



Equity and Race Program Update

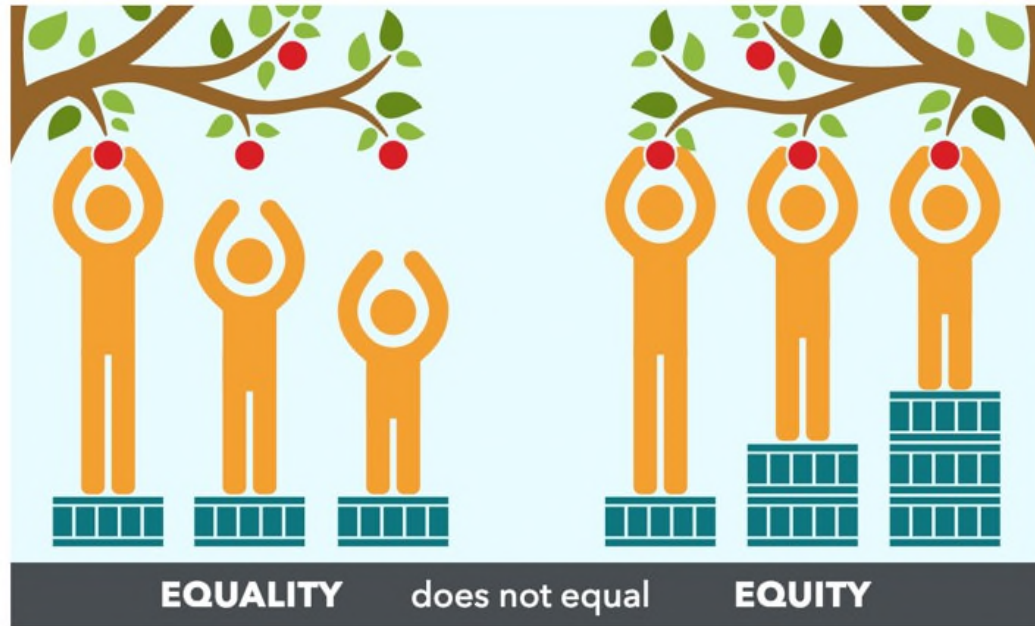
Executive Management Committee



METRO EQUITY PLATFORM FRAMEWORK

- Board Approved as of March 2018
- Core Objective:
 - Increase access to opportunity
- Four Pillars
 - Define and Measure
 - Listen and Learn
 - Focus and Deliver
 - Train and Grow

WHY EQUITY?



WHY EQUITY?



Source: Matt Kinshella from Meyer Memorial Trust and Northwest Health Foundation Competition

WHAT IS EQUITY?

Equity is both an outcome and a process to address disparities to ensure fair and just access to opportunities.

ADVANCING EQUITY

❖ Create Equitable Processes

- ❖ Best Practices
- ❖ Equity Tools
- ❖ Community Engagement

❖ Build Capacity

- ❖ Office of Equity and Race
- ❖ Equity Liaisons

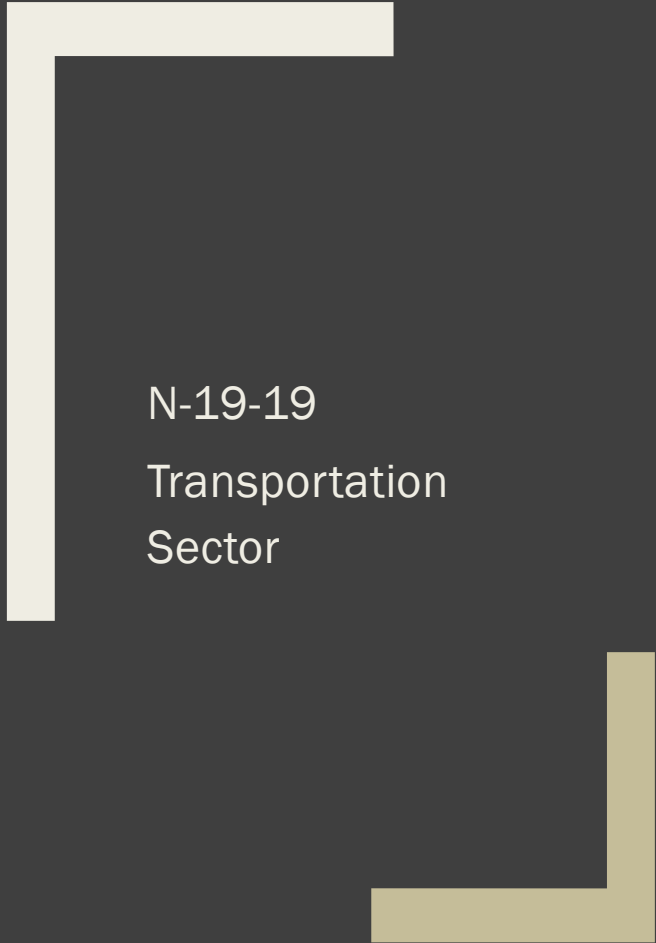
WHAT'S NEXT

- ❖ Equity Section in Board Reports
- ❖ Agencywide Assessment and Strategic Plan
- ❖ JEDI Book Club
- ❖ Equity Training for Staff

EXECUTIVE ORDER

PRESENTED TO:
POLICY ADVISORY COUNCIL
SEPTEMBER 15, 2020

PRESENTED BY:
PATRICIA CHEN



N-19-19
Transportation
Sector

Executive Order (EO) N-19-19

- **Background**

On September 20, 2019, Governor Newsom issued Executive Order (EO) N-19-19 which calls for actions from multiple agencies to reduce greenhouse gas (GHG) emissions and mitigate the impacts of climate change.

Executive Order

N-19-19

The EO N-19-19 specifically states:

- *“California has ambitious and essential climate goals to transition to a healthier more sustainable and more inclusive economy, including reducing GHGs 40% below 1990 levels by 2030....California has made substantial, measurable progress on our goals, but in recent years, direct tailpipe emissions from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide.”*

State Transportation Funding Programs

- EO N-19-19 directs CALSTA to leverage state funding programs where the State plays a role in scoping, recommending or selecting projects to further the implementation of the transportation vision.
- State funding programs include:
 - *Active Transportation Program (ATP)*
 - *Interregional Transportation Improvement Program (ITIP)*
 - *Local Partnership Program (LPP)*
 - *Solutions for Congested Corridors (SCCP)*
 - *State Highway Operations & Protection Program (SHOPP)*
 - *Trade Corridor Enhancement Program (TCEP)*
 - *Transit & Intercity Rail Capital Program (TIRCP)*

Investment Strategies to Reduce Emissions & Prepare for Climate Change

- CalSTA, through a state interagency team has developed ten(10) investment strategies
- CALSTA sought input from stakeholders on these strategies through a survey that was released
- Planning staff held meetings with impacted departments/divisions to secure input
- Key recommendations from staff were submitted to CalSTA for consideration



Investment Strategies and Metro's Comments to CalSTA

Strategy 1:

- Reduce public health harms and maximize benefits to disproportionately impacted disadvantaged communities, low-income communities, and communities of color, in urbanized and rural regions and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing substantial burdens on communities, even if unintentional.

Metro's Comments to CalSTA:

- Metro recommended prioritizing communities with existing public health disparities and inequities.

Investment Strategies and Metro's Comments to CalSTA

Strategy 2:

- Make safety improvements to reduce fatalities and severe injuries of all users towards zero on our roadways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, and ultimately implementing a safe systems approach.

Metro's Comments to CalSTA:

- Metro recommended using a coordinated integration and high-quality design approach.

Investment Strategies and Metro's Comments to CalSTA

Strategy 3:

- Assess physical climate risk as standard practice for transportation infrastructure projects to enable informed decision making, especially in communities that are most vulnerable to climate risks.

Metro's Comments to CalSTA:

- Metro recommended thorough consideration of the need for a reliable power source for zero-emission facilities and vehicles.

Investment Strategies and Metro's Comments to CalSTA

Strategy 4:

- Promote projects that do not increase passenger vehicle travel, particularly in urbanized settings where other mobility options can be provided. Projects should aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing demand management strategies (i.e. pricing), and using technology to optimize operations.

Metro's Comments to CalSTA:

- Metro recommended careful consideration of differentiated application of VMT management policies to urbanized and non-urbanized areas. Metro also recommended adding to the alternatives emphasized for highway capacity expansion i.e. active transportation and telecommuting, as well as keeping some flexibility in defining operational improvements.

Investment Strategies and Metro's Comments to CalSTA

Strategy 5:

- Build towards an integrated, statewide rail and transit network, centered around the existing California State Rail Plan that leverages the California Integrated Travel Program to provide seamless, affordable, multimodal interregional travel options to all.

Metro's Comments to CalSTA:

- Metro supports transit agencies in Los Angeles county receiving support and funding to implement real-time transit data into operations and planning.

Investment Strategies and Metro's Comments to CalSTA

Strategy 6:

- Promote compact infill development while protecting residents and businesses from displacement by supporting transportation projects that support housing for low income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and reduce auto trips.

Metro's Comments to CalSTA:

- Metro recommended providing support for development of affordable housing near transit facilities and creation of more compact and walkable communities.

Investment Strategies and Metro's Comments to CalSTA

Strategy 7:

- Progress developing a zero-emission freight transportation system that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors.

Metro's Comments to CalSTA:

- Metro recommended considering the ability of zero emission strategies to scale out to the region in order to maximize health risk and emission reductions.

Investment Strategies and Metro's Comments to CalSTA

Strategy 8:

- Incorporate safe and accessible bicycle and pedestrian infrastructure on portions of the State Highway System that intersect active transportation networks, provide accessibility for transit users, or serve as small town or rural main streets, particularly in low income and disadvantaged communities across the state.

Metro's Comments to CalSTA:

- Metro recommended expanding the focus of this strategy to include (but not limit to) projects that interact with the State Highway System.

Investment Strategies and Metro's Comments to CalSTA

Strategy 9:

- Include investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure or supportive infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.

Metro's Comments to CalSTA:

- Metro recommended emphasizing the critical need for prioritizing steady and adequate funding for heavy duty zero emission fleet transition along with charging infrastructure.

Investment Strategies and Metro's Comments to CalSTA

Strategy 10:

- Protect natural and working lands from conversion to more intensified uses by supporting local and regional conservation planning that focuses development where it already exists to help retain carbon sequestration benefits.

Metro's Comments to CalSTA:

- This strategy is consistent with Metro's policies. No additional comments were offered for this strategy.

NEXT STEPS

-CalSTA will host follow-up meetings

-Draft EO Implementation Plan (December 2020)

-Metro will provide additional input

Next Steps for NextGen Bus Plan

September: Service Councils will consider and vote on NextGen proposals for their region:

- San Fernando Valley: Sept. 16 at 6:30 p.m.
- South Bay Cities: Sept. 18 at 9:30 a.m.
- San Gabriel Valley: Sept. 21 at 5 p.m.
- Westside Central: Sept. 23 at 6 p.m.
- Gateway Cities: Sept. 24 at 6 p.m.

October: Metro Board will consider and vote on NextGen proposals:

- Operations, Safety, and Customer Experience Committee: Oct. 15 at 9 a.m.
- Board of Directors: Oct. 22 at 10 a.m.

Agendas with links to provide comment will be posted at metro.net/about/board/agenda at least 72 hours before each meeting

BRT Vision & Principles Study - Update to PAC

September 15, 2020

The study is nearing completion with plans to present a final report to be presented to the Board in October for consideration.

As a reminder the BRT Vision and Principles study is tasked with establishing a local definition of BRT, design guidelines and the identification of prospective BRT corridors. The work completed through this study supports not only Measure M BRT projects but will also guide the assignment of Measure M BRT program funds, which are available in each of the next five decades.

The project deliverables that will be presented to the Board include:

1. BRT Vision & Principles final report-the final report summarizes the work completed through this project including but not limited to the following key deliverables:
 - a. Standards-the foundational definition of BRT defined using prescriptive and performance based standards to set baseline service performance and key features
 - b. Priority BRT Corridors-a list of candidate corridors suitable for consideration of BRT investment in two parts:
 - i. A top five list of BRT corridors that identifies where BRT investment begins
 - ii. Future network-expands on the top five to provide a continuum of potential BRT corridors for future investment. The future network is a strategic-unfunded list
2. Design Guideline Manual-expands on the standards to detail guidelines for BRT supportive infrastructure, technology and service parameters.

The final recommendations to the Board are in development but may include adoption of the standards, design guidelines, top 5 corridors and Future BRT Network.

For further information or if you have questions/comments, please contact Paul Backstrom at backstromp@metro.net.