



Arroyo Verdugo Communities Joint Powers Authority

IX.B

DATE: June 2, 2022
TO: Governing Board
FROM: David Kriske, AVCJPA Representative, Metro Technical Advisory Committee
SUBJECT: Metro Technical Advisory Committee (TAC) Update

BACKGROUND:

The Metro TAC meets monthly to provide input on Metro programs and projects, and to hear updates on various Metro programs that affect the cities, subregions, and Councils of Government in Los Angeles County. The following summarizes the major projects or programs recently discussed at TAC.

DISCUSSION

Traffic Reduction Study

Metro staff provided an update on its Traffic Reduction Study, which is Metro’s analysis of possible congestion pricing implementation as part of the Vision 2028 Strategic Plan. The Study will look at how traffic can be reduced through congestion pricing, and provide more high-quality options for getting around. Metro is studying implementation of a pilot program that would use pricing to reduce traffic, reinvest revenues into communities affected by the program to provide complementary transportation options to car travel in the pilot area, and provide low-income assistance and equity strategies to ensure people are not left behind. Metro is studying four major pricing alternatives, including:

- pricing all roads crossing the Santa Monica Mountains between I-405 and I-5
- pricing all roads crossing the Santa Monica Mountains between US-101 and I-5
- pricing all roads entering Downtown LA
- pricing all roads travelling on the I-10 corridor between Downtown LA and the Westside

Metro’s initial analysis showed that the first alternative, which would price all major roads crossing the Santa Monica Mountains between I-5 and I-405 had the greatest travel time savings when implemented, with the other options having lesser benefits to travel time. Metro is evaluating all options across several metrics including 1) access, 2) community health and environment, 3) affordability, and 4) financial impact. Metro conducted public engagement in early 2022 and is currently screening and refining the four concepts. Metro expects to return to Metro in early 2023 to ask the Board to implement a pilot program, and if approved, would conduct environmental review in 2023, would deploy the systems needed to toll the corridors in 2025, and would commence with the pilot in 2026.

NoHo to Pasadena BRT

Metro provided TAC an update on the NoHo to Pasadena Corridor BRT project, which was ultimately approved by the Metro Board of Directors in April. Metro clarified their final recommended project alignment and their intent to ask the Board to certify the Final EIR and approve the project at their April meeting. This included updating the project in Burbank to implement side-running bus lanes instead of curb-running lanes, making changes to the Glenoaks corridor in Glendale to accommodate buffered bike lanes, and clarifying the alignment and layover location of the project in Pasadena. Metro staff also provided updates on other community engagement activities that have occurred to address concerns voiced during the DEIR comment period. Metro indicated that they intend to commence with final design in 2022 and open the project in 2024.

Special CRRSAA/ARPA Funded Section 5310 Funding Award Appeals

Metro TAC convened an appeals process to consider appeals to Metro's award of special 5310 funds made available as part federal COVID relief funding. The Section 5310 Program awards operating and capital funds to state or local government agencies, non-profits, and operators of public transportation. The goal of the program is to improve mobility for seniors and individuals with disabilities by removing barriers and expanding mobility options. Last year FTA appropriated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and American Rescue Plan Act of 2021 (ARPA) funding to the FTA Section 5310 Program for the urbanized areas within LA County. In response to the receipt of these relief funds, Metro initiated a special solicitation for applications. The purpose of the funding is to offset some of the impacts of Covid-19 on the transportation providers by supporting operating expenses that have an immediate need for funding including payroll expenses eligible under the 5310 Program. Metro solicited for funding applications and received 14 applications requesting \$3.8 million from the available \$3 million in funding. Metro recommended full funding for 8 projects, and partial funding for one project. Metro also recommended \$126,000 be set aside for distribution by TAC to projects that were not recommended for funding and appealed Metro's decision. TAC voted to distribute these funds equally to two non-profit providers of Senior and Disabled paratransit.

Vehicle Miles Traveled (VMT) Mitigation Program

Metro staff introduced efforts to prepare a Vehicle Miles Traveled (VMT) Mitigation Program that would help Metro align its highway program with state requirements to reduce VMT as a means to reduce GHG emissions. This is necessary because the Long Range Transportation Plan, Measure R, and Measure M all contain highway projects that increase VMT. Further, Senate Bill 743 require Metro and Caltrans to analyze highway projects' effect on VMT, rather than congestion. To respond to this need, Metro staff is developing a VMT Mitigation Program that would identify enforceable VMT mitigation strategies that could be applied to future highway projects. As part of this effort, Metro will analyze Metro's highway improvement projects listed in its Measure R and M expenditure plans, the regulatory and VMT quantification policy guidance, and existing tools for use in quantifying project-generated VMT for highway improvements. Based on this analysis, Metro will then develop a preferred quantitative methodology for identifying a project's impacts on VMT, criteria for evaluating,

validating, and prioritizing potential VMT mitigation options, and a tool to quantify VMT reductions caused by each mitigation. As part of this program, Metro could develop a list of VMT-reducing projects that it could construct to offset the increased VMT caused by highway projects. Metro intends to collaborate with several stakeholders to collect public input and identify potential VMT reduction methods, including collaboration with COGs such as the AVCJPA. Metro intends to develop the program in 2022 and 2023, with Board adoption planned for early 2024.

Active Transportation Program Update (ATP)

Metro discussed the ATP program and provided updates on the current grant cycle. The State is currently soliciting for the ATP Cycle 6 programming cycle. Applications are open and the deadline to submit is June 15, 2022. Metro is providing technical assistance and has offered to write letters of support for ATP projects that also implement Metro priorities and projects.

FISCAL IMPACT

There is no Fiscal Impact to receive this TAC update.

RECOMMENDATION

Note and File.