Executive Management Committee

Thursday, March 21, 2019

2019-0047 ADOPT staff recommended positions:

- A. Assembly Bill XX (Author) - Bill Title TBD
- B. Assembly Bill XX (Author) - Bill Title TBD
- C. Assembly Bill XX (Author) - Bill Title TBD
- D. Assembly Bill XX (Author) - Bill Title TBD

Status: Draft

2019-0041 RECEIVE AND FILE State and Federal Legislative Report.

Status: Draft

2019-0090 ADOPT the following Official and Operational station names for five stations that make up the Metro Gold Line Foothill Phase 2B Extension:

Official Stations Name:	Operational Station Name:
1. Glendora	Glendora
2. San Dimas	San Dimas
3. La Verne/Fairplex	La Verne/Fairplex
4. Pomona North	Pamona North
5. Claremont	Claremont

Status: Approval Review

Thursday, April 18, 2019

2019-0048 ADOPT staff recommended positions:

- A. Assembly Bill XX (Author) - Bill Title TBD
- B. Assembly Bill XX (Author) - Bill Title TBD
- C. Assembly Bill XX (Author) - Bill Title TBD
- D. Assembly Bill XX (Author) - Bill Title TBD

Status: Draft

2019-0044 RECEIVE AND FILE State and Federal Legislative Report.

Status: Draft

Thursday, May 16, 2019

2019-0045 RECEIVE AND FILE State and Federal Legislative Report.

Status: Draft

Finance, Budget and Audit Committee

Wednesday, March 20, 2019

2019-0037 AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. PS54707001, with Mythics Inc., for procurement of 220 additional Oracle Primavera Unifier Application User Licenses in the amount of \$495,887, increasing the total value from \$497,675 to \$993,562, and extending the contract term through March 31, 2020.

Status: Approval Review

2019-0094 RECIEVE AND FILE: FY20 Budget Development Update

Status: Draft

2019-0031 AUTHORIZE the CEO to sign the Petition to Renew the North Hollywood Transit Business Improvement District (BID) for a period of five years commencing January 1, 2020 through December 31, 2024, for an estimated amount not to exceed \$699,294 over the life of the BID renewal.

Status: Approval Review

Wednesday, April 17, 2019

2019-0067 AUTHORIZE the Chief Executive Officer (CEO) to execute a ten (10)-year lease agreement commencing August 1, 2019 with Blum Courtyard Associates ("Lessor") for the LA Metro System Security and Law Enforcement office located at 1300 W. Optical Drive in Azusa at a rate of \$30,294 per month with escalations of three percent (3%) annually for a total lease value of \$4,167,475.00 over the term.

Status: Approval Paused

2019-0027 AUTHORIZE the Chief Executive Officer to negotiate and award All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$x.x million for the 12-month period May 10, 2019 through May 10, 2020.

Status: Draft

Operations, Safety, and Customer Experience Committee

Thursday, March 21, 2019

- 2019-0078** CONSIDER:
- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for a period of two years through June 30, 2021 for an amount up to \$1,328,980 which is inclusive of FY19 expenditures and estimated CPI Index rates;
 - B. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Los Angeles Department of Transportation (LADOT) for Dash 601, Dash 602, and Commuter Express 422 for a period of two years for an amount up to \$8,900,520;
 - C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226 for period of two years for an amount up to \$ 503,385;
 - D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval;
 - E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
 - F. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between LACMTA and the PVPTA for funding approval.

Status: Approval Review

- 2019-0068** APPROVE free METRO transit service on Earth Day (April 22, 2019).

Status: Approval Review

- 2019-0093** RECEIVE AND FILE Transit Safety and Security Report.

Status: Approval Review

- 2018-0744** Operations Employees of the Month

Status: Draft

- 2018-0745** RECEIVE oral report on NextGen Regional Service Concept.

Status: Approval Review

Thursday, April 18, 2019

- 2018-0788** APPROVE Nominee for membership on Metro's Gateway Cities Service

Council.

Status: Draft

Thursday, May 16, 2019

2019-0057

Authorize the Chief Executive Officer to:

[List style below:]

A. Authorize request for proposal solicitation for existing P2550 Light Rail Vehicles Midlife Modernization. Pursuant to Public Contract Code (PCC) 20217, request authorization for procurement by competitive negotiation for the Midlife Modernization of the existing P2550 Light Rail Vehicles.

Status: Draft

Planning and Programming Committee

Wednesday, March 20, 2019

2019-0053 AUTHORIZE the Chief Executive Officer to amend an existing ground lease with Taylor Yard Commercial, LLC (“TYC”) or its successor to (a) change the scope of development under the existing ground lease from approximately 16,690 square feet of retail space to approximately 56 units of affordable housing, (b) extend the deadline for commencement of construction under the existing ground lease from April 1, 2019 to April 1, 2022, (c) provide for further extensions of this deadline to April 1, 2024, if deemed necessary or prudent, and (d) delete the requirement under the existing ground lease for the payment of percentage rent.

Status: Approval Review

2019-0086 RECEIVE AND FILE report on Introduction of Micro Mobility Vehicles Program at Metro Stations.

Status: Approval Review

2019-0100 RECEIVE AND FILE

Status: Draft

2018-0819 RECEIVE AND FILE status report on the Long Range Transportation Plan (LRTP) Update, including the following informational items:
1. Draft Baseline Understanding Framework; and
2. Draft Values Framework.

Status: Approval Review

2018-0817 CONSIDER:

A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study; and

B. APPROVING advancement of the two BRT concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review.

Status: Approval Review

2019-0081 APPROVE the Resolution in Attachment A to:

A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$36,612,888 in fiscal year (FY) 2018-19 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations; and

B. CERTIFY that Metro will comply with LCTOP certification and

assurances and the authorized agent requirements, and authorize the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

Status: Approval Review

Wednesday, April 17, 2019

2018-0584 Approve contract modification for Purple Line Sections 2 and 3 First/Last Mile Plan and Guidelines.

Status: Draft

2018-0735 AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 8 to Contract No. PS2415-3172 with HDR Engineering, Inc., for the Link Union Station (Link US) Project to complete the preliminary engineering and environmental certification and address required changes to meet the funding requirements, in the amount of \$_____, increasing the total contract value from \$62,040,630 to \$_____;

B. INCREASE in Contract Modification Authority (CMA) in the amount of \$_____, increasing the total CMA amount from \$4,356,715 to \$_____, due to the complexity of the two separate NEPA and CEQA environmental study effort; and

C. APPROVE an amendment to increase the FY19 fiscal year budget in the amount of \$_____ for the LINK US Project in Cost Center 2145.

Status: Approval Paused

2019-0085 Adopt the Micro Mobility Vehicles Program and Parking Ordinance Amendment.

Status: Draft

2019-0091 Consider:

A. APPROVING:

1. The Allocation Process shown in Attachment A;
2. The solicitation funding marks estimated up to \$___;
3. The Application Package shown in Attachment B; and

B. ALLOCATING \$___ in Section 5310 funds for Access Services as identified by the FY 2019 Funding Allocation Process, for Traditional Capital Projects, to support complementary paratransit service that the American with Disability Act of 1990 (ADA) requires.

Status: Draft

Thursday, April 25, 2019

2018-0774

Adopt the Transit to Parks Strategic Plan.

Status: Draft