TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON
CHIEF EXECUTIVE OFFICER

FROM: THERESE MCMILLAN
CHIEF PLANNING OFFICER

SUBJECT: POLICY ADVISORY COUNCIL FOR MEASURE M GUIDELINES AND THE LONG RANGE TRANSPORTATION PLAN

ISSUE

On June 23, 2016, the Metro Board of Directors approved the Los Angeles County Traffic Improvement Plan Ordinance (#16-01). This Ordinance, titled Measure M, was approved by more than 71% of voters at the November 8, 2016 general election. As a result, the projects and programs in the Expenditure Plan of the Ordinance have been approved and must now be implemented. Implementation will require Long Range Transportation Plan resources as well as Measure M revenues.

At the December 1, 2016 Board Meeting, Chief Executive Officer Phillip Washington presented the Proposed Staff Approach for Measure M Implementation, which included a recommendation for a Policy Advisory Council that would directly advise the Board regarding Measure M Guidelines and the Long Range Transportation Plan. The proposed Policy Advisory Council will not vote on single positions, but will instead provide broad input from all perspectives represented on the Council.

DISCUSSION

Background
The projects and programs included in Measure M were developed through a “bottoms up” process where cities and subregions developed their priority projects to meet their mobility needs and submitted them to Metro for inclusion in the measure. A draft expenditure plan was then developed based on performance metrics approved by the Metro Board.

Following the release of the Draft Potential Ballot Measure Expenditure Plan in March 2016, Metro undertook a comprehensive public review and input process which resulted not only in a refined list of projects and programs, but a greater appreciation of the mobility related needs across the spectrum of the Los Angeles County populous – young, senior and disabled travelers; low income communities seeking broader transport options; businesses large and small who wish to partner in the delivery of this massive infrastructure package, entrepreneurs seeking innovation; and those
The proposed CCG will also serve as advisors during the development of a new transport system, those who supply or regulate those systems, and those who use or are impacted by our travel choices. These categories represent those who supply or regulate those systems, and those who use or are impacted by our travel choices. The policy advisory council will be established to review and provide advisory policy recommendations and will hold meetings at least quarterly to the Board. The policy advisory council will seek to involve stakeholders in review of its proposed guidelines.
implements the Plan. Equally represented voices for transportation consumers, providers and jurisdictions serving side by side on the Council should create a forum for diverse discourse for the myriad of policies and priorities that the LRTP must consider and balance.

**Alternatives Considered**
Staff investigated the use of existing committees at the request of Board Chair John Fasana at the December 1st Board Meeting. Specifically, Metro has two existing advisory groups that were considered as options for Measure M guideline development review. Metro has a Technical Advisory Committee, made up of representatives from municipal transit operators, as well as the local cities and the County of Los Angeles. Metro also has a Citizens Advisory Council, which is intended to represent a broad spectrum of interests and all geographic areas of the County. Both entities were formed pursuant to California Public Utilities Code §130105.

Individually, these bodies represent components of the interests that staff seeks to include in the Measure M guideline development process, but both groups are limited in different ways (e.g., private versus public representatives). For this reason staff recommends a fresh and more expeditious approach as outlined in Attachment A. However, we recommend that the Chair of the Citizens Advisory Council be added to the Transportation Consumer category of the Policy Advisory Council.

**NEXT STEPS**
Staff will recruit members for the new Advisory Council according to the plan detailed in Attachment A, so that the members are in place by April 1, 2017 to review the Measure M Master Guidelines document. That document will be drafted by the end of March 2017.

**ATTACHMENT**
Attachment A - Development Plan for Measure M Policy Advisory Council
The Advisory Council ensures an equal, representative voice for the following three (3) categories, each of which will get eight (8) representatives, as indicated in the table below:

<table>
<thead>
<tr>
<th>Category</th>
<th>Representatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elected officials</td>
<td>8</td>
</tr>
<tr>
<td>Elected bodies accountable to needs of consumers and transport providers</td>
<td>8</td>
</tr>
<tr>
<td>Impacted by our complex transport system</td>
<td>8</td>
</tr>
</tbody>
</table>

The Advisory Council will be made up of three major constituency categories to reflect a diverse coalition. They will represent those constituent groups, and no single or individual agenda. For this reason, it is important to note, that the representatives will not include elected officials.

ATTACHMENT A