



February 15, 2019

Dear Metro Chair Supervisor Sheila Kuehl and the Metro Board:

We, the undersigned organizations, representing members of the Metro Policy Advisory Council (PAC) and allies, are deeply invested in the future transportation system of Greater Los Angeles that is being determined by decisions made today. We recognize the role transportation and mobility play for all people in Los Angeles to access resources and opportunities, as well as the climate implications of trips.

This letter summarizes our collective recommendations to the Metro Board regarding the recent Metro initiative, *The Re-Imagining LA County: Mobility, Equity and the Environment* ("Re-

Imagining LA County”), an iterative proposal based on the *Twenty Eight by ‘28 Initiative* (“28x28”).

1) Apply the Equity Platform Framework, including a shared definition and performance measures, to all Metro policies, plans, and future investments

It has been one year since the Metro Board signified its commitment to social equity and adopted the Metro Equity Platform Framework. However, policies continue to be shaped (2% Active Transportation Program) and investments continue to be committed (Twenty Eight by ‘28 Initiative) without an equity framework.

Currently, Re-Imagining LA County mentions equity only in the context of maintaining bus operation funds, which is insufficient. Equity has many dimensions, including socio-economic, racial, demographic, geographic / regional, modal, access, and opportunities provided. **We strongly urge the Board in the next three months to approve a shared definition of equity and performance measures methodology to implement the Equity Platform Framework.**

2) Specific financing recommendations from Re-Imagining LA County, particularly congestion pricing, should be tied to equity, access, sustainability, and mobility goals using data and stakeholder engagement

The bold ideas explored in Re-Imagining LA County create an opportunity to address important priorities identified in the Metro Equity Platform, Vision 2028 Strategic Plan, or public feedback on the NextGen Bus Study and LRTP. These past and ongoing efforts have been conducted with public input, research and analysis, and offer clear lessons and best practices for moving ahead with Re-Imagining LA County.

In contrast, 28x28 priorities for project acceleration have been set without clear alignment with or guidance from policy, equity, or community engagement. Further, the 28x28 list calls for accelerating four freeway-widening projects, which do not appear to enhance any mobility, access, sustainability, or equity goals set in other Metro plans and policies. If 28x28 sets precedent for Metro to accelerate high-cost and seemingly arbitrary project lists with voter-approved Measure M funds, we risk undermining data-driven and researched guidelines such as the LRTP that might otherwise responsibly and effectively invest billions of public dollars.

Congestion pricing as a tool to reduce vehicle congestion and generate transportation revenue is a transformative notion that could impact Los Angeles County. As such, generating revenue (particularly for project lists not tied to equity or other agency goals) should not be the single goal of a congestion pricing method applied to Greater Los Angeles. We support “decoupling” any studies or implementation of congestion pricing from the Board-proposed 28x28 project list.

3) Protect local funding for local transit service, Vision Zero, first-last mile and complete streets, sidewalk and road repair and transit oriented communities

Re-Imagining LA County also considers the reallocation of two Measure M local funding sources: local return and the Multi-Year Subregional Programs (MSPs).

Local return and MSP funds comprise the majority, if not exclusive, allocations in Measure M for local jurisdictions to support safer streets and sidewalks, multi-modal connectivity, and anti-displacement efforts. Implementing a unilateral decision to shift these funds without a data-driven and community-vetted framework threatens to undermine improvements for local cities, particularly those with the least resources. This directly conflicts with the second pillar of the Equity Platform, which seeks to provide resources to

those jurisdictions. We do not support any reallocation of local funding without clear policy alignment and authentic community engagement.

We thank you for considering these recommendations and continuing Metro's support of equity implementation.

Sincerely,

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