Agenda

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mullholland Conference Room

1. Call to Order/Roll Call
   Action *(Rena Lum, Brian Lam)*

2. Agenda Reports by Standing Committees
   - Bus Operations
   - Local Transit Systems
   - Streets and Freeways
   - TDM/Sustainability
   - Attachment 1: Subcommittee Agendas
   - Attachment 2: Subcommittee Actions
   Information *(Jane Leonard)*
   Information *(Sebastian Hernandez)*
   Information *(Fulgene Asuncion)*
   Information *(Mike Bagheri)*
   5 min

3. Chairperson’s Report
   Information *(Rena Lum)*
   5 min

4. Consent Calendar
   Action
   - Approval of Minutes
   - Attachment 3: Draft February 7, 2018 Minutes

5. Metro Equity Platform
   Information *(Kalieh Honish/Mark Yamarone)*
   - Attachment 4: February 15, 2018 Board Report
   - Attachment 5: Equity Platform Presentation
   10 min

6. NextGen Bus Study
   Information *(Conan Cheung/Stephen Tu)*
   15 min

7. I-105 ExpressLanes Update
   Information *(Philbert Wong)*
   - Attachment 6: Project Fact Sheet
   5 min

8. 2017 Customer Satisfaction Survey
   Information *(Tham Nguyen)*
   15 min
9. Local Streets and Roads Needs Assessment Survey 5 min
   Information (Zoe Unruh)

10. ATP Update 5 min
    Information (Shelly Quan)

11. Legislative Update 15 min
    Information (Raffi Hamparian/Michael Turner)

12. Other Business

13. Adjournment

TAC Minutes and Agendas can be accessed at: http://www.metro.net/about/tac/

Please call Brian Lam at (213) 922-3077 or e-mail lamb@metro.net with questions regarding the agenda or meeting. The next meeting will be on April 4, 2018 at 9:30 a.m. in the William Mullholland Conference Room on the 15th Floor.
Attachment 1

Subcommittee Agendas
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE
William Mulholland Conference Room – 15th Floor
9:30 am

1. Call to Order
   (1 minute)
   Action
   Jane Leonard

2. Approval of January 16, 2018 Minutes
   (1 minute)
   Action
   BOS

3. Chair’s Report
   (5 minutes)
   Information
   Jane Leonard

4. Metro Report
   (5 minutes)
   Information
   Scott Hartwell

5. 2017 Metro Customer Satisfaction Survey Findings
   (15 minutes)
   Information
   Tham Nguyen

6. SCAG Metropolitan Planning Agreements
   (10 minutes)
   Information
   Philip Law

7. FY19 Revenue Estimate Report
   (5 minutes)
   Information
   Manijeh Ahmadi

8. FY18 FTA Section 5307 Guidelines/Application Packet
   (15 minutes)
   Action
   Joyce Rooney

9. FTA Update
   (10 minutes)
   Information
   Arianna Valle/Adam Stephenson/Stacy Alameida
10. Access Update
   (10 minutes)
   Information
   Matthew Avancena

11. Transit Industry Debriefing/Updates
    (5 minutes)
    Information
    All

12. New Business
    Information
    All

13. Adjournment

Information Items:

   90-day Rolling Agenda
   Subsidy Matrix FY 2018
   TDA-STA Capital Claims FY 2018
   TDA-STA Claims FY 2018
   Summary of Invoices FY 2018
   Summary of EZ Pass Invoices FY 2018
   FY 2016 Section 5307 Balance
   FY 2017 Section 5307 Balance
   Combined FY 2016 & FY 2017 Section 5307 Balance
   SCAG Metropolitan Planning Agreements
   SCAG 2018 Metropolitan Planning Agreement Final Draft
   SCAG 2007 Metropolitan Planning Agreement

BOS Agenda Packages can be accessed online at:
https://www.metro.net/about/bos/

Please call SCOTT HARTWELL at 213-922-2836 or ANNELLE ALBARRAN at 213-922-4025 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on Tuesday, March 20, 2018, at 9:30 am in the William Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.
Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room – 15th Floor

1. Call to Order
   1 min
   Action (Bahman Janka)

2. Approval of Minutes
   Attachment 1: January 18, 2018 Minutes
   Attachment 2: Sign-in Sheet/Attendance Sheet
   Attachment 3: 90-Day Rolling Agenda
   Action (Subcommittee)

3. Election of 2018 Subcommittee Chair and Vice Chair
   10 min
   Action (Subcommittee)

4. Chair Report
   5 min
   Information (Bahman Janka)

5. Metro Report
   5 min
   Information (Fulgene Asuncion)

6. Caltrans Update
   5 min
   Information (Steve Novotny)

7. Link US Update
   15 min
   Information (Brian Balderrama)

8. I-710 South Project Update
   15 min
   Information (Ernesto Chaves)
9. I-105 ExpressLanes Update  
   Information (Philbert Wong)  
   10 min

10. Metro Supportive Transit Parking Program Update  
    Information (Shannon Hamelin)  
    15 min

11. CTC Update  
    Information (Zoe Unruh)  
    10 min

12. ATP Update  
    Information (Shelly Quan)  
    10 min

13. State and Federal Legislative Update  
    Information (Michael Turner/Raffi Hamparian)  
    10 min

14. New Business  
    5 min

15. Adjournment  
    1 min

The next meeting for the Streets and Freeways Subcommittee will be held on March 15th at 9:30 a.m. on the 15th floor, William Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: http://www.metro.net/about/sfs/
Attachment 2

Subcommittee Actions
Disposition of Subcommittee Actions

February 2017

Bus Operations Subcommittee:

- Approved the January 2018 meeting minutes

Local Transit Systems Subcommittee:

- Did not meet in February 2018

Streets and Freeways Subcommittee:

- Approved the January 2018 meeting minutes

TDM/Sustainability Subcommittee:

- Did not meet in February 2018
Attachment 3

February 7, 2018 TAC Minutes

February 7, 2018 Sign-In Sheets
Meeting Minutes

Los Angeles County
Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

1. Call to Order/Roll Call
Rena Lum (Chair) called the meeting to order at 9:34 A.M. Brian Lam (Alternate Chair) took roll and declared a quorum was present.

2. Agenda Reports by Standing Committees
Bus Operations Subcommittee (BOS)
  - Last met on January 16, 2018
  - Received updates on:
    - FAP Document Status Report
    - FTA
    - Access Services
    - Twenty-Eight by 28’ Project List
    - Borrowing Guidelines for Prop A, Prop C, Measure R, and Measure M Local Return Programs
  - Next meeting is scheduled for February 20, 2018

Local Transit Systems Subcommittee (LTSS)
  - Last met on January 18, 2018
  - Received updates on:
    - Group TAM Plan
    - Borrowing Guidelines for Prop A, Prop C, Measure R, and Measure M Local Return Programs
  - Held the following member elections:
    - Chair – Sebastian Hernandez
    - Vice-Chair – Vacant
    - Secretary – Luz Echavarria
  - Next meeting is scheduled for March 22, 2018

Streets and Freeways Subcommittee
  - Last met on January 18, 2018
• Received updates on:
  o Caltrans
  o Autonomous Vehicle Summit Public Readout
  o California Transportation Commission (CTC)
  o Active Transportation Program (ATP)
  o SB-1 Informational Workshop
• Next meeting is scheduled for February 15, 2018

Transportation Demand Management (TDM)/Sustainability Subcommittee
• Last met on January 17, 2018
• Received updates on:
  o City of Los Angeles Transportation Demand Management (TDM) Ordinance
  o Long Range Transportation Plan (LRTP)
  o Metro Bikeshare Program
• Next meeting date is to be determined

3. Chairperson’s Report (Rena Lum, Metro)
It was announced that Fanny Pan (Metro) had been promoted to Deputy Executive Officer of the Grants Management and Oversight group. Ms. Pan will be managing the Measure M Subregional Grant Program, the Call for Projects, as well as various other Metro Grant Programs. Rena Lum has been appointed as Chair, while Brian Lam will remain as Alternate Chair.

It was announced that the Policy Advisory Council (PAC) met on January 2, 2018. Information on the development of a Transit Oriented Communities (TOC) Policy and an Equity Platform was provided. A “PAC Academy” is being offered through the PAC. The Academy will be open to PAC members and will cover five key topics including: key State and Federal regulations, transportation funding and finance; transit operations and State of Good Repair, Metro project delivery, and interagency partners.

4. Consent Calendar
A motion to approve the January 3, 2018 TAC minutes was made by Mohammad Mostahkami (League of California Cities – Gateway Cities COG) and seconded by John Walker (County of Los Angeles). Jane Leonard (BOS), Robert Beste (League of California Cities – South Bay Cities COG), Richard Marshalian (County of Los Angeles), and Sebastian Hernandez (LTSS) abstained. The minutes were approved.

5. Borrowing Guidelines for Prop A, Prop C, Measure R, and Measure M Local Return Programs (Susan Richan, Metro)
The ability for Local Jurisdictions to borrow has always been available with Local Return since Prop A and C. The draft Borrowing Guidelines seek to standardize the borrowing procedures for all Local Return generated from Prop A, Prop C, Measure R, and Measure M. The draft Borrowing Guidelines have been approved by LTSS and BOS.

It was discussed that the draft Guidelines for Method 3: Direct Loan between Metro and the Jurisdiction sounds as though this method is only possible if Method 1 and Method 2 are
unavailable. Staff clarified that Method 3 can be utilized at any time, even if Method 1 and 2 have not been tried. Staff noted that the Guideline language will be clarified to avoid this confusion.

It was noted that there are no caps on borrowing limit and that borrowing will be negotiated on a case by case basis.

Motion
Mohammad Mostahkami (League of California Cities – Gateway Cities COG) made a motion to concur with the staff’s proposed Borrowing Guidelines for Prop A, Prop C, Measure R, and Measure M Local Return Programs with clarifying language regarding Method 3. John Walker (County of Los Angeles) seconded the motion. The motion was approved with no objections.

6. 2017 Customer Satisfaction Survey (Tham Nguyen, Metro)
This item was postponed to a later meeting due to staff unavailability.

7. LADOT VMT Transition and TDM Ordinance (David Somers/Rubina Ghazarian, LADOT)
A presentation of the Los Angeles Department of Transportation (LADOT) updated Vehicle Miles Traveled (VMT) analysis method was presented. California Senate Bill (SB) 743 requires California Environmental Quality Act (CEQA) analysis to measure impacts with VMT, promoting the reduction of greenhouse gas emissions, promoting public health through active transportation, and efficient access to destinations such as removing barriers to infill development. The LADOT updated analysis method is vital as congestion cannot be solved by widening roadways, continued economic growth needs enhanced transportation, and changing demographics and preferences are shifting how people travel.

On a parallel effort, the City of Los Angeles' Transportation Demand Management (TDM) Ordinance is also being updated. The updated TDM Ordinance's goals are to improve access to destinations as Los Angeles grows, while reducing single-occupancy vehicle (SOV) trips and increasing sustainable travel mode share.

A TAC member noted that it might be difficult to monitor built projects through the updated TDM Ordinance and also that the TDM strategies should be more first/last mile focused.

It was discussed that prior methods of determining developer fees have sometimes been detrimental to the city’s development and that there may be potential ways to partner with Metro to do more comprehensive projects.

8. Highway Program Updates (Isidro Panuco, Metro)
A presentation on current Highway projects was presented. Projects covered included the I-5 North High Occupancy Vehicle (HOV) and Truck Lanes; I-605 Hot Spots; I-605 Corridor Improvement Project; I-710 (South) Early Action; SR-71 Improvements; SR-57/SR-60 Interchange Improvements; High Desert Corridor; SR-14/138 Projects; SR-138 Northwest; I-5 North: SR-118 to SR-134; I-5 South: Orange County Line to I-605.

It was discussed that a greater focus on operational improvements is being made rather than capacity improvements. Before and after traffic studies are conducted to evaluate the
effectiveness of the projects. There was a suggestion that it would be beneficial to conduct a more longitudinal analysis after the completion of a project to determine the benefits that are achieved from the investment.

9. Legislative Update (Raffi Hamparian, Metro)

Federal

It was announced that the Senate cut a two year deal which will permit the appropriating committees six weeks to develop a spending bill to balance FY18. If the Senate deal moves forward, the Federal grants for FY18 will proceed. The President's Budget will be released on February 12th which will be accompanied by an Infrastructure Plan and the Section 5309 (New Starts) for FY19. The Administration has stated that there will be no more new New Starts, which is problematic as the Metro Purple Line Extension Section 3 would be left with no Federal Funding. Metro staff is lobbying to ensure that the project is fully funded.

10. Other Business

A discussion was held on the TAC meeting minutes format. It was decided that a summary meeting minutes format is sufficient with the option for any TAC member to request that a particular statement go on the record.

11. Adjournment

Ms. Lum adjourned the meeting and reported that the next scheduled TAC meeting is March 7, 2018 in the William Mullholland Conference Room on the 15th floor at 9:30 am. If you have questions regarding the next meeting, please contact Brian Lam at (213)922-3077 or email lamb@metro.net.
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SUBJECT: METRO EQUITY PLATFORM FRAMEWORK

ACTION: RECEIVE AND FILE APPROVE METRO EQUITY PLATFORM FRAMEWORK

RECOMMENDATION

APPROVE Metro’s Equity Platform Framework.

ISSUE
Access to opportunity should be a core objective of public decision making, public investment, and public service - and transportation is an essential lever to enabling that access. Unfortunately, there exists vast disparity among neighborhoods and individuals in Los Angeles County in their ability to see and seize opportunity - be it jobs, housing, education, health, safety or other essential facets of thriving in vibrant, diverse communities. A multi-point equity platform provides a basis for Metro to actively lead and partner in addressing and overcoming those disparities.

Metro staff does not approach the subject of equity lightly or uninformed. The adoption of Measure M included performance metrics that were tied to disadvantaged communities. The major revision to the Long Range Transportation Plan has committed to incorporating equity as a crosscutting issue since its introduction to the Board in February 2017. The Policy Advisory Council has flagged this as a major topic of interest. Most importantly, recent and engaged experience with community members with several projects (i.e., First/Last Mile planning, the Transformative Climate Communities grant for Rail to Rail, and a body of innovative workforce development initiatives) all underscore both the timeliness and urgency that equity considerations bring to Metro’s portfolio. In addition, staff informedly reached out to representatives from academia, foundations, advocacy organizations and local government in developing this platform. Their demonstrated experience in research and collective action, and their candid feedback on challenges and opportunities in the equity space were invaluable.

DISCUSSION
Metro’s multi-point equity platform is wrapped around four pillars.

First, we need to define a common basis for talking about and building an agenda around equity, and how to improve it.

- Equity holds different perspectives and priorities for everyone and anyone who will be part of
At its core, inequity exists when there are fundamental differences in access to opportunity, not just with respect to where you begin, but in your capacity to improve from that starting position.

Historically and currently, race and class have largely defined where these disparities are most concentrated: in poor, minority communities throughout LA County. Age, gender, disability, and residency also can expand or constrain opportunities.

It would be presumptuous to begin a truly inclusive conversation with a pre-determined definition of “equity” and all its facets, but Metro can enter into that conversation committing to the following:

- Establish meaningful goals around a shared definition of equity and actions to achieve those goals.
- Define metrics to evaluate outcomes and consider redirected actions if needed. It will be particularly critical to infuse equity-based performance metrics in Metro’s investment decisions. These cannot be the only investment considerations. Transportation is rife with tradeoffs. But equity metrics need to be definable, impactful, measurable, accountable, and at the front end of the analysis, not the back end.
- Seek and invite the diverse range of voices that must participate with Metro in accomplishing the above. Importantly, we need to proactively reach out to those who have remained on the margins of decision-making in the past. These will include historically underserved communities and organizations that represent them. But we must also reach out and hear voices that may not be aligned with established groups.

Second, Metro needs to establish comprehensive, multiple forums to engage the community meaningfully and actively in pursuit of the first step discussed above. An important opening conversation with LA’s community members would address: a) where they believe achieving equity has been problematic - broadly, and specific to transportation’s role; and b) where improved relationships, partnerships and actions aligned with Metro’s portfolio of responsibility can be defined to advance more equitable transportation outcomes going forward.

- This will be a challenging conversation, insofar as it requires the Metro as Board and staff to invite the community to articulate where it has experienced, in fact deeply felt, inequity in Metro’s past. This isn’t a platform for Metro to defend or be defensive; people feel what they feel, and it is going to be impossible to define a new path and build a different position of trust if past experience is not given voice and legitimacy.
- That said, the main point of this conversation forum should be to learn and move forward based on that acknowledgement. This may require reconciling divergent opinions to arrive at some shared goals and actions. Actions going forward may redress past ills - that is to be determined - but they certainly should not repeat them, if at all possible. It is also an opportunity to discuss with community members those initiatives where Metro has actively tackled disparity gaps, such as its growing portfolio of workforce development initiatives.

Advice and best practices on how to effectively have these community-driven conversations
will be key.

- Metro can start with lessons learned from other cities across the country. San Francisco, Seattle, Oakland and others all have models to tap.

- These forums would benefit from professional facilitation. Foundations have established several venues that Metro might pivot from (e.g. the on-going national Strong, Prosperous and Resilient Communities Challenge (SPARCC) Initiative includes Los Angeles as a participating city - LA Thrives coalition is the local lead; the California Endowment and others have underwritten numerous initiatives across the County); or seek new support.

- As noted at the outset, Metro consulted with equity thought leaders whose advice informed the core of this platform. Retaining this cross-sectional consultation will be critical to successfully implementing a platform that requires dedication and time. In particular, the community forums envisioned will benefit from a circle of demonstrated leaders. We certainly don’t hold all the keys on issues, and making use of the rich resources around us is essential.

- A key step will be to establish a formal or informal advisory group supporting the equity platform, and to incorporate, as appropriate, the equity agenda into existing advisory groups.

- In addition, the following initiatives are also suggested:

  - Actively develop and invest in a Community Based Organization (CBO) oriented public engagement program. This approach may not be applicable to every Metro investment, program or activity located in, or otherwise impacting, LA County’s historically underinvested (HU) communities. As stated above, we must be mindful that any single group does not represent all voices in every community. However, this approach should be added to and implemented as part of our public process, if we are going to establish and maintain legitimacy within impacted communities when addressing equity issues that they themselves are experiencing directly.

  - Invest in the transportation technical capacity of local governments that serve HU communities. Metro cannot and should not be the sole partner in all transportation or transportation-impacted decisions, legally or practically. And traditional funding and regulatory programs in particular assume effective participation by local jurisdictions. In short, strengthening cities that are home to equity communities is probably a core requirement for a more equitable County. This assistance can range from delivering transportation improvements swiftly and effectively to competing for discretionary funding more successfully; to better supporting more community-inclusive decision-making around transport investments.

Third, the Long Range Transportation Plan (LRTP) must have a concentrated focus on equity. There are two major arenas for that focus to take root.

Where Metro Leads

- First and foremost, we must tackle impacts of the LA County’s transportation system under our
direct responsibility via Metro’s role as transportation planner, operator, builder and funder. As such, equity is a “cross cutting” principle that will be applied throughout the LRTP’s development, as reported to the Board in prior presentation’s on the Plan’s design and rollout.

- Critically, what we choose - or do not choose - to invest in that system is paramount. Over the 40-year span of the LRTP, a considerable amount of funding controlled by Metro is legally or legislatively dictated, such as Measure M. It should be noted that equity related factors were considered as part of the 5 performance measures developed to assess and prioritize Measure M’s expenditure plan projects. Specifically, the “Economy” and “Sustainability/Quality of Life” themes included metrics attached to investments in disadvantaged communities. But while there are important additional equity considerations Metro can assess as projects are implemented, there are practical limitations to rethinking or redirecting certain funds that are statutorily prescribed.

However, a significant amount of funding in the long range plan is not yet locked down for 40 years, allowing us to reassess current patterns of investment and either reaffirm them or change them.

- These investment decisions should be based on performance outcomes and, as presented here, front and center considerations should be given to those that actively:
  - advance outcomes that promote and sustain opportunities in underserved communities; or
  - avoid outcomes that lead to or aggravate disparities in opportunity in those communities.

- Notably, investments must be made to operate, maintain and rebuild the existing transportation system, in addition to expanding it. The community’s ability to access that transportation system - where, when, how, and at what cost - impacts their opportunities to jobs, housing, education and health. Thus, measuring equity against that access, and for whom, is central to our planning process.

  - In this realm, there will be several, discrete transportation activities that will be developed alongside the LRTP where equity will be front and center: any discussion of “right sizing” fares, redesign of the Metro bus system, our continuing work in Work Force Development and small business support, to name a few.
  - The Long Range Transportation Plan will not duplicate analysis and recommendations in these areas. It will incorporate goals, decisions, and any actions attached to all of them, and will likely help facilitate equity-driven discussions in each of them.
  - These issues address critical transportation access concerns, and will be important venues for coordinating community involvement.

Where Metro Partners

- Beyond its core transportation responsibilities, there will be an expectation to take on a new, countywide, visible equity challenge: the Metro transport system’s interface with gentrification/displacement/affordable housing.
- Neighborhoods throughout the county are facing escalating housing costs, real estate developments that are reshaping community culture, and in both cases, frequently forcing existing residents into painful relocation or transportation decisions. Gentrification/displacement/affordable housing is a common thread of concern among elected officials and advocates. And it hits every corner of the County.

- Metro cannot address this subject by ourselves - it will require active partnerships with others, such as the County, cities, Council of Governments, private sector and business as well as community representatives. Foundations are extremely interested in this arena and could bring valuable resources to the table.

- Among other considerations, these issues underscore the complexity of equity concerns and the necessarily complex response to them. By taking up a big problem - but not Metro’s problem alone - it gives us the space to explore, experiment and advance change while building necessary partnerships at the outset.

Fourth, we need to pursue equity training within Metro. Successfully setting and delivering on a new equity agenda requires “top to bottom” ownership throughout the agency.

- In recent years, there has been a growing body of equity training designed for governmental agencies. LA County departments have deployed these programs, among others. We intend to explore options and commit to internal education that would be required at certain levels and positions.

- Training would be in two important areas:
  - Methods to evaluate equity including data collection, measurement and analysis; and
  - Approaches to effectively communicate and work with communities in a manner that recognizes and respects equity issues.

This platform is a starting point, and should be considered a working outline that can be adjusted with experience and feedback. The commitment expressed herein, however, should be a guiding constant for Metro, our transportation partnerships, and the people we serve.

**NEXT STEPS**
Staff will proceed to use the Equity Platform as a framework for specific analyses and actions attached to Metro initiatives, as outlined in this report. Progress will be reported periodically to the Board, particularly as it relates to key plans and programs underway, such as the Long Range Transportation Plan.

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
Attachment 5

Equity Platform Presentation
Metro Equity Platform Framework

Executive Management Committee

February 15, 2018
Legistar File 2017-0912
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
Multi-point Equity Platform built around four pillars:

I. Define and Measure
II. Listen and Learn
III. Focus and Deliver
IV. Train and Grow
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
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.
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.
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
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:
    - advance outcomes to promote and sustain opportunities;
    - avoid outcomes that aggravate disparities in opportunity;
  - Operating/maintaining the system impacts opportunity as much as infrastructure investments.
III. Focus and Deliver (cont.)

- Where Metro **Partners**
  - Beyond Metro’s core transportation responsibilities—Land Use
  - 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
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 PAC is an essential touchstone for input and checkpoint for progress.
• Presentations to the Metro Board are key.
Thank you
Attachment 6

I-105 ExpressLanes
Project Fact Sheet
1-105 ExpressLanes Project

Metro and Caltrans are preparing the Project Approval/Environmental Document (PA/ED) to study the possible implementation of ExpressLanes along I-105 between the I-405/LAX and the I-605.

Project Limits: I-105 between the I-405/LAX and the I-605

Cities within Project limits:
- City of Los Angeles Districts 8, 11, and 15; Downey, Hawthorne, Inglewood, Lynwood, Norwalk, Paramount, South Gate, El Segundo, and unincorporated areas of Los Angeles County

Current Phase Timeline: 2018 – late 2019

Background: Caltrans completed a Project Study Report/Project Development Support (PSR/PDS) for the I-105 corridor to assess potential improvements in 2015. This project is also in Tier 1 of the Metro ExpressLanes Strategic Plan.

Alternatives identified in PSR/PDS:
- Alternative 1: Existing Conditions (No Build)
- Alternative 2: Convert HOV to One (1) Express Lane
- Alternative 3: Convert HOV to Two (2) Express Lanes (Non-Standard Lane Widths)
- Alternative 4: Convert HOV to Two (2) Express Lanes (Standard Lane Widths)

Other studies: In addition to the required engineering and environmental studies, a Concept of Operations (ConOps) and Traffic and Revenue Study (T&R) will be prepared. The ConOps will identify operational policies, toll collection systems, and facility design. The T&R will estimate toll rates and potential toll revenue for this corridor.

Public Scoping Meetings:

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Date</th>
<th>Location</th>
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<tr>
<td>Agency Scoping Meeting</td>
<td>Wednesday, March 21, 2018</td>
<td>Lennox Park 10828 Condon Ave. Lennox, CA 90304</td>
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<td>3PM - 5PM</td>
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<tr>
<td>Public Scoping Meeting #1 – Lennox</td>
<td>Wednesday, March 21, 2018</td>
<td>Lennox Park 10828 Condon Ave. Lennox, CA 9030</td>
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<tr>
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<td>6PM- 8PM</td>
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<tr>
<td>Public Scoping Meeting #2 – Los Angeles (Watts) + Live Webcast</td>
<td>Thursday, March 22, 2018</td>
<td>The Watts Labor Community Action Committee (WLCAC) 10950 S Central Ave Los Angeles, CA 90059</td>
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<td>6PM - 8PM</td>
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<tr>
<td>Public Scoping Meeting #3 – Paramount</td>
<td>Saturday, March 24, 2018</td>
<td>Paramount Community Center 14400 Paramount Blvd. Paramount, CA 90723</td>
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Project Contacts:

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