



Board Report

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Agenda Number: 33.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2019

SUBJECT: FRAMEWORK FOR NEW MOBILITY REGIONAL ROADMAP FOR LOS ANGELES COUNTY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the:

- A. Responses to Board motion 32.3C [Explore Fees for Transportation Network Company (TNC)] by Directors Garcetti, Kuehl, Butts, Solis, and Hahn (Attachment A);
- B. Progress report on the Transformational Initiatives central to “The Re-imagining of LA County,” which includes new mobility fees (Attachment B);
- C. Response to Motion 47 (Los Angeles County Micro-Mobility Review) by Directors Garcia, Hahn, Solis, and Dupont-Walker (Attachment C);
- D. Draft framework for developing a New Mobility Regional Roadmap, which includes (Attachment D):
 - 1. Building a countywide coalition of city, county, council of governments (COG), community-based organizations (CBOs), and other municipal partners to evaluate a wide range of options related to collectively determine the best path forward for managing new mobility in Los Angeles County and achieving our regional mobility goals; and
 - 2. Engaging internal and external stakeholders and convening a working group to:
 - Identify challenges and opportunities around new mobility
 - Adopt guiding principles and shared goals around new mobility
 - Explore potential tactics for meeting shared goals
 - Commit to and coordinate roles and responsibilities

ISSUE

Private “new mobility” providers such as ride hailing, and bicycle and scooter sharing, continue to transform the urban transportation environment in Los Angeles, with both positive and negative results. Vision 2028 goal 1.3 states Metro will “begin looking at possible legislative and regulatory strategies for leveling the playing field to preserve competition, reduce negative impacts and ensure access” to private new mobility services.

On February 28, 2019, the Board passed Motion 32.3C (Garcetti, Kuehl, Butts, Solis, and Hahn) instructing staff to move forward with exploring fees for transportation network company (TNC) and micro-mobility trips in Los Angeles County (Attachment A).

Also on February 28, 2019, the Board approved staff recommendations to pursue the Transformational Initiatives that are central to the “Re-Imagining of LA County,” which includes exploring fees on new mobility services, including both transportation network companies (TNCs) and micro-mobility (Attachment B).

On June 27, 2019, the Board passed Motion 47 (Garcia, Hahn, Solis, and Dupont-Walker) instructing staff to return to the Board with responses to questions about the status of micro-mobility in Los Angeles County (Attachment C).

Informed by recent research and ongoing conversations with city, county and other regional stakeholders, staff proposes to address these motions holistically through the development of a New Mobility Regional Roadmap (Attachment D).

BACKGROUND

Metro proposes to expand engagement with external and internal stakeholders to establish meaningful dialogue and inclusive decision-making, culminating with the development of a New Mobility Regional Roadmap for Los Angeles County (Attachment D). The proposed Roadmap will include the following four elements:

- 1: Identify Challenges & Opportunities Around New Mobility
- 2: Adopt Guiding Principles and Shared Goals Around New Mobility
- 3: Explore Potential Tactics to Achieve Goals
- 4: Commit to and Coordinate Roles and Responsibilities

Metro can play an important role in this area by convening all stakeholders to explore best practices for managing new mobility. The power to regulate private mobility operators through tax, licensing, parking and other methods is dispersed amongst many different agencies at the state, city, and county level. Currently cities individually have the ability to regulate through parking and other curb management policies and the PUC at the state level has the ability to tax and license. This results in a confusing array of regulations that produce suboptimal outcomes in terms of equity, mobility, and the environment. Additionally, this results in policies that make it challenging to meet our environmental goals including SB375, and the emission standards set by regional air pollution control district (APCD) and air quality management district (AQMD) per the Federal Clean Air Act.

DISCUSSION

Status of Existing Publicly Owned Bike Share - Response to Motion 47

The questions in Motion 47 as they pertain to publicly owned bike share systems in Los Angeles County will be addressed in a separate November/December 2019 Board Report by the Planning Department. The report includes a Southern California Association of Governments (SCAG) Study of Metro Bike Share and Santa Monica Breeze Bike Share. Santa Monica Breeze Bike Share can serve as a proxy to Long Beach Bike Share since they both use the same bicycle technology, are both beach cities in Los Angeles County and have similar operating structures.

Survey of All Existing New Mobility in LA County - Response to Motion 47

The proposed New Mobility Regional Roadmap will respond to many of the questions asked in the motion in greater detail and depth than we can answer today. In response to the motion's request to provide a snapshot of new mobility in Los Angeles County, we have provided an initial inventory of existing systems to establish a baseline (Attachment E).

How Cities Should Manage New Mobility? - Response to Motion 32.3C & 47

The working group, which will include internal and external stakeholders, tasked with creating a New Mobility Regional Roadmap is best positioned to respond to this question.

DETERMINATION OF SAFETY IMPACT

The framework for a New Mobility Regional Roadmap will have no adverse impact on the safety of Metro's patrons and employees and the users of the reference transportation facilities.

FINANCIAL IMPACT

The cost center manager will be responsible for budgeting the funds to conduct the full scope of the Roadmap.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

To achieve the visionary outcome of doubling the percent usage of transportation modes other than solo driving, Metro has committed to the following from the Vision 2028 Strategic Plan:

- Metro and its partners will improve LA County's overall transit network and assets by improving connectivity to provide seamless journeys through the existence and quality of transportation infrastructure, such as sidewalks, bikeways, and drop-off zones that help facilitate access to transit - these efforts will build off Metro's current first/last mile and active

transportation planning work. (Goal 1.2)

- Metro and its partners will manage congestion and reduce conflicts between the movement of goods and people on streets and highways and will explore opportunities for expanding access to shared, demand-responsive transportation options for everyone. (Goal 1.3)
- Metro will begin looking at possible legislative and regulatory strategies around transportation network companies (TNCs) for leveling the playing field to preserve competition (with other public and private mobility operators), reduce negative impacts, and ensure access to a variety of transportation options for everyone. (Goal 1.3)
- Metro will work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan. (Goal 4.1)
- Metro will help drive mobility agendas, discussions, and policies at the regional, state, and national levels. With respect to new technologies that have yet to be regulated, such as connected and autonomous vehicles, Metro will work to help establish and enforce policies aimed at shaping their deployment in ways that advance the goals in this Plan and protect the public interest. (Goal 4.2)
- Metro will continue building coalitions with local and regional organizations to address common issues at the state and national levels.(Goal 4.2)

The proposed actions are fully consistent with Initiatives 1.2, 1.3, 4.1 and 4.2 of the Metro Vision 2028 Strategic Plan and will be utilized during the development of the New Mobility Regional Roadmap (Attachment D).

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommendation. However, this option is not recommended as it will delay progress on Vision 2028 goals.

NEXT STEPS

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| Internal and External Stakeholder Conversations and Consultation | July 2019 - Ongoing |
| Initiate procurement process to procure Consultant Services for Facilitation and Regulatory Cost/Benefit Analysis | December 2019 |
| Convene Series of Working Group Meetings | December 2019 - Summer 2020 |
| Progress Report to Board | Spring 2020 |
| Report Back to Board on Roadmap Work | Fall 2020 |

ATTACHMENTS

Attachment A - Board Motion - Exploring fees for TNC's (Motion 32.3, C, February 2019)

Attachment B - The Re-Imagining of LA County: Mobility, Equity and the Environment

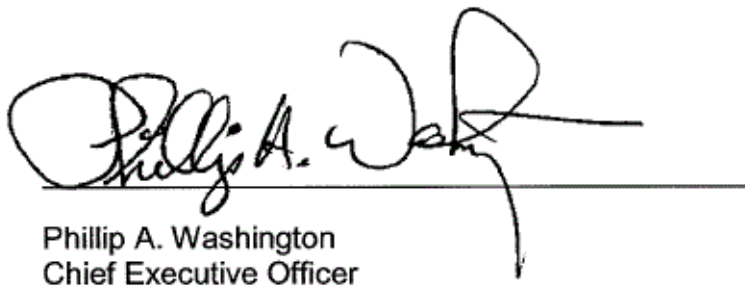
Attachment C - Board Motion - Micro-Mobility Review (Motion 47, June 2019)

Attachment D - New Mobility Regional Roadmap Framework

Attachment E - Chart of Existing New Mobility Systems and Programs in Los Angeles County

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