

February 08, 2019

Hon. Sheila Kuehl
Members of the Metro Board of Directors

Dear Chair Kuehl and Directors:

As members of the Metro Policy Advisory Council (PAC), we have the privilege and pleasure of advising the Metro Board and staff on key decisions related to Measure M revenue and other Metro policies, with the shared goal of improving the overall transportation system of Greater Los Angeles. Over the last 18 months, we have worked hard as a body to arrive at consensus on issues of major import affecting the interests of the local jurisdictions, consumers, and operators of Greater Los Angeles whom we collectively represent.

This letter summarizes recommendations approved unanimously by the PAC at our Special Meeting on February 5, 2019, 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**"). After review of related documents, including Metro motions, white papers, and presentations, the PAC recommends that the Metro Board:

1) **Decouple *28x28* from Re-Imagining LA County and its recommendations, particularly any study of congestion pricing.**

The Metro Board is currently considering two bold transportation initiatives with enormous potential impact: **28x28** and congestion pricing. They should be decoupled from one another, in policy and concept, to avoid a misconception that they are mutually dependent upon one another. Congestion pricing as a tool to reduce vehicle congestion and generate transportation revenue is a transformative notion with potentially broad and deep implications for Los Angeles County's economy, workforce, and built environment far beyond the accelerated construction of eight projects. Evaluation of congestion pricing as a tool for Los Angeles requires thoughtful consideration of its potential opportunities and challenges.

2) **Study how congestion pricing can be used as a tool to help us achieve our goals for equity, mobility and access to opportunity.**

While congestion pricing may generate funds, funding is a tool not a goal. The PAC urges the Metro Board to evaluate congestion pricing as a tool to drive goals for flexible mobility options, equity, and access to economic opportunity. Consider how congestion pricing may help our region to achieve the goals adopted as a result of community engagement associated with Measure M, the Long Range Transportation Plan (LRTP), NextGen, the equity platform and the Metro Strategic Plan *Vision 2028*.

3) **Clarify the relationship of 28x28 priorities to the Long Range Transportation Plan (LRTP), Vision 2028 Strategic Plan and other major plans.**

Given the significant dedication of funds to **28x28** project acceleration, we have a general concern that **28x28** priorities may supersede priorities identified in comprehensive plans such as Metro's LRTP and Strategic Plan and in specific plans such as the Metro Goods Movement Plan. It is important to clarify how priorities related to the equity platform, sustainability, and accessibility, some of which were identified through community engagement activities, will be reflected in **28x28** or any expenditure plan advanced by Metro. The significant community engagement conducted for these comprehensive and specific plans has been meaningful and has built much good will. It should not be wasted nor contribute to loss of trust with stakeholders.

4) **Keep promises for local return, Multi-Year Subregional Programs, and other Measure M local programs.**

Leading up to Measure M, the Councils of Governments (COGs) and subregions underwent an involved public engagement process to secure funding for and plan for the allocation of funding for local programs, especially local return and Multi-Year Subregional Programs (MSPs). The consensus built around these programs significantly contributed to the strong level of support for Measure M from local jurisdictions. Commitments to and promises for specific priorities, roles, and responsibilities for decision-making should be kept as envisioned by Measure M.

5) **Address transit comprehensively.**

Just like a comprehensive transit network should be integrated across ALL of Los Angeles County, the treatment of transit in any congestion pricing study should be similarly integrated. Analysis of transit should be neutral to mode and operator (in other words, inclusive of Metro Rail, Metro Bus, Metrolink, and Municipal Operators). It should consider solutions that affect the integration of long-distance trips with first-mile, last-mile solutions and Metro's complete streets policy implementation. Furthermore, the congestion pricing feasibility study should recognize and explore the opportunities for revenues to positively impact the range of solutions in ongoing systemwide transit studies such as NextGen and the BRT Vision & Principles.

We thank you for considering these recommendations and look forward to continuing to provide advice and counsel on behalf of the PAC's multiple constituencies.

Sincerely yours,

Policy Advisor Council Officers

Chair Cecilia V. Estolano, Westside Cities Council of Governments

Vice Chair Roderick Diaz, Metrolink

Second Vice Chair Jessica Meaney, Investing in Place