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TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: THERESE MCMILLAN *TMc*
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

committed to protecting our natural and social resources. In this same spirit of collaboration, Metro seeks to involve stakeholders in review of its proposed guidelines. The success of Measure M hinges on the continued involvement of a diverse and committed coalition that supported its passage.

Policy Advisory Council

Staff recommends that a new Policy Advisory Council be established to review and comment on the draft Guidelines and provide advisory policy recommendations and input directly to the Board. The Policy Advisory Council will provide insight and input on the Measure M Master Guidelines document and the Long Range Transportation Plan (LRTP). The development process for both documents will be reported separately to the Metro Board in related staff reports in January and February.

The Advisory Council will ensure an equal, representative voice for the following constituencies: transportation consumers; transportation providers; and accountable jurisdictions. These categories represent those who use or are impacted by our complex transport system; those who supply or regulate transportation infrastructure and services; and elected bodies accountable to the needs of both consumer and provider constituencies. The development of the Advisory Council is described in Attachment A to this report.

Based on conversations with the Chair since its presentation to the Board on December 1, 2016, staff has incorporated the following modifications to the Advisory Council structure:

- The Accountable Jurisdictions category will be modified to accommodate representatives from the COGs. The COGs will be responsible for being a conduit to all cities within their jurisdictional boundaries. Consistent with the direction provided to representatives in the Transportation Consumer and Transportation Provider categories, the COGs are to represent the various voices of cities with respect to issues and questions relative to the Guidelines, not the agenda of individual COG Boards, per se.
- The original staff proposal had eight (8) representatives within each of three categories. Because accommodating the COGs would result in a total of nine representatives in this category, an additional seat is being added to both the Consumer and Provider categories. It is essential to the purpose of the Advisory Council that representation be equal across the three categories.

- It is recommended that the additional slot in the Consumer category be assigned to the Chair of Metro's Citizen's Advisory Council (for reasons elaborated below). For the Provider category, it is recommended that the additional slot be assigned to an entity representing bicycle and/or pedestrian facilities and programs, to round out the modal representation in that group.

The proposed Council will also serve as advisors during the development of a new LRTP, ensuring that Metro includes the voices of the constituencies it serves as it

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

ATTACHMENT A

Measure M Advisory Council

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.

Members will be called upon to broadly disseminate information to, and input from, their represented constituencies. As a result, they must have resources or access to resources that can support broad, rapid outreach to the constituency.

The Advisory Council ensures an equal, representative voice for the following three (3) categories, each which will get eight (8) representatives, as indicated in the table below:

- Transportation Consumers:** Impacted by our complex transport system
- Transportation Providers:** Supply or regulate transportation infrastructure and services
- Accountable Jurisdictions:** Elected bodies accountable to needs of consumers and constituencies