



Arroyo Verdugo Communities Joint Powers Authority

VIII.B

DATE: December 7, 2023
TO: Governing Board
FROM: David Kriske, AVCJPA Representative, Metro Technical Advisory Committee
SUBJECT: Metro Technical Advisory Committee (TAC) Update

RECOMMENDATION

Note and File.

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 VMT Mitigation Program Update

Metro staff gave an overview of its Vehicle Miles Traveled (VMT) mitigation program as required by SB 743. SB 743 is state legislation that requires government agencies to evaluate the transportation impacts of projects under the California Environmental Quality Act using their effects on VMT rather than congestion and Level of Service. Metro must evaluate its highway projects' impact to the region's VMT and projects must mitigate any increases in VMT that they cause. The purpose of this program is to apply SB 743 policy to highway projects, define an approach to quantify potential VMT impacts of Metro's highway projects, and establish a program to mitigate those VMT impacts. Metro indicated that the program will also include an equity analysis using the Metro Equity Focus Communities (EFCs) index to analyze project benefits/burdens to EFCs marked as "high need" and "very high need." As part of the plan development, various VMT mitigation strategies were identified from the stakeholder engagement process. Prioritized mitigation strategies include more service hours, fare subsidies, bus-only lanes/Bus Rapid Transit, affordable housing, neighborhood-oriented design, shared mobility service, and e-bike purchase subsidies.

Metro has identified a set of Mitigation Program Framework options that Metro could implement to address VMT impacts to Metro highway programs, including: 1) VMT Exchange: require a project sponsor to fund and/or implement a VMT-reducing project/program from a pre-qualified list, 2) VMT Bank: create a monetary value on VMT reduced such that a project sponsor could purchase VMT reduction credits, or 3) VMT Reduction Plan: establish feasible requirements to control/reduce VMT, with a CEQA document to enable tiering for projects subject to the Plan. Metro staff is working on developing the mitigation program and presenting it to the Metro Board and committees, and expects to present to the Metro Board of Directors in Winter 2024.

NextGen Bus Plan Speed and Reliability Program Update

Metro staff gave an update of their NextGen Bus Plan Speed and Reliability Program update, which will improve transit competitiveness through faster, more frequent, and more reliable bus service by implementing small capital projects on local streets and roads where buses travel. Metro staff updated TAC on the progress made to implement the plan. Over 40 miles of bus priority lanes have been completed on La Brea, Venice, Sepulveda, and Wilshire (updating peak hour lanes to full-time). More than 55 new miles are in-progress including Florence, Santa Monica, Vermont. Further, Metro was recently awarded \$14.5M from the CTC Local Partnership Program for tactical transit improvements in the Southeast Los Angeles Transportation Improvement Program. Separate from NextGen, Metro's planned NoHo to Pasadena Bus Rapid Transit Corridor Project will include implementation of bus lanes on a significant portion of the corridor.

Mobility Hubs Update

Metro staff gave an overview of efforts to implement Mobility Hubs, which are concentrated transportation services that are offered in a single location such as a rail station. Metro has been working on the Metro Mobility Hub Study since 2021 and plans to complete a study of Mobility Hubs in 2024. The study will define a mobility hub and how Metro can implement them throughout LA County. The study will define mobility hubs and develop guidelines for implementation. The study will also help Metro update its 2008 Transportation Demand Management Master Plan to include Mobility hubs as a TDM measure. Metro hopes that implementation of Mobility Hubs will serve as another method to enhance overall commuting experience, shift mobility behavior to attract car riders to use public transit, and will be integral to the upcoming 2028 Olympics. Metro hopes to pilot Metro mobility hubs at 5 locations by 2028; some stations being considered include Expo/Crenshaw Station and Chatsworth Station.

Metro Active Strategic Plan Update

g. Metro staff provided an update on the Active Transportation Strategic Plan, which was adopted by the Metro Board in late November. The Plan is the first update since 2016 and lays out a regional active transportation network along with providing specific guidance for implementation. The plan includes active transportation network prioritization, cost estimates and funding, best practices and plan benefits, and implementation strategies. As part of the plan development, Metro conducted technical working group meetings, community meetings, and in-person engagement events. The plan includes new content not included in earlier plans, including network prioritization for near-term implementation and an implementation strategy for efficient network buildout including how to better manage Measure M active transportation resources. With the Board's approval of the plan in November, Metro staff will now develop and release a Metro Active Transport Cycle 2 grant funding cycle.

FISCAL IMPACT:

There is no Fiscal Impact to receive this TAC update.