

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: March 16, 2017 Minutes
Attachment 2: Sign-in Sheet/Attendance Sheet
Attachment 3: 90-Day Rolling Agenda

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

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

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

6. CTC Update Information (*Zoe Unruh/Patricia Chen*)
5 min

7. Local Streets and Roads Awards Program Information (*Charles Herbertson*)
5 min

8. Airport Metro Connector Update Information (*Meghna Khanna*)
15 min



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|---|--|
| 9. Measure M Guidelines Update
<i>10 min</i> | Possible Action (<i>Mark Linsenmeyer</i>) |
| 10. TOD Planning Grant Round 5 Update
<i>10 in</i> | Information (<i>Desiree Portillo-Rabinov/Elizabeth Carvajal</i>) |
| 11. State and Federal Legislative Update
<i>10 min</i> | Information (<i>Raffi Hamparian/Marisa Yeager/ Michael Turner</i>) |
| 12. New Business
<i>5 min</i> | |
| 13. Adjournment
<i>1 min</i> | |

The next meeting for the Streets and Freeways Subcommittee will be held on May 18th at 9:30 a.m. on the 15th floor, Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: <http://www.metro.net/about/sfs/>



Los Angeles County
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Attachment 1

March 16, 2017 Streets and Freeways Meeting Minutes

Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Mulholland Conference Room, 15th floor

Members and Alternates Present: Bahman Janka (Chair), Marianne Kim (M, Automobile Club), Steve Novotny (M, Caltrans), Jimmy Shih (A, Caltrans), Sgt. Dave Nelms (M, California Highway Patrol), Mary Reyes (M, County of Los Angeles), Andrew Winje (M, South Bay Cities), Mike Behen (M, North County Transit Coalition), Charles Herbertson (A, Westside Cities), Elizabeth Shavelson (M, Las Virgenes/Malibu), Fulgene Asuncion (M, Metro), Arsen Mangasarian (M, City of Los Angeles), Alvin Papa (M, City of Long Beach), Eric Bruins (M, Bicycle Coordination), Stephanie Chin (M, SCAG), Pablo Gutierrez (A, SCAG).

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

The meeting was called to order at 9:37 A.M.

2. Approval of February 16, 2017 Minutes (Subcommittee)

Arsen Mangasarian (City of Los Angeles) motioned to approve the February 16th minutes, and Elizabeth Shavelson (League of Cities – Las Virgenes/Malibu) seconded the motion. The minutes were approved with no abstentions.

3. Chair Report (Bahman Janka)

Mr. Janka welcomed Eric Bruins (Bicycle Coordination) as the new primary Bicycle Coordinator representative.

4. Metro Report (Fulgene Asuncion, Metro)

Ms. Asuncion announced that Metro will be holding two Complete Streets Training Workshops. The first workshop will take place March 21st-22nd, and the second workshop will take place March 28th-29th. Metro will also be holding a First-Last Mile Training Workshop in the San Gabriel Valley on March 30th.

Ms. Asuncion reported that the Draft Measure M Guidelines were presented to the Planning and Programming Committee on March 15th and are being presented to the Executive Management Committee on March 16th. Staff is asking the Metro Board to release the Guidelines for public review. The Final Measure M Guidelines are anticipated to be adopted at the June 2017 Board meeting.

Mr. Janka asked when the Draft Measure M Guidelines will go to the Board. Ms. Asuncion replied that the Board will consider the release of Draft Guidelines for a 60-day public comment review period at its March 23rd meeting.

Mr. Mangasarian asked if the Draft Measure M Guidelines include the Local Return Guidelines. Ms. Asuncion replied that the Local Return Guidelines are included in the Draft Measure M Guidelines.

5. Caltrans Update (Steve Novotny, Caltrans)

Mr. Novotny thanked Metro for its support of California Assembly Bill 28 (AB-28), sponsored by Assembly Member Jim Frazier. AB-28 restores the expired National Environmental Policy Act (NEPA) Delegation. Mr. Novotny stated that Caltrans hopes the Bill will be approved and signed by the end of March.

Mr. Mangasarian asked if Cycle 8 of the Highway Safety Improvement Program will take place. Mr. Novotny deferred the question to Dale Benson for the next meeting he attends.

6. CTC Update (Zoe Unruh/Patricia Chen, Metro)

No report was provided.

7. FY 18 Budget Development Status (Luke Klipp, Metro)

Mr. Klipp presented a budget overview for Fiscal Year (FY) 18. The budget development involves a four-month process. February 2017 involved the budget development process and schedule, outreach, and sales tax revenue and consumer price index (CPI) assumptions. March 2017 involves compiling a list of transit projects that Metro will be funding in FY 18, Metro bus/rail service levels, and transit boardings and fare revenue projections. Staff plans to have a preliminary budget proposal in April 2017, and a public hearing and final Board adoption in May 2017.

Mr. Klipp reported that staff has been working significantly to increase its outreach efforts for the budget development process. Staff will be conducting a series of public and stakeholder meetings, and will also be utilizing social media to push information on budget development. Staff will be conducting a telephone town hall on March 28th to accommodate members of the public who are unable to attend the public hearing.

Mr. Klipp noted that the budget starts with the CEO's goals, and the Budget Department's ultimate objective is to provide departments with the resources they need to be able to attain these goals. Each department is expected to come up with an annual work program of objectives and activities, and the budget department will supply those objectives and activities with funds and full-time equivalents (FTEs).

Mr. Klipp reported that sales tax represents about 50% of Metro's revenues, with an average of 3.2% growth over the past 30 years. Revenue growth from sales tax tends to follow a cyclical pattern, since factors such as retail prices, wages, and changes in legislation all impact the sales tax growth rate. He noted that Metro is projecting 2.6% growth this year. Metro uses a forecasting model that is localized rather than utilizing assumptions on a

national level. Mr. Klipp noted that Metro has typically forecast sales tax revenues more accurately than other local organizations have.

Mr. Klipp reported that staff also tracks CPI as it relates to their expenses, and is expecting to have CPI change between 1.25% - 2%.

Mr. Klipp reported that staff is still looking at boarding rates and has been doing a lot of studies on ridership, which will then be used to create an estimate for FY 18. Staff anticipates ridership to remain stable between FY 17 and FY 18.

Mr. Klipp reviewed the major Measure R and Measure M transit planning projects planned in FY 2018. He noted that planning phase constitutes up to 2% of the life cycle cost of a project.

Mr. Klipp reported that the three current major transit construction projects include the Crenshaw/LAX Transit Corridor, the Regional Connector Transit Corridor, and the Westside Purple Line Extension. He noted that Airport Metro Connector is set to enter construction and the Gold Line Foothill Extension will incur construction-related engineering costs.

Mr. Klipp reported that staff is largely planning to keep bus service flat. Metro will be increasing frequency in the Owl Network, which would include additional running time or increasing frequency along some key corridors.

Mr. Klipp reported that the amount of revenue vehicle service hours will increase by 9% over the current schedule. He noted that staff budgeted more rail hours in FY 17 than they were able to provide, because there were not enough cars to provide the level of service expected on the Gold Line and Expo Line extensions. With additional cars now being added to the system, staff will be able to increase service levels. He noted that the Expo Line and Gold Line will be running three car trains on weekdays, and there will be increased frequency on the Expo Line on weekends and on the Green Line at peak periods.

Mr. Klipp reported that there will be a 16% overall increase in the budget for State of Good Repair. This is largely due to rail vehicle acquisitions.

As part of Metro's budget outreach, staff also developed an online budget tool that allows the public to provide feedback on their individual transportation priorities.

Mr. Klipp stated that the budget will be made available online at the beginning of May. The deadline for written comments is May 12th. The Board will hold a public hearing on May 17th at the Finance, Budget, and Audit Committee meeting. Comments may also be emailed directly to staff at budgetcomments@metro.net.

Andrew Winje (League of Cities – South Bay Cities) asked if the telephone town hall will be informational or if staff will be accepting feedback. Mr. Klipp replied that the telephone town hall will be a facilitated discussion and that staff will be taking questions from participants. Mr. Winje asked if staff will also make a presentation for the town hall. Mr. Klipp replied that there will be a presentation before the town hall begins.

8. Metro BRT Technical Studies Update (Michael Richmai/Lauren Cencic, Metro)

Mr. Richmai stated that Metro completed the Los Angeles County Bus Rapid Transit (BRT) Study in December 2013. The North Hollywood (NoHo) to Pasadena and Vermont Avenue corridors were found to be two of the top corridors for BRT implementation. The Metro Board directed staff to begin work on advanced technical studies for these corridors. The studies began in July 2015 and are anticipated to conclude at the end of March. Additionally, in July 2016 the Board directed staff to begin environmental planning work on the North San Fernando Valley BRT project within six months of the passage of Measure M. Mr. Richmai stated that the NoHo to Pasadena, Vermont Avenue, and North San Fernando Valley BRT projects all have dedicated Measure M funding.

Mr. Richmai reported that the NoHo to Pasadena Corridor is 16 miles long, stretching from the Red and Orange Lines in the west to the Gold Line in the east. The corridor traverses Pasadena, Glendale, Burbank, and parts of Los Angeles. There are several activity centers along the corridor, including the Burbank Media District, Glendale Galleria, Eagle Rock, and Old Town Pasadena.

Mr. Richmai reported that there are more than 700,000 daily trips throughout the corridor. There are two distinct travel markets: 1) trips made through the corridor; 2) trips made from the San Fernando and San Gabriel Valleys into Downtown Glendale.

The study began by identifying 10 initial alignment concepts, each serving as many activity centers as possible. Staff spoke with city staff and conducted public outreach throughout the initial analysis. The initial 10 concepts were narrowed to two concepts: 1) Primary Street Alignment; 2) Primary Freeway Alignment.

Mr. Richmai reported that the Primary Street Alignment concept is approximately 18 miles long, with 23 stations. The majority of the alignment could be operated on dedicated bus lanes. For the primary alternative, the line would travel west from the Gold Line in Pasadena on Colorado Boulevard and on Broadway, Brand Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard to NoHo Station. Mr. Richmai also discussed other street alternatives for the corridor. The Primary Freeway Alignment concept travels mainly along SR-134. This alignment is 16 miles long with nine stations. Mr. Richmai stated that the Street Alignment serves more activity centers than the Freeway Alignment does. An alternative freeway alignment could access the Hollywood Burbank Airport via SR-134 and I-5 before going to NoHo.

Mr. Richmai compared the two concepts. The Street Alignment is longer and requires more capital investment, but there is potential for higher ridership than the Freeway Alignment. The operations and maintenance (O&M) costs for the Street Alignment are higher than those of the Freeway Alignment because there will be more buses and more stops. The travel time for the Street Alignment is longer than for the Freeway Alignment.

Mr. Richmai reported that both the Street and Freeway Alignments will capture more discretionary riders along the corridor, thereby increasing transit use. Staff recommends that both concepts be moved forward to environmental analysis.

Ms. Cencic stated that the Vermont Avenue Corridor is the second-busiest bus corridor in the Metro system. The corridor typically suffers from traffic congestion, resulting in slow bus speeds, poor on-time performance, uneven headways, and overcrowding on buses. The corridor connects to several activity centers, as well as the Red, Purple, Expo, and Green lines. Ms. Cencic reported that the corridor runs 12.4 miles from Hollywood Boulevard in the north to 120th Street in the south and that staff looked at four ways to implement BRT on Vermont.

Ms. Cencic reported that Concept 1 would implement an all-day bus-only lane by converting the traffic lane next to the parking lane. Concept 2 is similar to Concept 1 north of Gage Avenue, but there is a wider right-of-way (ROW) south of Gage to 120th Street. Under Concept 2, the lane next to the median would be converted into a bus-only lane for 4.2 miles and then proceed to side running BRT for 8.2 miles north of Gage. Concept 3 creates a bus-only lane by removing some on-street parking. Due to ROW constraints, this would not be possible to do for the entire corridor. All through traffic would be maintained, so a bus-only lane could only be accommodated for 7.3 miles, with 5.1 miles of mixed-flow operation. Concept 4 would implement BRT at peak periods by converting existing restricted parking into a bus-only lane. Because of ROW and parking constraints, there would be 2.7 miles of dedicated peak period bus lanes and 9.7 miles of mixed-flow operation.

Ms. Cencic compared the benefits of each concept to existing operations. Concepts 1 and 2 would each save approximately 20 minutes in end-to-end travel time and would increase ridership 36% above the No Build alternative. Staff projects that there will be approximately 74,000 daily trips along the corridor in 2035 under Concepts 1 and 2 and 54,000 trips under the No Build alternative. Concepts 1 and 2 would each remove approximately 20% of on-street parking, while Concept 3 would remove approximately 55%. The dedicated bus-only lanes under Concepts 1 and 2 result in higher capital costs but also lower annual O&M costs due to faster travel times.

Ms. Cencic reported that staff found that Concepts 1 and 2 provide the most potential to improve bus service on Vermont Avenue. Both concepts minimize the impacts to parking, result in high ridership increases, and yield the largest improvements in operational performance.

Ms. Cencic reported that the North San Fernando Valley BRT project is beginning and that staff is working on an internal technical study. There will be an east-west BRT service connecting major activity centers in the North San Fernando Valley, the regional rail system, and California State University, Northridge. A pre-environmental technical study exploring potential routes, stop locations, and operations is underway.

Ms. Cencic reported that all three projects have specified groundbreaking and opening dates that are relatively early among all Measure M projects. The North San Fernando Valley project is scheduled for a groundbreaking date of 2019 and an opening date of 2023. NoHo to Pasadena is scheduled for a groundbreaking date of 2020 and an opening date of 2022. Vermont Avenue is scheduled for a groundbreaking date of 2024 and an opening date of 2028. North San Fernando Valley and NoHo to Pasadena will soon proceed to the environmental process pending Board approval. Regarding Vermont Avenue, staff recommends initiating

Phase II of the technical study to look at a potential rail conversion for the corridor, which is scheduled for funding after FY 2067.

Mike Behen (North County Transit Coalition) asked what will happen to the Level of Service (LOS) in the travel lanes once BRT is implemented across the three corridors. Ms. Cencic replied that, for Vermont Avenue, staff expects some diversion of traffic onto parallel streets. These parallel streets will be able to accommodate traffic diversion, but more analysis will be needed, especially regarding the evening peak period. Mr. Richmai replied that there is no existing service along the NoHo to Pasadena corridor, so LOS was not a factor in this technical study. Once the study proceeds to the environmental phase and there is a more defined route, staff will examine LOS and related factors such as traffic impacts and traffic diversion. If the final alignment runs on the freeway, staff will examine what lanes will be used and whether operation will be in mixed flow or on dedicated lanes. Mr. Behen commented that the needs of automobiles will need to continue to be addressed. Ms. Cencic stated that staff will also examine impacts to person throughput and vehicle miles traveled.

Mr. Bruins asked how Metro will accommodate bicycle activity along and across the corridors. Ms. Cencic replied that on Vermont there are existing bike lanes south of Gage Avenue and that these lanes will be maintained and improved. Bicycle connectivity will be considered in more detail in further phases of the project.

Mr. Janka asked if a bike lane will be removed to accommodate a bus lane on Vermont. Ms. Cencic replied that the existing bike lane south of Gage Avenue will not be removed. Mr. Bruins commented that there may be additional mitigation requirements that Metro will need to take in order to ensure that bike-friendly streets in proximity to Vermont are not adversely affected by traffic diversion.

Charles Herbertson (League of Cities – Westside Cities) asked if further studies will examine ways to restore parking to business districts that will lose parking as a result of the project. Ms. Cencic replied that parking restoration will be examined. She added that Metro conducted a parking utilization study in the Vermont area and found that, in general, 55% of spaces are being utilized. Some segments of the corridor, particularly near USC, have 95% utilization rates. Metro will limit parking loss as much as possible, and Concepts 1 and 2 result in the lowest reductions to existing parking.

Mr. Mangasarian asked if there are studies analyzing the Wilshire BRT. Ms. Cencic replied that the Wilshire BRT Before/After Study is in process.

9. Metro Bike Share (Avital Shavit, Metro)

Ms. Shavit distributed a handout on Metro Bike Share to the Subcommittee. Metro Bike Share was launched in July 2016 in Downtown Los Angeles. There have been more than 120,000 rides on Metro bikes. There are 61 stations with over 700 bicycles available for use.

Ms. Shavit reported that Metro is working with Pasadena, the Port of Los Angeles, and the community of Venice to expand Metro Bike Share in Summer 2017. Staff is also working on a feasibility study with over 20 communities in LA County for further Bike Share expansion.

Ms. Shavit reported that there are three pricing schemes for Bike Share. A monthly pass costs \$20 and allows users to take unlimited 30-minute rides. An annual flex pass costs \$40 and allows users to pay \$1.75 per 30-minute ride. A walk-up, 30-minute ride costs \$3.50. A credit card is required to ride.

Ms. Shavit reported that staff is working with TAP to integrate payment for transit with payment for Bike Share. Currently, the TAP card is a key to access Bike Share, but the payment account is linked to the user's credit card. Integrating the two payment mechanisms would provide for seamless integration between transit and Bike Share.

Ms. Shavit reported that staff is examining ways to make Bike Share more equitable. Currently, a credit card is required for users in case a bike is stolen or damaged, but some potential users do not have access to a credit card. Metro is working with non-profit organizations to determine more equitable ways to operate Bike Share. Ms. Shavit reported that Metro currently offers a coupon for a free annual flex pass to participants of the Rider Relief Program.

Mr. Janka asked what the ridership projections were before the launch of Bike Share and if weather could have affected the number of rides. Ms. Shavit replied that the goal for the first year is to have two rides per bike per day. She commented that there were approximately 1.2 rides per bike during the summer and fall but that a rainy winter did reduce the number of people using Bike Share.

Mr. Janka asked if the number of bikes at each docking station is balanced. Ms. Shavit replied that the contractor must meet certain performance standards regarding balancing. There must be two docking spaces for every bike. Since Bike Share launched, operating staff has evaluated which docking stations need refilling at certain times.

Mr. Mangasarian asked if the goal of two rides per bike per day is met through round trips or one-way trips. Ms. Shavit replied that one ride is equivalent to a one-way trip.

Marianne Kim (Auto Club) asked if TAP account integration would allow users to access bike share systems of other cities as well. Ms. Shavit replied that staff is working with Santa Monica, West Hollywood, Beverly Hills, and Long Beach to have bike share vendors integrate payment systems into TAP. TAP users could opt in to the bike share programs when purchasing a transit pass.

Mr. Bruins asked how many Rider Relief participants used a coupon for the annual flex pass. Ms. Shavit replied that she could share those numbers at a later time but that staff is looking at ways to make the coupon program more robust for low-income users. She stated that customers purchasing TAP cards with cash at brick and mortar locations could potentially do the same for Bike Share passes.

Alvin Papa (City of Long Beach) asked if there is data on average ride length, average duration of use per bike, and average monthly cost to users. Ms. Shavit replied that she could share those numbers at a later time.

Mr. Papa asked if Metro has considered offering group discounts and bundling incentives. Ms. Shavit replied that staff will launch a pilot program, called Bike Share for Business, to offer bulk discounts for businesses that buy five or more Bike Share passes.

Mr. Janka asked who is liable in the event that a bike is stolen or if someone falls and damages a bike. Ms. Shavit replied that the person riding the bike is responsible for it in case of theft. Because every Bike Share user has a credit card attached to his or her account, the user would be charged for the cost of the bike. Ms. Shavit added that users should be able to dock a bike at a station at or near their destination. In the event that a bike is damaged, Ms. Shavit stated that the contractor has insurance provisions above and beyond the standard Metro provisions.

Mr. Janka asked if there are GPS devices that show how far each bike is traveling. Ms. Shavit replied that the Bike Share expansion will include GPS devices on a selected number of bikes. These devices will allow for more data on trip length and route selection.

Mr. Behen asked how much one bike costs. Ms. Shavit replied that the bikes currently cost \$1000 each. Mr. Behen suggested a scheme wherein users can pay to insure against bike theft because some users may not be able to pay the \$1000 for a bike.

10. Open Streets (Brett Thomas, Metro)

Mr. Thomas distributed a handout on Metro's Open Streets Grant Program. He reported that, in 2014, the Metro Board approved the Open Streets Grant Program in order to allow cities to host open streets events. The program has three goals: 1) Encourage people to bike and walk on city streets and to use transit on event days; 2) Increase the share of people making trips by bike and by foot; 3) Enhance community engagement, through businesses and civic leaders, that will encourage bicycling and walking in communities.

Mr. Thomas reported that Cycle 1 of the Open Streets Grant Program funded ten events throughout the county, with over 1 million people participating. He reported that Metro systemwide ridership increases approximately 10% during open streets events. Cycle 2 is currently underway, with events taking place through the end of 2018. Mr. Thomas reported that Cycle 3 is anticipated to begin at the beginning of 2018.

Mr. Herbertson commented that a CicLAvia event is taking place in Culver City on March 26th.

Mr. Winje asked about the efforts needed to block off streets and provide security during open streets events. Mr. Thomas replied that the cities are responsible for street closures but that consultants, such as CicLAvia, often do the main event planning. Mr. Herbertson commented that the City of Culver City has a contractor that deals with road closures and that the Culver City Police Department is present at all locations with vehicle crossings along the route.

Mr. Winje asked what motivations there are for open streets events aside from interest in cycling. Mr. Herbertson replied that businesses in Downtown Culver City are major supporters of open streets events and that the past CicLAvia event was their best day of business. Mr. Thomas replied that staff is evaluating the events from Cycle 1 and collecting receipts from local businesses during Cycle 2 events. He reported that businesses that stay

open during open streets events experience, on average, a 10% increase in sales. Restaurants can experience up to a 25% increase in sales.

11. State and Federal Legislative Update (Marisa Yeager, Metro)

State

Ms. Yeager reported that legislators are in budget negotiations with Governor Brown regarding the FY 18 budget. The Governor's deadline for the completion of negotiations is April 6th.

Federal

Ms. Yeager distributed two handouts and reported that President Trump released his preliminary budget recommendations through the Office of Management and Budget on March 16th. The President has requested \$16.2 billion for the United States Department of Transportation's discretionary budget, a reduction of \$2.4 billion, or 13%, from the continuing resolutions enacted during FY 17. The budget proposes restructuring the functioning of Air Traffic Control within the Federal Aviation Administration and restructuring how Amtrak is subsidized. The budget also proposes eliminating the New Starts Program after the expiration of current Full Funding Grant Agreements, as well as the Transportation Investment Generating Economic Recovery (TIGER) Grant Program. Ms. Yeager stated that more details will emerge in the future, as the President proposes the budget while Congress actually completes the budget process.

12. New Business

Ms. Asuncion stated that Metro staff may provide an update on the Airport Metro Connector Project at the April 20th Streets and Freeways Subcommittee meeting.

13. Adjournment

The meeting was adjourned at 10:54 A.M.

The next meeting for the Streets and Freeways Subcommittee will be held on April 20, 2017, at 9:30 a.m. on the 15th floor, Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922-3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: <http://www.metro.net/about/sfs/>

Attachment 2

Sign-In Sheet/Attendance Sheet

Streets and Freeways Subcommittee - March 16, 2017

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	<i>MM</i>	
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Ofc. Christian Cracraft (A)	California Highway Patrol	(323) 259-2010	(323)258-8121	ccracraft@chp.ca.gov	<i>CC</i>	
Inez Yeung (A)	County of Los Angeles	(626) 458-3950		iyung@ladpw.lacounty.gov	<i>NY</i>	
Mary Reyes	County of Los Angeles	(626) 458-3902	(626) 458-3179	mareyes@dpw.lacounty.gov	<i>MR</i>	
Andrew Winje	League of Cities (South Bay Cities COG)	(310) 318-0661		Andrew.Winje@redondo.org	<i>AW</i>	
Lauren Sablan (A)	League of Cities (South Bay Cities COG)	(310) 318-0661		Lauren.Sablan@redondo.org	<i>LS</i>	
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Sharon Perlstein	League of Cities (Westside Cities)	(323) 848-6383	(323)-848-6564	sperlstein@weho.org	<i>SP</i>	
Charles Herbertson (A)	League of Cities (Westside Cities)	(310)253-5635	(310) 253-5626	charles.herbertson@cityofvercity.org	<i>CH</i>	
Fred Zohrehvand	League of Cities (Arroyo Verdugo Cities)	(818)-548-3960	(818)-409-7027	fzohrehvand@ci.glendale.ca.us	<i>FZ</i>	
Vacant (A)	League of Cities (Arroyo Verdugo Cities)					
Bahman Janka (Chair)	League of Cities (San Gabriel Valley COG)	(626) 744-4610	(626) 366-8693	bjanka@cityofpasadena.net	<i>BJ</i>	
Phil Wray (A)	League of Cities (San Gabriel Valley COG)	(626) 574-5488				
Vacant	League of Cities (Gateway Cities/South East)					
Steve Myrter (A)	League of Cities (Gateway Cities/South East)	(562) 989-7351	(562) 989-7356	stevemyrter@cityofsignalhill.org	<i>SM</i>	
Robert Brager (A)	League of Cities (Las Virgenes/Malibu)	(310) 456-2489	(310) 456-3356	brager@ci.malibu.ca.us	<i>RB</i>	
Elizabeth Shavelson (Vice Chair)	League of Cities (Las Virgenes/Malibu)	(310) 456-2489 x 254		eshavelson@malibuca.gov	<i>ES</i>	
Debbie O'Leary	League of Cities (San Fernando Valley COG)	(661) 284-1427		doleary@santa-clarita.com	<i>DO</i>	
Wayne Ko (A)	League of Cities (San Fernando Valley COG)	(818) 548-3945		wko@glendaleCA.gov	<i>WK</i>	
Vacant	TDM/AQ Subcommittee					
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Fanny Pan (A)	LACMTA	(213) 922-3070	(213) 922-6996	panf@metro.net	<i>FP</i>	
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Alvin Papa	City of Long Beach	(562) 570-6386		alvin.papa@longbeach.gov	<i>AP</i>	
Abraham Bandegan (A)	City of Long Beach	(562) 570-6665		abraham.bandegan@longbeach.gov	<i>AB</i>	
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Dale Benson	Pedestrian Coordination	(213) 897-2934		dale.benson@dot.ca.gov	<i>DB</i>	
Valerie Watson (A)	Pedestrian Coordination	213-928-9706		valerie.watson@lacity.org	<i>VA</i>	
Ladonna DiCamillo (ex-officio)	Goods Movement	(323) 267-4041	(323) 267-4111	ladonna.dicamillo@bnsf.com	<i>LD</i>	
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Stephanie Chin (ex-officio)	SCAG	(213) 922-1916	(213) 236-1963	chin@scag.ca.gov	<i>SC</i>	
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Attachment 3

90-Day Rolling Agenda



Upcoming Agenda Items

Ad Hoc Congestion, Highway and Roads Committee

Wednesday, April 19, 2017

- 2017-0067** Authorize Contract Modification No. 114 by Caltrans for construction contract of the Segment 3 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) under the Funding Agreement No. MOU. P0008355/8501A/A6, in the amount of \$552,110.89, using non local fund sources.
- Status:** CEO Draft Meeting Ready
- 2017-0095** Authorize Contract Modifications No. 56-1 & No. 112 (CCO 56-1 & CCO 112) by Caltrans for the construction contract of I-5 South Carmenita Road Interchange Improvements Project (the Project) under the Funding Agreement No. MOU.P0006376A-03, in the total amount of \$4,300,000 within the LOP budget.
- Status:** CEO Draft Meeting Ready
- 2017-0094** Receive and File I-710 South Corridor Project EIR/EIS update report.
- Status:** CEO Draft Meeting Ready
- 2017-0135** Receive and file status report on the HDC project
- Status:** CEO Draft Meeting Ready
- 2017-0098** CONSIDER:
- A. APPROVE \$11.8 million of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list,
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvements in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Imp. in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- as shown in Attachment A;
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects;
- C. Receive and File the SR-138 Capacity Enhancements (North County) project list as shown in Attachment B;

Status: CEO Draft Meeting Ready

Wednesday, May 17, 2017

2017-0151 Authorize Contract Modifications No. 42 (CCO 42) by State of California Department of Transportation (Caltrans) for the construction contract of the Segment 5 of I-5 South Capacity Improvements Project from Orange County Line to I-605 under the Funding Agreement No. MOU.P0004292A-3, in the total amount of \$1,700,000 within the LOP budget.

Status: Approval Cancelled

2017-0229 Authorize Contract Modifications No. 115 (CCO 115) by State of California Department of Transportation (Caltrans) for the construction contract of the Segment 4 of I-5 South Capacity Improvements Project from Orange County Line to I-605 under the Funding Agreement No. MOU.P0004292A-3, in the total amount of \$577,500 within the LOP budget.

Status: Draft

2017-0097 Receive and File the status of the State Route 710 North Project

Status: Draft

Board of Directors - Regular Board Meeting

Thursday, April 27, 2017

2017-0234 APPROVE Minutes of the Regular Board Meeting held March 23, 2017.

Status: Agenda Ready

2017-0184 Oral Presentation by JPA on High Speed Rail Component of the HDC

Status: Draft

2017-0088 A. Hold a Public hearing on the proposed Resolution of Necessity

B. Adopt the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Parcel RM-27, consisting of a full take of the real property for construction of the Project.

Status: Draft

Monday, April 03, 2017

Budget Public Hearing

Thursday, May 25, 2017

2017-0226 Draft Measure M Guidelines Item 8 (March 23, 2017) Motion Response

Status: Draft

Construction Committee

Thursday, April 20, 2017

2017-0137 A. Authorize the Chief Executive Officer (CEO) to execute a final Modification to Contract C1013R, with Skanska USA Civil West California District Inc., for the design and construction of the west entrance at the North Hollywood Station on the Metro Red Line, in the amount \$1,261,770, adjusting/increasing the total current contract price from \$15,743,901.61 to \$17,005,671.61 within the life of project budget.

Status: CEO Draft Meeting Ready

2017-0138 A. Authorize the Chief Executive Officer (CEO) to execute a Contract Modification to Contract No. C1043 with Griffith Company, for the design and construction of the Universal City Pedestrian Bridge, in the amount of \$450,000, increasing the total current contract value from \$24,264,752 to \$24,264,752 to \$24,714,752 within the Life of Project budget.; and

B. Approve an increase in Contract Modification Authority (CMA) for Contract No. C1043 in the amount of \$170,252, increasing the total CMA from \$3,119,500 to \$3,289,752 also within the Life of Project budget.

Status: Approval Review

2017-0202 RECEIVE Oral report by the Program Management Chief Officer.

Status: Approval Review

Thursday, May 18, 2017

2016-0933 A. Increase the Life-of-Project Budget (LOP) for the Low Impact Development Project by \$1,000,000, increasing the Life-of-Project Budget from \$940,000 to \$1,940,000 due to potential closure of Division 4.

B. Approve change of project name from Permeable Pavement and Bioretention Pilot Project, Division 4 Maintenance Facility to Permeable Pavement and Cistern Pilot Project, Central Maintenance Facility due to potential closure of Division 4.

Status: Draft

2017-0027 Authorize the Chief Executive Officer to execute the a Memorandum of Understanding (MOU) for Operation and Maintenance Agreement (OMA) with The City of Santa Monica for operation and maintenance of Expo II and as approved to form. and as approved to form.

Status: Draft

2017-0173 A. FINDING that use of the design-build contracting delivery approach pursuant to Public Utilities Code 130242(a) will achieve certain private

sector efficiencies in the integration of the design and construction of the Emergency Security Operations Center by providing for the award of a design-build contract to the lowest responsive responsible bidder; and

(REQUIRES 2/3 VOTE)

B. APPROVING the use of the design-build contracting delivery approach pursuant to Public Contract Code 22160-22169 to reduce project costs, expedite project completion and allow for negotiation and award of a design-build contract to a responsible proposer whose proposal is determined to be the best-value to Metro.

Status: Draft

2017-0244

RECEIVE AND FILE status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending March 2017.

Status: Draft

Executive Management Committee

Thursday, April 20, 2017

- 2017-0201** ADOPT staff recommended positions:
- A. AB 287 (Holden) - State Highway Route 710: Advisory Committee
OPPOSE UNLESS AMENDED
 - B. AB 91 (Cervantez) - High -Occupancy vehicle lanes OPPOSE
 - C. AB 344 (Melendez) -- Toll Evasion Violations OPPOSE
 - D. AB 673 (Chu) - Public transit operators: vehicle safety requirements
OPPOSE UNLESS AMENDED
 - E. AB 695 (Bocanegra) - Avoidance of on-track equipment SUPPORT
 - F. AB 1454 (Bloom) - Transportation projects: lease agreements
SUPPORT
 - G. SB 422 (Wilk) - Transportation projects: comprehensive development
lease agreements SUPPORT (Sponsor)
- Status:** CEO Draft Meeting Ready
- 2017-0206** APPROVE amendment of Title 6, Chapter 6-05 of the Los Angeles
County Metropolitan Transportation Authority (“Metro”) Administrative
Code (the “Code”), otherwise known as the Metro Customer Code of
Conduct, as set forth in Attachment A. The amended Code will become
effective May 1, 2017.
- Status:** Approval Review
- 2017-0218** RECEIVE AND FILE State and Federal Legislative Report.
- Status:** CEO Draft Meeting Ready
- 2017-0178** Oral Report on MicroTransit Pilot
- Status:** CEO Draft Meeting Ready

Finance, Budget and Audit Committee

Wednesday, April 19, 2017

2017-0194 RECEIVE AND FILE report on FY 2018 Budget Development Status.

Status: Draft

2017-0220 RECEIVE AND FILE the Los Angeles County Metropolitan Transportation Authority's (LACMTA) basic financial statements and component financial statement audits completed by Crowe Horwath LLP (Crowe) for the fiscal year ended June 30, 2016.

Status: Approval Review

2017-0062 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 \$2.4 million for the 12-month period May 10, 2017 through May 10, 2018.

Status: Approval Review

2017-0180 A. APPROVE the SCRRA's request for additional funding for urgent structure and rail tie rehabilitation work up to \$18,381,025.

B. PROGRAM up to \$18,381,025 in Measure R 3% funds.

C. AUTHORIZE the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.

Status: Approval Paused

Wednesday, May 17, 2017

2017-0147 AUTHORIZE the Chief Executive Officer (CEO) to execute a seven (7) year lease agreement ("Lease Agreement") with The Crossroads School for Arts & Sciences, ("Crossroads") to continue leasing Metro-owned property located adjacent to the Expo Light Rail Line, near 17th Street and Colorado Avenue, in Santa Monica ("Premises").

Status: Draft

2017-0119 Authorize the Chief Executive Officer to execute Modification No. 6 to Contract No. PS30203139 with Axiom xCell, Inc. (Axiom) to provide additional functionality for the Mobile Phone Validators (MPV) issued by Metro Transit Court to Law Enforcement and Transit Security for electronically reading information stored on TAP cards. These improvements include the ability for Fare Inspectors to activate fare on TAP cards and enhancements to the Mobile Device Management (MDM) system for an additional cost of \$1,000,000 (estimated), and extend the monthly support services for an additional two years to

November 29, 2019, in an amount of \$360,000 (estimated). This modification would increase the total contract value by \$1,360,000, from \$1,061,975 to \$2,421,975.

Status: Draft

2017-0183

New Fare Subsidy Program

Status: Draft

Planning and Programming Committee

Wednesday, April 19, 2017

- 2017-0144** Authorize the Chief Executive Officer to execute an Exclusive Negotiations and Planning Agreement (ENA) with Trammell Crow Company and Greenland USA (Developer) for the properties at North Hollywood Station (Site), for 24 months with the option to extend up to 30 months.
- Status:** CEO Draft Meeting Ready
- 2017-0139** Receive and file this quarterly status report on the Airport Metro Connector (AMC) 96th Street Transit Station including an update on the environmental clearance process and project design.
- Status:** CEO Draft Meeting Ready
- 2017-0159** Receive and file the Regional Rail Update through March 2017
- Status:** Approval Review
- 2017-0049** A. APPROVE release of Round 5 of the Transit Oriented Development (TOD) Planning Grant Program, offering an amount not to exceed \$3,100,000; and
- B. APPROVE the Round 5 TOD Planning Grant Program Guidelines (Attachment A), which include the Transit Supportive Planning Toolkit and the creation of the Transit Oriented Communities Tax Increment Financing Pilot Program.
- C. ADOPT AND CERTIFY the Strategic Growth Council Final Grant Report as accurate.
- Status:** CEO Draft Meeting Ready
- 2017-0086** 1. Adopt the Phase II Metro Bike Share Expansion (Phase II Expansion) Environmental Analysis findings that the expansion qualifies for a Categorical Exemption under Section 15303 (Class 3) New Construction or Conversion of Small Structures (Attachment A);
2. Authorize staff to file the Notice of Exemption for the Phase II Expansion;
3. Adopt the Phase II Expansion Title VI and Environmental Justice Analysis findings that there is no Disparate Impact and no Disproportionate Burden associated with the expansion (Attachment B); and
4. Augment the Life of Project budget for Phase II Expansion by \$1,713,000 to \$4,499,000 to include previously Board approved pre-launch related costs.
- Status:** CEO Draft Meeting Ready

2017-0089

CONSIDER:

A. ADOPTING the Rail to Rail Active Transportation Corridor (ATC) - Segment A Preliminary Design (Attachment A); the findings of the environmental analysis that the project qualifies for CEQA Categorical Exemption under Section 15307 (Class 4) Minor Alterations to Land; and file the Notice of Exemption (NOE) (Attachment B);

B. AUTHORIZING the use of Design-Build project delivery method for Segment A, pursuant to Public Utilities Code Section 130242 (a), will achieve certain private sector efficiencies in the integration of design, project work and components related to real property renovation, improvements and construction work for this project; (REQUIRES 2/3 VOTE)

C. ADOPTING the Rail to River ATC - Segment B Locally Preferred Alternative, Randolph Street Alternative, as described in the Alternative Analysis (AA) (Attachment C) and advance into the Environmental Review/Clearance and Preliminary Design phase after more refined cost estimates for Segment A are developed from 30% design documents.

Status: Approval Review

2016-0758

CONSIDER AUTHORIZING:

A. The Chief Executive Officer authority to execute amendments to the I-110 and I-105 Operations & Maintenance (O&M) Agreements to allow Metro to provide enhanced maintenance services for 17 Caltrans park & ride locations, provided that the necessary resources are allocated in the FY18 budget process;

B. Amending the proposed FY 18 budget to include 28 additional FTEs for Facilities Maintenance and Parking Management; and

C. Amending the proposed FY18 budget to include \$6,247,000 for initial upgrades, full maintenance services, non-revenue vehicle purchase, enforcement and security for the selected park & ride lots

Status: Approval Review

2017-0191

APPROVE the formal commitment of \$905 million of accelerated Measure R funds to Westside Purple Line Extension Section 3 (WSPLE3) to fulfill the Federal Transit Administration's financial rating requirements for Metro's New Starts project request of \$1.175 billion.

Status: CEO Draft Meeting Ready

2017-0140

Authorize the Chief Executive Officer to amend Metro's Second Revised Amended and Restated Joint Development Agreement ("JDA") with MacArthur Park Metro, LLC, ("MPM") to: (a) extend the term of the JDA to December 31, 2017, and (b) allow Metro to terminate the JDA if Metro reasonably determines that the Ground Lease will not be executed prior to December 31, 2017 or that the mixed-use joint development project contemplated in the JDA (the "Phase B Project") is not feasible.

Status: CEO Draft Meeting Ready

2017-0152

AUTHORIZE the Chief Executive Officer to:

A. APPROVE Project Definition for Environmental Scoping including four Northern Alignment Options; and

B. RECEIVE AND FILE the West Santa Ana Branch (WSAB) Transit Corridor Northern Alignment Options Screening Report.

Status: CEO Draft Meeting Ready

2017-0154

A. APPROVE an updated Project Definition for Environmental Clearance, including three alternatives:

- a. SR 60 North Side Design Variation Alternative
- b. Washington Boulevard Alternative with Atlantic Below-Grade Option
- c. Combined Alternative with both SR 60 and Washington Boulevard via Atlantic Segments

B. RECEIVE AND FILE the Eastside Phase 2 Technical Study Report. Attachment D contains the Executive Summary. The full report is available upon request.

Status: CEO Draft Meeting Ready

Thursday, April 20, 2017

2017-0130

RECEIVE AND FILE this report on Metro's long-term needs at Division 20 in the Downtown Los Angeles Arts District and the accommodations necessary for a potential future Arts District passenger rail station.

Status: CEO Draft Meeting Ready

Wednesday, May 17, 2017

2017-0177

A. APPROVE programing of additional funds in the amount of \$11,000,000 using Measure R 3% funds;

B. APPROVE an amendment to increase the Fiscal Year (FY) 2017 budget in the amount of \$3,000,000 out of Measure R 3% funds for the project cost requested above;

Status: Draft

Thursday, May 18, 2017

2016-0959

CONSIDER:

A. ESTABLISHING the Life of Project (LOP) budget in the amount of \$155.3 million for the Rosecrans/Marquardt Grade Separation Project (Project);

B. APPROVING third party costs of \$1,500,000 million using measure R funds and amend the FY 17 budget in the amount of \$500,000 for third

party costs using Measure R funds; and

C. AUTHORIZING the Chief Executive Officer (CEO), or his designee, to negotiate and execute all third party agreements necessary for this action.

Status: CEO Draft Meeting Ready

Thursday, May 25, 2017

2017-0245

APPROVE amendment of the existing repayment schedule agreement between the County of Los Angeles (County) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) for State Route 126/Commerce Center Drive Interchange Improvement Project STP-L fund exchange, as shown in Attachment A.

Status: Draft

System Safety, Security and Operations Committee

Thursday, April 20, 2017

2017-0222 RECEIVE AND FILE monthly update on Transit Policing performance.

Status: Approval Review

2017-0225 Receive and file status report on efforts underway to use technology and innovation to transform the customer experience of Metro's Bus and Rail system, and mobility in the region in general.

Status: CEO Draft Meeting Ready

2016-0984 Operations Employee of the Month

Status: Agenda Ready

2016-0986 RECEIVE oral report on System Safety, Security and Operations.

Status: CEO Draft Meeting Ready

Thursday, May 18, 2017

2017-0013 RECEIVE AND FILE this second annual condition report on the state of Metro's public artworks in response to the Board Motion, Item 44, from the October 2015 System Safety, Security and Operations Committee.

Status: Agenda Ready

2016-0985 Operations Employee of the Month

Status: Draft

2017-0230 RECEIVE oral report on System Safety, Security and Operations.

Status: Draft

2016-0741 Establish a life-of-project budget for the P2550 Light Rail Vehicle Component Overhaul, CP# 214001 in the amount of \$20,007,900.

Status: Draft

Thursday, June 15, 2017

2017-0036 APPROVE nominees for membership on Metro's Service Councils.

Status: Draft

2017-0231 Operations Employee of the Month

Status: Draft

2017-0232

RECEIVE oral report on System Safety, Security and Operations.

Status: Draft