Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Henry Huntington Conference Room – 3rd Floor

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

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

3. Chair Report
   5 min
   Information (Bahman Janka)

4. Metro Report
   5 min
   Information (Fulgene Asuncion)

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

6. Caltrans Update
   5 min
   Information (Steve Novotny)

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

8. East San Fernando Valley Transit Corridor Update
   20 min
   Information (Walt Davis)
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<tr>
<td>9</td>
<td>CTC Update</td>
<td>5 min</td>
<td>(Zoe Unruh/Patricia Chen)</td>
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<td>10</td>
<td>ATP Update</td>
<td>5 min</td>
<td>(Shelly Quan)</td>
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<td>11</td>
<td>State and Federal Legislative Update</td>
<td>10 min</td>
<td>(Michael Turner/Raffi Hamparian)</td>
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<td>12</td>
<td>New Business</td>
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<td>13</td>
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The next meeting for the Streets and Freeways Subcommittee will be held on October 19th at 9:30 a.m. on the 4th floor, University Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: [http://www.metro.net/about/sfs/](http://www.metro.net/about/sfs/)
Meeting Minutes

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Mulholland Conference Room, 15th floor

Members and Alternates Present: Bahman Janka (Chair), Steve Novotny (M, Caltrans), Jimmy Shih (A, Caltrans), Steve Branconier (M, California Highway Patrol), Mary Reyes (M, County of Los Angeles), Andrew Winje (M, South Bay Cities), Charles Herbertson (A, Westside Cities), Fred Zohrehvand (M, Arroyo Verdugo Cities), Ed Norris (M, Gateway Cities), Nicole Benyamin (M, Las Virgenes/Malibu), Debbie O’Leary (M, San Fernando Valley COG), Fulgene Asuncion (M, Metro), Arsen Mangasarian (M, City of Los Angeles), Andrew Maximous (M, Arterial ITS Configuration Management Group), Victor Koo (A, Arterial ITS Configuration Management Group), Eric Bruins (M, Bicycle Coordination), Dale Benson (M, Pedestrian Coordination).

1. Call to Order (Fulgene Asuncion, Metro)
The meeting was called to order at 9:41 A.M.

2. First-Last Mile Update (Jacob Lieb, Metro)
Mr. Lieb reported that the First-Last Mile Program began after two actions from the Metro Board in 2016. These actions require including integrating planning and implementation of first-last mile activities in new transit capital projects and preparing plans to retrofit stations in the existing system, including high ridership bus stops in addition to the rail and bus rapid transit networks.

Mr. Lieb reported that staff is currently preparing plans for all stations on the Blue Line. Plans are expected to be completed at the end of 2017. There will be community engagement events throughout August and September.

Mr. Lieb reported that plan preparation is forthcoming for four stations on the Purple Line Extension. Staff will be working to have first-last mile improvements constructed and in place when Phases 2 and 3 begin service. These improvements are in the final stages of procurement. As part of the Purple Line improvements, staff is developing guidelines on the integration of first-last mile activities on new transit capital projects following the Purple Line Extension.
Mr. Lieb reported that plan preparation is forthcoming for four stations in the City of Inglewood, including three along the Crenshaw/LAX Transit Corridor and one existing station along the Green Line. The plans will fulfill Metro’s obligations as part of the 3% Local Commitment Funding Agreement for the Crenshaw/LAX Transit Corridor. The City of Inglewood will then fund and implement first-last mile improvements for the stations.

Mr. Lieb reported that plan preparation for Gold Line Foothill Extension Phase 2B is projected to begin toward the end of Fiscal Year (FY) 2018. Staff will be working with jurisdictions along the corridor, the Foothill Extension Construction Authority, and the San Gabriel Valley Council of Governments (COG).

Mr. Lieb reported that Metro has an ongoing first-last mile training program geared toward local staff. The training sessions simulate the first-last mile planning procedures. There have been three training sessions to date that have taken place in the Gateway Cities, South Bay Cities, and San Gabriel Valley subregions. There will be three additional sessions throughout Los Angeles County by the end of 2017. Attendance at each session is open to all.

Arsen Mangasarian (City of Los Angeles) asked if there is a list of first-last mile projects and project scopes on the Metro website. Mr. Lieb replied that there are no draft plans that are reviewable, but that there is a walk audit summary that captures the existing conditions information and field observations as part of the first-last mile planning exercise. There is also a slate of project ideas that preview what will be in the plans once the community engagement process has occurred. The walk audit summary and project ideas will be available on the Metro website shortly.

Andrew Maximous (Arterial ITS Configuration Management Group) asked if there is information on the Purple Line Extension first-last mile projects. Mr. Lieb reported that staff has not yet begun plans for the Purple Line Extension.

3. Approval of June 15, 2017 Minutes (Subcommittee)
Andrew Winje (League of Cities – South Bay Cities COG) motioned to approve the June 15th minutes, and Ed Norris (League of Cities – Gateway Cities COG) seconded the motion. The minutes were approved with no abstentions.

4. Vice Chair Election (Subcommittee)
Bahman Janka (League of Cities – San Gabriel Valley COG) reported that Nicole Benyamin (League of Cities – Las Virgenes/Malibu) expressed interest in serving as Vice Chair of the Streets and Freeways Subcommittee. Fred Zohrehvand (League of Cities – Arroyo Verdugo Cities) nominated Ms. Benyamin as Vice Chair, and Mr. Maximous seconded the nomination. Ms. Benyamin’s election as Vice Chair was confirmed with no objections.

5. Chair Report (Bahman Janka)
Mr. Janka reported that Dennis Ambayec is the new alternate representative of the San Fernando Valley COG to the Streets and Freeways Subcommittee.

Mr. Janka reported that there is no Metro Board meeting in August. Steve Novotny (Caltrans) motioned to cancel the August Streets and Freeways Subcommittee meeting, and Mr.
Zohrehvand seconded the motion. There were no objections to canceling the August meeting, so there will be no meeting in August unless there is an emergency or important issue to discuss.

6. **Metro Report (Fulgene Asuncion)**

Ms. Asuncion reported that the Southern California Association of Governments (SCAG) is accepting applications for the 2017 Active Transportation Call for Proposals. There will be an informational workshop on Thursday, July 20th, from 1 pm to 3 pm at the SCAG Board Room. The workshop will also be available via webinar.

Ms. Asuncion reported that Metro Bike Share has been launched in Pasadena and that a free month of rides is available when signing up for Bike Share. Bike Share will be launched at the Port of Los Angeles on July 31st.

Mr. Janka commented that the Bike Share launch in Pasadena was successful and complimented Metro on the launch efforts.

7. **Measure M Guidelines Update (Kalieh Honish, Metro)**

Ms. Honish reported that the adopted Measure M Guidelines (Guidelines) were mailed out and that the updated Guidelines are available on [http://theplan.metro.net](http://theplan.metro.net). The Metro Board approved the Guidelines in June 2017 with five motions and two amendments, all of which were incorporated into the Guidelines.

Ms. Honish reported that some of the Board motions were directions as to how to proceed with administrative procedures such as determining program/project eligibility and timelines. The next steps involve conducting administrative procedures that are pending. Metro staff will be working with the Policy Advisory Council (PAC) and conducting outreach as procedures are developed.

Ms. Honish reported that development of the Multiyear Subregional Programs (MSPs) will take place over the next six months, as well as the five year cash flow development. Other programs will have longer timelines, such as those that involve competitive funding. The Bus Rapid Transit (BRT) System Program development will take place over twenty-four months as it requires a study that will pivot off the existing BRT system. The BRT System Program will not be restricted to Metro, but projects will need to perform at a level that benefits the entire region.

Mr. Mangasarian asked when local jurisdictions will receive Measure M funds. Ms. Honish replied that jurisdictions will begin receiving Local Return funds in October. The State will reserve within a 5% buffer of the estimated amount of tax that will be received in order to account for glitches in tax collection. This reserve will be returned later on. Ms. Honish stated that the MSP funds will begin accruing in FY 2018 and will continue accruing throughout the Measure M timeline. Subregions will propose projects on a five-year plan basis to match the cash flows they will receive with the anticipated funds. This process will allow for better sequencing.
Ms. Benyamin asked when the subregions will know the amount of funds they will receive in the first five years. Ms. Honish replied that the cash flow procedures need to be developed in the next six months. Staff will distribute cash flow information after developing the procedures, before the end of FY 2018.

Mr. Janka asked if jurisdictions will get only nine months of Local Return funds in the first year since the funds are distributed on a quarterly basis. Ms. Honish replied that she would consult with staff.

Mr. Zohrehvand asked if 0.5% of the MSP funds can be allocated for project development. Ms. Honish confirmed, stating that projects submitted with the Mobility Matrices may not have been fully developed or no longer serve the right priorities for the subregions. The 0.5% will allow subregions the flexibility and the resources to prepare projects for these programs. The criteria for expending the 0.5% of MSP funds for this process will be developed through the administrative procedures. The criteria would help determine eligible expenses for the 0.5% funds. Ms. Honish reported that a feasibility study may be an eligible expenditure for these funds.

Mr. Mangasarian asked if a change of scope as a result of a feasibility study would be acceptable. Ms. Honish replied that, while the administrative procedures have not yet been developed, scope changes will likely be acceptable. Ms. Honish reported that comments from the PAC indicated a desire for more community involvement in project development, which could result in scope changes as well.

Mr. Zohrehvand asked if different project phases such as design and construction will be eligible for the 0.5% funds. Ms. Honish replied that the funds should be used to help projects advance from pre-design to the construction phase.

8. **Caltrans Update (Steve Novotny, Caltrans)**

Mr. Novotny reported that the E-76 submission deadline is on Friday, July 28th.

Mr. Novotny reported that there will be Senate Bill 1 (SB 1) workshops on Friday, July 21st, at Metro Headquarters. The Congestion and Trade Corridors workshop will take place from 10 am to 12 pm, and State and Local Partnerships workshop will take place from 1 pm to 5 pm.

Mr. Janka asked if there are any updates on grants or application deadlines. Mr. Novotny replied that there are no updates.

9. **CTC Update (Zoe Unruh, Metro)**

Ms. Unruh reported that the California Transportation Commission (CTC) held a workshop on the Local Streets and Roads Program on July 18th.

Ms. Unruh reported that SB 1 provides new revenues for local streets and roads through the Road Maintenance and Rehabilitation Account (RMRA). The Local Streets and Roads Program will administer funds through monthly apportionments from the State Controller for road maintenance, rehabilitation, and critical safety projects. Fund eligibility is defined under SB 1
and is included in the Reporting Guidelines that the CTC is preparing. Cities and counties will be required to adhere to these annual project reporting guidelines.

Ms. Unruh reported that the CTC is developing Reporting Guidelines. A redline draft of the Guidelines was released, and the CTC is accepting additional comments on the Guidelines until Monday, July 24th. The CTC will receive reports from project lists from cities and counties and will submit those reports to the State Controller.

Ms. Unruh reported that the State Controller will be responsible for apportioning and auditing funds. The State Controller will receive detailed expenditure reporting from the cities and counties through the CTC.

Ms. Unruh reported that cities and counties will prepare proposed project lists and submit the lists to the CTC in order for projects to become eligible to receive funds. The CTC will work with cities and counties to ensure that the projects are eligible and will then adopt the project list potentially in December 2017. The State Controller will initiate apportioning funds to the approved projects on a monthly basis starting in January 2018. Cities and counties will construct the projects and submit project status reports to the CTC. The CTC will receive the reports and share project information with the Legislature and the public through a mapping effort. The State Controller will then audit the RMRA funds expended by cities and counties.

Ms. Unruh reported that the CTC plans to adopt the Reporting Guidelines at the August CTC meeting.

Ms. Unruh reported that prior to receiving funds, project reporting requirements will include: description and location; proposed schedule and phasing; useful life; adoption or amended into city or county budget. Annually, upon completion of the FY, project reporting requirements will include: whether project is completed or progress update on multi-year projects; amount of funds expended on the project; and estimated useful life. The CTC is working with Caltrans to develop a form that can be completed online at the beginning and end of the project.

Ms. Unruh reported that the CTC is currently addressing comments that it has received on the Reporting Guidelines. For comments out of the CTC’s purview, the CTC is working with the State Controller to develop a frequently asked questions (FAQs) list.

Ms. Unruh reported that the Local Streets and Roads Program schedule has been revised based on comments received thus far from the League of Cities (League) and the California State Association of Counties (CSAC). The project list due date has been pushed to October 2017 to address city and county budgeting schedules as projects are required to be adopted or amended into the budgets.

Ms. Unruh reported that there are resources to help jurisdictions start developing their project lists. Ms. Unruh distributed these resources to the Subcommittee via PowerPoint. The League and CSAC are providing background information on SB 1 as well as new Highway User Tax Account (HUTA) SB 1 share estimates. The League and CSAC are also planning a webinar on the Local Streets and Roads Program.
Mr. Norris asked how stringent the requirement is for jurisdictions to maintain a Pavement Condition Index (PCI) of 80 or more. Ms. Unruh replied that SB 1 funds are intended to address road rehabilitation and that if jurisdictions have a PCI of 80 or above there is more flexibility in the way that funds can be used. The State realizes that many jurisdictions do not have a PCI of 80 or above, so the priority is to honor the spirit of SB 1 and focus funds on rehabilitation efforts. As a result, the CTC is electing to leave project eligibility flexible. Mary Reyes (County of Los Angeles) commented that it will be up to local jurisdictions to calculate PCI and that those jurisdictions with more flexibility will still need to include their projects on the approved project lists and in city/county budgets.

Mr. Mangasarian asked about other SB 1 programs such as the Active Transportation Program (ATP). Ms. Unruh deferred to Shelly Quan (Metro) on ATP matters. Mr. Mangasarian asked how many other SB 1 programs there are. Ms. Unruh replied that there are approximately 18 programs with different scopes and sizes. Ms. Unruh stated that the Local Streets and Roads Program and the State Highway Operation and Protection Program (SHOPP) are the largest programs. There are additional programs under SB 1 such as State and Local Partnerships, Congested Corridors, Transit and Intercity Rail Capital, Workforce Development, and Planning Grants. The CTC has been hands-on with a workshop schedule and with developing guidelines and calls for projects, all of which can be accessed through the CTC website. For programs that the CTC is not administering, Caltrans and the California State Transportation Agency (CalSTA) are holding workshops.

Mr. Zohrehvand asked if the Caltrans workshops will address other programs in addition to Congested Corridors and State and Local Partnerships. Mr. Novotny replied that Caltrans is addressing other programs in different workshops.

Mr. Norris asked if a city council resolution would meet the requirement for including a project in the budget. Ms. Unruh replied that there is debate as to what is considered budget approved but that the interpretation of the law is that the project list has to be adopted into the budget. Ms. Unruh recommended reaching out to CSAC or the League for guidance. Ms. Reyes commented that CTC recommended reaching out to CSAC and the League as well while SB 1 implementation efforts are ongoing.

10. ATP Update (Shelly Quan, Metro)
Ms. Quan reported that the 2017 ATP Augmentation is how the CTC is programming $200 million in SB 1 funds in FY 2018 and FY 2019. Agencies that applied to ATP Cycle 3 are eligible for Augmentation funds. There may be extra capacity for ATP programming in FY 2020 and FY 2021 if projects from those years advance into FY 2018 and FY 2019 as a result of the Augmentation. Funds are available to projects that applied and are able to advance and to projects that applied but were not funded in Cycle 3. The application opened on June 30th and is due on August 1st. The application consists of an updated Project Programming Request (PPR) and a letter confirming that the project is deliverable within the timeframes proposed and that any funding committed to in the PPR is committed. Ms. Quan sent a memo to agencies with projects eligible for Augmentation funds.
Ms. Quan reported that another part of the Augmentation is regional funding. Los Angeles County will have approximately $20 million to program to projects that do not get selected in the statewide competition. Applications for the regional program will begin once the statewide projects are selected.

Ms. Quan reported that the regional program includes $2 million that SCAG has set aside for Planning and Non-infrastructure projects of no more than $200,000. There is currently a call for projects for these funds. Eligible applicants are those that have never received ATP funds before.

Ms. Quan reported that the statewide ATP Technical Advisory Committee (TAC) is meeting on July 26th. The topic of the TAC is the application for ATP Cycle 4, including discussions on having different applications for projects of different types or sizes. Discussion will occur on the cutoff point for a small project versus a large project. Metro staff is concerned with this topic as Los Angeles County typically submits large projects for ATP funds and that an application for large projects may be burdensome.

Eric Bruins (Bicycle Coordination) asked if there is any effort to use cost-effectiveness in evaluating ATP projects. Ms. Quan replied that CTC is revisiting a cost-benefit tool for Cycle 4. Mr. Bruins commented that, in years prior, projects with a cost of at least $1 million had to be included in a plan while those with a cost below $1 million did not. Mr. Bruins recommended building off of this idea, since projects included in a plan have undergone some degree of vetting and prioritization.

Mr. Zohrehvand asked if the $2 million in SCAG funds is only eligible for agencies who have not received ATP funds. Ms. Quan confirmed, and Dale Benson (Pedestrian Coordination) commented that that eligibility applies to the Planning and Non-infrastructure Grants only.

Mr. Bruins asked if there have been responses from agencies who received the memo notifying them of eligibility to apply for the ATP Augmentation. Ms. Quan replied that she has received some responses and that she is reaching out to agencies in order to determine who is applying for Augmentation funds.

Mr. Mangasarian asked when jurisdictions will have to allocate the first year of funding for projects under ATP Augmentation. Ms. Quan replied that jurisdictions with funds for FY 2018 must go to the CTC to request the funds by June 2018. Mr. Mangasarian asked if the Augmentation funds will apply only to shovel ready projects and not to projects in the design or environmental clearance phase. Ms. Quan replied that this is an opportunity for projects that have several phases over a two-year period to spread their funds over a four-year period. Mr. Mangasarian then asked what would happen to Augmentation funds that are remaining from the $200 million. Ms. Quan replied that the CTC would begin another Call for Projects (Call). Mr. Mangasarian asked when the Call would take place. Ms. Quan replied that the CTC has not provided a schedule and hopes to avoid having remaining Augmentation funds.

Mr. Zohrehvand asked if construction of an ATP project must be completed thirty-six months after awarding the project contract. Ms. Quan confirmed. Mr. Zohrehvand then asked how long agencies have to expend design funds. Ms. Quan replied that design funds must be
expended within two years but that ATP projects often do not need the two years as they transition directly into construction.

Mr. Mangasarian asked when ATP Cycle 4 will take place. Ms. Quan replied that the CTC intends to do a Call in February or March 2018 and that Cycle 4 may be a four-year program including SB 1 funds.

11. SR-91 (Central Avenue to Paramount Blvd) Project Study Report – Project Development Support (Lucy Olmos, Metro)

Ms. Olmos reported that the State Route 91 Project Study Report – Project Development Support (SR-91 PSR – PDS) was developed as one of five projects under the I-605 Corridor Hot Spots Program. The I-605 Program consists of congestion hot spots study areas along the I-605 Corridor, including interchanges with I-405, SR-91, I-105, I-5, and SR-60. There is $590 million in Measure R funds available for these projects. Additionally, cities along the corridor are studying arterial intersection improvements.

Ms. Olmos reported that the SR-91 Study Area encompasses SR-91 from Central Avenue in the City of Compton to Paramount Boulevard in the City of Long Beach. Staff began work on the PSR – PDS in December 2015 and is currently awaiting final approval from Caltrans.

Ms. Olmos reported that the PSR – PDS includes the No Build alternative and three build alternatives. Alternative 2 adds one general purpose lane, improvements at interchanges, and auxiliary lanes where possible. Alternative 3 includes non-standard lanes and shoulders. Alternative 4 includes a hybrid of Alternatives 2 and 3 in addition to a collector-distributor road and improvements to hot spots at intersections.

Mr. Janka asked if a non-standard lane means the lane is narrower than 12 feet wide. Ms. Olmos confirmed, stating that the lane is non-standard compared to Caltrans' guidelines.

Ms. Olmos reported the cost summary for the mainline of the Project, which would be included with costs for the I-710 South Project. Combined with I-710 Alternative 5C, the SR-91 Alternative 2 would cost approximately $1 billion; Alternative 3 would cost $585 million to $725 million; and Alternative 4 would cost $745 million to $940 million.

Ms. Olmos provided a list of costs for Hot Spot improvements along the corridor. The costs are associated with improving some of the arterials in the SR-91 Study Area.

Ms. Olmos reported that, because only $590 million in funding is available for all five Hot Spots programs, staff developed a list of Early Action Projects (EAPs) for the SR-91 Study Area. The EAPs will allow for smaller projects that could be accelerated and delivered at a lower cost. The criteria staff used to prioritize EAPs include those with the highest need, the ease of development, the optimum solution, minimal right-of-way (ROW) acquisition, a simple environmental process, no major permitting issues (e.g., no railroad crossings), and a cost under $100 million.

Ms. Olmos reported that staff developed six mainline improvements. The improvements generally consist of one general purpose lane and one auxiliary lane of less than one mile.
There are two proposed interchange improvements in the City of Compton at Central Avenue and Wilmington Avenue. The interchange improvements would implement modified diverging diamond interchanges. Ms. Olmos provided a list of eight EAPs and their costs. The EAP costs range from $18 million to $79 million.

Ms. Olmos reported that the next steps include gaining approval from the Gateway Cities COG (GCCOG) TAC in order to move forward with the top three EAPs: 1) Additional eastbound lane on SR-91 from Atlantic Avenue to Cherry Avenue; 2) Central Avenue – Modified Diverging Diamond Interchange; 3) Wilmington Avenue – Modified Diverging Diamond Interchange. Once the GCCOG approves the EAPs, staff will go to the Metro Board for project approval and proceed with project development.

Mr. Norris asked if staff will go to the Metro Board for approval in September. Ms. Olmos replied that staff will go to the GCCOG TAC for approval in August and will likely go to the Metro Board for approval in October.

Mr. Bruins asked how Metro's Complete Streets Policy informed the scoping of the Project. Ms. Olmos replied that staff followed Caltrans' guidelines for complete streets and that bike lanes are included at interchanges and at intersections as part of the Project.

Mr. Benson asked if staff conducted an Intersection Control Analysis for the modified diverging diamond interchanges. Ms. Olmos confirmed. Mr. Benson then asked if there will be a Value Analysis Study as part of the Project. Ms. Olmos replied that that will occur during the Project Approval/Environmental Document (PA/ED) phase.

12. Northwest 138 Corridor Update (Isidro Panuco, Metro)
Mr. Panuco reported that the Northwest 138 (NW 138) Corridor Improvements Project is a joint Metro and Caltrans project. Caltrans is completing the environmental document and Metro procured a consultant for the design and project report aspect of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Prior studies in the area include the North County Combined Highway Corridor Study (2004), the SR-138 Project Study Report (2009), and the Antelope Valley Area Plan (2015).

Mr. Panuco reported that the purpose of the NW 138 EIS/EIR is to improve mobility and operations on SR-138 and in northwest Los Angeles County, to enhance safety based on current and future traffic conditions, and to accommodate increases in people and goods movement. The need for the Project consists of future transportation demands and capacity, accident history on the corridor, and updating from non-standard features on the existing highway.

Mr. Panuco reported that the Project Area includes 36 miles of SR-138 between SR-14 and I-5. The Project is funded through Measure R.

Mr. Panuco reported that staff conducted public scoping for the Project in 2014, released the Draft EIS/EIR and held public hearings in Summer 2016, and released the Final EIS/EIR in July 2017.
Mr. Panuco reported that the existing NW 138 is a two-lane conventional highway, with non-standard shoulders and horizontal and vertical design issues which can contribute to collisions on the highway.

Mr. Panuco reported that the Preferred Alternative consists of three design configurations along the corridor. From I-5 to 300th Street, the Preferred Alternative is a six-lane divided freeway/expressway. From 300th Street to 240th Street, the Preferred Alternative is a four-lane divided expressway. From 240th Street to SR-14, the Preferred Alternative is a four-lane limited access conventional highway. The segment between 240th Street to SR-14 has a narrower footprint because there are residential properties along that segment.

Mr. Panuco reported that there is a utility corridor on the west end of the NW 138 Corridor that is being used as a bicycle facility. The utility corridor is not adjacent to the Caltrans ROW but is parallel to it. Staff coordinated with the Los Angeles County Bicycle Plan in order to ensure that there are bicycle facilities on or adjacent to the NW 138 Corridor. Bicyclists will be allowed to access the conventional highway segment between 240th Street and SR-14.

Mr. Panuco reported that other alternatives considered aligned more with the freeway/expressway alternative. Staff wanted to minimize environmental impacts and reduce ROW impacts, so the smaller footprint is the Preferred Alternative for the Project.

Mr. Panuco reported that next steps include coordinating with jurisdictions in North Los Angeles County to move the safety and mobility improvements forward. SB 1 and Measure M could potentially provide funds to future improvements along the corridor.

Mr. Janka asked how much the project would cost. Mr. Panuco replied that the Preferred Alternative along the entire corridor would cost $700 million to $800 million. Because funding for the Project is limited, staff is considering splitting the Project into segments and identifying safety and mobility needs.

Mr. Bruin asked what the traffic volumes are along the corridor. Mr. Panuco replied that volumes vary and that vehicles may use the NW 138 as a bypass in cases when the Grapevine is closed. Mr. Bruin commented that the average daily traffic (ADT) may be fewer 12,000 vehicles per day. Mr. Panuco replied that ADT is likely under 20,000. Ms. Reyes commented that the highway has high volumes only at peak periods.

Mr. Bruin asked if there are alternatives that address safety issues along the corridor without constructing a new freeway. Mr. Panuco replied that, in the short term, staff will study safety improvements at locations with high collision and fatality rates. Caltrans could undertake a SHOPP project that addresses safety concerns. Mr. Panuco added that the Centennial development may contribute funds to the Project in order to construct the six-lane freeway/expressway on the west end of the corridor.

Mr. Maximous asked how the Project will integrate with the High Desert Corridor. Mr. Panuco replied that the two corridors would not be immediately connected. Based on current information, goods movement travels on I-5, SR-58, SR-14, SR-395, and I-15.
Mr. Zohrehvand asked if there are forecasts for traffic volumes after the construction of the Project. Mr. Panuco replied that future ADT will depend on future development.

Mr. Norris asked if there would be any utility impacts. Mr. Panuco replied that Caltrans’ policy does not allow for utilities in the freeway and that any utilities will be outside of the roadway.

Mr. Benson commented that the Project is expected to accommodate the Pacific Crest Trail.

13. **Regional Integration of Intelligent Transportation Systems (Kali Fogel, Metro)**

Mr. Fogel reported that Regional Integration of Intelligent Transportation Systems (RIITS) is an interagency multimodal mobility program. RIITS focuses on near real-time data exchange but also uses static data such as roadway sensors and automatic vehicle location (AVL) information on transit vehicles. RIITS is examining new standards for bicycle and pedestrian data. RIITS provides secure access to a shared network, which involves members giving some access to their own ITS networks through the fiber network.

Mr. Fogel reported that Metro is responsible for the regional ITS architecture and that, as a result, RIITS is also responsible for that architecture. Metro’s Highway Program is currently updating the ITS architecture.

Mr. Fogel reported that RIITS is a regional data management resource. RIITS is providing big data systems so that local jurisdictions do not need to create their own. RIITS members would only need to log into the system to gain access to transportation data throughout the Los Angeles region.

Mr. Fogel reported that there are four official members of RIITS: the Los Angeles Department of Transportation (LADOT), Caltrans District 7, Metro, and the Los Angeles County Service Authority for Freeway Emergencies (LA SAFE). RIITS has been working on a new membership agreement for potential members. Potential members include city governments, the Port of Long Beach, the Port of Los Angeles, transit agencies, and planning agencies in the Los Angeles region. In addition to members, there are RIITS users, many of which include private companies.

Mr. Janka asked what the difference is between a RIITS member and user. Mr. Fogel replied that RIITS focuses only on transportation operations and that only an operational entity can be a voting member of RIITS. A user simply has access to the transportation data that RIITS provides to the public. RIITS membership consists of two levels: voting members at committee meetings and non-voting members. Non-voting members may include organizations with small staff or limited resources. The difference between RIITS users and members is that users simply have a license and members can indemnify other members.

Mr. Fogel reported that much of RIITS’ work with its partners involves maps. There is a focus on maps since RIITS uses both static data and real-time data. Partners include the Los Angeles Region Imagery Acquisition Consortium (LARIAC), SCAG, Waze, and OpenStreetMap (OSM). Waze provides a map in which agencies can list any road closures, and the data is then distributed by Waze to other organizations. RIITS can also provide closure data to Waze.
through a similar process. Waze provides more than two million records every two minutes in Los Angeles County.

Mr. Fogel reported that Waze’s data comes through the internet connection. In order to separate Waze from operations processes, the internet connection occurs through the Cloud via Microsoft Azure. Accessing the Waze data through the Cloud is less costly than using a fiber network.

Mr. Fogel reported that Metro, on behalf of RIITS, set up a license for Waze as well as a sublicense. Agencies in the region can sign up for the sublicense and gain access to the Waze data. Because Waze is licensing the data for free, those using the sublicense do not give any data to Waze. Waze can only receive data from RIITS, so an agency that wants to share data with Waze can only do so by becoming a RIITS member. Waze is primarily concerned with road closures and is interested in working with agencies to map the road closures in the case of special events.

Mr. Fogel reported that the data shared by RIITS and Waze is shown on Southern California 511. Southern California 511 is a new voting member of RIITS and is the designated Advanced Traveler Information System (ATIS) output for the Los Angeles region per the national ITS architecture.

Mr. Norris asked if an agency that is connected to Los Angeles County’s Information Exchange Network (IEN) can tie into Caltrans’ Transportation Management Center (TMC) through RIITS. Mr. Fogel replied that RIITS has a connection to the IEN and that, while the County of Los Angeles has expressed interest in becoming a RIITS member, the IEN is a program for cities that have decided to work with the County on arterial traffic. In order for RIITS to share data and networks with those cities, the cities would have to become RIITS members. Mr. Maximous commented that cities connected to the IEN can view the Caltrans settings, which can allow for coordination when implementing projects.

Mr. Janka asked what the benefits of RIITS membership are. Mr. Fogel replied that membership can allow agencies to designate a portion of their networks to RIITS, and RIITS will be responsible for maintaining those networks. RIITS, rather than cities, can pay for construction and maintenance of network connections. Mr. Fogel stated that RIITS can facilitate collaboration and coordination among agencies.

14. **State and Federal Legislative Update (Raffi Hamparian/Marisa Yeager/Michael Turner)**
A handout was provided in lieu of an oral report.

15. **New Business**
No report was provided.

16. **Adjournment**
The meeting was adjourned at 11:32 A.M.

The next meeting for the Streets and Freeways Subcommittee will be held on September 21, 2017, at 9:30 a.m. on the 3rd floor, Henry Huntington 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/
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<td>larianne Kim</td>
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## STREETS AND FREEWAYS SUBCOMMITTEE
### Attendance Record 2016-2017

### MEMBERS AND ALTERNATES

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Upcoming Agenda Items

Ad Hoc Congestion, Highway and Roads Committee

Wednesday, September 20, 2017

2017-0248

A. Authorize the Chief Executive Officer to execute the a Cooperative Agreement with the California Department of Transportation (Caltrans) to prepare the I-105 ExpressLanes Environmental Document in an amount not to exceed $2.607 million.

Status: Approval Review

2017-0507

CONSIDER:

A. ACKNOWLEDGING completion of construction of the segment of I-5 HOV Enhancements between SR 14 and SR 118 to close this segment of the overall project.

B. AUTHORIZING the Chief Executive Officer to move the balance of programmed amount up to $24.3 million from the segment between SR 14 and SR 118 to the remaining segments of I-5 HOV projects between SR 118 and SR 134.

C. AUTHORIZING retention of the $2.3 M revenues from the sale of excess land in the segment between SR 118 and SR 134 to remain in the remaining segments of the I-5 HOV Enhancements projects between SR 118 and SR 134 through the completion of the entire project.

Status: Approval Review

2017-0515

Authorize the Chief Executive Officer to execute two (2) Amendments to Contract No. AE5204200 and AE333410011375 with HDR Engineering and Parsons Transportation Group respectively, to provide additional professional services for the I-605 Corridor Improvements Project.

A. Contract No. AE333410011375 with Parsons Transportation Group for the PAED phase of the I-605/I-5 improvements for a period of XX months in the (firm fixed price of) $XXXXX increasing the Total Contract Value for Parsons Transportation Group from $XXXXXX to $XXXXXX.

B. Contract No. AE5204200 with HDR Engineering for the PAED phase of the I-605/SR-60 for a period of XX months in the (firm fixed price of) $XXXXX increasing the Total Contract Value for HDR Engineering from $XXXXXX to $XXXXXX.

Status: Approval Review

2017-0541

Update on Expresslanes Operation Performance
Status: Draft

2017-0508
Approve recommendation in response to SR-710 North Board Motion by Fasana, Barger, Solis, Garcetti and Najarian (File #2017-0358).

A. Amend the FY18 budget for $5 Million to initiate and implement the State Route 710 North Early Action Projects upon completion of the final project's environmental document.

B. Receive and file the progress report on the development of the State Route 710 North Action Projects.

Status: Approval Review

2017-0566

Status: Draft

2017-0536
Receive and File the Oral Report on the status of the Soundwall Program

Status: Approval Review

2017-0577
Oral Report on High Desert Corridor (HDC) Update
RECOMMENDATION
RECEIVE report by the HDC Joint Powers of Authority on HDC Update.

Status: Draft

Wednesday, October 18, 2017

2017-0509
AUTHORIZE Contract Modification No. 181 by Caltrans for construction contract of the Segment 4 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 $1,035,065.99.

Status: Draft

2017-0573
Adopt the _________________ Program/Policy/Plan/Agreement [(Memorandum of Understanding (MOU)) (if appropriate include copy as Attachment A).

[List style below:]
A. List Level 1, List item 1
   1. Level 2, List item 1
      i. Level 3, List item 1
      ii. Level 3, List item 2
   2. Level 2, List item 2
B. List Level 1, List item 2
   1. Level 2, List item 1
      i. Level 3, List item 1
      ii. Level 3, List item 2
2. Level 2, List item 2
C. Level 1, List item 3
1. Level 2, List item 1
i. Level 3, List item 1
ii. Level 3, List item 2
2. Level 2, List item 2

Status: Draft
Construction Committee

**Wednesday, September 20, 2017**

**2017-0547**

ADOPT Life-of-Project (LOP) budget at $100,246,500 for the Willowbrook/Rosa Parks Station Improvement Project No. 210151

**Status:** Approval Paused

**Thursday, September 21, 2017**

**2017-0176**

The Board:

A. Finds that awarding design-build contracts pursuant to Public Utilities Code Section 130242 (a) will achieve private sector efficiencies in the integration of the design, project work, and components related to the construction and installation of an air scrubber system in Metro’s Central Maintenance Facility’s (CMF) Building 5;

Requires Two-Thirds Vote

B. Authorize the Chief Executive Officer to award the competitively bid design-build contract to the lowest responsive, responsible bidder, pursuant to Public Utilities Code Section 130051.9 (c).

**Status:** Approval Review

**2017-0510**

APPROVE:

A. INCREASING the Life of Project Budget (LOP) Budget for Metro Blue Line Pedestrian Safety Enhancements at Grade Crossings Project by $1,250,000 from $30,175,000 to $31,425,000.

B. INCREASING the Contract Modification Authority (CMA) for Contract C1086 with Icon West Inc. in the amount of $2,100,000 from $1,298,000 to $3,398,000.

C. AMENDING the FY187 Budget by $3.738M …… from $6.025M …… as shown on Attachment C.

**Status:** Approval Review

**2017-0563**

Authorize the Chief Executive Officer to execute annual expenditure budget plan for the FY18 Annual Work Plan for the City of Los Angeles.

**Status:** Approval Review

**2017-0568**

A. The Board finds that awarding design-build contracts pursuant to Public Utilities Code Section 130242(a) will achieve certain private sector efficiencies in the integration of the design, project work, and components of the Division 20 Heavy Rail Vehicle (HRV) Wheel Press Machine Replacement Project;

Requires Two-Thirds Vote; and
B. Authorize the Chief Executive Officer to solicit and award design-build contracts for renovation, repair and construction at Metro rail facilities, pursuant to Public Utilities Code Section 130242.

Status: Approval Review

2017-0511

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

Status: Approval Review

2017-0586

oral report by the Program Management Chief Officer.

Status: Draft

Thursday, October 19, 2017

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.

Status: Draft
Executive Management Committee

Thursday, September 21, 2017

2017-0564 Appoint three (3) new business organizations to the Transportation Business Advisory Council.

Status: Approval Review


Status: Draft
AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. PS30203139 with Axiom xCell, Inc. (Axiom) to provide additional functionality enhancements for the use of Mobile Phone Validator (MPV) by fare compliance officers to deduct fares on TAP cards, additional security, and data management improvements for an additional cost of $567,137, and extend the monthly support services for an additional two years to November 29, 2019, in an amount of $371,832. This Contract Modification increases the total contract value by $938,969, from $1,061,975 to $2,000,944. Funds are included in the budget.

Status: Approval Review

Authorize the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees for the one-year period beginning January 1, 2018.

Status: Approval Review

Receive and file the year-end report of Management Audit Services (Management Audit) for the period ending June 30, 2017.

Status: Draft

Adopt a resolution, Attachment A, that:
A. Authorizes the competitive sale of up to $550 million of “Prop A “New Money Bonds” and up to $135 million of “Prop A Refunding Bonds” (collectively the “Prop A Bonds”) in one or more series and one or more transactions through June 30, 2018;
B. Approves the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Continuing Disclosure Agreement, Escrow Agreement and Preliminary Official Statement on file with the Board Secretary, all subject to modification as set forth in the resolution; and
C. Authorizes taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the Prop A Bonds. (Requires separate, simple majority board vote)

Status: Draft
### Planning and Programming Committee

**2017-0548**  
**Status:** Draft

**2017-0550**  
Receive and file financial forecast update.  
**Status:** Draft

**2017-0556**  
RECEIVE AND FILE final report on the Northridge Metrolink Station Feasibility Study  
**Status:** Approval Review

**2017-0576**  
RECEIVE AND FILE final report on the El Monte, Rio Hondo, and Montebello/Commerce Metrolink Station Feasibility Studies  
**Status:** Approval Review

**2017-0565**  
RECEIVE AND FILE THE ORAL AND WRITTEN REPORTS  
**Status:** Draft

**2017-0546**  
Receive and file report on new and expanded state and federal transportation funding programs recently approved by the State of California and the US Department of Transportation as well as related considerations.  
**Status:** Draft

**2017-0525**  
AUTHORIZE the Chief Executive Officer (CEO) to:  
A. CONDUCT a study to evaluate the Metrolink San Bernardino Line and future Metro Gold Line Phase 2B services to develop strategies that would enable the two rail services to complement each other; and  
B. PROGRAM $750,000 in Measure R 3% funds for the study.  
**Status:** Approval Review

**2016-0758**  
CONSIDER AUTHORIZING 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.  
**Status:** Approval Review

---

**Thursday, September 28, 2017**

**2017-0575**  
Receive and file status report on the update to the Antelope Valley Line - North County Transit Corridor Planning Study in response to July 2017 Board Motion.  
**Status:** Draft
**Wednesday, October 18, 2017**

**2017-0476**  
Authorize the Chief Executive Officer (CEO) to execute an Exclusive Negotiation Agreement and Planning Document with Developer TBD and the County of Los Angeles for the Metro-owned properties at the Expo/Crenshaw Station for 18 months with the option to extend up to 30 months.  
**Status:** Draft

**2017-0413**  
Receive and file the Metro Orange Line Grade Separations and Operational Improvements Technical Study.  
**Status:** Approval Paused

**2017-0554**  
Receive and file report on First/Last Mile Program Status in response to Board Motion 51 (July 27, 2017).  
**Status:** Draft

**Wednesday, November 15, 2017**

**2017-0585**  
Consider authorizing the Chief Executive Officer to execute a Relinquishment Agreement with Caltrans that would transfer ownership of three Caltrans Park & Ride Lots to Metro.  
**Status:** Draft
System Safety, Security and Operations Committee

Thursday, September 14, 2017

2017-0513

Status: Approval Review

Thursday, September 21, 2017

2017-0562

AUTHORIZE the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the Los Angeles Department of Public Works-Bureau of Street Lighting (BSL) to execute the design and construction of up to 18 bus stops security lighting under the Metro Enhanced Bus Stop Lighting project totaling $750,000. These bus stop lighting fixtures will be energy efficient and can be powered by renewable energy.

Status: Approval Review

2017-0495

Operations Employee of the Month

Status: Approval Review

2017-0496

RECEIVE oral report on System Safety, Security and Operations.

Status: Approval Review

Thursday, October 19, 2017

2017-0584

A. Authorize the Chief Executive Officer to exercise the Option to overhaul the balance of the 36 Option-Buy Heavy Rail Vehicles under Contract No. A650-2015 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP) (“A650 Overhaul Program”) to Talgo Inc." in the not-to-exceed amount of $18,271,817 for a period of 10 months beyond the Base Order, for a total contract value of $72,970,493.

B. Authorize the Chief Executive Officer to exercise the Option for Technical and Program Management Support Services under RFP No. A650-2015 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), Contract No. OP3043-3488, to LTK Engineering Services, in the not-to-exceed amount of $597,238 for a period of 10 additional months for the Option balance of 36 Option -Buy HRVs, for a total contract value of $4,494,837

Status: Draft

2017-0558

Pest and Bird Control Services

Status: Draft
2017-0559  Tree Trimming Services for Metro Transit Facilities (Excluding Orange Line)

Status: Draft

2017-0497  Operations Employee of the Month

Status: Draft

2017-0498  RECEIVE oral report on System Safety, Security and Operations.

Status: Draft

Thursday, November 16, 2017

2017-0499  Operations Employee of the Month

Status: Draft

2017-0500  RECEIVE oral report on System Safety, Security and Operations.

Status: Draft