



North Los Angeles County Transportation Coalition

MINUTES

NORTH COUNTY TRANSPORTATION COALITION JOINT POWERS AUTHORITY MEETING

May 14, 2018

Held in the Antelope Valley Transit Authority Community Room

1. CALL TO ORDER

Trolis Niebla called the meeting to order.

2. JURISDICTIONS NOMINATE JPA BOARD MEMBERS

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Trolis Niebla proceeded to name the list of board members for nominees as follows:

County:

Board Members: Supervisor Kathryn Barger, Mark Pestrella, Victor Lindenheim, and Alternate as Dave Perry.

Palmdale:

Board Members: Steve Hofbauer, Juan Carrillo, Austin Bishop

Lancaster:

Board Members: Marv Crist, Ken Mann, and Mark Bozigian

Santa Clarita:

Board Members: Marsha Mclean, Robert Newman, and Arthur Sohikian

AVTA:

Ex-Officio Non-Voting Member: Norm Hickling

Santa Clarita Transit:

Ex-Officio Non-Voting Member: Adrian Aguilar

Marv Crist motioned to move said file, and Steve Hofbauer seconded. All approved unanimously, and the motion passed.

3. JPA OFFICER ELECTIONS

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Trolis Niebla stated the next item was to elect JPA officers as part of the Joint Powers Authority, to establish a Chair, and Vice Chair. It also required to designate a Treasurer and Auditor, which the County offered to provide the services for the JPA. He opened up discussion for the Chair position.

Steve Hofbauer nominated Marv Crist for Chair, and Marsha Mclean as Vice Chair. Kathryn Barger stated the creation of the JPA will be a game changer for the North County. She said it was an honor to have and be a part of the JPA; she seconded Marv Crist for Chair, and Marsha Mclean for Vice Chair. With no other nominations Trolis Niebla closed the nominations. All were unanimously in favor, and the motion passed.

Trolis Niebla turned the meeting to Marv Crist, the new Chair.

4. RATIFY TAC MEMBERS

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Marv Crist said he was on the board for the last eight years, and he felt that more would be accomplished presently than what was done in the last eight years. He said it would be good if this could be looked at as a region rather than individual jurisdictions, therefore more could be accomplished. He moved forward to item No. 5.

5. FUTURE JPA BOARD MEETING DATES

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The Chair proposed differently than what was on the Agenda. He proposed to meet along the lines as to when the Supervisor has the Transportation Summits. Since all the Transportation people are already there, it would be either before or after the meetings. He stated it was important to have the Summit for the general public that was there, but to follow it up. The meetings would be more effective, and more efficient. He proposed to have the two cities have the joint meeting at AVTA. He inquired if AVTA had any conflicts, and AVTA confirmed there were none, and agreed to meet.

Marsha Mclean stated she thought it was good idea, but she had a standing meeting commitment, and as long as they were scheduled after 11 AM or 1 PM on those Mondays, she could attend. Kathryn Barger said she would work around her schedule. She stated her meetings could start at 11 AM. And the Summits at 9 AM on Wednesdays. TAC members were directed to work on meeting schedule and get back to the board members.

Trolis Niebla said he would be giving the TAC an update regarding the Executive Director; he requested before giving the update, to go back to **“4. Ratify TAC Members.”** Santa Clarita mentioned the TAC members for Santa Clarita needed to be updated to reflect Mike Hennawy as the primary, and Ian Pari as the alternate. A motion was made by Ken Mann to approve, and a second was made by Kathryn Barger, all were unanimously in favor, and the motion passed.

Kathryn Barger stated to the Chair, that Dave Perry from her office would be taking the lead in getting all the contact information from the members, and sending it out to them.

6. EXECUTIVE DIRECTOR UPDATE

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Arthur Sohikian excused himself from the meeting. Chair Crist instructed anyone else applying for the Executive Director position to leave the room.

Trolis proceeded to give a quick update on the Executive Director. He reported the TAC prepared a Request for Proposal (RFP), which closed on April 5th. He informed two proposals were received, and stated as per Lancaster's purchasing agents' recommendation to the TAC, to go back and re-advertise, because it was preferred to receive a minimum of three proposals on the RFP. Trolis Niebla informed it was approved at the April 9th TAC meeting. Since then, the title of Executive Director was revised to Transportation Consultant. The RFP was re-advertised on several additional websites to cast a larger net, and draw a bigger pool; to date there have been many more questions than previously and, therefore it is believed that the RFP reached a bigger group of potential consultants.

He informed the updated schedule was the release on May 1st; proposals due by June 19th; interviews on July 2nd; and notification on July 3rd. It was requested for there to be a special board meeting possibly by Monday, July 16th, in order to approve the Executive Director.

Vice Chair Mclean inquired as to what was the criteria, and if it was available. Trolis Niebla stated it was on the website, but copies would be printed and provided to all members.

The TAC was requesting for the approval by the board, at a special NCTC board meeting on Monday, July 16th, at 1 PM. He stated TAC was also requesting for the board to create an Interim Secretary position under Section 15 of the JPA, to perform the Secretarial duties for the NCTC until the Executive Director is selected, and hired.

Chair Crist stated it needed to be agendaized. A motion was made by Steve Hofbauer, and Kathryn Barger seconded the motion; all members voted in favor unanimously, and the motion passed to put on the Agenda as an Emergency item to discuss the creation of the Interim Secretary.

Chair Crist suggested for the TAC Secretary to be the Interim Secretary, and offer input, until the Executive Director was selected. Steve Hofbauer motioned for approval, and Kathryn Barger seconded the motion. All voted in favor unanimously and the motion passed.

Vice Chair Mclean suggested that this JPA do the same as the San Fernando JPA COG did, that any item can be considered for action, at the top of their Agenda. Chair Crist and all members agreed to carry out the suggestion.

Arthur Sohikian re-entered the room, and the Chair moved on to item No. 7.

7. MEASURE M 5-YEAR SUB-REGIONAL PROGRAM PROJECT LIST A

Candice Vander Hyde from City of Lancaster presented and informed how the Measure M guidelines called for a level of outreach process; the project list, and how you break down the money for each region. She reported how it was advertised in social media, press releases - Valley Press, advertisements, school platforms, Rotaries, Chambers and any type of grassroots outreach. It included two town hall sessions in Santa Clarita in mid- March, and April. She mentioned how there was great feedback from the public, Santa Clarita, Lancaster, and TAC members with the same consensus. She stated the project lists were presented to the members for approval, in order to submit Metro in June. She informed there would be additional outreach in the fall. It would be resubmitted in February thru the fiscal year of 2020.

Mark Bozigian acknowledged all the work and effort on the great volume of outreach done by staff in all four jurisdictions. He mentioned how listening to the public at a City Council meeting in Lancaster, changed the order of priority of projects. He commended all staff in all regions. Arthur Sohikian also commended all staff for a job well done.

A motion was made by Steve Hofbauer, and seconded by Mark Bozigian to approve the five Year Program Project List; all voted unanimously in favor, and the motion passed.

8. ARTERIAL PERFORMANCE MEASUREMENT PILOT PROGRAM I

Presenters: Eva Pan, Shrota Sharma, LA Metro; Lisa Young, TransLink Consulting, LLC; Ania Vandervalk, Viggen Davidian, Iteris.

An Arterial Pilot Program was presented. The presenters informed that as a result data was accessed quickly. They presented it would develop a state of the system arterial report for a region; it would be possible to do a before/after study; evaluate response to an event; conduct a corridor study; address Council or stakeholder technical questions; justify need for upgrading a signal system, and staff would be able to prioritize projects and justify it to the public. It would evaluate and test arterial performance on a daily or monthly basis. It's a monitoring tool to assess arterial network performance using various metrics, and speed conditions to do a play back in the past conditions. The Software program was available from January to December 2018. Metro purchased a volume count data and GPS data. They managed the data by sorting it, providing speed information, travel time, and a level of service. The Pilot Program demonstration will be available until December 31, 2018. San Gabriel Valley is the region that was used for the Pilot area. A link may be provided to the members directly from Metro staff, it is not available on the Metro website.

Mark Bozigian inquired if there was a safety metric with the program. Presenter Ania Vandervalk replied that there were no safety measures, currently. He stated the program could be tailored to incorporate any data points, truck data, etc. Viggen Davidian informed that additional data could be purchased

Steve Hofbauer inquired if it had fiber optics and cameras to analyze the data. He replied that Metro purchased data and the information was retrieved from cell phones, and it was a 3rd party proprietor. Historical archived data, not real time data to analyze at real time.

9. CENSUS DISCUSSION

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City of Palmdale presented a Consideration to form a sub-committee. Ground up approach, a census effort for information and data collected to get to where it should, not for it to be duplicated. The members gave their approval. Insuring the outreach, kiosks formed in different places, such as libraries, to be able to go on-line. Update the JPA periodically.

Some discussions transpired in regards to duplicity of efforts with already formed committees, and Mike Behen clarified that was not the case. The JPA members all gave them their approval to proceed.

10. I-5/SR14 PROJECT UPDATE

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Isidro Panuco, Metro, presented status of working on finalizing an Agreement to finalize allocation between both Caltrans and SCE. Any remaining funds would be allocated to fund projects for Santa Clarita, Palmdale, Lancaster and LA County, to allocate funding, and subsequently continued coordination with the City of Santa Clarita to identify the project for their allocated fare of the I-5/SR14, excess funds. It will be taken to the Metro board to allocate funds for the projects. Metro assured Vice Chair Mclean funding was set aside for Santa Clarita, and clarified as long as it is a project for improvement close to the highway, or arterial leading to the highway.

Robert Newman asked Metro why they hadn't heard back from them on review of their proposed projects. Metro stated they would follow up with Santa Clarita ASAP.

Mike Behen praised Metro for their hard work on this issue.

11. ANTELOPE VALLEY LINE STUDY UPDATE

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Janet Owens, Metro, introduced Alex Davis, Metro, for the California region; he gave an update on what's going with the Metro link. He informed that Metro started their revenue service that morning at the new Burbank Airport, North station. He mentioned they had celebrations kicking that off, and thanked all who participated. He informed that for the first time they had a seven day (week), daily connection to the Burbank Airport, along Antelope Valley (AV), line (a key connection).

He reported an update on the southern California Optimized rail expansion plan; the SCORE Plan, a ten-year vision to have Metro link to do a significant service improvement throughout the corridors including the AV line. He informed they were successful in receiving some state funding, which is a sort of down payment; they are looking for a robust stake holder

process (discussions), regarding the projects and service improvements leading into being fully funded for the SCORE program over the ten years.

Member Hofbauer inquired whether something had happened to cause an adjustment, because according to the map submitted, he noticed regarding service from Burbank to Santa Clarita, and previously, it had been four trains per hour every fifteen minutes, and to the AV it was once an hour. He stated currently it was now two an hour to Santa Clarita, but only one an hour to the AV.

Alex Davis replied that according to the SCORE plan, they are able to get a train to every Metro Link station throughout the system every thirty minutes, which significantly improved service at regular intervals in current operations. He replied that due to some specific corridors due to operational situations, they were able to get a train every fifteen minutes, on certain segments, but it should be a train every thirty minutes by directional, throughout the system.

Alex clarified the map Member Hofbauer was viewing, was the map through 2023 capacity, but he had a map showing that by 2028, it will be every thirty minutes up towards the AV, and would provide members a copy. Chair Crist mentioned he had seen the news coverage that morning about the Burbank Airport, North station. He stated that it was exciting, and that it was an accomplishment from the old NCTC. Alex Davis, acknowledged the leadership and thanked them. He stated there was some material in regards to the SCORE plan, and would be distributing it to the JPA members.

Janet Owens stated she actually rides the AV line, and mentioned that all the buses were being routed to the Burbank Airport, North station, and was a big hit, already, as of that morning.

She informed they had hired WSP to do the AV line Study, and would soon be having the AV kick off meeting on June 6, and work with each respective city to see which would volunteer a meeting to meet in the AV, Santa Clarita.

She informed the intent of the study, was to focus on the 2023 capacity and 2028; the limitations they had. She stated the purpose of the AV line study was to look at more frequent service on the AV line. She stated four studies had been conducted in the last five to ten years, on how to provide a quicker service on the metro link system, from Lancaster to Union Station. The study, now, would be on providing more frequent service by using the existing infrastructure to determine (2023 capacity), and what would be needed to enhance it to a more frequent thirty minutes' service by directional. She referred to the cost as to what Alex was eluding, to be a ten-billion-dollar program. She stated it needed to be looked at in a realistic fashion to afford to move forward; she liked building hope, but wanted to be able to deliver it and work towards that goal. She introduced Brian Balderrama, Project Manager who would be going over items that Metro will be looking at on the AV line study, that was consistent with the SCORE program, within the one-hour segment, as well as the by directional service that will be needed to move forward to the 2028.

Vice Chair Mclean inquired about the possibility in providing additional trains for later night service instead of waiting until 2023; she said they were currently sitting idle. Janet Owens replied that Metro board to discuss Dodgers Express trains to see what type can be provided that coincide with Dodger games and the weekend AV line schedules, to add a later than 9PM to leverage, with additional studies and motions to group it together, to provide the services being requested. Member Hofbauer said, working shifts from 3PM to 11PM, they would be stuck in L.A. with no way of getting back. Janet Owens stated the Metro board will be looking into the possibility. Member Barger mentioned that not only should the study be looked at, but the need and existing demand; the study was to provide a blueprint to move forward.

Janet Owens stated the board will look into all items discussed, with that said Alex Davis stated there were some great projects along the AV line that were key to the vision to SCORE and the improved service. Alex Davis and the members discussed the issue of Security. He said security was of critical importance to staff and board, with the support of director Barger; they were able to continue the second conductor program on their AV line trains. He reported they had been successful and they had seen a positive return on those programs. He mentioned that at last week's board meeting they discussed security throughout their system, and resulted in a positive conversation on how they would hold their security consultants and contracted staff accountable. He informed their staff was critically looking at the issue of security, and working hard to be the safest and most secure system with a sense of safety on their trains.

Board Member Author Sohikian inquired regarding their reduced fares.

Alex Davis, mentioned they had reduced their fares by twenty-five percent across the board. He informed there was discount program which was started by Antonovich; the subsidy was no longer required because the ridership had increased so much it fully offset the subsidy that Metro had provided. He stated that program was very successful, their board had approved a similar program for the San Bernardino line, which was a partnership with LA Metro and SBCTA with the leadership of the board and those who were present, they learned much regarding their fares and ridership. Janet Owens stated the trains leaving Union Stations at 4:50 PM are standing room only. She mentioned their board's goal was to provide clock facing service, which meant no one would have to look at a schedule; they would know that there would be a train on the hour or half hour. She mentioned that was something they were looking forward to.

Vice Chair Mclean inquired if there was a way to add on the App to choose the date of use, at the time of purchase. Alex responded that it was currently good for three hours from the time of purchase, but he said he would look into the option - of purchasing it online where it would push it, to the mobile device, and be able to pre-purchase it in advance. He stated he would confirm and get back to Vice Chair Mclean. Alex Davis reiterated the importance of SCORE for Metrolink, it was an operational opportunity to improve their service. He stated that as Janet mentioned, it was an ambitious plan with an expensive price tag. He expressed there was some funding, but was looking forward on a fully funding it.

Janet Owens introduced Brian Balderrama, Project Manager for an update. He informed it was day one of the study. He stated the limits of the study were from Burbank to Lancaster, and the need would be prioritized, a look at existing conditions long the metrolink system, rehab required, look at everything that would take it from one hour to half an hour scenarios. The study would be used time-wisely, and the tools needed for this year and the future for the AV line. He stated in order to have a robust system along that metrolink system. He thanked all the members for their invested time in development of the scope of work, and will work together to model all the necessary details to produce that final report.

Board Member Mark Bozigian inquired about the time line. Brian Balderrama replied the draft report was due in nine months, and the final documents in twelve months. He informed six months from current date, there would be a formal public outreach, to engage the public with the progress. The second outreach would be when the draft was released. In the ninth or tenth months it would be to touch bases with the public and show them all information requested, and how it was pulled together as a document.

12. SB-1 UPDATE

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Michael Cano, Metro

Michael Cano, former NCTC member, commended the JPA. Michael Cano, stated he was happy to update and inform on status of INFRA and SB-1. He informed that INFRA, was formerly FAST Act of 2016, FASTLANE, was federal program, first time there was a freight focused program to fund a highway and railway improvements, supporting the freight network in the country. He said they had a major freight network today, not just for the ports, San Gabriel Valley, but also I5 and the northern county; he said freight moves everywhere throughout the region, over the grapevine. He informed that Infra was important because it is an opportunity at the federal level to fund highway programs that support freight. He informed one of the key draws reinforced by the current administration was that twenty-five percent of INFRA was set aside to support rural projects, which in the Antelope Valley would be outside of the city of Palmdale, Lancaster city limits, and the North County Santa Clarita area, north of Castaic. He explained any rural places in Los Angeles County, would be the North County. He stated with some creativity an application may be pulled for the last few cycles.

He informed there was an outstanding cycle, a project in the North County that was submitted to INFRA; taking advantage of all the characteristics of the program as it was redefined by the administration. He stated they worked closely with Caltrans, Supervisor Barger's office, the City of Santa Clarita, and local communities of the Santa Clarita Valley to develop a better and more comprehensive package for the I-5. It was renamed "I5 Golden State Chokepoint Relief Program," to obtain national significance when read by people at the US DOT, who did not know what the "I-5 North" meant in the context of Los Angeles County.

He stated they wanted to make sure it was not just a freeway improvement of truck and HOV lanes, which were a Measure "M" and "R," but integrating the Old Road project (the main arterial), which was heavily used when the I-5 was shut down due to accidents, fires or

weather conditions. He mentioned they received help through partnerships of the five-point group, they put up 5.2 Million dollars as a private source, contingent upon the award being provided. He informed that there was a great focus to see if private funds could be innovatively brought into these types of projects, which helped their application, tremendously. He stated they were appreciative that the CTC worked with them to make sure any state funding that was put into the project, and was submitted to the DOT, would be there to guarantee, upon receipt of federal funding. He said, and finally given by the fact that there was a good amount of monies in Measure “R” and “M,” for the I-5 and supported by the North County, they were able to make the project more competitive by lowering the federal ask. He mentioned INFRA’s hallmark was to stretch the federal dollar by bringing other sources – more state, local, and private funds; the federal ask in terms meant the percentage needed to be much lower than it had ever been in previous administrations. They were able to put in fifty-seven million dollars in a request to leverage almost a ten to one match. The ten to one match was the hard work of the North county putting in measures, and a large chunk of money was from the state through the trade corridor program.

He stated they were hopeful to hear back in the next few weeks. Congressman Knight has been very supportive, as a vocal champion, and he appreciated very much Supervisor Barger and her staff going back to DC, and having great meetings and champion this as well, and all the letters of support from the cities, the chambers, economic groups. He stated all the support and letters that stemmed from having a body such as the JPA working together and helping each other out. He named all the Los Angeles County INFRA project applications and purposes.

Mike Cano proceeded to inform the JPA about the SB-1 (Senate Bill 1), the Road Repair and Accountability Act of 2017, as some referred to as the “Gas tax,” the funding that was being put out for a discretion of grant programs administered by the CTC mostly but also by the CALSTA. He stated the programs previously mentioned (TIRCP grant – Metro), those funding sources were heavily funded or nearly created by the SB-1. He informed that overall it was five point four billion dollars annually for a variety projects such as highway, transit, active transportation, which they had to put grants forth to get money into Los Angeles County. He said their main goal was to get every dollar possible for Los Angeles County; Measure “M” and “R” were very helpful in getting local matches.

He informed the Metro board comprised of thirteen directors, and much interest from community groups, and sub regions wanting their projects to be submitted. He said, they made sure to have a formal and appropriate policy decision on which projects to put forward, which was driven by the characteristics of the grant programs; some of them had construction start dates beginning by 2020 to adhere to; some had characteristics such as in one program regarding general purpose lanes were not allowed, they had to be HOV or hot lanes. He stated they had to work through all the different programs and guidelines to develop criteria to match them against Measure “M” and “R” projects. He informed, they came up with a framework that allowed the most competitive projects, which worked very well; they received funding for all projects submitted to the state, to some capacity.

He mentioned the characteristics of the projects to look forward to. He named the TIRCP project/program that will provide funding for the Metrolink improvements. He mentioned

the projects that Metro submitted for light rail expansions and BRT corridors, but Metrolink put forth applications which were previously mentioned.

He mentioned how the Trade Corridor/Enhancement program allowed for the funding of highway improvements, the I-5 was a great candidate for this, which was listed as the number one priority, a quite amount of money which brought together state funding as well as five-hundred thirty million dollar or so pot from the federal government as a formula to California through the FAST act as an INFRA partner program. He stated he wanted to point out on the prioritization and ranks, it was no surprise that the I-5 was not only Metro's number one project put forward from his group, but it was listed under Caltrans number one project out of 12 submitted to the state for funding, for the share A control. He explained that is why they were able to command two-hundred forty-seven million dollars for that program. He stated it was a very large chunk of money, about half of the funding needed for the project, and the other half would be from the local measures. He stated it would be at a minimum, equity for the North County.

He mentioned there were some discussions and confusion with the status of the I-5 for the project scope, in regards to it already being funded. when Measure "M," the expansion plan, and the truck and HOV lane funded; therefore, why would SB-1 fund needed.

Mike Cano explained, that when the I-5 projects, put together Measure "R," it was defined as the 14 Interchange to the Kern County line, quite ambitious, but that was the defined corridor. The phase started from truck and HOV lanes up to Parker Road, but their commitment was to fund the entire I-5 North. He informed, there was a large funding gap that they needed to leverage with local funding, to go secure with state and federal funding.

Member Barger requested clarification whether he was correcting information previously mentioned at the last meeting that the project would be funded no matter what.

Mike Cano confirmed "yes" in response. He clarified that it was the scope of the project.

Member Barger inquired that if the gas tax got repealed, would the project go into Measure "M." Mike Cano replied that the project would get funded solely by local sources, which are within Measure M.

Member Barger inquired if the gas tax did not get repealed would those funds be freed up, to go to another project.

Mike Cano replied that would be up to the Metro board. He further clarified that in essence, how the mechanism would be looked at (for example), was if the project going to Kern County had phases all along the project, should the Metro board decide the project would be terminated at a certain spot, any available funding left over from Measure M, attached to that project would go through the process, as with the 514, were there were ninety million dollars, and the project was closed out, and the board said it was finished; there was discussion as to where that money would go. He stated that the money was North County highway money, and hopefully its first decade.

Mike Cano suggested to verify, because cash flow is important to discuss what money would be available, and when. He stated the information shared in the previous meeting was a generic thing, because there were many projects in Measure M that need extra funding from SB-1 to be completed. He stated that the I-5 was not one of them, and it was a one census discussion, when it should be more tailored, and he was correcting/clarifying some information.

Board Member Author Sohikian inquired about the TCEP and two-hundred forty-seven million dollars, whether year one had been collected; he said that it did not seem that it would be a multiyear grant.

Mike Cano replied, that the cash flow was with the board recommendation for the CTC where years of allocation exist. He stated the project was “shovel ready,” in a sense, it would receive funding earlier than others that would receive it in the last year of the three-year cycle. He informed he was not sure of the mechanism of monies being committed, or repeal; his sense was if the money was out the door, it was out the door. He stated he was not sure beyond that and it would be a different discussion.

Mike Cano stated the major project was the I-5 North, two-hundred forty-seven million dollars, and a bunch of other projects supporting rail, and highway movement in the rest of the County.

Mike Cano stated the SCCP basically supported HOV lanes, and other improvements on congested corridors. He suggested to keep an eye on it, as it could be a multi-modal project with a transit and highway working together in the future, it would be up for discussion. He mentioned some of the projects they put forward.

He informed that Local Partnership was important, because it did not only support Metro, but is a tax generating agency with funding, to bring into the program. The goal of the program was to put money forth into jurisdictions that have funding, but it helps local jurisdictions, for example the City of Santa Clarita was eligible and was recommended for an award.

He mentioned their projects list as a whole, every one of the projects was funded. He stated if the last line listed looked convoluted, it was due because they put forth their projects for the TIRCP program, that were not submitted as individual applications, it was a net application for the region.

He stated he wanted bring to their attention additional North LA County Projects that were funding through SB-1 mechanisms. He mentioned the 138 Highway program, which was at the Metro board, they approved state funding (STIP). One-hundred thirty-one million dollars with three phases of the 138, to finally close off that project, and turn all those segments blue from the famous map they had been seeing for many years. He mentioned the AVTA received the TIRCP grant in support of their zero emission fleet; they were proud of them, because it was important for Metro to follow AVTA’s lead. He mentioned what they were doing locally, and what they could do to bring more buses and technology to their much needed fleet. He informed the City of Santa Clarita received a full grant of eight point nine

million dollars for the Vista Canyon Metrolink Station. He congratulated Santa Clarita City and Council members and staff for working and securing that on their own. He mentioned the final two that were the grants programs mentioned in the earlier presentations from TIRCP. He informed the reason he was mentioning them, because anything on the low san corridor – from Santa Barbara, San Luis Obispo, through down town LA South, anything on the leg between Union Station, and down town Burbank Station supports the AV line; the lines are merged, to keep an eye on that.

He informed regarding the SCORE projects, there will be much competition and discussion in regards as how to fund, how to use funds, and where they go in support of the greater program. He stated, that the efforts the region puts into prioritization of the AV line in Metrolink funding for Measure M, would be very helpful, and he acknowledged Vice Chair Mclean being at the front of it. He ended his presentation and mentioned he would be happy to answer any questions. He stated he wanted to make reference that since the JPA is an official COG, they had a quarterly freight working group that the board put together, and he was looking to expand it and bring in sub-regions to participate and be a part of it. He said he would be happy to receive a staff member, a delegate to bring forth; they are having a meeting on Tuesday, June 5th, at 10 AM at Metro. He would be happy to inform any staff reaching out.

Member Sohikian stated he was looking at the staff recommendations from the CTC, and would like him to get back to him clarifying in regards to the two-hundred forty-seven million dollars in the FY 2019/2020, and let the committee know if that was for year one or year two. He said he was trying to understand, it being a critical piece whether the money had already been collection, or yet to be collected, that was the key he was trying to get at.

Mike Cano replied, the way it worked was if there was three fiscal years the state collected, FY18, 19, and 20, three years in the cycle. Any money collected in the first year of the cycle, would be for that year (example: FY18), from the taxes already collected. He mentioned if it was from federal formula funds, it would be different.

Vice Chair Mclean mentioned she needed clarification whether the Vista Canyon Metrolink Station, was a Metro or Metrolink grant. She mentioned since the planning process began, there were several things that were added onto that station; they want Santa Clarita to pay for which evens out the amount of money for that station. She stated there was about another ten million dollars' worth of things added to that station. She wanted clarification as to know if that was a Metro thing. She stated they were trying to speak with staff with regards to the added items, was not something Santa Clarita was doing.

Mike Cano stated if that was a scope discussion, it would be between Metrolink and City of Santa Clarita discussion with Metro involved. He referred to Alex Davis to respond. Alex replied that those conversations were going on with staff, and had informed Mike a little bit regarding some of those updates. He stated he would be happy to share them with her as well. He stated conversations were ongoing and heading in a fruitful direction.

Member Hofbauer inquired if any analysis had been done; he said the gas tax repeal folks said it would be retroactive to day one. He mentioned they were hearing other information that it was not to be retroactive. He stated he wanted to figure out what to expect kind of a list. He wanted to know the theory vs the legal status and what the potential would be.

Mike Cano replied that what he had presented at the hearing was from the current situation of SB-1, as far as for him and his staff, the repeal was in theory and he could not go into that, but he could forward his concern to the government relation staff. He stated it may be a different entity that could engage in that discussion, better than Metro.

Member Hofbauer stated that Metro should know whether or not they will have that money or not. He believes the JPA needs to know, as they have a reasonable expectation. Whether it would be on the list to stay, and what may potentially be at risk.

Mike Cano stated as he mentioned earlier, he could not answer him candidly, but when the CTC staff put out their list of projects, recommended for funding. They included the fiscal year of when those funds where collected, and to be distributed, as to when they would be allocated, and that may offer some clues as to where that dividing line was. He said he would take that question to Mark and their team to work on getting and an answer be provided.

Len Engel Added the seven buses Mike referred to are the last buses AVTA needed to go one hundred percent battery electric.

Mike Cano stated that was a tremendously feat as a former board member of how far they had taken the baton and taken it past the goal line, and they were very proud of it. He stated he would like an opportunity to showcase what AVTA has done in the basin area, for everyone to see what can happen with that kind of leadership.

Chair Crist asked if there was any public comments or speaker cards.

Trolis Niebla replied that there were no speaker cards. Chair Crist asked the board members if there were any comments or suggestions.

Seeing none member Steve Hofbauer motioned to adjourn, Arthur Sohikian seconded the motion, all board members unanimously were in favor, and the motion passed.

Minutes prepared by Sandra Ramirez, COL Secretary

Minutes provided by Trolis Niebla, NCTC Secretary (661) 945-6860.