Arroyo Verdugo Communities Joint Powers Authority

ITEM# VIII.B.

DATE: April 3, 2025

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

K Line North Extension

Metro staff provided an update on the K Line Northern Extension (KNE), a $2.24 billion Measure M-funded project connecting the E and B Lines, linking four Metro rail lines and six of the county's busiest lines. With a draft Environmental Impact Report (EIR) released in July 2024 and approximately 1,300 public comments received, Metro is reviewing feedback, analyzing three underground alignment options (San Vicente Fairfax, Fairfax, and La Brea), and researching tunneling impacts on historic neighborhoods. The project, expected to break ground in 2041 and open between 2047-2049, anticipates 47,000 to 60,000 daily trips—65% by low-income riders—and will be built in phases over eight to twelve years at a cost of $11 billion to $14.8 billion. Metro will continue stakeholder engagement and refine plans to determine a Locally Preferred Alternative.

Metro Complete Streets Training

Metro staff gave an overview of its annual Complete Streets Training program. Metro launched its Complete Streets Training series in 2017, offering both virtual and in-person sessions to stakeholders across nine subregions, with the 2024 series concluding successfully and attracting over 120 participants from cities, Councils of Governments (COGs), and other organizations. The program aims to educate on complete streets principles, foster peer networking, and enhance capacity building through four modules: Introduction (virtual), Street Safety (virtual), Corridor & Intersection Design (in-person), and Communications & Messaging (virtual). Looking ahead, Metro plans to kick off its 2025 training series this spring, inviting interested parties to register at cstraining@metro.net. The training is geared towards municipal transportation planning and engineering staff.

State Active Transportation Program and California Transportation Commission Update

Metro staff updated the TAC On activities of the Active Transportation Program (ATP) program and the California Transportation Commission (CTC). The CTC has scheduled key meetings in 2025, including the Equity Advisory Committee Meeting on March 11th-12th and a regular meeting on March 20th-21st in Long Beach—where it will consider adopting $12M in recommended projects for Los Angeles County under the 2025 Local Transportation Climate Adaptation Program—and a Road Charge TAC Meeting on April 18th. On February 21, 2025, the CTC awarded Los Angeles County $55.6M for 40 projects in the Local Highway Safety Improvement Program (HSIP) Cycle 12. Meanwhile, the Active Transportation Program (ATP) Cycle 7 offers score debriefs for applicants via Jaeden.Gales@catc.ca.gov, with SCAG and Metro staff evaluating unfunded projects for the Cycle 7 MPO component; recommendations are due June 2, 2025, with $17.4M allocated for Los Angeles County and $1.8M for quick-build and planning projects. Registration is also open for the California Active Transportation Symposium, being held October 22 and 23, 2025 at the UC Davis Conference Center. The Symposium brings together local, regional, state, and Tribal governments to learn, share knowledge, and network with other agency staff, planners, engineers, public health professionals, and active transportation champions implementing active transportation projects. This two-day event will include inspiring speakers, interactive workshops, breakout sessions, and opportunities to connect with partners.

Metro Active Transportation (MAT) Program Update

The Metro Active Transportation (MAT) Program is a multi-year, competitive grant initiative under Measure M, aimed at enhancing active transportation in Los Angeles County with a total of $857M available through 2057; Cycle 1 awarded $62.5M in 2021 to support the Active Transportation Strategic Plan (ATSP) and Equity Platform. Metro recently released the solicitation for MAT Cycle 2, offering $75M for projects in fiscal years 2026 and 2030, with applications open for four categories—Active Transportation, First Last Mile, Pedestrian Districts, and Quick Build—and due by April 7, 2025, to matprogram@metro.net; further details and eligible project lists are available online at Metro's website.

RIITS Update

Metro provided an overview of the Regional Integration of Intelligent Transportation Systems (RIITS) program, a voluntary data exchange program that consolidates and shares transportation data assets—like Caltrans District 7 video feeds, General Transit Feed Specification, and traffic signal synchronization—across Los Angeles County, currently serving 18 member jurisdictions, including Caltrans and LADOT. Membership is projected to surge by 540% between 2021 and 2025, aiming for 37 members, with 19 potential additions such as the City of Long Beach and California Highway Patrol. RIITS focuses on key initiatives like regional support, collaboration with Metro's Countywide Signal Priority (CSP) Program, promoting data best practices, and standardizing protocols, while also hosting Configuration Management meetings to prepare for events like the 2028 Olympics and Paralympics, alongside supporting robust data storage and contract management for transit signal priority through the CSP Program. Local jurisdiction are encouraged to join the system so that traffic signal and other transportation data can be shared throughout the region.

Vermont BRT Corridor Update

Metro staff updated the TAC on the The Vermont Bus Rapid Transit (BRT) Corridor Project. This proposed project spans 12.4 miles from Sunset Boulevard to 120th Street, serving 38,000 daily riders on Line 754, LA County's busiest bus corridor. The project has a $425M budget and a planned 2028 opening, funded initially by $25M from Measure M and expected state, federal, and local contributions. In 2022, the Metro Board selected a side-running BRT concept—potentially convertible to light rail—following evaluation of three alternatives, launching an environmental study and community-based organization (CBO) partnership program in 2023. The SB 922 environmental review is now complete, and outreach efforts have engaged 24,523 people across 40 CBO partnerships, highlighting priorities like parking preservation, cyclist access, and security enhancements. The Locally Preferred Alternative (LPA), a side-running BRT with preserved parking and bike lanes, includes amenities like bus shelters and enhanced crosswalks. The Metro Board approved the LPA on March 27, 2025 although they omitted bike lanes planned on the corridor.

FISCAL IMPACT

There is no Fiscal Impact to receive this TAC update.