

## June 26, 2019 Citizens Advisory Council General Assembly Meeting Minutes

### 1. Call to order, pledge of allegiance

Attendees: Tony Banash, Brian Bowens, Robert Wolfe, Penelope Meyer, Tammy Ashton, Keith Martin, Dalila Sotelo, Darrell Clarke, Hank Fung, Anne Reid, Russ Davies, Daniella Alcedo, Malcolm Harris, Wally Shidler, David Lara, Greg Anderson

### 2. Metro First/Last Mile Strategic Planning presentation

Jacob Lieb, Metro

- First/last mile planning is important to help improve the safety and experience of transit riders walking and biking to stations and expand the reach of transit through infrastructure improvements. Transit network needs to not be fitted to an auto oriented landscape but extend beyond rail lines and stations.
- Metro adopted first/last mile strategic plan in 2014 with three objectives: expand reach of transit through infrastructure, maximize multi modal benefits and efficiencies, and guide capital investment. Surveys show 90% of riders walk, bike, or use other human modes of transportation to start their Metro trip. Board motion was for studies of 254 existing stations and to integrate FLM planning in new construction projects. The stations include rail stations, busway stations, and key bus stops. Strengths, barriers, and observations are noted and recommendations are made for pathways, projects, and treatments.
- So far, the 22 stations on the Blue Line, four on the Crenshaw line in Inglewood, five for the Foothill Gold Line extension, and the Aviation/96<sup>th</sup> station have been completed. East San Fernando Valley corridor and Purple Line extension are in process.
- Questions/comments from CAC members:
  - First/Last Mile for seniors. Context sensitive based on location in county, i.e. Foothill 2B Gold Line. People will be traveling longer distances to these discussions. Staff response: Variety of access modes, but FLM study does not get into parking or private transportation other than pickup and dropoff. FLM plan was a sustainability initiative based on SB 375, looking at individual strategies. Program evaluation and how to be effective.
  - Core of the concept should be that streets around station are walkable. Lighted, sidewalks, etc. Walkability is important
  - How is the 90% number determined? Based on the annual passenger survey. What is the timeframe for addressing all stations? For future projects, FLM is based on the environmental process for the project; next one is WSAB and Green Line to Torrance. On the existing portfolio, it will take about 5-7 years.
  - Does the FLM study take in public safety considerations, i.e. higher crime near stations? The walk audit is intended to capture people's subjective experience. Is reflected in project recommendation and pedestrian scale lighting, and traffic safety, not crime safety.

- CAC member worked on the Blue Line FLM study. He found that each community has different concerns, i.e. some people feel less safe around police. Walkability/bikeability issues are major issues in South Central LA and can be seen by the walk auditors. Metro said one of the items from the Blue Line process is that they are hitting lots of unanticipated issues, and sees how people navigate their neighborhoods, not just physical infrastructure but gentrification and displacement, presence of law enforcement, etc. as a springboard into equity discussion. People feel strongly about streets and sidewalks.
- CAC member comment: it's a great iterative process. Do they see this happening in future projects and how can CAC help? Response: a bunch of CBOs on the project team. Now the standard approach for CBOs. For Metro at large, Communications is working on CBO engagement/partnership program. Q: Housing is infrastructure, 294 stations total evaluated – housing collocated within a mile? Part of existing condition scan. This info is available, and is part of the larger TOC program. Metro is trying to more cognizant of these issues.
- CAC member commented that a good community engagement example was Venice Great Street. Asking about engagement more than a mile, and bollards in the diagrams. A: They are engaging with anyone who cares about mobility within the station, sensitized to controversy in various road projects, and the projects moving forward are being supported. Not there yet on the project portfolio. All they have gone to is concept planning, not design.
- What about funding assistance? A: It is a work in progress. This will take shape in the LRTP. Also discretionary funding program in Measure M. Process and criteria in this funding program.
- When are walk audits? A: Generally on weekday peak, nights, and weekends to capture all of these conditions.
- CAC member commented on connectivity with TOC and wants the local community to stay in affordable housing. Implementation of projects in community engagement process, i.e. bike repair in Slauson station. Is that still in planning? A: Programmatic as opposed to project based- infrastructure there allows for better implementation
- CAC member asked if Metro was coordinating with jurisdictions. Staff responded they are trying to align. Raising the profile of FLM to jurisdictions to incorporate with their local and regional planning.
- Public comment from Arnold Sachs - Greenhouse gas emissions, Metro does not have responsibility for streets and sidewalks, the population has been getting older and Metro is not planning, the highlighted project was the Blue Line but the pedestrian environment there is not very good.

#### 4. Link US – open house and community meeting - Kunle Ogunrinde

- Introduction of the project and the need for the project to expand capacity, enhance passenger experience. Significant changes to project based on comments, 634 comments. Going to the

board tomorrow to certify the final EIR. 10 new run through tracks and raise the rail yard for sufficient clearance over US 101, accommodate HSR, a modified expanded passageway. 75% opposed the above grade concourse.

- Changes – no above grade concourse, removal of loop track to reduce property impacts, a modified expanded passageway, removal of construction access road off of Alameda.
- The 350' at grade concourse was in the Union Station master plan. Required digging out dirt, creating cavern, and supported rail yard during construction. Project cost down to approx. \$2.3 billion with the modified expanded passageway.

Showed the video. This is the latest draft concept and subject to change.

Metrolink is going to start construction of signal work soon.

- Final EIR to be posted with responses to comments
- Board certification would kick-off 30 day statute of limitation.
- Executive summary on the web site and the libraries (in 7 languages).
- Hard copy at Metro libraries.
- The design happens all of next year. The environmental is the maximum that you can build in scope, and the design is going to be based on scope. i.e. final dimensions and details are worked on in the design phase.
- CAC member comments
  - CAC member – one element of a bigger Union Station project. Big master plan on other activities. A: this is about the tracks and the run through operations. There is a FLM team (Forecourt Esplanade), WSAB is coming in, etc. One piece in a larger mosaic. This is mostly the operational piece.
  - \$2.3 billion is the total cost. What happens if HSR is not there? A: Amtrak, Metrolink could use the additional space cleared in the interim. Link US project EIR does not build catenary and does not environmentally clear HSR. The \$2.3 billion does not include HSR beyond creating anticipated space since HSR is a separate project with it's own environmental document.
  - What about the Gold Line? A: The project clears the maximum footprint and the connection will be determined in design.
  - Who designs? A: Consultants with Metro staff oversight. The consultant firm has been selected for environmental and some engineering. Caltrans 101 bridge has been designed to 100%. Metro still needs to determine delivery system (design-build, design-bid-build or other form of project delivery) of the project. Project timeline: A: Goal is by 2028. There is only \$950M and the cost is \$2.3B, this project is phased to do R/W, build overpass bridge, track work, throat redo. 25% of the \$950M is for construction staging.
  - HSR compatibility? A: The tracks will be built and can be used by whomever in the near to mid-term. It's anticipated that HSR infrastructure will be built by HSR.
- Public comment: Arnold Sachs – when did Union Station Master Plan become Link US? Saw a bunch of management, no one in Link US. Were the comments from stakeholders or actual

users, expect answer from HSR within 10 years. If there is a master plan shouldn't master plan include HSR? Has to fit with the all the other parts.

#### 4. Minutes for April and May 2019 meeting:

- Approved. Motion Sotelo/Second Banash/Carried Unanimous

#### 5. Nominate and elect FY 2019/20 officers:

- Chair Emeritus – Tony Banash was nominated by Darrell Clarke. Mr. Banash spoke about organization building, sustainability. Wants to move projects in executive committee. Vote: Unanimous with one abstention.
- Secretary – Hank Fung was nominated by Penny Meyer. Mr. Fung talked about typing the minutes and community engagement. Vote: Unanimous with one abstention.
- Vice chair – Tammy Ashton: nominated by Penny Meyer, Brian Bowens nominated by Darrell Clarke. Tammy Ashton: Would like to be on the board and move the community forward and does not want to see the board get stagnant. Opportunity to grow and move things forward, opportunity to bring new ideas. Brian Bowens: Over the last two years, seems to understand what the Metro Board is looking forward to, and building relationship with Metro CEO and executive staff. Try to give more direction robust leadership. Tammy Ashton nominated by the CAC, 8 for Ashton, 5 for Bowens, 3 abstentions.
- Chair: Brian Bowens: nominated by Tammy Ashton. Darrell Clarke: nominated by Wally Shidler.
  - Brian Bowens: ditto comments on vice chair nomination. Darrell Clarke: quality of life on the system, improving relationships with board members, it's an ongoing effort. Analogy about geese and the point position. Important to bring new people forward and it is 4 great that folks are stepping forward. Transporting people, sustainability, doing things better and how we interact with the larger public.
  - 9 for Bowens, 5 for Clarke, 2 abstentions
- Public comment from Arnold Sachs – wants to see more progress in the two years, Metro are leaders in passing gas, CAC use Roberts rule of order.

#### 6. Administrative/standing items:

##### a. Work plan approval:

- Motion Martin, Seconded Davies, Carried Unanimously.
- Wolfe: how to add to the work plan. Fung: Discussed how to add topics to the work plan. The categories are where everything under Metro can fall into. The topics are in alphabetical order.
- Harris: WIN program and local hire. Wants to add this item.
- Public comment – Arnold Sachs: NexGen bus study, LADOT put a booklet about accomplishments talking about autonomous bus drivers, not the best thing in the

world. Does not mention about what happens to the labor. Does not address loss of jobs for a lot of smoke.

#### 7. Open discussion:

- Davies: wants a list of email addresses for everyone. Danielle will bring it to the next meeting.
- Anderson: Is there room to talk about bus drivers and the challenges they have to do with the public. Could impact the public perception and ride experience. Sees more women than men driving the bus.
- Davies: Talking about former CEO Art Leahy and bus drivers, it has always been a dangerous job.
- Bowens: Biggest complaint of drivers is fare collection – need to move to free fares.
- Harris: Clarity about how fare is collected and how they address the class issues of bus vs. rail. Bus is to keep it moving. Interesting to talk about issues about operators but contextualize in transit in general and the needs of people who ride transit. Connection with the social reality of the individuals who ride, take into consideration riders and drivers.
- Banash: a part of the discussion is to be informed about the present level of operator and passenger incidents. Operating with real information instead of rumors.
- Wolfe: Topic to be added: Silver Line. Long Range Planning, success, how to make it better and what the future is. What is the plans for the flyover at 23<sup>rd</sup> St, and when they do express lanes on other corridors, do they want to replicate this experience? What can we learn from this and the express lines that aren't doing well.

Public comment: Arnold Sachs: CAC says Metro board input is not happening, same pool of candidates being elected. There should be new appointees with the new board of supervisors.

Adjournment: Moved by Clarke, second by Davies, by acclamation

Meeting minutes prepared by Hank Fung, CAC secretary