

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Agenda - Final

Thursday, January 17, 2019

11:30 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Executive Management Committee

Sheila Kuehl, Chair

James Butts, Vice Chair

John Fasana

Eric Garcetti

Paul Krekorian

Hilda Solis

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL**

35. **SUBJECT: STATE AND FEDERAL REPORT** [2018-0438](#)

RECOMMENDATION

RECEIVE AND FILE State and Federal Legislative Report.

36. **SUBJECT: 2019 LEGISLATIVE PROGRAM** [2018-0439](#)

RECOMMENDATION

ADOPT:

A. the proposed 2019 Federal Legislative Program as outlined in Attachment A; and

B. the proposed 2019 State Legislative Program as outlined in Attachment B.

Attachments: [Attachment A - 2019 Federal Legislative Program Goals FINAL](#)
[Attachment B - 2019 State Legislative Program Goals FINAL](#)

- 36.1 **SUBJECT: STATE LEGISLATIVE PROGRAM GOALS** [2019-0009](#)

RECOMMENDATION

APPROVE Motion by Butts, Hahn, Solis, Kuehl and Dupont-Walker that the Board Instruct the CEO to include this innovative legislative approach as a priority in the State Legislative Program and Goals contained in Attachment B of the Board Report and specifically relating to Goals 13, and 14.

WE FURTHER MOVE that the Board directs the CEO to secure a primary legislative author and co-authors to sponsor specific legislation authorizing a new **“Build California Green Bond”** program.

WE FURTHER MOVE that the Board directs the CEO to consult with the LAEDC and consider the updating of the 2011 LAEDC Report Metro used in its advocacy efforts in supporting this legislative initiative and report back to the Executive Management Committee in this regard.

37. **SUBJECT: UPDATE ON THE MICROTRANSIT PILOT PROJECT** [2018-0764](#)

RECOMMENDATION

RECEIVE oral report on the MicroTransit Pilot Project.

Attachments: [Presentation](#)

38. **SUBJECT:** **CITIZENS ADVISORY COUNCIL UPDATE** [2018-0786](#)

RECOMMENDATION

RECEIVE oral update on the Citizens Advisory Council and Work Plan for FY19.

Attachments: [Attachment A - CAC Work Plan for FY 2019](#)

39. **SUBJECT:** **EQUITY PLATFORM FY19 ACTIVATION PLAN** [2018-0580](#)

RECOMMENDATION

RECEIVE AND FILE Equity Platform FY19 Activation Plan.

Attachments: [Attachment A - Equity Platform Summary and Objectives](#)
 [Presentation](#)

41. **SUBJECT:** **JUDGE HARRY PREGERSON STATION DEDICATION** [2019-0010](#)

RECOMMENDATION

APPROVE Motion by Garcetti, Ridley-Thomas, Hahn, and Butts that the Board of Directors instruct the CEO to:

A. prepare a plan to dedicate the Harbor Freeway station along the Green and Silver Line in honor of late Judge Harry Pregerson; and

B. report back at the March 2019 Executive Management Committee meeting.

42. **SUBJECT:** **TRANSPORTATION FOR LOS ANGELES UNIFIED
 SCHOOL DISTRICT STUDENTS DURING A LABOR
 ACTION** [2019-0012](#)

RECOMMENDATION

APPROVE Motion by Garcetti, Kuehl, and Butts that the Board direct the CEO to provide transit services free of fare for LA Unified students showing their ID from 5am to 7pm on days when the labor action may take place.

- SUBJECT:** **GENERAL PUBLIC COMMENT** [2018-0812](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2018-0439, File Type: Program

Agenda Number: 36.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 17, 2019

SUBJECT: 2019 LEGISLATIVE PROGRAM

ACTION: APPROVE STAFF RECOMMENDATIONS

RECOMMENDATION

ADOPT:

- A. the proposed 2019 Federal Legislative Program as outlined in Attachment A; and
- B. the proposed 2019 State Legislative Program as outlined in Attachment B.

ISSUE

The Board of Directors adopts, on an annual basis, a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. This year's program is presented in a different format. Based on the direction of the Vision 2028 Strategic Plan we are presenting a Five Year Strategic Legislative Program in addition to our annual goals and objectives. The Five-Year plan lays out general themes as identified in the CEO's Five Point Plan for the agency and will provide the broad policy framework through which our advocacy should be guided. We have incorporated specific activities related to the longer term plan into the goals and activities for next year. We will continue to work with the implementing departments within Metro to develop the broader objectives and will bring to the Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

DISCUSSION

Policy Implications

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and Washington, D.C. To achieve these important goals, Government Relations staff will implement a

legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California and with Federal officials.

Federal Recap

In 2018, the agency continued to pursue with vigor our Board approved federal legislative priorities in Washington, D.C. Federal transportation programs continued to be administered under the latest surface transportation authorization bill, the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. While the FAST Act is authorized through 2020, the White House, U.S. Department of Transportation (USDOT), and Congress worked on a national infrastructure proposal that officials had hoped could inject some much needed investment in surface transportations program as well as implement policies to facilitate project delivery. In February 2018, the White House released a 55 page proposal that sought to leverage \$200 billion in federal funding into \$1.5 trillion of investment in infrastructure projects around the nation.

Metro played an active role in engaging the White House and the U.S. Department of Transportation to advocate for a strong infrastructure plan that could build on the best practices and lessons learned by our agency and the manner in which we are transforming the way Los Angeles County's 10 million residents commute and travel in our region. Additionally, Metro communicated its support for an infrastructure package to the members of the Los Angeles County Congressional Delegation as well as to members of key Congressional Committees that have jurisdiction over infrastructure matters. With regards to the White House's Infrastructure Plan, Congress engaged in a discussion through several hearings on the topic. Unfortunately, Congress could not come to an agreement on a path forward and the policy window to pass a package closed for the remainder of the 115th Congress.

Among the challenges that have carried over from the previous year, Congress continued to disagree on annual appropriation bills to fund the various federal agencies and programs. However, Congress and the White House did come to an agreement on setting spending caps for domestic and military budgets for a period of two years. This agreement boosted funding to surface transportation programs that led to large increases in popular programs such as the Federal Transit Administration's (FTA) Capital Investment Grant Program and the BUILD Grant Program. The two-year budget agreement also allowed Congress to complete, for the first time in decades, five of the twelve Fiscal Year 2019 annual appropriation bills and have them signed into law by the President. Unfortunately, the transportation funding bill was one of the seven remaining bills that were extended until December 7, 2018 through a Continuing Resolution. As of the writing of this report, Congress is looking to finalize the remaining bills prior to a new December 21, 2018 deadline. Metro has strongly advocated for a return to regular order in the appropriations process and will continue to do so in the future.

Lastly, Metro worked hard in Washington, D.C. to successfully advance important capital projects through discretionary grant programs. With respect to the Westside Purple Line Extension Section 3, Metro was able to navigate the grant process to gain approval from the FTA to move forward with the project on a timeline that will allow for revenue service well before the 2028 Olympic Games. Metro will continue to work closely with the FTA to gain final approval of a Full Funding Grant Agreement early in 2019. Under the USDOT's Infrastructure for Rebuilding America (INFRA) grant program, Metro was awarded \$47 million for our I-5 Choke Point Relief program that will reduce congestion

and improve safety along a 13-mile stretch of Interstate-5 near Santa Clarita. Metro was also awarded \$5.4 million in discretionary Bus and Bus Facility. Finally, Metro has pending applications for two projects - SR71 Conversion and I-605/SR91 Interchange Improvement project - through the BUILD Grant Program that is likely to be announced before the end of the year.

In January 2019, Congress will begin the first session of the 116th Congress. Metro will continue to work closely with the Trump Administration, USDOT and Congress to gain final approval of a \$1.3 billion Full Funding Grant Agreement for the Westside Purple Line Extension Section 3 and expand on our past successes by working to leverage our local funding to advance transit, highway and other effective mobility projects across Los Angeles County. More specifically, we will be working with members of the Los Angeles County Congressional Delegation and leaders of key Congressional Committees to advance our agency's Rebuilding America initiative - which is detailed in attachment A of this Board Report.

State Recap

Each year, Metro successfully moves the largest legislative program of any transportation agency in the State of California through the legislative process.

During the first year of the 2017-2018 State Legislative Session, the California Legislature and Governor Brown took a number of bold steps to address the growing infrastructure needs in California. Firstly, after years of debate, the Legislature passed and the Governor signed into law Senate Bill 1 (Beall & Frazier), which is a package of funding and reform that is set to generate \$52 billion over the next ten years. The bill's provisions included new funding for a variety of transportation programs. This bill is the first revision of the gas tax in over 20 years. California's highway system, its local streets and road system and its public transit system has suffered from the inability of the state to address basic state of good repair needs.

The November 2018 election brought about a number of changes and challenges. Specifically, a ballot measure, Proposition 6, aimed to repeal provisions of SB 1 and require a future vote for any increases to transportation taxes and fees. This would have jeopardized the viability of the State's aggressive transportation infrastructure funding plan. Proposition 6 was defeated by a vote of 56.8 percent statewide and 61.1 percent in Los Angeles County. Metro, as the recipient of over \$1.8 billion in funding from SB 1 programs created an informational outreach program to educate members of the public about Metro's plan to build highway and transit projects with the funding. Metro coordinated on regional and statewide outreach by participating in a number of forums, summits and workshops which outlined Metro's plan for building critical infrastructure and supported continued funding for local streets and roads improvements for the County's 88 cities and unincorporated areas.

Following the November 2018 election, the Los Angeles County State Legislative delegation also welcomes five new members. Christy Smith will represent Assembly District 38. In the Senate, new members Susan Rubio (District 22), Maria Elena Durazo (District 24), Bob Archuleta (District 32) and Tom Umberg (District 34) were sworn into office on December 3, 2018. Senate District 33 remains vacant, as Senator Ricardo Lara accepts his new position as Statewide Insurance Commissioner. We anticipate that this seat will be filled in a special election in early 2019.

With the passage of SB 1 in April 2017, the California Transportation Commission worked to adopt guidelines and provisions for allocating funding statewide. Metro weighed in on a number of issues to establish our priorities as the CTC considered allocation formulas and discretionary grant category provisions. In May 2018, the CTC and CalSTA announced major funding awards for all of the major funding categories under SB 1. Metro was successful in advocating for the award of \$1.82 billion in funding for a number of transit and highway projects.

Transit and Intercity Rail Capital Program - \$1.088 Billion

- Gold Line Foothill Light Rail Extension to Montclair
- East San Fernando Valley Transit Corridor Project
- West Santa Ana Branch Light Rail Transit Corridor project
- Green Line Light Rail Extension to Torrance
- Orange/Red Line to Gold Line BRT Transit Corridor Project
- Vermont Transit Corridor
- Link Union Station Project - \$398 million awarded to Metrolink

Local Partnership Program

- Metro Orange Line Bus Rapid Transit Improvements Project: \$75 million
- La Cañada Flintridge Soundwalls Project: \$5 million

Solutions for Congested Corridors Program

- Airport Metro Connector 96th Street Transit Station Project: \$150 million

Trade Corridor Enhancement Program

- Interstate 5 Golden State Chokepoint Relief Project: \$247 million
- SR-57/60 Confluence: Chokepoint Relief Program: \$22 million
- America's Global Freight Gateway: Southern California Rail Project: 128.6 million
- Interstate 605/State Route 91 Interchange Improvement: Gateway Cities Freight Crossroads Project: \$32 million
- State Route 71 Freeway Conversion Project: \$44 million

On the legislative advocacy front, Metro was successful in the passage of two major pieces of legislation in 2018. Metro sponsored AB 2548 (Friedman) which authorizes Metro to implement a commuter benefits ordinance to work with employers in LA County to meet the State's Greenhouse Gas reduction goals. This legislation received strong support from the business community, environmental justice community and the legislature. AB 1205 (Jones-Sawyer) was introduced to refine aspects of Metro's successful small-business set-aside program and to establish a similar program for medium-sized businesses. Metro has forged ahead in establishing contracting policies and practices that support the development of small businesses in the county, and AB 1205's successful passage is indicative that we are committed to doing more for the economic prosperity of the region overall. AB 1205 received strong support from the small and disadvantaged and minority-owned business community.

One key priority for Metro's ongoing advocacy efforts was and continues to be the continued authorization for Caltrans to pursue and use Public Private Partnerships (P3s). The authorization for Caltrans to use the P3 method to deliver highway projects expired at the end of 2016 and the

Legislature was unable to come to an agreement over a potential extension of the statute. Metro is working closely with a coalition of stakeholders in Sacramento to continue to urge the Legislature to reauthorize this important tool and Metro's State advocacy team will continue those efforts in next year's Legislative Session. The ability to utilize P3s to deliver projects is vital to the acceleration and delivery of Metro's LRTP and Measure M Highway and Transit priorities. Metro introduced legislation in 2018, AB 1594 (Bloom) that would clarify Metro's ability to utilize P3s and Design-build authority to accelerate project delivery. The legislation was successful in reinvigorating the discussion around P3s and Metro is poised to lead the discussion in the upcoming legislation to determine the direction and educate Sacramento leaders on the need for this authority in the wake of SB 1's new infusion of funding and need to expedite critical transportation projects statewide.

An additional priority for Metro's ongoing advocacy efforts include the need to provide certainty and stability to our power supply as we work to meet the agency's ambitious Zero-emission Bus Plan.

During next year's legislative session, we will continue to monitor efforts to jeopardize funding authorized under SB 1. We will also be working to ensure that the incoming Gubernatorial administration addresses the need for critical transportation infrastructure and housing policies that help LA County to address our long term sustainability goals.

As in previous years, our State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation in support of the Board-adopted Legislative program, Vision 2028, 28 by 2028, Zero-Emission Bus Plan and LRTP goals. State advocacy efforts will also continue to support Metro's Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC.

In addition to the above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (The entire 2018 State Legislative Program is outlined in Attachment B). These include but are not limited to:

- Metro is proposing to expand the ExpressLanes network in Los Angeles which will require tolling authorization by the CTC;
- Clarifying the process by which utilities bill Metro and potentially reduce Metro's operating costs;
- Working with the California Public Utilities Commission in leading the effort to establish Metro as a party to the proceedings and California Air Resources Board to advance Metro's Zero Emission Bus Program; and
- Supporting the allocation of cap and trade funds to Los Angeles County.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have an impact on safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

NEXT STEPS

Government Relations staff will continue to regularly sponsor briefings in Washington, D.C. and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees. We have and will continue to place a strong emphasis on briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills. Additionally, Metro anticipates a conversation to begin on reauthorizing surface transportation programs beyond 2020 when they are set to expire. Metro will play an active role in shaping those discussion and looks forward to advocating for increased investment into transportation programs.

In Sacramento, we will continue to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders including, the new Governor, Caltrans, California Transportation Commission, and the California State Transportation Agency.

Government Relations staff will initiate briefings for the Gubernatorial Administration, members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to monitor and track legislative efforts sponsored by other transportation interests and inform the Board of that legislation. Pursuant to the Board adopted Board Advocacy Plan we will also work closely with the Board to utilize Board member's relationships and experience in legislative matters.

Government Relations will continue to ensure that our legislative priorities and efforts are coordinated with our regional transportation partners, including Metrolink, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

In addition, Government Relations will continue to pursue state and federal legislative initiatives that promote the efficient and rapid delivery of Measure R and Measure M projects as well as leverage Measure R and Measure M funds for additional state and federal transportation resources, and to form a coalition to protect state revenues.

The first year of the 2018-2019 two-year State Legislative Session began on December 3, 2018. The 2019 Federal Legislative Session will see both the U.S. House of Representatives and U.S. Senate

scheduled to return January 3, 2019 to convene the 116th Congress.

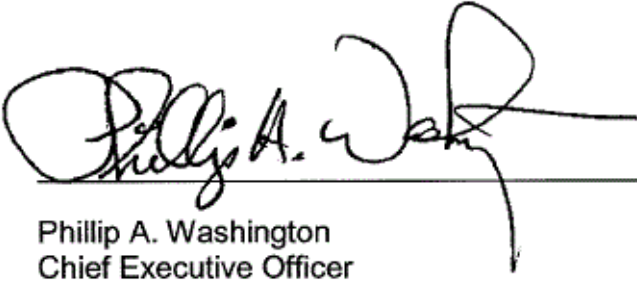
ATTACHMENTS

Attachment A - 2019 Federal Legislative Program Goals

Attachment B - 2019 State Legislative Program Goals

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Phillip A. Washington
Chief Executive Officer

2019 FEDERAL LEGISLATIVE PROGRAM

GOAL #1: PROPOSE TO CONGRESS AND THE TRUMP ADMINISTRATION OUR REBUILDING AMERICA INITIATIVE TO BOLSTER FEDERAL SUPPORT TO ACCELERATE OUR AMBITIOUS CAPITAL PROGRAM THROUGH BOARD-APPROVED TWENTY EIGHT BY 2028 INITIATIVE

Proposed Activities:

Support federal legislation that embraces our Rebuilding America initiative that sets forth five key goals for Congress and the Trump Administration to adopt in order to strengthen federal transportation programs. These five goals are:

1. Increasing the length of future surface transportation authorization bills to increase the certainty needed by our agency and other transportation entities to appropriately plan for the future.
2. Increase the federal gas tax to address the federal Highway Trust Funds' solvency issues.
3. Authorize America Fast Forward Transportation Bonds to provide a powerful new finance tool for transportation agencies to use when financing major capital projects.
4. Expand and reform the Projects of National and Regional Significance program – first authorized in SAFETEA-LU ; ~~5) Boost effective and efficient federal workforce development programs to ensure that transportation agencies across the nation have the trained workforce we and they will need to rebuild America's infrastructure.~~
5. Increase federal support for proven workforce development programs that will ensure Metro and other transportation agencies continue to have a skilled workforce for our expanding transportation systems.

GOAL #2: WORK TO CONTINUE THE IMPLEMENTATION OF THE FEDERAL TRANSIT ADMINISTRATION'S CAPITAL INVESTMENT GRANT PROGRAM AND OBTAIN NEW STARTS FUNDING FOR ELIGIBLE METRO TRANSIT PROJECTS

Proposed Activities:

Work with our Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to ensure the continuation of the

federal Capital Investment Grant program (CIG). Congress has voted to fully fund the program and included instruction to continue to advance new transit projects. Metro has and will continue to partner with the Administration to approve a Full Funding Grant Agreement in 2019 for Westside Purple Line Extension (Section 3). The CIG program is vital in assisting Metro to build new high capacity transit projects throughout the region. Metro currently receives funding through this program for the Regional Connector, Westside Purple Line Extension (Section 1) and Westside Purple Line Extension (Section 2). Over the last six years, Metro has secured over \$3 billion through Full Funding Grant Agreements issued by the U.S. Department of Transportation.

GOAL #3: WORK WITH THE WHITE HOUSE AND CONGRESS TO INITIATE A WHITE HOUSE TASK FORCE FOR THE 2028 OLYMPICS AND PARALYMPIC SUMMER GAMES TO ENSURE STRONG FEDERAL SUPPORT FOR KEY HIGHWAY AND TRANSIT PROJECTS ACROSS LOS ANGELES COUNTY

Proposed Activities:

Seek the creation of a White House Task Force on the 2028 Olympic and Paralympic Summer Games. Most recently, such a task force was successfully assembled prior to the 2002 Olympic Winter Games held in Salt Lake City, Utah where the federal government provided ample funding (approximately \$1 billion) for highway and transit projects.

GOAL #4: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Work to encourage federal support for our CEO's goal of creating a Center of Transportation Excellence within Los Angeles County – which would result in having a rolling stock production facility in Los Angeles County. Our agency will, consistent with the relevant Los Angeles County Board of Supervisors resolutions, closely collaborate with Los Angeles County's CEO and their professional staff, in addition to other municipal leaders, in identifying viable locations, both short and long-term, for an industrial complex to potentially include rail and bus manufacturing/assembly plant in Los Angeles County. This complex may also include, but not be limited to, suppliers of rail and bus parts, a rail test track and a climate controlled facility for testing purposes.

GOAL #5: CONTINUE TO SEEK TO RESTORE OBAMA-ERA REFORMS TO FEDERAL LOCAL HIRE RULES

Proposed Activities:

Work with the Trump Administration, Congress and the stakeholder community to restore Obama-era Local Hire reforms. Included in this effort would be our agency making the case that local hire programs do not impact competition based on evidence from Metro's experience with the Local Hire Pilot Program. Our agency would work with key stakeholder groups to build support for a new federal Local Hire initiative and seek support for federal legislation to permanently allow local hiring practices on transportation projects using federal funds.

GOAL #6: CONTINUE TO WORK WITH METROLINK TO SUPPORT FUNDING FOR STATE OF GOOD REPAIR AND CORE CAPACITY PROJECTS

Proposed Activities:

Work to support Metrolink's board approved State of Good Repair and Core Capacity project list by ensuring federal funding applied to these important projects.

GOAL #7: CONTINUE TO SEEK FUNDING FOR THE PROJECTS IN THE GOODS MOVEMENT ACTION PLAN

Proposed Activities:

Continue to work with Ports of Long Beach and Los Angeles to seek funding for projects within the Goods Movement Action Plan .

GOAL #8 SEEK RESTORATION OF TAX BENEFITS ELIMINATED BY THE PASSAGE OF H.R.1 – TAX CUTS AND JOBS ACT

Proposed Activities:

Work with key local, regional and national stakeholders to restore the Advance Refunding Bonds, commuter tax benefit, and the alternative fuel tax credit provisions.

GOAL #89: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR U.S. DOT GRANT PROGRAMS

Proposed Activities:

Organize strategic advocacy plans in coordination with local and regional stakeholders as well as Los Angeles County's Congressional Delegation to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. Specifically, the INFRA Grant Program, BUILD Grant Program, Bus and Bus Facilities, and LoNo Grant Program are large, discretionary grant programs that are priority programs for the agency.

GOAL #9 10: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws.
2. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;
3. Work to advocate for all Metro discretionary grant applications which include funding for such programs as transit oriented communities, safety and innovation;
4. Work with the Administration to avoid negative impacts as a result of implementation of tariffs on steel and various rolling stock parts and materials;
5. Work closely with the Administration and USDOT on regulations and proposed rulemakings that impact Metro.
6. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations.
7. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding.

GOAL #11: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO'S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY'S FIVE-POINT PLAN AND THE '28 BY 2028' INITIATIVE

The Metro Vision 2028 Plan is the agency-wide strategic plan that creates the foundation for transforming mobility in LA County over the next 10 years. Attachment C outlines Metro's Vision 2028 State and Federal Strategic Goals.

Metro's Five-Point Plan outlines how Metro's programs and initiatives aim to:

- Implement Mobility Innovation
- Capture the Hearts and Minds of the People
- Embrace Equity
- Foster Continuous Improvement
- Step into Leadership Voids

Proposed Activities:

Monitor legislation that would impact Metro's ability to implement the strategic goals outlined in Vision 2028;

Monitor legislation that would impact Metro's ability to implement the aspects of the Five-Point plan; and

Support legislation and initiatives that would increase Metro's ability to implement Vision 2028 and the Five-Point Plan.

2018 STATE LEGISLATIVE PROGRAM

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS IN THE STATE WITH EXISTING COMMITMENTS

Proposed Activities:

Protect Metro's key fund sources;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues which have been funded by the sales tax on diesel fuel;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs; and

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS AND INITIATIVES

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;

Work with statewide partners on any efforts to protect new transportation related fees or taxes;

Support legislation that authorizes, clarifies or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles;

Support legislation that protects Metro's authority to collect dedicated local sales tax revenues and clarifies the State's implementation of the Wayfair Decision;

Monitor the California Department of Tax and Fee Administration's efforts to implement the Wayfair Decision; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO'S BOARD ADOPTED LONG RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for highway and transit projects.

GOAL #4: SUPPORT EFFORTS TO IMPROVE SAFETY ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area; and

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area.

GOAL #5: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP AND TRADE PROGRAMS

Proposed Activities:

Ensure Cap & Trade funds are allocated to transportation, that Los Angeles County receives a proportionate share; and

Advocate for increased and sustained funding for transit under the State's Cap & Trade program categories.

GOAL #6: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32 and SB 375 (including sustainable community strategies and related initiatives/ documents);

Work in partnership with the California Air Resources Board (CARB), California Transit Association (CTA), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to include (programs affecting environmentally sensitive stakeholders and clean air programs) in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

Monitor legislation and regulatory actions that would affect redevelopment, housing and regional planning efforts statewide and in Los Angeles County;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan.

GOAL #7: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Work with Governor Newsom's Administration to preserve and increase flexibility in the use of transportation, development, and housing funds;

Identify and pursue opportunities for additional funding for Southern California transportation infrastructure and transit oriented development projects;

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Support formula distribution of the State's FSP program funding that addresses Los Angeles County's population, congestion levels and service performance;

Oppose any efforts to modify Senate Bill 1(Beall, 2017) programs that would reduce funding for Los Angeles County;

Support any legislation or statewide ballot measure which seeks to constitutionally protect transportation revenues for transportation infrastructure only. We strongly support protections that prohibit using transportation dollars for other purposes;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #8: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit, transportation network companies and improve the administration of PUC regulations;

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations;

Monitor and work with implementation of pension reform (PEPRA) so that Metro is able to maintain a stable work force and ensure adequate succession planning;

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts that encourage partnership and data-sharing between transportation network companies and regional transportation authorities;

Support efforts to enhance the use of electronic fare payment or smart card technology;

Explore legislation that would authorize the use of forward facing cameras on Metro's buses and in dedicated bus lanes;

Support efforts to expand the agency's authority to procure, install and operate three-position bike racks on Metro's buses;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operators; and

Support legislation and funding opportunities that support the Board approved Twenty-Eight by 2028 initiative.

GOAL #9 OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION.

Proposed Activities:

Support legislation that:

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends or clarifies California vehicle code sections to authorize Metro to enforce occupancy requirements in the ExpressLanes;
4. Amends Streets and Highways codes that impact Metro's interoperability with other California toll agencies.
5. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
6. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
7. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.
2. Negatively impact financial viability and local control of ExpressLanes revenues.
3. Limit Metro's ability to expand the ExpressLanes network.

GOAL #10: SUPPORT EFFORTS TO ESTABLISH AND IMPLEMENT A COUNTYWIDE COMMUTER TAX BENEFIT ORDINANCE AND TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Proposed Activities:

Monitor legislation that would enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options and that would strengthen Metro's ability to carry out a countywide TDM program.

Support legislation and explore funding opportunities that would allow for Metro to establish a robust and comprehensive Transportation Demand Management program;

Support CARB's efforts to implement the State of California's Parking Cash-Out law for worksites within Los Angeles County; and

Support legislation that would expand authority for Metro or other entities to establish Commuter Benefit Programs.

Explore legislative remedies to establish or expand Los Angeles County's existing Commuter Benefits Programs.

GOAL #11: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds.

Support legislation that preserves “book-end” funding for early-action projects identified as vital to the delivery of the HSR project in Southern California.

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved.

Support streamlining project approvals under Caltrans’ NEPA assignment authority.

GOAL #12: SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State’s Trade Corridor Enhancement Program; and

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology.

GOAL #13: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO’S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY’S FIVE-POINT PLAN AND THE ‘28 BY 2028’ INITIATIVE

The Metro Vision 2028 Plan is the agency-wide strategic plan that creates the foundation for transforming mobility in LA County over the next 10 years. Attachment C outlines Metro’s Vision 2028 State and Federal Strategic Goals.

Metro’s Five-Point Plan outlines how Metro’s programs and initiatives aim to:

- Implement Mobility Innovation
- Capture the Hearts and Minds of the People
- Embrace Equity
- Foster Continuous Improvement
- Step into Leadership Voids

Proposed Activities:

Monitor legislation that would impact Metro’s ability to implement the strategic goals outlined in Vision 2028;

Monitor legislation that would impact Metro's ability to implement the aspects of the Five-Point plan; and

Support legislation and initiatives that would increase Metro's ability to implement Vision 2028 and the Five-Point Plan.

GOAL #14: EXPLORE LEGISLATION THAT WOULD ENHANCE METRO'S ABILITY TO DELIVER ITS PROGRAMS AND SERVICES INCLUDING ADVANCING THE 28 BY 2028 INITIATIVE

Proposed Activities:

Explore legislation to streamline and clarify electrical utility billing for Metro.

Explore legislation to update various provisions of Metro's statutes to conform those provisions to those of other agencies.

Explore legislation to clarify Metro's and re-authorize Caltrans' authority to utilize the public-private partnership model to deliver highway and transit projects.

Explore legislation to clarify provisions related to Metro's use of the Design-Build method of project delivery.

Explore legislation to authorize Metro to establish a congestion-pricing pilot on local streets within a specified area in Los Angeles County.

Explore legislation to authorize Metro to levy a fee or regulate Transportation Network Companies that operate within Los Angeles County.



Board Report

File #: 2018-0764, **File Type:** Oral Report / Presentation

Agenda Number: 37.

**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 17, 2019**

SUBJECT: UPDATE ON THE MICROTRANSIT PILOT PROJECT

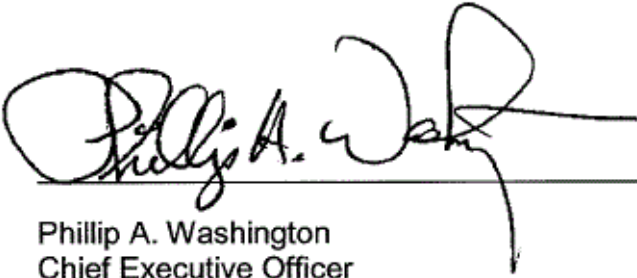
ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the MicroTransit Pilot Project.

Prepared by: Rani Narula-Woods, Sr. Director, Special Projects, Office of Extraordinary Innovation,
(213) 922-7414

Reviewed by: Dr. Joshua L. Schank, Chief Innovation Officer, Office of Extraordinary Innovation,
(213) 418-3345



Phillip A. Washington
Chief Executive Officer



MicroTransit



It's reliable.



It's safe.

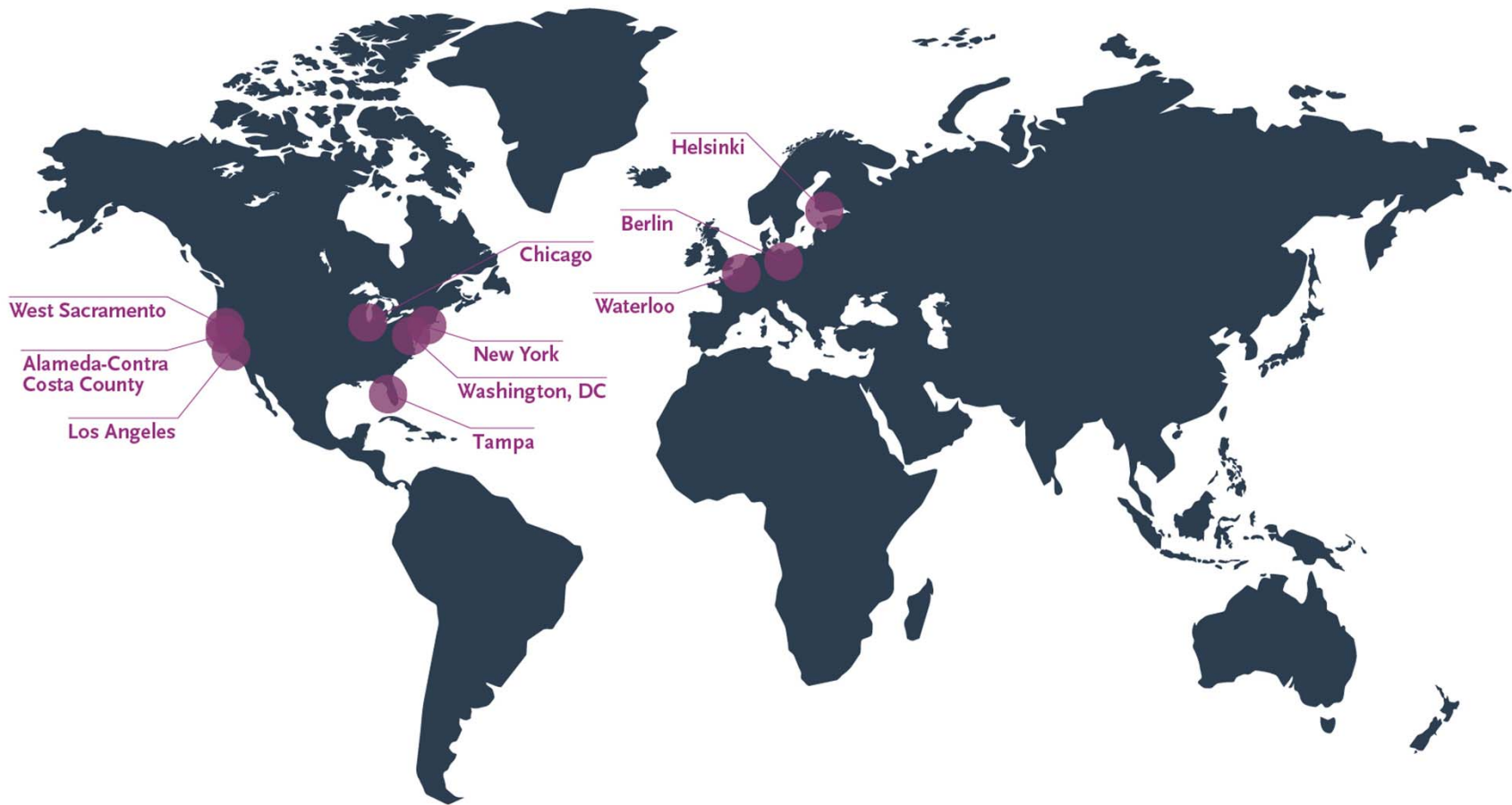


It's affordable.



It's customer-driven and customer-focused.





Harnessing the power of new technology.

New Mobility Pilots

Mobility on Demand

LAUNCH: 1/28/19

Serving first and last mile rides
to/from Metro stations

One year of operation with option
for one additional year

Three zones focused around
Metro stations

Testing a business model using
independent contractors

Mixed fleet of driver-owned vehicles,
inspected and approved by Via

Lite TAP integration for pilot period

Rides are requested using Via's app
or Via's call center

MicroTransit Pilot

LAUNCH: 2019

Serving all trip types

Up to three years of operations
in pilot phase

Number and types of zones
to be determined

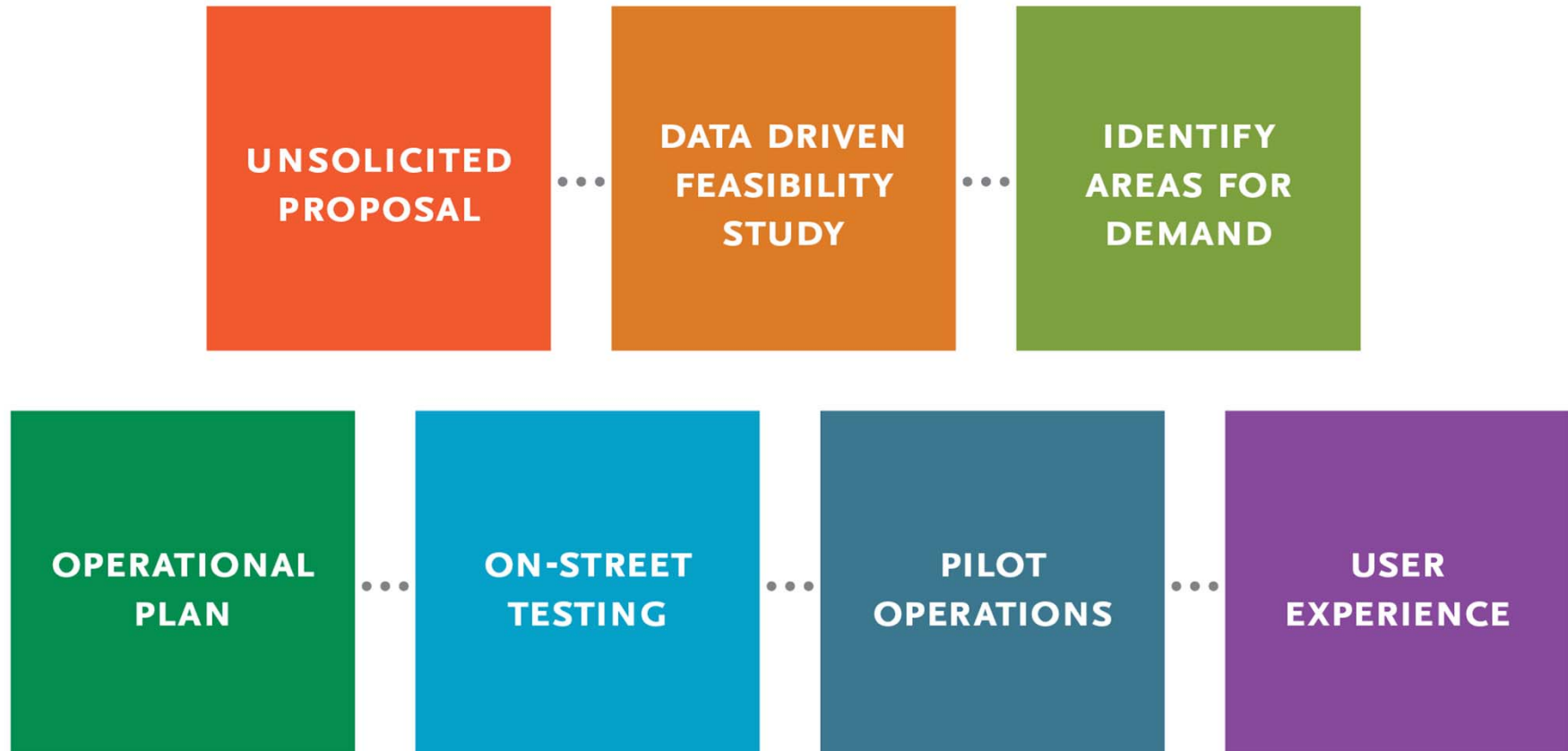
Testing a business model using
Metro operators

Mixed fleet of vehicles to be leased
by private sector

TAP Integration anticipated

Rides are requested using an app
and call center

Life of the MicroTransit Pilot Project







MicroTransit



Metro

Board Report

File #: 2018-0786, **File Type:** Oral Report / Presentation

Agenda Number: 38.

**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 17, 2019**

SUBJECT: CITIZENS ADVISORY COUNCIL UPDATE

ACTION: RECEIVE ORAL UPDATE

RECOMMENDATION

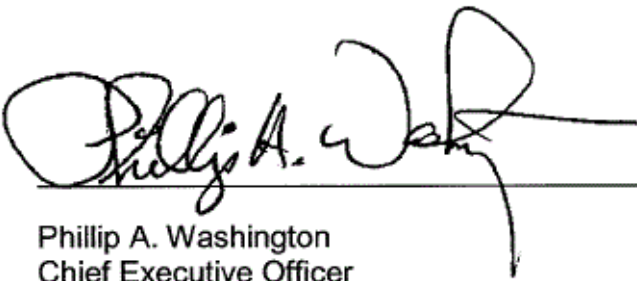
RECEIVE oral update on the Citizens Advisory Council and Work Plan for FY19.

ATTACHMENTS:

Attachment A - CAC Work Plan FY19

Prepared by: Danielle Valentino, Community Relations Manager, (213) 922-1249
Yvette Rapose, DEO, Community Relations, (213) 418-3154

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer



Metro®

Metro Citizens' Advisory Council

Draft FY2019 Work Plan

AUGUST 2018

Categories presented are of no particular order of importance

Fiscal Responsibility:

Metro staff: Nalini Ahuja, Chief Financial Officer; Conan Cheung, Senior Executive Officer, Finance Budget; David Sutton, Executive Officer, Finance /TAP; Gary Spivack, Deputy Executive Officer

Objective: *Recommend Metro achieve the Board recommended farebox recovery goal*

Suggestions for future meeting topics:

- Budget update (during public comment period)
- Transportation Network Companies and impact to Metro
- Farebox recovery/fare restructuring
- Fare enforcement/*enhancing social equity of the system*
- *Status of SB 1 funding/repeal efforts*

Customer Service and Communications:

Metro staff: Pauletta Tonilas, Chief Communications Officer; Gail Harvey, Executive Officer Customer Care; Vanessa Smith, Director of Customer Programs and Services, Daniel Levy (Chief Civil Rights Program Officer/ADA)

Objective: *Create a positive and user-friendly environment for current and future users as a viable alternative to private automobiles.*

Suggestions for future meeting topics:

- Access Services/ADA accessibility on Metro fixed route system
- Cleanliness/Sanitation on Metro system
- *Metro parking policy*
- *Customer complaint resolution*
- *Transfers/station design guide*

Safety and Security:

Metro staff: Alex Wiggins, Chief Systems Security & Law Enforcement Officer, Greg Kildare, Chief Enterprise Risk, Safety & Asset Management

Objective: *Measure and assess the effectiveness of the security and safety of the Metro system.*

Suggestions for future meetings topics:

- Metro security contract
- Quality of life - Blue Line and other lines
- *CAC member tours - homelessness engagement team*
- *Customer complaints/concerns response process*

Draft FY2019 Work Plan (continued)

Categories presented are of no particular order of importance

Strategic Planning and Program Management:

Metro staff: Therese McMillan, Chief Planning Officer; Manjeet Ranu, Sr. EO, Cntywide Plng & Devlpmt; William Ridder, Interim Senior Executive Officer, Countywide Planning & Development; Joshua Schank, Chief Innovation Officer; Richard Clarke, Chief Program Management Officer

Objective: *Encourage Metro to allocate resources to meet its strategic planning goals.*

Suggestions for future meetings topics:

- Measure M/R Implementation / *Measure M Policy Advisory Council*
- Union Station planning updates
- Long Range Programs/LRTP
- Major Construction Updates
- Public Private Partnerships/Office of Extraordinary Innovation / *Vision 2028*
- Mobility on Demand
- Transit Oriented Communities
- Zero Emission Transportation (including buses, rail, highways, etc.)
- Linkages Study
- *Metro ExpressLanes / Metro Highway Program*
- *Equity Platform Framework implementation*
- *Workforce Initiative Now / Workforce Reinvestment*

Transit Operations:

Metro staff: James Gallagher, Chief Operations Officer; Scott Page, EO Service Development, Scheduling & Analysis

Objective: *Create a positive and user-friendly environment for current and future users as a viable alternative for private automobiles.*

Suggestions for future meetings topics:

- LA City Mobility Plan
- *First/last mile connections - transit to recreational areas*
- Ridership numbers/trends
- Maintenance of existing system/state of good repair
- *New Blue Reconstruction / Future mid-life overhaul of other rail lines*
- Improvements to rail and BRT lines
- NextGen Bus Study

CAC Internal Operations:

CAC officers: Darrell Clarke, Chair; Dalila Sotelo, Vice Chair; Hank Fung, Secretary; Tony Banash, Chair Emeritus

Objective: *Stay relevant, engage membership, and make substantive improvements to Metro*

Opportunities for improvement and future meetings topics:

- *Administration of appointments, recruitment, and encouraging attendance*
- Obtaining feedback from constituents through public meetings and events
- Tracking progress of the work plan
- Coordination with other advisory bodies
- *Welcoming new members and providing them information to be effective*
- *Encouraging diverse perspectives / feedback*
- Joint training/touring opportunities, external networking opportunities



Board Report

File #: 2018-0580, **File Type:** Plan

Agenda Number: 39.

EXECUTIVE MANAGEMENT COMMITTEE JANUARY 17, 2019

SUBJECT: EQUITY PLATFORM FY19 ACTIVATION PLAN

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Equity Platform FY19 Activation Plan.

ISSUE

This report outlines the set of activities that Metro is pursuing to implement the Metro Equity Platform Framework adopted by the Board in March 2018.

DISCUSSION

The Equity Platform ("Platform") stands on four pillars - Define and Measure, Listen and Learn, Focus and Deliver, and Train and Grow (Attachment A). Because the Platform is designed to inform, shape and guide all lines of the agency's business, on a continuing basis, this "activation plan" highlights a broad portfolio with some elements that are and will be on-going; current or planned projects that have a discrete beginning and end; and new initiatives still in the conceptual stage. This mix underscores the reach and depth of the Platform's intent - and likewise illustrates the distance the agency still has to go to fully realize the Platform's potential and impact for change. Incorporated into the agency's recently adopted Vision 2028 Strategic Plan, the Platform will never be a singular task that is finished; instead it is an agency commitment to incorporate Equity principles into, and pursue equitable outcomes emerging from, everything we do.

It is important to reiterate the basis of the Equity Platform, and what outcomes are intended to be achieved. While we acknowledge many different definitions of "equity" exist, the Platform is explicit in its focus on the vast disparities in access to opportunity -- jobs, housing, health care, and education to name a few -- among many people and communities within Los Angeles County. Race and income have and continue to be strong indicators of where these gaps exist. The Equity Platform is intended to help identify and implement projects or programs that close or eliminate those gaps. Equity defined here is not a calculated geographic distribution -- it is a set of outcomes driven by access needs, though such needs may be located in many places. Equity will not be the sole criterion for investments, but it is a critical one that must be addressed front and center in our

complex decisions.

Our objectives and progress over the next year under each of the Equity Platform's four pillars are outlined below:

A. Define and Measure

This pillar embraces the key task of defining “equity” in the transportation realm - and where transportation intersects with other disciplines. This must be matched with performance metrics that allow us to determine whether equity, as defined, is being meaningfully achieved as part of Metro's actions. It is essential that equity definitions and metrics be done in a collaborative environment, to include those voices which may not have been previously sought at the forefront of Metro-driven decisions. Efforts include:

1. Work with the Policy Advisory Council (PAC) to define “opportunity gaps” - measurable evidence where inequities exist - and related performance metrics to measure how those gaps can be minimized or closed. This activity is being done as part of the Long Range Transportation Plan that the Board will use to prioritize investments over a 40-year period.
2. Construct and apply equity-driven performance metrics in key Metro initiatives
 - Develop overall guide to consistently identify equity concerns, and solutions, as a component for internal evaluations. This should ideally emerge from the Long Range Transportation Plan definition and performance metric efforts above.
 - In the meantime, include appropriate metrics in both the evaluation and recommendations of major initiatives.
 - For example, the NextGen bus reassessment has established an advisory group that includes representatives from ridership and community advocates; and on-going adjustments are being made to the NextGen analysis to ensure equity considerations are addressed.
 - All Planning Board Reports will include an “equity assessment” section.

B. Listen and Learn

This pillar establishes the crucial connection between Metro and the larger Los Angeles County community in carrying out the principles of the Platform. The following elements have been initiated or are in progress:

1. Establish new partnerships with Community Based Organizations (CBOs).
 - Blue Line, First/Last Mile Plan lessons learned: The Board was briefed in May 2018 on the transformative approach pursued under this study, including the active contributions of CBOs in report development, and the inclusion of CBOs as contracted participants in implementing the project.
 - Responding to lessons learned, the Communications Department is preparing a new policy to guide enhanced partnerships with CBOs on several levels, including a clear process for contracting opportunities within Metro's larger public engagement efforts.
 - As an outgrowth of our engagement work with the Blue Line Metro staff are working with community members to listen to and address neighborhood and rider concerns regarding Metro safety and security.

- On other fronts, the agency is involved with collaborative policy and program efforts, such as serving as a Transportation Working Group co-chair of the South Los Angeles Promise Zone (Slate Z).
- 2. The PAC has spearheaded community-driven collaborations on Metro's Transit Oriented Communities (TOC) policy development; PAC representatives sitting on other Metro advisory groups (i.e., the Citizens Advisory Council and the Aging and Disability Network) have introduced the Equity Platform in those forums.
- 3. Establish Equity Advisory avenues.
 - Staff is considering two tracks to address this "Listen and Learn" recommendation:
 - Assigning the PAC and its associated networks a technical advisory role in Equity Platform implementation (see Define and Measure discussion as one example);
 - Developing a model to draw Equity thought leaders throughout LA County into a "Blue Ribbon Commission" or similar forum to advise staff on specific topics, particular equity concerns that traverse between transportation and other disciplines: affordable housing/displacement; public health; community safety and security.
 - Actively participate in local and national forums addressing equity challenges, to increase Metro's exposure to best practices and to learn from other experts in the field.

C. Focus and Deliver

The third pillar addresses the need to implement actions and programs that carry out Equity Platform objectives and principles. Over the next year, these include, but are not limited to:

- Next Gen: revisit/strengthen equity focus
- Women and Girls Governing Council: council agenda includes specific gender-oriented equity studies (e.g. planned RFP and outreach to understand women's travel needs on Metro's system)
- LRTP - apply equity focus throughout the Long Range Transportation Plan's various phases, including identification of vulnerable populations, equity-specific performance measures (see Define & Measure above) and need-based transportation investment analyses.
- Continuing assistance to Disadvantaged Business Enterprise/Veterans Business Enterprise firms (e.g. recent special forums on contracting opportunities with future public/private partnerships)
- Career Pathway initiatives, including the launch of a Transportation School
- Explore the potential to establish consultant assistance to resource-challenged local jurisdictions in Los Angeles County, to enable them to plan and deliver transportation improvements to the underserved communities they represent.

D. Train and Grow

This fourth pillar recognizes that implementing the Equity Platform effectively will require significant commitments within the Metro organization to understand, embrace and maximize equity advancements in the other pillars. Commitments include:

- Pursue senior-/executive-level training program in racial equity.

- Work with philanthropic foundations on possible training/seminars geared to Metro-related focus areas.
- Host workshop on technical best practices for equity measurement and analysis among other public agencies and academic institutions.

In summary, these highlighted initiatives should not be viewed as the only elements that will impact or add to activation of the Equity Platform. The Platform will be carried out through an ongoing portfolio of agency actions.

DETERMINATION OF SAFETY IMPACT

There is no impact on safety standards for Metro.

FINANCIAL IMPACT

Implementing the Equity Platform in many cases involves shaping and adjusting the direction of current projects within existing budgets. In any case where a proposed equity-based initiative requires stand-alone revenues, a separate budget action would need to be taken.

Impact to Budget

There is no impact to the existing FY19 budget as a result of this Receive and File report.

NEXT STEPS

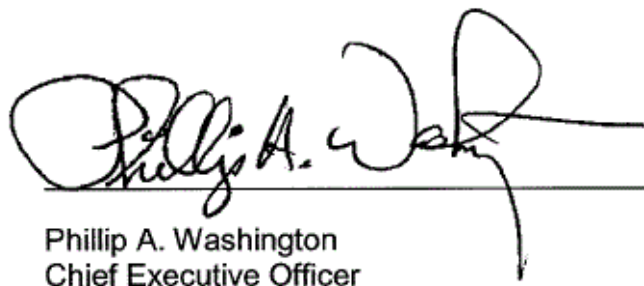
Staff will report on milestones achieved on individual Equity Platform actions on an ongoing basis, as appropriate.

ATTACHMENT

Attachment A - Equity Platform Summary and Objectives

Prepared by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077

Reviewed by: Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer



Metro Equity Platform Framework

Summary and Objectives

Metro Equity Platform Framework

Access to opportunity: a core concept to public decision-making, public investment, and public service

- Vast disparity exists in LA County among neighborhoods and individuals:
 - To seize opportunity – jobs, housing, education, health, safety;
 - To improve their circumstances to do so.
- Transportation is an essential lever to enable that access.

Metro Equity Platform Framework

Why an Equity Platform now?

- As a transportation leader, Metro can and should address disparities.
- Metro has already signaled a change:
 - Measure M: performance metric considerations
 - New Long Range Transportation Plan committed early to Equity
 - Recent, targeted community collaborations (First/Last Mile, Rail to Rail grant effort)
- Exploratory outreach to LA County equity thought leaders

Metro Equity Platform Framework

Multi-point Equity Platform is built on four pillars:

I. Define and Measure

II. Listen and Learn

III. Focus and Deliver

IV. Train and Grow

Metro Equity Platform Framework

I. Define and Measure

Need a common basis to build an equity agenda.

- “Equity” holds different perspectives and priorities for many.
- Inequity → fundamental differences in access to opportunity
- Race and Class—historically and currently—predominate disparities in LA County
 - Concentrated in poor, minority communities
 - Age, gender, disability, and residency also can expand or constrain opportunities

Metro Equity Platform Framework

I. Define and Measure (cont.)

- Pursue an inclusive conversation that commits to:
 - Establish meaningful goals around a shared definition of equity – and actions to achieve those goals;
 - Define metrics to evaluate outcomes, including investment decisions;
 - Ensure consideration at the front end, not the back end;
 - Seek out and involve the diverse range of voices that must collaborate on above.

Metro Equity Platform Framework

II. Listen and Learn

Establish comprehensive, multiple forums to engage the community meaningfully and actively in defining, measuring and acting on equitable outcomes.

- Open the conversation with LA's community members to address:
 - where achieving equity has been problematic — broadly, and specific to transportation;
 - where improved relationships, partnerships and actions can advance more equitable transportation outcomes going forward.

Metro Equity Platform Framework

II. Listen and Learn (cont.)

- Recognizing past experience provides foundation for a different future.
- Community-driven conversation is essential.
 - Seek best practices.
 - Establish distinct advisory body for the equity agenda.
 - Engage CBOs in community outreach and problem solving.
 - Build local government technical capacity serving historically underserved communities

Metro Equity Platform Framework

III. Focus and Deliver

The Long Range Transportation Plan is unifying activity with 2 major crosscutting Equity arenas:

- Where Metro Leads
 - Transportation planner, operator, builder and funder;
 - Performance-based investment decisions that:
 - a) advance outcomes to promote and sustain opportunities;
 - b) avoid outcomes that aggravate disparities in opportunity;
 - Operating/maintaining the system impacts opportunity as much as infrastructure investments.

Metro Equity Platform Framework

III. Focus and Deliver (cont.)

- Where Metro Partners
 - Beyond Metro's core transportation responsibilities—Housing, Public Health, Economic Development
 - Example: Gentrification/displacement/affordable housing
 - An urgent issue in every corner of the county
 - Metro cannot address alone—Partners are essential: local government, business, community advocates, foundations

Metro Equity Platform Framework

IV. Train and Grow

A new equity agenda requires “top-to-bottom” ownership throughout the agency.

- Training in two important areas:
 - Methods to evaluate equity including data collection, measurement and analysis;
 - Approaches to effectively communicate and work with communities with priority and respect for equity issues.

Metro Equity Platform Framework

Next Steps

- The Equity Platform is a framework.
- It intends to shape specific analyses and actions going forward.
- Experience may redirect and improve the platform.
- The Policy Advisory Council (PAC) is an essential touchstone for input and checkpoint for progress.
- Presentations to the Metro Board are key.



Thank you

Los Angeles County Metropolitan Transportation Authority



Metro Equity Platform Framework

Fiscal Year 2019 Activation Plan



Metro Equity Platform Framework

Access to opportunity: a core concept to public decision-making, public investment, and public service

- Vast disparity exists in LA County among neighborhoods and individuals:
 - To seize opportunity – jobs, housing, education, health, safety;
 - To improve their circumstances to do so.
- Transportation is an essential lever to enable that access.

Metro Equity Platform Framework

Why an Equity Platform now?

- As a transportation leader, Metro can and should address disparities.
- Metro has already signaled a change:
 - Measure M: performance metric considerations
 - New Long Range Transportation Plan committed early to Equity
 - Recent, targeted community collaborations (First/Last Mile, Rail to Rail grant effort)
- Exploratory outreach to LA County equity thought leaders

Metro Equity Platform Framework

The Platform is not any single task that will be “finished”. Instead, the Platform is:

- A vehicle to inform, shape and guide all lines of the agency’s business on a continuing basis
- A commitment to incorporate Equity principles and pursue equitable outcomes
- A paradigm that will help identify and implement projects or programs that close or eliminate disparities in access to opportunity
- A set of outcomes driven by access needs and not merely a calculated geographic distribution

Metro Equity Platform Framework

Multi-point Equity Platform is built on four pillars:

I. Define and Measure

II. Listen and Learn

III. Focus and Deliver

IV. Train and Grow

Metro Equity Platform Framework

I. Define and Measure

Defining “equity” and matching with performance metrics. Efforts include:

- Work with the Policy Advisory Council to define “opportunity gaps” and related performance metrics as part of the Long Range Transportation Plan (LRTP)
- Construct and apply equity-driven performance metrics in key Metro initiatives:
 - LRTP process to develop guide for identifying equity concerns and solutions
 - NextGen Bus Study
 - Equity Assessment section in all Planning Board Reports

Metro Equity Platform Framework

II. Listen and Learn

Establishing a connection between Metro and the Los Angeles County community. Efforts include:

- New partnerships with Community Based Organizations (CBOs):
 - Blue Line, First/Last Mile Plan lessons learned
 - Communications Dept policy on CBO partnerships
 - Staff have engaged community members on safety and security concerns raised by riders
 - Agency is serving as Transportation Working Group co-chair of the South Los Angeles Promise Zone (Slate Z)
- Community-driven collaborations led by the Policy Advisory Council

Metro Equity Platform Framework

II. Listen and Learn (cont.)

- Evaluating and establishing Equity Advisory avenues
 - Assigning the Policy Advisory Council and its associated networks a technical advisory role
 - Developing a “Blue Ribbon Commission” or similar forum to draw Equity thought leaders from LA County to advise on specific topics (housing/displacement, public health, community safety and security)
 - Actively participating in local and national forums to address equity challenges and increase exposure to best practices

Metro Equity Platform Framework

IV. Train and Grow

Top-to-bottom commitment from within Metro to understand, embrace and maximize equity advancement. Efforts include:

- Senior- and executive-level training program in racial equity
- Trainings and seminars geared to Metro-related focus areas in collaboration with philanthropic foundations
- Workshop on technical best practices for equity measurement and analysis

Metro Equity Platform Framework

III. Focus and Deliver

Implementing actions and programs that carry out the Platform. Efforts include:

- NextGen Bus Study
- Women and Girls Governing Council
- LRTP
- Assistance to Disadvantaged Business Enterprise/Veterans Business Enterprise firms
- Career Pathway initiatives, including Transportation School
- Potential consultant assistance to resource-challenged local jurisdictions in Los Angeles County

Metro Equity Platform Framework

Next Steps

- Staff will report on milestones achieved on individual Equity Platform actions on an ongoing basis



Thank you