

Meeting Minutes – Draft

Los Angeles County Metropolitan Transportation Authority

POLICY ADVISORY COUNCIL

Tuesday, March 13 2018; 1:30PM-3:30PM

1. PAC Business and Minutes

Attendance

Jessica Meaney noticed Ron Milam's name spelled incorrectly and suggested edits. KeAndra Dodds motioned to approve minutes and February minutes were approved.

2. Transit Oriented Communities (TOC) Working Committee Update

Jenna Hornstock, Executive Officer for Transit Oriented Communities, gave quick update on the TOC working group projects. The TOC working group is comprised of PAC members, alternates, and community stakeholders. The TOC working group is helping develop a TOC policy because Measure M guidelines specifically call for a TOC policy to determine what a TOC activity is. The policy will seek board approval for goals and objectives and discuss what is considered a "transportation purpose" in terms of local return. They will roll out their policy on April 3rd next month.

A couple of important things highlighted thus far include:

- TOC Definition: Places such as corridors, neighborhood, or municipalities that by design allow people to drive less and access transit more. A TOC maximizes equitable access to a multi-modal transit network as a key organizing principle of land use and community development.
- TOC Goals
 - 1. Increase transportation ridership
 - 2. Stabilize and enhance communities surrounding transit
 - 3. Engage organizations, jurisdictions, and the public
 - 4. Distribute transit benefits to all
 - 5. Capture value created by transit
- TOC activities are defined in three geographic bands.
 - 1. General activities
 - 2. Zero to ½ mile walk shed
 - 3. 0-3 mile bike shed

When the TOC working group presents their policy to the board, it will include a transportation nexus document that defines transportation activities and showcases how it will yield higher ridership. March 21st is the working group's next meeting. May 9th, ACT LA is coordinating a Town Hall to have a broader communication on the TOC policy and equity framework. In May, the policy will be presented to the board and ideally submitted in June.

Steve Lantz asked a question regarding what municipalities entail and if there is a need to include it in the language. Mr. Hornstock responded language could be looked at. Ms. Meaney also responded that more profound conversations occur during the working group meetings and attendance is suggested.

Hilary Norton and Ms. Dodds thanked Jenna for the work conducted in the TOC meetings.

3. Measure M ATP 2% Administrative Procedures

Jacob Lieb, Countywide Planning, discussed the full drafting of ATP procedures. The hope is to present to the PAC in May and submit to the CEO in June. To frame the discussion, the following questions were discussed:

- Thoughts on priorities and vision the program?
- Should they leverage available funding through state sources or leverage down to incentivize activities from subregional control sources?
- Should they move directly into an open-source program for funding?

Once the draft policy incorporates feedback, it will be presented to the PAC in May.

Ms. Norton asked what entities will be applying for particular funds. Jacob responded it depends on what the PAC prioritizes as active transportation. Ms. Linblad and Mr. Ramirez suggested that Metro should be more proactive in helping smaller cities apply for the bigger pots of money. Because managing state money is such an administrative burden and some projects require more money to complete, the competitive hurdle should not be so high. Monies, then, should be distributed across the region, especially the high-need areas that do not have reliable access to first/last mile transportation.

Instead, Metro should focus on transit connections that this ATP project should serve which could exist through the 3% program to create leverage around stations. Mr. Lantz also emphasized the need to define if ATP guidelines measure recreation or commute trips. Finally, Thomas Yee asked if the strategic plan guides activities, how difficult will a need assessment be to conduct. Jacob responded that the equity framework and all other plans will impact the ATP guidelines. The draft guidelines were set on a rolling five year basis, prioritized by first/last mile and corridors. But, a needs assessment is needed to see what gets programmed on the front-end.

Ultimately, safety was prioritized and the creation of the subcommittee before the next meeting was suggested. Due to a late March PAC meeting, a phone-call or meeting was suggested.

4. Equity

USC PERE Presentation: Measures Matters

Measures Matter: Ensuring Equitable Implementation of Los Angeles County Measures & A, is USC's Program for Environmental and Regional Equity (PERE)'s project that defines and provides principles for equitable implementation. The report creates a roadmap of historic public investments for Measures A and M, provides equity tools for stakeholders, influences policy makers, and sets the tone for equity implementation in Los Angeles County and elsewhere.

The conversation centered on just growth, the concept of approaching economic drivers through an equity lens. Underinvestment of certain communities makes the region less economically prosperous because rather than efficiently performing in the economy, people compete for resources. Metro, then, is in a key position to help invest in communities to drive the regional economy forward, especially through equity implementation. Equity implementation involves eight major points:

1. Drive with equity from the start
2. Support grassroots groups and leadership development
3. Share decision making among residents, cities, and agencies
4. Take a collaborative approach to training and technical assistance
5. Attach equity guidelines to government dollars
6. Advance a broad regional economic and health equity platform including anti-displacement, jobs, and decriminalization through all programs and policies
7. Integrate and lead across silos
8. Conduct ongoing outcomes and process evaluation

For more information on the report, visit:

http://dornsife.usc.edu/assets/sites/242/docs/M_A_Final_WebVersion_02.pdf.

Questions and Answers

John Yee asked if people read the report and if the report has been presented to the board because they fear the information is not getting outside the PAC meetings. Ms. Meaney suggested the PAC should play a role helping spread the word about this report. Theresa McMillan noted Measure M was not solely about Metro and should be addressed in the report. The report, thus, provides the foundation on how equity may be defined.

5. PAC Announcements

Ms. Linblad shared a survey by the Environmental Coalition designed. The survey assessed lower-income transit-dependent populations' perspectives on transit investment. The survey found more reliable transportation options and stop-infrastructure were priorities.

John Bwarie shared concerns about the current PAC structure. Mr. Bwarie noted attendance is low and would like to make the meetings more compelling and perhaps invite more key stakeholders to the conversation. McMillan explained that developing the administrative guidelines was taxing, but after a year of PAC meetings, now is a great time to reimagine the structure of the meetings. McMillan suggested circling a survey to gather feedback from PAC members.

Upcoming Academy Courses

Metro Project Delivery scheduled on March 14th at 1:00PM.

Transit Operation and State of Good Repair on April 10th at 9:00AM.

Interagency Partners (Who Does What..) on April 18th at 9:00AM.

Other Workshops

The North Council of Government is hosting Measure M meetings on March 28th and April 2nd. The South Bay technical meeting is scheduled for March 22nd from 4:30PM-5:30PM.

The Internal Master Plan will be presented next month. The next meeting is scheduled on April 2nd.

Meeting adjourned at 2:43PM.