

Meeting Minutes – Draft

Los Angeles County Metropolitan Transportation Authority

POLICY ADVISORY COUNCIL

Tuesday, May 1, 2018; 1:30PM-3:30PM

1. PAC Business and Minutes

Roll call was held and the meeting minutes for March and April were approved.

Seleta Reynolds, Stephanie Ramirez, John Bwarie, Steve Lantz, Paul-Albert Marquez, Jessica Meaney, Cesar Hernandez, Carrie Cartwright, Mark Christoffels, Hector Rodriguez, Bryn Linblad, Mark Hardymont (Burbank Airport), Hilary Norton, Roderick Diaz, William Osgood were in attendance.

Bridget Smith, Andres Ramirez, Marianne Kim, Gwendolyn Young, Nancy Pfeffer, Naresh Amatya, and Rog were on the phone.

2. Measure M ATP 2% Admin Procedures Update

SCAG is currently providing technical assistance in mapping the high injury network in each county. A draft of the maps is available on the SCAG website. Mapping the network is a board-backed decision that helps prioritize ATP projects.

Mr. Jacob Lieb noted a draft of the ATP 2% Admins Procedures will be finalized and distributed within the incoming weeks. An ATP open format workshop will be held before the June PAC meeting to obtain feedback to improve the guidelines. Once the feedback is received, the guidelines will be shared again during the June PAC meeting in hopes of finalizing the procedures. Dates for the ATP workshop will be sent via email shortly.

3. Draft Vision 2028

OEI Staff Presentation

Ms. Nadine Lee and Ms. Tham Nguyen presented that for the past 18 months, the OEI staff has worked diligently to develop the Metro Vision 2028—the 10 year strategic plan that pulls everything that Metro does together. The strategic plan sets to provide a world class transportation system that enhances the quality of life for LA County residents by ensuring that:

- 1) All residents have access to high quality mobility options within a 10-minute walk from home
- 2) Maximum wait times for any trip are reduced to 15 minutes regardless of the time of day
- 3) Average travels speeds on the County's bus are improved 30 percent
- 4) Convenient and dependable options for bypassing congestion on streets and highways are largely made available

Plans such as the Long Range Plan and the NextGen Bus Study fall under and operationalize the strategic plan. The plan outlines five major goals:

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

- 2) Deliver outstanding trip experiences for all users of the transportation system
- 3) Enhance communities and lives through mobility options and access to opportunity
- 4) Transform Los Angeles County through regional collaboration and national leadership
- 5) Provide responsive, accountable, and trustworthy governances within the Metro organization.

OEI staff obtained stakeholder input and included it in the plan which is currently in the open feedback stage that closes May 24th. The plan will be presented for approval in June.

PAC Discussion

Mr. Kerry Cartwright recommended that a 45-day comment period be included on the plan over a 30 day period because the latter is too short in duration. Ms. Meaney seconded the statement. They stated large projects that impact the well-being of communities need ample time to be thoroughly assessed. Mr. Cartwright and Ms. Nancy Pfeffer added that freight and air quality aspects need to be better mentioned because they both ultimately deal with transit. Ms. Pfeffer was further interested in how equity and the plan interact with one another. Ms. Nguyen responded that the intent was to follow Metro's equity framework that will be followed throughout all plans. Ms. Meaney noted that without an equity definition, it is impossible to measure equity metrics.

Mr. Hector Ramirez stated 15 minute frequency response times increase vehicles on the road and that funding needs to change systematically in order to fund transit at a local level. Ms. Nguyen responded that the plan is mode agnostic—they are researching different options to best support ridesharing. Ms. Stephanie Ramirez added that if the plan is a visionary document, there is a need to include all voices, in particular lowering the time of scheduling accessible transportation in advance.

Mr. Roderick Diaz would like Vision 2028 to accentuate the state of good repair and define the priority of state of good repair because the age of system now requires these types of explicit statements. Mr. Diaz added that he would like to see performance measurements as a basis for investments decisions even if it means revising funding formulas. He wants investments to not be duplicative and measure the benefits received from each investment.

Ms. Seleta Reynolds congratulated the OEI team for creating the plan and would like the plan to case-make their decisions. She added there needs to be clarity on why specific metrics were chosen, such as increasing usage of transit by 30 percent. Ms. Reynolds provided the example that there could be a 30 percent speed increase on a low-use route by removing stops but not necessarily a great travelled route sitting in traffic. Finally, Ms. Reynolds noted Vision 2028 could benefit from case making and additional voices from Metro, like the operations team. The OEI team responded there 130 stakeholder voices were included in the plan.

Mr. Steve Lantz stated that he is concerned about service coverage and frequency—if there are fixed service hours and frequency is increased, there will be a large problem with service areas. He added that “the trip not taken” needs be included in strategic plan. Next, he added that there needs to be a clarification between the Vision plan, NextGen Bus Study, and Long Range Plan, given they overlap and specific of each plan are confusing. Finally, Mr. Lantz is concerned about word choice—the strategic plan cannot boast to reclaim streets that do not belong to Metro.

Mr. John Bwarie asked about a transportation school. The OEI team responded that partnerships were started with colleges and schools that teach the future transportation workforce. Furthermore, Mr. Bwarie questioned the significance of 18 miles per hour and whether the goal of Vision 2028 is to attract more people to bus. He also added there is a need to explain the reasons on particular sections. Finally, he stated that a strategic plan cannot work in isolation and exist without mentioning other agencies.

Ms. Bryn Lindblad questioned the word choice in regards to mitigating sprawl. There was uncertainty if the strategic plan hoped to charge for sprawl in order to limit it. The OEI team acknowledged the word choice and responded that they are looking to work with groups to limit sprawl. Ms. Lindblad asked that Metro provides more realistic land use plan support to be realistic on how to provide a 10-minute walk or rolls to a stop. Ms. Lindblad stated that the asset plan management could be looking into the future on climate change impacts. Finally, Ms. Lindblad questioned more word choice that urged the need to maximize person throughput and asked that language be reflective of helping most vulnerable populations that use the roads.

Ms. Stephanie Ramirez advocated including more perspectives into the conversation. She is concerned not enough lay-terms are used in deconstruct the 40 page document. She also noted her concerns about the documents not being in languages other than English and that this could be mitigated under the equity platform. Ms. Jessica Meaney underscored the importance of this position.

Mr. Kerry Cartwright said there needs to be a tie in with the SCAG LRT, quality plans, and funding programs because of SB 1 and the potential repeal. He also said highways are not acknowledged in the plans and there needs be a roadway section in the plan with performance measures.

Mr. Mark Chistoffels said that Metro should take a proactive rather than reactive approach to technology. With new technologies quickly introduced, he wouldn't want to see a repeat of what occurred with the Metro bikes—an outdated fixed stop technology that receives tons of negative media backlash. Finally, he added that the documents need to show community input in BRT and other transit corridors. Transportation mobility drives economic development; but sometimes communities are not on board with the same outcomes. The vision needs to be consistent for Metro and the communities and needs to be spelled out in the Vision.

Ms. Hilary Norton is delighted about the group, she is wondering if there is another opportunity to return on the Vision. So that it is collaborative and reflective of the real-lived experience. She hopes for another opportunity given rich comments.

Finally, Mr. Steve Lantz added that the Vision should be supported by the data. And Ms. Meaney stated she will send email with key points and discussion to the CEO, acknowledging that 30 days is not ample review time.

PAC Announcements

Membership

Arroyo and Verdugo has officially become a COG and a representative will have a seat at the table.

Future PAC Meetings

June will be the first quarterly meeting. The plan is to have a draft document with deliverables for the LRTP. The latest schedule of LRTP will be made available shortly.

PAC 1st Year Accomplishments

A draft document of first year accomplishments is being circled around. The document is open to feedback and will be submitted to the CEO via board box.

4. Public Comments

No public comments were made. The session concluded at 3:15PM.