



Arroyo Verdugo Communities Joint Powers Authority

VIII.B

DATE: October 6, 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

Metro Youth Council Overview

Metro staff gave an overview of the Metro Youth Council (MYC), which aims to increase high school participation in regional transportation and Metro policy. Metro began recruitment for new council members for 2023. MYC consists of 27 members from LA County, between the ages of 14 to 17 years old, serving a one-year term, and represent the 9 subregions of the LA County. Members of the MYC participated in the following activities last year 1) elected cabinet leadership to support Council and organized a tour of Union Station, collaborated with Metro Art's Instagram team, provided input on Vermont Transit Bus Lane Project and 2022 Quality of Life Equity Report, advocated for youth voices on Metro's The Source, and created a Youth Council GoPass Taskforce. MYC members serve for a one-year term, and applications for the new term are open from September 7 to October 14. Youth must live in LA County and be 14 to 17 years old.

I-405 Comprehensive Multimodal Corridor Plan

Metro provided an overview of the I-405 Comprehensive Multimodal Corridor Plan (CMCP). This corridor indirectly affects Burbank and Glendale AVCJPA members who are in the San Fernando Valley. The Plan aims to provide a guiding vision to reimagine the possibilities for getting around one of the most congested corridors in LA County and the nation. The study area includes the full I-405 corridor in LA County, including 20 cities, with a total 2.8 million residents and 1.4 million jobs. The project is funded by SB1's Solutions for Congested Corridors Program (SCCP) with \$250 million annually statewide for projects that offer improvements and alternatives to highly congested or travelled corridors. Preparing a CMCP allows Metro to qualify and compete for SCCP, with funding that supports the delivery of Measures R and M projects along I-405. The Draft CMCP was released in May 2021 for public comments. The CMCP development process includes 4 components: understand

corridor conditions, establish a comprehensive vision, evaluate projects, and package projects. Key findings include: most trips stay in the corridor and are short in distance, transit is struggling to provide better alternatives to cars, HOV is over-subscribed, gaps in protected bike and pedestrian facilities make active transportation options less comfortable. The plan evaluated 450 projects within the corridor, with a focus of “shovel-worthiness” and “shovel-readiness” that could potentially receive SCCP grant funding. Next steps in the plan development process include refining the draft plan to incorporate public comments received, convene the I-405 CMCP advisory committee, and engage with COGs and Board Offices. The Board will consider adopting the Plan at their September meeting and will then prepare possible SCCP grants for projects in the plan.

Metro Street Safety, Data Sharing, and Collaboration

In June 2022, Metro Board adopted the Street Safety, Data Sharing, and Collaboration Policy. The Policy includes a statement of purpose of how and why Metro is contributing to street safety and includes an action plan. Implementation of the action plan is now ongoing and involves the continuation of an internal Metro street safety working group refining and elaborating actions, providing an annual report, and preparing applications for new Federal grant funding to implement the Policy. Ongoing development and implementation of the policy has identified increased injuries and deaths from roadway collisions in LA County between 2019 and 2021, with disproportional harm and impact to certain demographic groups (unhoused, homeless, and people who are walking or biking). The Policy working group identified that Metro is responsible for street safety in its role as transportation operator, planner and builder, funder, data collector, legislative advocate, educator, and transportation innovator. Further, because local agencies are the primary managers of roadways in LA County, Metro is seeking greater alignment with government partners for embracing a safe systems approach to road safety, with new Federal funding available. Metro outlined several next steps in the development of this policy, including engaging with advisory bodies and COGs and pursuing multi-jurisdictional grant opportunities with Federal Safe Streets for All grant program. The TAC specifically advised Metro to consider public education and to reach out to the American Automobile Association. Metro is seeking input on this policy from members of TAC, including whether Metro should adopt a Vision Zero target.

San Gabriel Valley Transit Feasibility Study Update

Metro staff updated TAC on the status of the San Gabriel Valley Transit Feasibility Study, which is a joint study with the San Gabriel Valley Council of Government (SGVCOG) to evaluate and improve mobility in the San Gabriel Valley. The study is primarily investigating high-quality north-south and east-west high quality bus services, which could affect transit services adjacent to Pasadena and South Pasadena. The study is being developed in response to the removal of the SR-60 Alternative from the Eastside Phase 2 Transit Corridor Project. The Study is focused in two areas:

- Northern area is focused on integration of transit services
- Southern area is focused on new transit services

The Study team is working on ridership and cost estimates to develop draft feasibility analysis. Initial concepts were narrowed down from 15 to 7 concepts, including 3 east-west concepts and 4 north-south concepts connecting Downtown LA to Pomona, and along the Rosemead Blvd corridor. Metro has developed high-level ridership and cost estimates for these refined alternatives and will next further refine the alternatives, prepare urban design concepts, conceptual engineering plans, a vision plan, and complete a final feasibility study in 2023.

FISCAL IMPACT

There is no Fiscal Impact to receive this TAC update.

RECOMMENDATION

Note and File.