2019
Draft Public Participation Plan
Policy Advisory Council
Background and Introduction

- Every 3 years, the Federal Transit Administration (FTA) requires Metro to issue a Public Participation Plan
- Part of Title VI Program Update
- Plan is responsive to FTA direction to “incorporate environmental justice principles into plans, projects and activities that receive funding from FTA” (FTA Circular 4702.1B)
- Consistent with Title VI (non-discrimination regulations) of the Civil Rights Act of 1964
- The Plan meets and exceeds these requirements
Metro is LA County’s:
- Transportation Planner
- Designer and Builder
- Operator of transit, highways, and more

LA County Service Area:
- 1,433 square miles
- Nearly 10 million residents

Home to diverse stakeholders:
- 48% Hispanic
- 27% white
- 14% Asian
- 8% African American
- 3% Broad Spectrum of Ethnicities
- 32 languages
Public Participation Plan

Guides all of Metro’s outreach to gather important public input on:

- Bus and rail service
- New projects, programs and initiatives
- Fares
- Other programs
Updates to 2019 Public Participation Plan

- Equity Platform Framework
- Community Relations Department Names and Duties
- Case Studies
Goals and Guiding Principles

• Community Relations ensures Metro’s connectivity to stakeholders for:
  • Daily issues
  • Operations
  • Studies
  • Environmental Review Process
  • Initiatives
  • Construction activities
  • Transit safety programs
Community Relations Departments

**Local Government & External Affairs**
- > 88 cities
- > Six Councils of Governments
- > Five LA County Supervisorial Districts
- > League of Cities
- > EIS/R Scoping & Public Hearings
- > Community Meetings
- > Five Metro Service Councils
- > Citizens Advisory Council
- > Technical Advisory Committee
- > Policy Advisory Council

**Community Relations Program Management**
- > Construction Mitigation
- > State of Good Repair
- > Community Leadership Councils
- > Stakeholder Working Groups
- > Eat, Shop, Play Local
- > Business Solutions Center

**Community Education**
- > Presentations to Schools and Community Organizations
- > Safety Ambassador Program
- > Safety Orientation Tours
- > On the Move Riders Clubs
- > Student Field Trip Program
- > Metro in the Community

**Special Projects**
- > Regional Faith Leaders Roundtable
- > City of LA Local Government
- > Active Transportation and First/Last Mile Outreach
- > Metro Speaker’s Bureau
- > Central Los Angeles Projects, Programs and Initiatives
- > Public Participation Plan
Public Outreach Milestones in the Environmental Process

Community Outreach Methods Toolbox:

- Blogs
- Business Outreach
- Community Leadership Councils
- Community Update Meetings
- Display Ads
- Door to Door Campaigns
- Eblasts
- Flyers
- Government Relations
- Live Webcasts
- Local Advisory Committees
- Legislative Briefings
- Media Relations
- Newsletters
- One-On-One Stakeholder Meetings
- Phone Hotline
- Public Hearings
- Social Media
- Stakeholder Briefings
- Stakeholder Working Groups
- Take-Ones
- Technical Advisory Committees
- Tours
- U.S. Mail
- Web Advertising
- Website
- YouTube Videos
Tell Us What You Think

Public review and comment period:
› Began: Wednesday, March 6, 2019
› Ends: Friday, April 12, 2019

How to access the Draft Plan:
› Online at metro.net/communityrelations
› Available in English, Spanish, and other languages upon request
› Learn about meetings where the plan will be presented
› Submit your public comments
Tell Us What You Think

How to submit your comments:

**In-Person:** Oral and written comments will be recorded at today’s meeting

**Web Comment Form:** metro.net/communityrelations

**Email:** communityrelations@metro.net

**Mail:** LA County Metropolitan Transportation Authority
Community Relations
Attn: Michael Cortez
One Gateway Plaza, M/S 99-13-1
Los Angeles, CA 90012
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Service Council</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>March 6</td>
<td>6:30pm</td>
<td>San Fernando Valley Service Council</td>
<td>Marvin Braude Constituent Center, Van Nuys</td>
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<tr>
<td>March 8</td>
<td>9:30am</td>
<td>South Bay Cities Service Council</td>
<td>Inglewood City Hall</td>
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<td>March 11</td>
<td>5pm</td>
<td>San Gabriel Valley Service Council</td>
<td>Metro Division 9 Building at El Monte Station</td>
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<td>March 13</td>
<td>5pm</td>
<td>Westside/Central Service Council</td>
<td>Metro Headquarters, Board Room, Los Angeles</td>
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<td>March 14</td>
<td>2pm</td>
<td>Gateway Cities Service Council</td>
<td>Salt Lake Recreation Center in Huntington Park</td>
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<tr>
<td>March 27</td>
<td>6pm</td>
<td>Citizen’s Advisory Council</td>
<td>Metro Headquarters, Union Station Conference Room</td>
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Next Steps

- April 2019 – Tabulate Public Comments
- Late Spring/Summer 2019 – Revise Draft Plan
- Fall 2019 – Submit to Metro Board of Directors
Equity in the Long Range Transportation Plan

PAC Meeting
LRTP & Equity

LRTP will address the following:
• Identify the communities most in need of Equity
• Examine the impact of planned investments on those communities and their access to opportunity

LRTP will not address the following:
• Reevaluate investment commitments based on Equity Platform
• Equity definition
Four pillars of the Equity Platform

• **I. Define and Measure**
• **II. Listen and Learn**
• **III. Focus and Deliver**
• **IV. Train and Grow**
Key Questions

1. Who are our Equity Focus Communities (EFCs) and where are they located?
2. What are the specific needs of EFCs in different areas?
3. What tools can Metro or partners use to address gaps in opportunities?
How do we define equity in the LRTP?

**Potential Equity Risk Factors**

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<thead>
<tr>
<th>Factor</th>
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<tbody>
<tr>
<td>Income* (&lt; $35,000 annually)</td>
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<tr>
<td>Race* (Non-white)</td>
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<tr>
<td>Family structure (Single-parent household)</td>
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<tr>
<td><strong>Car ownership</strong> * (Zero-car households)</td>
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<tr>
<td>English speaking (Limited English household)</td>
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<tr>
<td>Housing tenure (Renter)</td>
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<tr>
<td>Birthplace (Foreign-born)</td>
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<tr>
<td>Age (Under 18 or over 65)</td>
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<tr>
<td>Disability (Household with at least one person with a disability)</td>
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<tr>
<td>Gender (Female)</td>
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</table>

*Risk factors likely to be included in LRTP to identify countywide EFCs*
LA County Demographics

- Non-white: 73%
- Low Income: 32%
- Over 64 Yrs: 12%
- Households with Disabilities: 22%
- Single Parent: 6%
- Zero Car: 9%
- Rental: 54%
- Limited English: 14%

*Low income: Annual household income <$35K
Concentration of Zero Car Households

Legend
Concentration of Zero-Car Households
- < 5%
- 5% - 10%
- 10% - 20%
- 20% - 35%
- > 35%
Defining Equity Focus Communities

- Guiding principles in developing the EFC scenario:
  1. Capture a larger % of low income, non-white, and zero car households than the county average
  2. Set thresholds for low income, non-white, and zero car households
  3. Logic: must meet low-income and EITHER non-white OR zero-car thresholds.
Initial Scenario: 45% Low Income Concentration Threshold

- **Highways**
- **Fixed Guideway Transit**
- **EFC Communities**
  - 22% of LAC Population

Census Tract Thresholds
- >80% Non-white
- >45% Low Income
- >10% Zero Car

*Thresholds are based on:
1) Non-white AND Low Income, or
2) Low Income AND Zero Car
Proposed Scenario: 40% Low Income Concentration Threshold

- Highways
- Fixed Guideway Transit
- EFC Communities

30% of LAC Population

Census Tract Thresholds

- >80% Non-white
- >40% Low Income
- >10% Zero Car

*Thresholds are based on:
1) Non-white AND Low Income, or
2) Low Income AND Zero Car
How did we get here?

- PAC working group meetings (June – Nov, 2018)
  - Identified risk factors and opportunities (outcomes)
  - Explored correlations between risk factors and outcomes

- Subject matter experts workshop (Dec 2018)
  - Discussed risk factors and potential concentration thresholds
    - LA County Department of Public Health
    - LA County Department of Parks and Recreation
    - USC PERE
Next Steps

• PAC:
  – Submit comments or questions to: LorD@metro.net
  – Provide comments by April 24th

• Metro:
  – Present Draft EFCs and Draft Performance Measures to Metro Board in June 2019
LRTP Performance Measures should...

- Evaluate progress toward furthering agency goals and objectives
- Measure something we can change
- Focus on systemwide performance
- Measure desired outcomes
Developed through...

- Integration of Vision 2028 goals and objectives
- Review of measures used in other Metro plans, reports, and programs
- Review of SCAG RTP/SCS, other LRTPs, and industry best practices
- Ongoing discussions with Metro Liaisons Working Group
Measure M Performance Framework

- **Mobility: Ease Congestion** 45.0%
  - Improve travel times and reliability; increase active transportation

- **Accessibility: Provide Access** 17.5%
  - Increase service to the transit dependent, cyclists, youths, pedestrians, seniors, and people with disabilities; increase those served by Metro; improve first-last mile

- **Safety: Improve Safety** 12.5%
  - Enhance personal and public safety; reduce incidents

- **Economy: Grow Economic Benefits** 12.5%
  - Create jobs; increase goods movement; invest in disadvantaged communities

- **Sustainability and Quality of Life: Enhance Quality of Life** 12.5%
  - Reduce greenhouse gases; improve air quality; positively impact public health
Vision 2028: Goal 1

Provide high-quality mobility options that enable people to spend less time traveling

<table>
<thead>
<tr>
<th>#</th>
<th>System Performance Objectives</th>
<th>DRAFT Performance Measures</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Optimize the speed, reliability and performance of the transportation system</td>
<td>Travel time by mode</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Travel time reliability by mode</td>
</tr>
<tr>
<td>2</td>
<td>Provide high-quality mobility options for all</td>
<td>Percent of households and jobs within 10-minute walk or roll of high-quality mobility options</td>
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<tr>
<td></td>
<td></td>
<td>Transit competitiveness (vs. driving) in key travel markets</td>
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<tr>
<td></td>
<td></td>
<td>Person travel hours in non-SOV modes</td>
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<td></td>
<td></td>
<td>Active transportation mode share</td>
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</tbody>
</table>
Vision 2028: Goal 2

Deliver outstanding trip experiences for all users of the transportation system

<table>
<thead>
<tr>
<th>#</th>
<th>System Performance Objectives</th>
<th>DRAFT Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Improve transportation system safety and security</td>
<td>Collisions by mode and severity</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit access points</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total crimes reported on Metro transit system</td>
</tr>
<tr>
<td>4</td>
<td>Maintain a high level of customer satisfaction</td>
<td>Customer satisfaction with Metro bus, rail, and Express Lanes systems</td>
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## Vision 2028: Goal 3

Enhance communities and lives through mobility and access to opportunity

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<thead>
<tr>
<th>#</th>
<th>System Performance Objectives</th>
<th>DRAFT Performance Measures</th>
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<tbody>
<tr>
<td>5</td>
<td>Promote access to opportunity in Equity Focus Communities</td>
<td>Percent of EFC households within 10-minute walk or roll of high quality mobility options</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Collisions by mode and severity in EFCs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit access points in EFCs</td>
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<tr>
<td></td>
<td></td>
<td>Affordable housing within ½ mile of high quality transit in EFCs</td>
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<td></td>
<td></td>
<td>Percent of household income spent on combined transportation and housing costs in EFCs</td>
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<td>Percent of activity centers in EFCs within 10-minute walk or roll of high-quality mobility options</td>
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<td></td>
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<td>Percent of roads and highway bridges in good and fair condition in EFCs</td>
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## Vision 2028: Goal 3

**Enhance communities and lives through mobility and access to opportunity**

<table>
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<tr>
<th>#</th>
<th>System Performance Objectives</th>
<th>DRAFT Performance Measures</th>
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<tr>
<td>6</td>
<td>Reduced household costs spent on transportation and housing</td>
<td>Affordable housing within ½ mile of high quality transit</td>
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<tr>
<td></td>
<td></td>
<td>Percent of household income spent on combined transportation and housing costs</td>
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<td>7</td>
<td>Promote economic vitality</td>
<td>Jobs within 1/2 mile of high quality transit</td>
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<td>Regional economic growth attributable to transportation investments</td>
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<tr>
<td></td>
<td></td>
<td>Regional jobs attributable to transportation investments</td>
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<tr>
<td>8</td>
<td>Improve environmental quality and resilience</td>
<td>GHG emissions</td>
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<td></td>
<td></td>
<td>Air quality pollutants</td>
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<tr>
<td>9</td>
<td>Enhance public health and quality of life</td>
<td>Percent of activity centers within 10-minute walk or roll of high-quality mobility options</td>
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<td></td>
<td></td>
<td>Walk and bike mode share</td>
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Vision 2028: Goal 4

Transform LA County through regional collaboration and national leadership

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<th>System Performance Objectives</th>
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<tr>
<td>10</td>
<td>Manage roadway congestion</td>
<td>Vehicle hours of delay per capita</td>
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<tr>
<td></td>
<td></td>
<td>Vehicle miles traveled per capita</td>
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<td></td>
<td></td>
<td>Total person throughput</td>
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<td></td>
<td></td>
<td>Average roadway incident clearance time</td>
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<td>11</td>
<td>Increase share of travel by non-SOV modes</td>
<td>Annual transit boardings</td>
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<td></td>
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<td>SOV mode share</td>
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Vision 2028: Goal 5

Provide responsive, accountable, and trustworthy governance within Metro

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<th>System Performance Objectives</th>
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<tr>
<td>12</td>
<td>Maintain a state of good repair of transportation assets</td>
<td>Percent of roads and highway bridges in good and fair condition</td>
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<tr>
<td></td>
<td></td>
<td>Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life</td>
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<tr>
<td>13</td>
<td>Ensure accountability through transparent reporting practices</td>
<td>Legal and policy reports issued on time</td>
</tr>
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Calculating Performance

**DATA**
- US Census / ACS
- SCAG data & forecasts
- SWITRS collision data
- Metro internal reporting
- CalEnviroScreen
- Open Street Map

**TOOLS**
- Metro Travel Demand Model
- REMI economic model
- ARB EMFAC emissions model
- GIS
- Open Trip Planner
Next Steps

• Submit comments or questions to LorD@metro.net

• Provide comments by April 24th

• Present Draft Performance Measures to Metro Board in June 2019

• Define data and methodology for each approved measure
LRTP Update

Policy Advisory Council
April 5, 2019
## Document Outline

<table>
<thead>
<tr>
<th>CHAPTERS</th>
<th>THEMES</th>
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<tbody>
<tr>
<td>1</td>
<td>A MOBILITY PLAN TO ACCESS OPPORTUNITY</td>
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<tr>
<td>2</td>
<td>ORIENTATION &amp; CONTEXT</td>
</tr>
<tr>
<td>3</td>
<td>BASELINE UNDERSTANDING</td>
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<tr>
<td>4</td>
<td>VALUES FRAMEWORK</td>
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<tr>
<td>5</td>
<td>TRANSPORTATION NETWORK &amp; MANAGEMENT PLAN</td>
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<tr>
<td>6</td>
<td>IMPLEMENTING THE PLAN</td>
</tr>
<tr>
<td>7</td>
<td>ENDURING RELEVANCE</td>
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Development Progress

• Draft Chapters Completed:
  - Mobility Plan To Access Opportunity (Presented to Board)
  - Orientation & Context (Presented to Board)
  - Baseline – Present to the Board in **June 2019**
    - Travel Demand Model Baseline – Completed
    - Demographic Analysis of Countywide population - Completed
  - Values Framework – Present to the Board in **June 2019**
    - Performance Measures
      - Draft Completed for PAC presentation
    - Equity Analysis for Equity Performance
      - Draft Completed with PAC
In the Works...

• Scenario Testing – 5 top outreach-based options underway
  ❖ High Frequency Transit
  ❖ Congestion Pricing
  ❖ Urban Infill/TOC
  ❖ Innovation (AV & AV transit)
  ❖ Vision Zero/Active Transportation

• Sustainability Policy Refinement – Procuring Consultant

• TOC Policy and Approach – Working Group Draft Completed

• REMI Analysis of Financial Plan – Nov. 2019
Public Engagement

• Open Listening (Round 1 Outreach) – Completed
  o Public Events – 33
  o Telephone Town Hall – 29,991 calls
  o Social Media – Facebook, Twitter
  o Surveys Received – 21,145
  o Agency Partner Contacts – 100+
  o CBOs, Faith Communities, Educational Institutions & Major Employer Contacts – 150+

• Values Ranking (Round 2 Outreach) – Underway (thru Spring)
  o Public Workshops – 18 Attended
  o Rankings Received – 6,000+

• Scenario Preferences (Round 3 Outreach) – (Summer/Fall)
  o MetroQuest Online Engagement

• Draft Plan Outreach (Round 4 Plan Review) – (Early Spring 2020)
Public Engagement

- Better Transit
- Less Congestion
- More Affordable
- Innovative Choices
- Safer/Complete Streets

OUR NEXT LA* is better transit.

By better transit, we mean faster, more frequent, secure and reliable public transportation, with more options and better customer experience.

OUR NEXT LA* is less congested.

By less congested, we mean options to bypass traffic, better traffic flow and improved travel times for you.

OUR NEXT LA* is for everyone.

By for everyone, we mean more affordable and inclusive, with access to housing, jobs, and more.

OUR NEXT LA* is innovative.

By innovative, we mean innovative solutions like apps and mobility services to provide more choices for getting around.

OUR NEXT LA* is complete streets.

By complete streets, we mean corridors for all travelers with fewer potholes, more greenery, bike lanes, better sidewalks and safer crossings.

OUR NEXT LA* is ________.

If you don’t see your top five priority categories above, tell us what matters most to you.
PLEASE Share Our Outreach Tool

We heard you. And now we need your help in refining future choices.

Details on the top five areas of focus, based on your feedback, are below. Please drag & drop to rank your own priorities for Our Next LA.

- Better transit
- Less congested
- Affordable and inclusive for everyone
- Innovative mobility choices
- Safer and complete streets

Submit

OurNext.LA
Dear PAC Members,

We would like to thank you in helping to get the word out during the first phase of the Our Next LA* project.

We heard you and we ask for your help again please! OurNext.LA has an easy-to-use ranking tool.

We have identified five broad categories regarding the future you would like to see for transportation in Los Angeles County.

As we move into the second phase of outreach, we need you to tell us how important you feel each of the five priorities are for the future of transportation.

If you don't see your priorities, use the "fill-in-the-blank" tool to let us know what may be missing; choose your designated language, city and description of what you want to see changed in LA County.

To find out more about the Metro Long Range Transportation Plan (LRTP), visit OurNext.LA.

Your feedback will help shape the future of transportation and access in LA County.

Please share this opportunity with your family, friends and colleagues. Thank you!
The Re-Imagining of LA County:
Mobility, Equity, and the Environment

February Board Presentation
Recap for PAC

April 9, 2019
Trends in LA County

- Population and economic growth increase travel demand on a system that is already congested.
- As travel demand grows, greenhouse gas emissions and environmental impacts of transportation grow.
- Transportation inefficiencies limit regional and individual prosperity.
- Lack of high-quality mobility perpetuates inequities.
- We must focus on quality alternatives to driving alone.
Recommended Actions

Request approval to

• Pursue the Transformational Initiatives
• Continue work on the Twenty-Eight by ’28 goal and accelerate projects in every feasible way; report progress on a quarterly basis.
• Develop proposed funding and financing plans for the accelerated projects; report back in September 2019.
Transformational Initiatives

Recommend pursuit of

• Feasibility study to pilot congestion pricing
• Feasibility study to levy fees on shared devices (e.g. scooters) and transportation network companies (TNCs)
Study will look at how pricing can reduce congestion, improve equity, and cut emissions:

• Equity Strategy to specifically address impacts to vulnerable populations

• Research and analysis of three pricing models, including projected revenues and policy implications

• Selection criteria and process to identify potential pilot locations (Diverse areas are a consideration)

• Identification of transit service and improvements to provide mobility options in congestion pricing pilot
Study goals include:

• Improving mobility by reducing congestion, enabling existing infrastructure to move vastly more people much faster

• Improving equity by freeing mass transit users from being stuck in traffic at no cost to them

• Cleaning the air by cutting idling/driving times and reducing single-occupancy vehicle use
Equity Strategy for Congestion Pricing Study

Equity Strategy will identify

- Effects of congestion pricing on all travelers in the multimodal transport network
- Potentially disproportionate impacts to vulnerable populations (drivers and non-drivers)
- Opportunities to avoid or address identified impacts
- Availability of options to the single-occupancy vehicle
- Location of congestion pricing boundaries (related to available alternate modes)
- Sequencing and timing of congestion pricing
Re-Imagining LA County

“The mission of the Los Angeles County MTA is to design, construct, procure, operate, and maintain a safe, reliable, affordable and efficient transportation system that increases mobility, relieves congestion and improves air quality, and meets the needs of all Los Angeles County residents.”

– Metro Board Retreat, February 1994

“To manage transportation demand in fair and equitable manner, Metro will test and implement pricing strategies to reduce traffic congestion.”

– Metro Vision 2028, June 2018
Re-Imagining LA County

The Transformational Initiatives can deliver unprecedented regional benefits and outcomes

• Dramatically improve equity through mobility
• Eradicate congestion in LA County
• Reduce the region’s carbon footprint and combat climate change
• Consideration of free transit
Recap of Recommended Actions

Request approval to

• Pursue the Transformational Initiatives

• Continue work on the Twenty-Eight by ’28 goal and accelerate projects in every feasible way; report progress on a quarterly basis.

• Develop proposed funding and financing plans for the accelerated projects; report back in September July 2019.
Next Steps

- April 2019 – Review scope for Congestion Pricing Feasibility Study
- June 2019 – Award contract for Congestion Pricing Feasibility Study
- September July 2019 – Report on financing/funding plans for the accelerated projects
- Quarterly – Progress reports on efforts to accelerate projects in Twenty-Eight by ‘28
Recap of Approved Motion (32.3)

• Move forward with a Congestion Pricing Feasibility Study;
• Ensure the Congestion Pricing Feasibility Study fully addresses and incorporates the parameters identified other motions;
• Explore fees for Transportation Network Company (TNC) trips in Los Angeles County; &
• Report back at the April 2019 Board cycle.
Recap of Approved Motion (32.4)

• Prioritize the following pillar projects to address *Twenty-Eight by ’28* acceleration funding needs:
  – Gold Line Eastside Extension Phase 2
  – Green Line Extension to Torrance
  – Sepulveda Transit Corridor
  – West Santa Ana Branch to Downtown LA and reaffirm that it is the first priority for P3 investment

• Prepare a detailed year-by-year potential financial forecast to deliver
Discussion