



M&A UPDATE

Webinar | February 27, 2018

Webinar Agenda

Welcome and Introductions

Equity and Just Growth Overview

Measure A Update

Measure M Update

**Equitable Implementation
(Measures Matter)**

Q & A

**M&A
UPDATE**

Webinar Co-Hosts



Webinar Goals

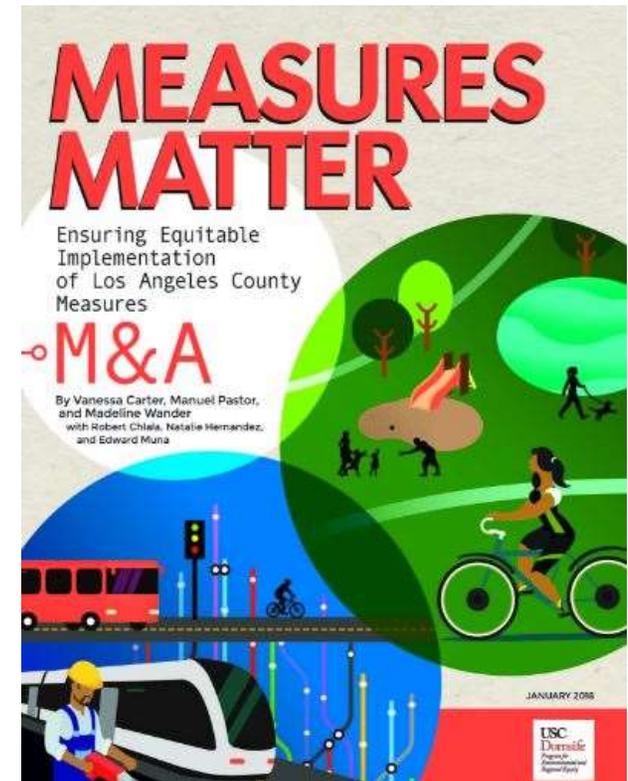
- Provide an update on **Measures M & A**
- Demonstrate why **equity** matters
- Encourage **participation** in public process

M&A
UPDATE

Equity and Just Growth

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UPDATE



USC
Dornsife
*Program for
Environmental and
Regional Equity*

MEASURES MATTER: Ensuring Equitable Implementation of L.A. County Measures M & A

02.27.18

Madeline Wander, Senior Data Analyst, USC PERE

FRAMING THE WORK: JUST GROWTH

Conventional wisdom in economics says there is a trade-off between equity and efficiency.

But, new evidence shows that regions that work **toward equity** have **stronger** and **more resilient** economic growth.



Source:
http://storage.cloversites.com/northriversidebaptistchurch/site_images/sub_page70_picture0.jpg

EVIDENCE: EQUITY IS GOOD FOR GROWTH



Even the Federal Reserve Bank of Cleveland found that that **racial inclusion** and **income equality** matter for growth—and the IMF and Standard & Poor’s agree that inequality is bad for the economy!



Image Sources: <http://static.guim.co.uk/sys-images/Guardian/Pix/pictures/2009/2/24/1235500211963/Ben-Bernanke-chairman-of-003.jpg>;
http://blog.usni.org/wp-content/uploads/2010/11/Fed-logo_trans.png; http://www.benjaminrickey.com/gallery/gallery_federal_reserve.jpg

EVIDENCE: EQUITY IS KEY FOR GROWTH

Table 2. Factors' Impact on Regional Economic Growth

Factor	Per Capita Income	Employment	GMP	Productivity
Skilled Workforce and R&D	0.00333			0.00134
Technology Commercialization	0.00374		0.00211	0.00232
Racial Inclusion & Income Equality	0.00104	0.00208	0.00357	0.00138
Urban Assimilation		0.00143	0.00276	0.00126
Legacy of Place		-0.00748	-0.00917	-0.00136
Business Dynamics		0.00237	0.00281	
Individual Entrepreneurship		0.00200	0.00180	
Locational Amenities	0.00222			
Urban/Metro Structure		0.00129	0.00218	

Universe: 136 Metro areas, 4 growth measures, 9 broad indicators with 38 different variables

Source: Fund for our Economic Future, North East Ohio

<http://www.futurefundneo.org/en/~media/Files/Research/2007%20Dashboard%20of%20Economic%20Indicators.ashx>

EVIDENCE: EQUITY IS GOOD FOR GROWTH

The sign (+/-) indicates a significant relationship and the direction of that relationship
 "insig." indicates an insignificant relationship, and a blank cell indicates there was

; +++ (---) indicates significance at the .05 level; ++ (--) indicate

We found this in our research, too.

Employment and Industrial Composition	Percent high-tech employment (2) Percent construction employment Industry diversity index Share of all firms that are very small (< 4 employees) Percent of workers that are union members (3) Labor related CBOs per 10k people (4)
Geographic and Distributional	Contains a state capital city (5) Difference between principal cities and suburban poverty rates Poverty concentration (% of poor in high poverty tracts) Dissimilarity index for people of color Isolation index for people of color Correlation ratio for people of color Percentage of African American households that are "middle class" (6) Percentage of Latino households that are "middle class" (6)
Workforce and Housing	Median gross rent as a percent of household income Home ownership rate Percentage foreign-born Percentage recent immigrants (arrived in the last 10 years) Share of population that is working age (25-64) Percentage population age 25+ with a B.A or higher level of education Percentage people age 25+ with high school graduate or lower education
Interest in Growth / Equity	PolicyLink Regional Equity Summit attendees, 2002 and 2005 combined, per 10k people Alliance for Regional Stewardship Conference attendees, 2000 through 2005 combined, per 10k people

Notes:

General:

All of the indicated measures are figured as regionally de-trended Z-scores relative to the four broad Census regions, the West, Midw (CBSAs) in the U.S. by subtracting the mean across all such metros in the respective Census region and then dividing the the correspon

Specific:

(1) Data in the 1980 column is actually for 1979.

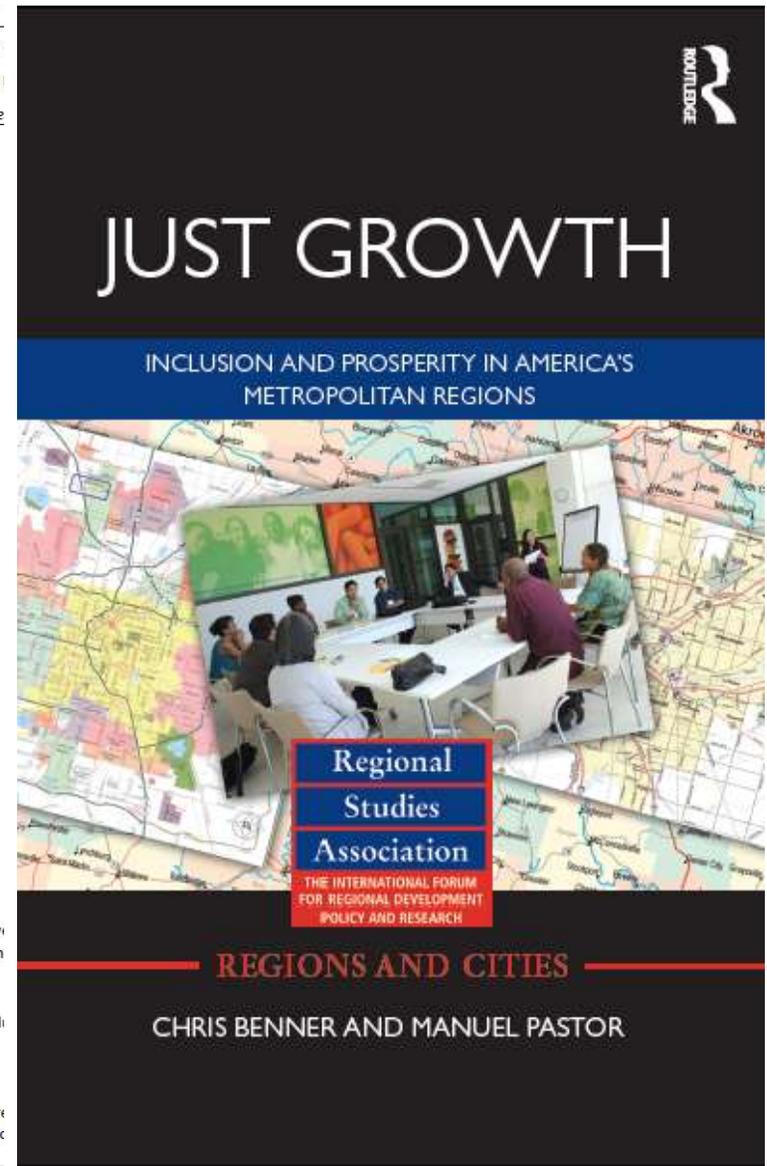
(2) Data in the 1990 and 2000 columns are for 1990 through 1992 and 2000 through 2002, respectively. The definition of "high-tech" indi article by American Electronics Association (AEA).

(3) Data in the 1980 column is actually for 1986.

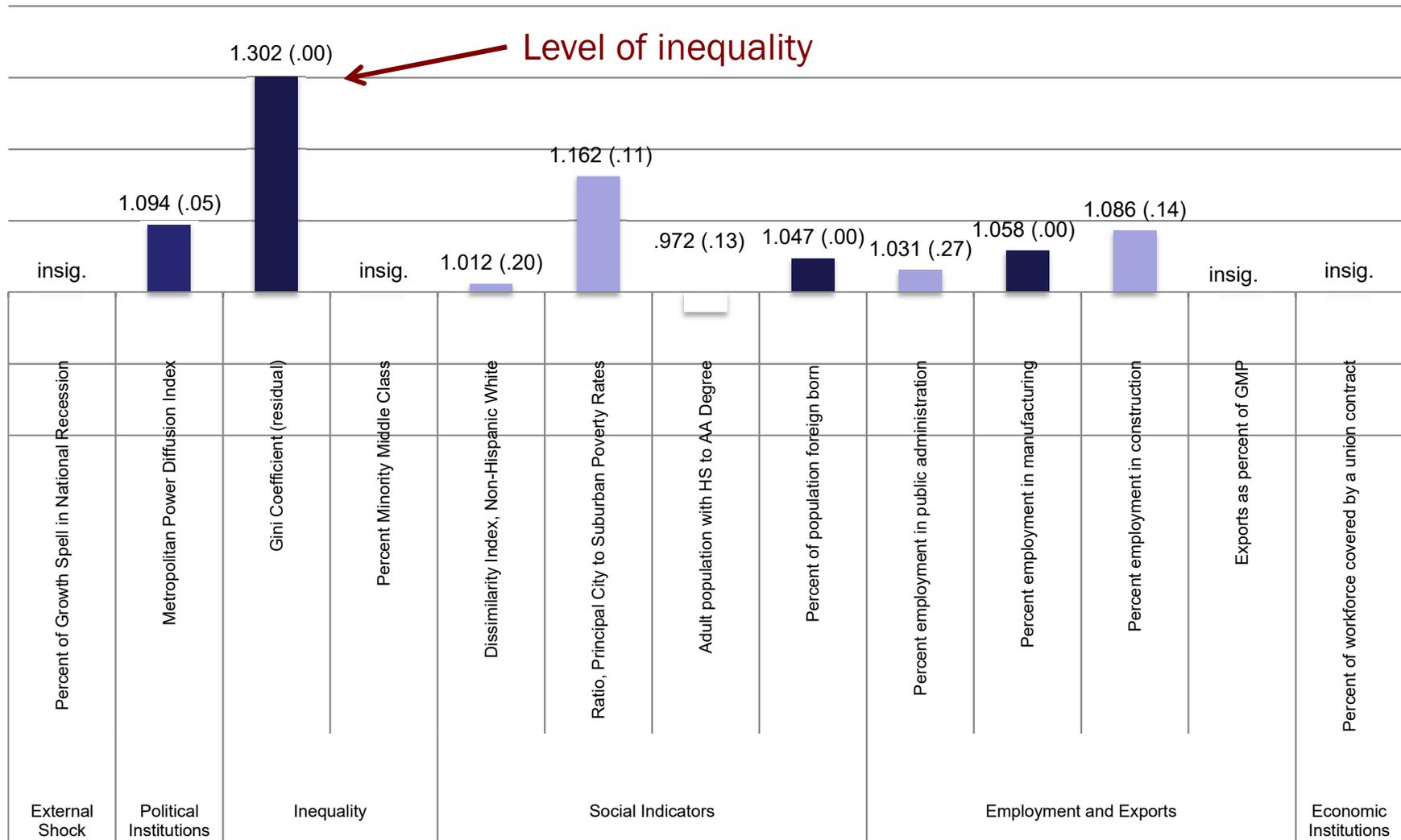
(4) Years shown are for 1995 and 2004 (in the 1990 and 2000 columns, respectively)

(5) This measure is a dummy variable for the CBSA hosting a state capital, thus the years do not apply. It is the only one of the measur

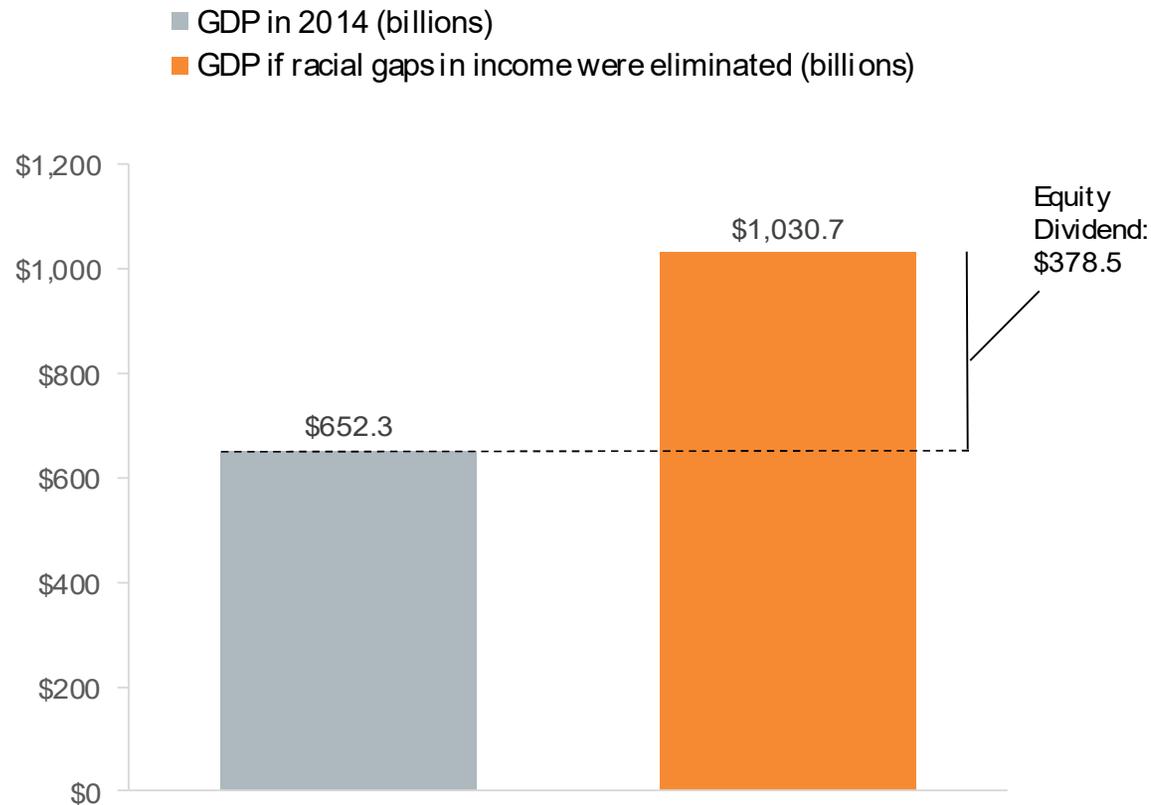
(6) Middle class is defined as all households with income between 80 and 120 percent of the CBSA-wide median household income. Fc unavailable so families and family income were used instead.



WHAT LIMITS SUSTAINED GROWTH



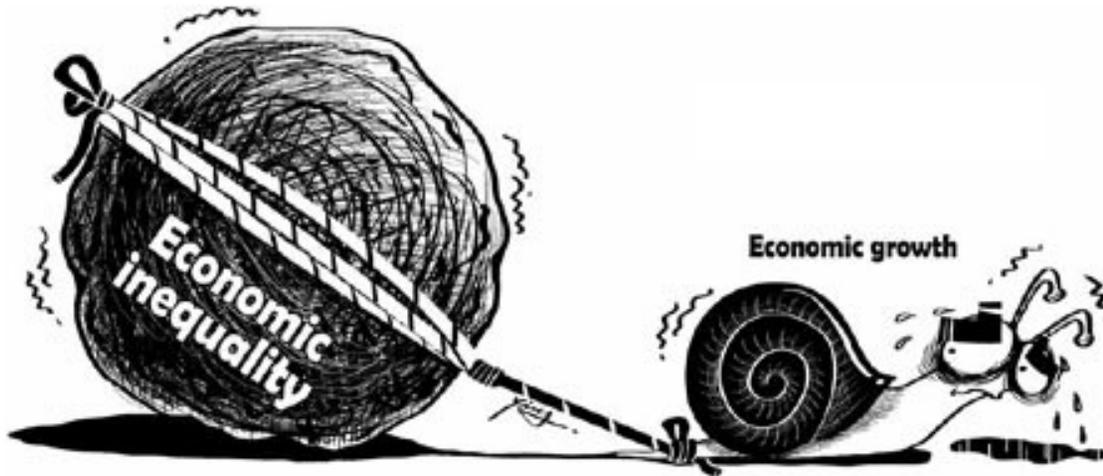
EVIDENCE: EQUITY IS GOOD FOR GROWTH



A potential \$379 billion per year GDP boost from racial equity in L.A. County

Note: The "equity dividend" is calculated using data from IPUMS for 2010 through 2014 and is then applied to estimated GDP in 2014.

WHY THE RELATIONSHIP

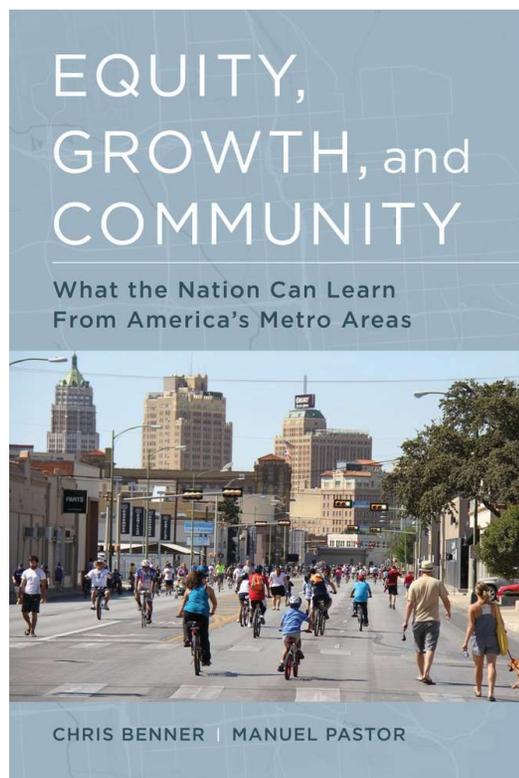


Underinvestment in each other makes us less competitive as regions and as a nation



Social tensions over who will gain and who will lose make us less likely to cohere on what we need to do to thrive

HOW TO ACHIEVE JUST GROWTH



We found that regions with **diverse and dynamic knowledge communities** seemed to have better growth and equity outcomes.

These are communities that consist of diverse constituencies and:

- centralize **knowledge and data**
- have **common regional destinies**
- are **action** oriented
- pursue **multi-issue framing** and **relationship building** that builds regional resilience
- acknowledge **legitimacy** of others' viewpoints

OVERVIEW OF MEASURES M&A

	Measure M	Measure A
What does it fund?	Transportation 	Parks, beaches, open space
Lead agency 	Metropolitan Transportation Authority (Metro)	Regional Park and Open Space District (RPOSD) 
Yearly revenue	\$860 million 	\$94.5 million
How is revenue generated?	New half-cent sales tax and extension of existing half-cent sales tax	Annual parcel tax of 1.5 cents per square foot of development
Date passed 	November 2016 with 71% approval, no sunset	November 2016 with 75% approval, no sunset 
Pre-measure work	40-year expenditure plan development with Metro and Councils of Government (COGs) ²⁰ 	Park Needs Assessment with Los Angeles County Department of Parks and Recreation, cities, and CBOs ²¹
Decision-Making Bodies 	27-member Policy Advisory Council and Metro Board of Directors	45-member Steering Committee and County Board of Supervisors 

Measure A Update

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UPDATE



Measure A: Where Need Meets Opportunity

Elsa Mei Tung
Policy and Research Manager

Tamika L. Butler
Executive Director



Presentation Overview

- History and Lead Up to Measure A
 - LA Countywide Comprehensive Parks and Recreation Needs Assessment
- Measure A 101
- Measure A Expenditure Plan
- Measure A Policy Issues
- Broader Policy Issues
- Opportunities for Engagement

Brief History of Prop A

➔ In 1992 and again in 1996, LA County voters approved **Proposition A** to invest in parks and recreation projects throughout the county.



➔ Prop A did two things:

1) Created the Los Angeles County Regional Park and Open Space District

2) Approved an annual property tax for virtually all parcels of real property in LA County



Expiration of Prop A



- The 1992 Prop A expired in 2015.
- With this expiration, LA County **lost** an average of **\$60 million** annually.
- The 1996 Prop A will expire in 2019.

“Prop P” (2014)

- ➔ Because of Prop A’s impending expiration, the County Board of Supervisors placed **Proposition P** on the ballot in 2014 to renew countywide park funding.

COUNTY MEASURE

P	SAFE NEIGHBORHOOD PARKS, GANG PREVENTION, YOUTH/SENIOR RECREATION, BEACHES/WILDLIFE PROTECTION MEASURE. To ensure continued funding from an expiring voter-approved measure for improving the safety of neighborhood parks and senior/youth recreation areas; assisting in gang prevention; protecting rivers, beaches, water sources; repairing, acquiring/preserving parks/natural areas; maintaining zoos, museums; providing youth job-training, shall Los Angeles County levy an annual \$23/parcel special tax, requiring annual independent financial audits and all funds used locally?	184	YES → <input type="radio"/>
		185	NO → <input type="radio"/>

- ➔ **Prop P did not pass**, receiving 62% voter support, just short of the 66% needed for passage.

Need to Identify Park Needs

➔ One of the main critiques of Prop P was that there was no public process for **identifying park projects to be prioritized** for funding.

➔ In February 2015, Supervisors Michael D. Antonovich and Mark Ridley-Thomas introduced a motion to invest **\$3.5 million** for the County to develop the first ever **Countywide Parks and Recreation Needs Assessment.**



Countywide Parks and Recreation Needs Assessment (2015-2016)



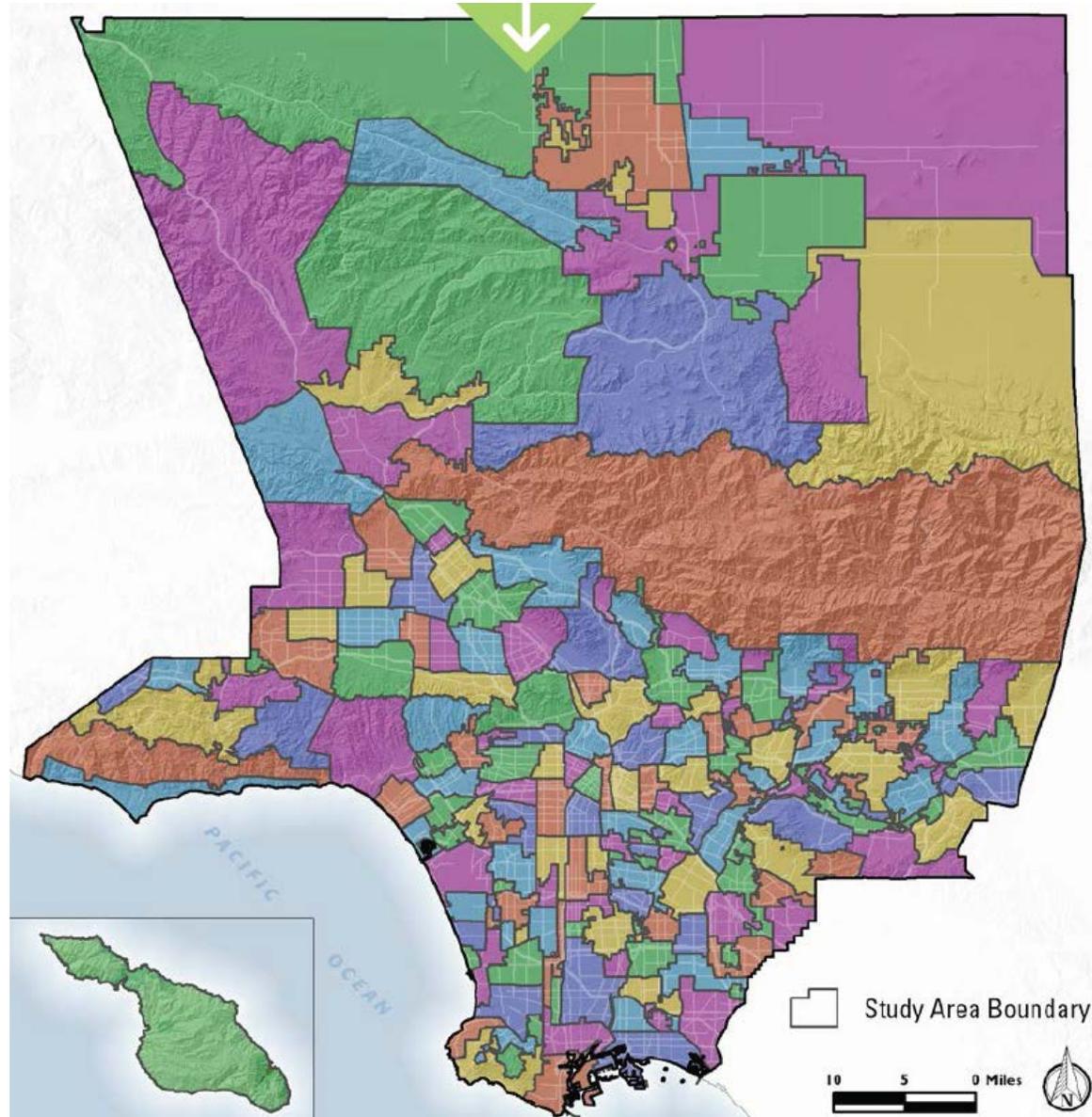
we all need
PARKS
for healthy, thriving and engaged communities

LOS ANGELES COUNTYWIDE COMPREHENSIVE PARKS & RECREATION NEEDS ASSESSMENT

MAY 9, 2016

Los Angeles County
Department of Parks & Recreation

188 Study Areas



Park Metrics



Park
Condition



Park
Access



Park
Amenities



Park
Land



Park
Pressure

Spatial Calculation of "Park Need"

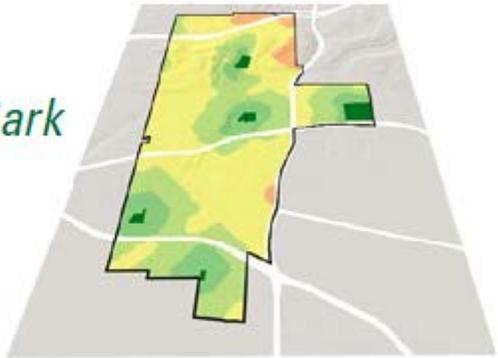
*Park Acre Need
(20%)*

+



*Distance From a Park
(20%)*

+



*Population Density
(60%)*



Spatial Calculation of "Park Need"

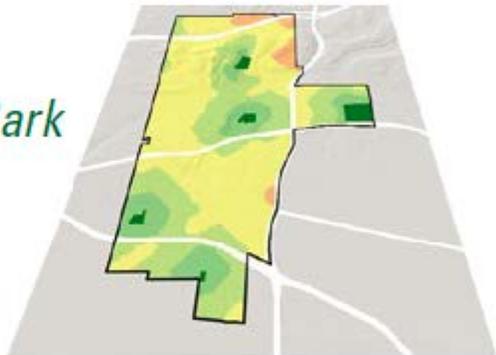
Park Acre Need
(20%)

+



Distance From a Park
(20%)

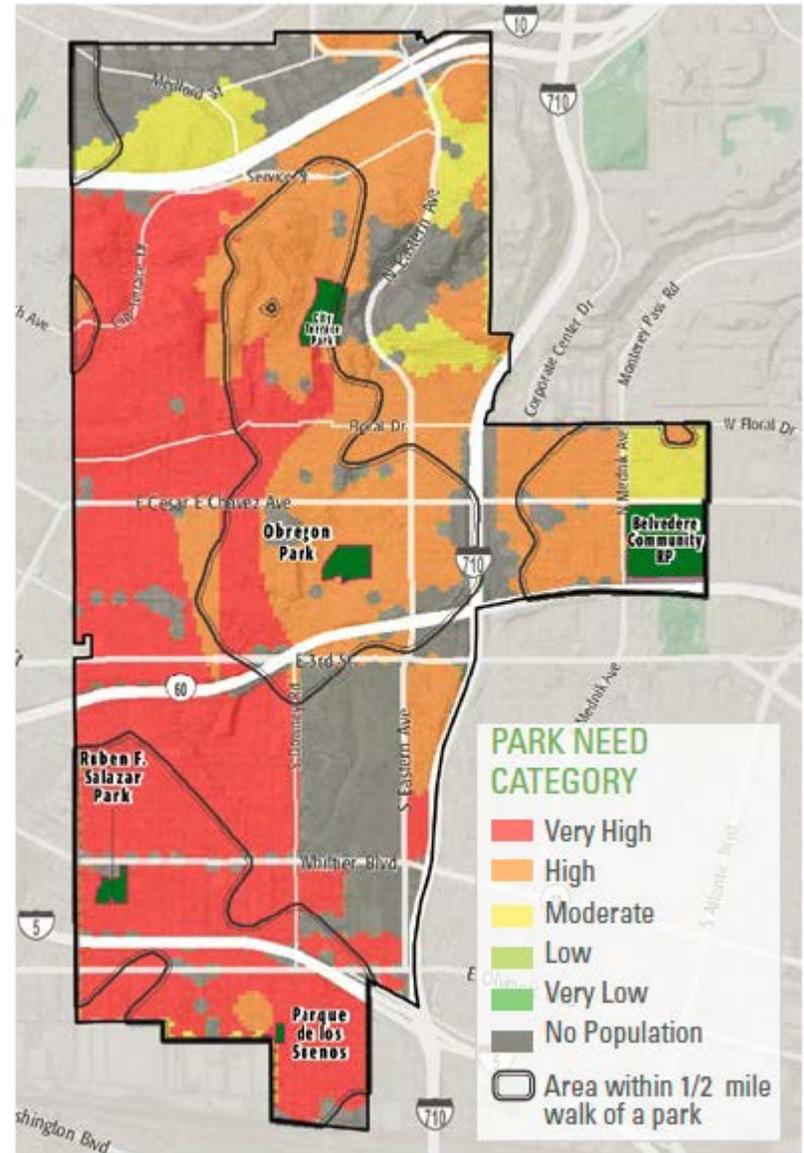
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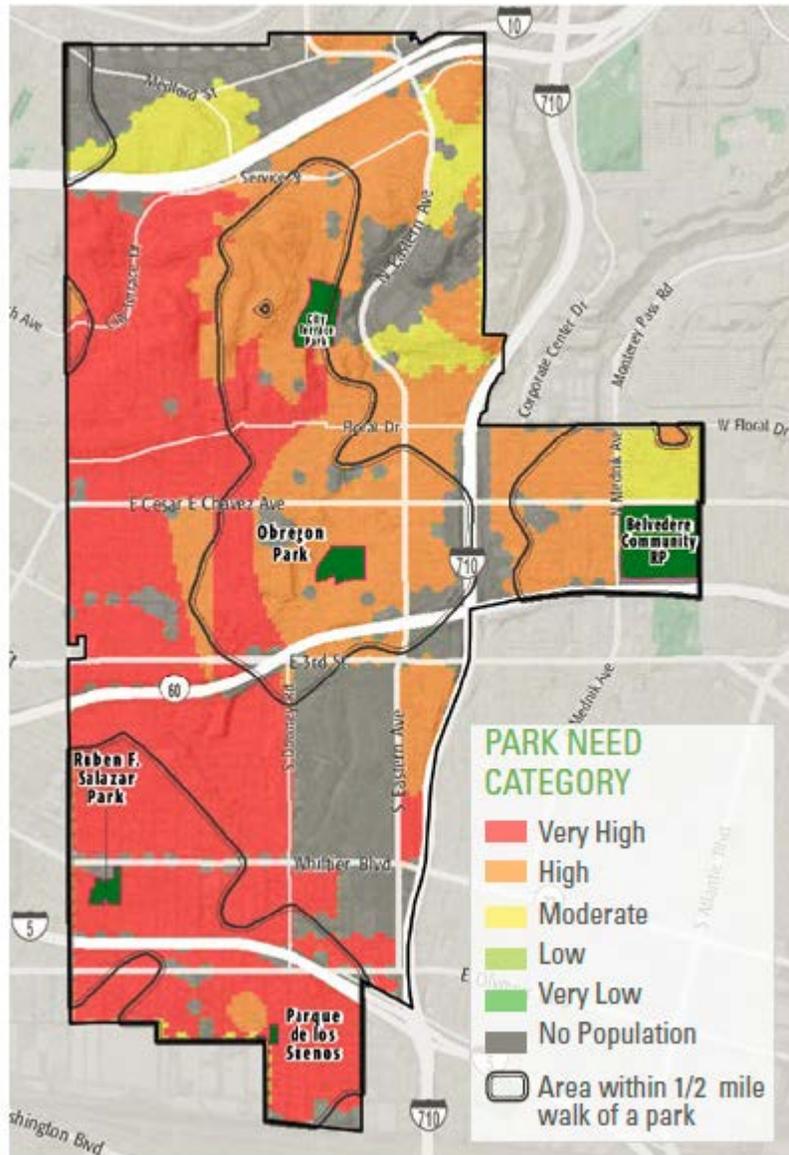
Population Density
(60%)



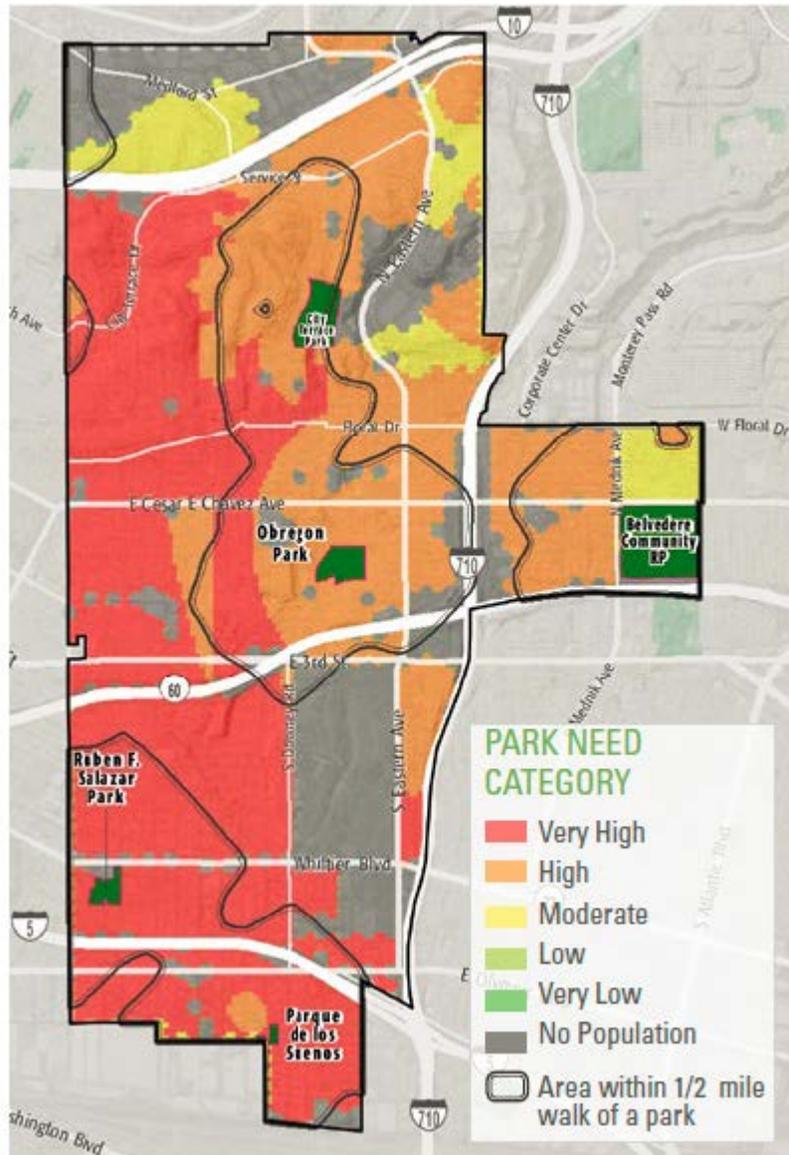
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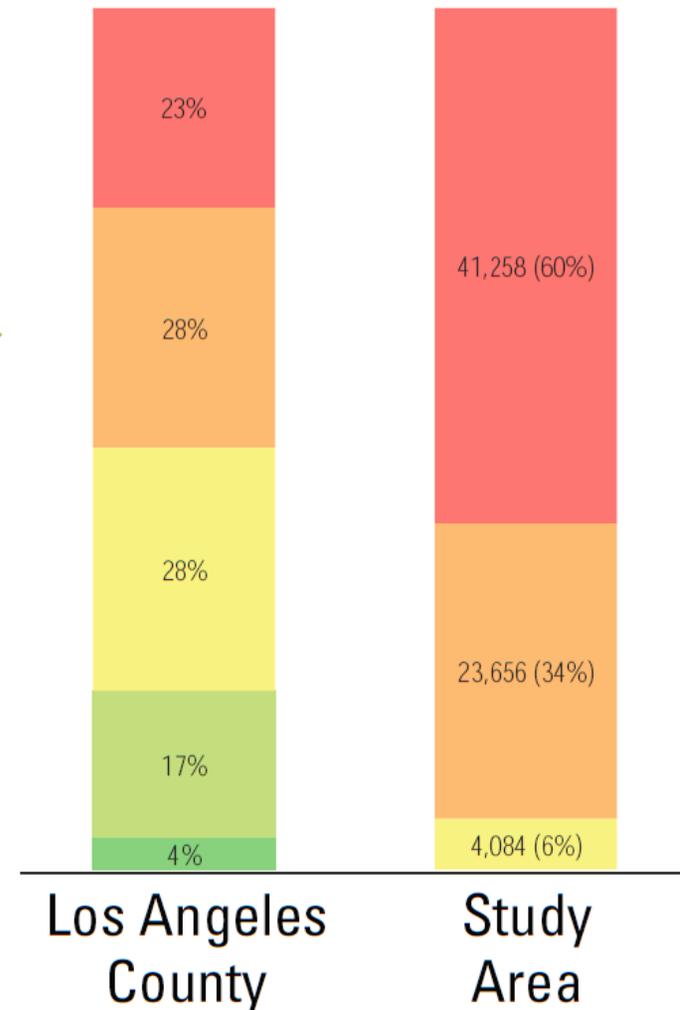
From Spatial Calculation to People Calculation

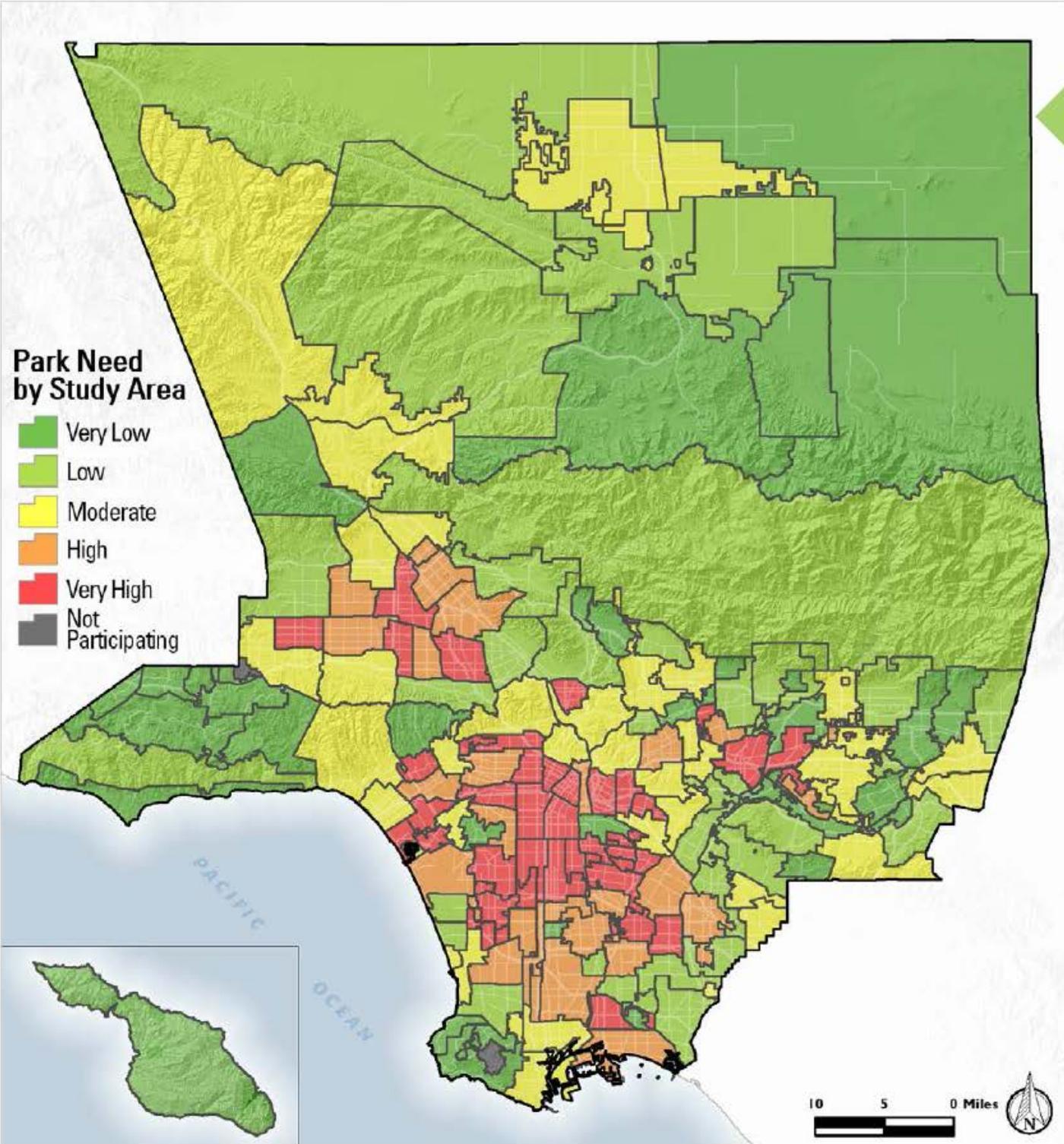


From Spatial Calculation to People Calculation



HOW MANY PEOPLE NEED PARKS?

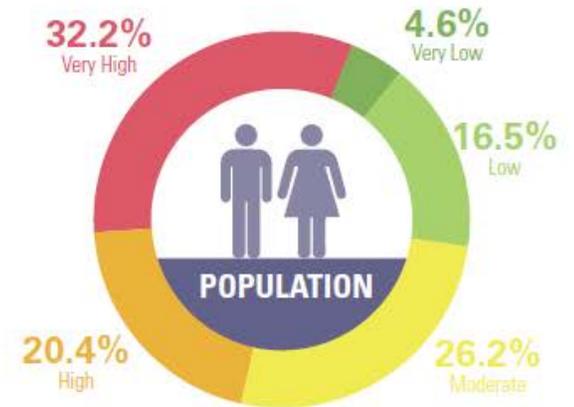




PARK NEED

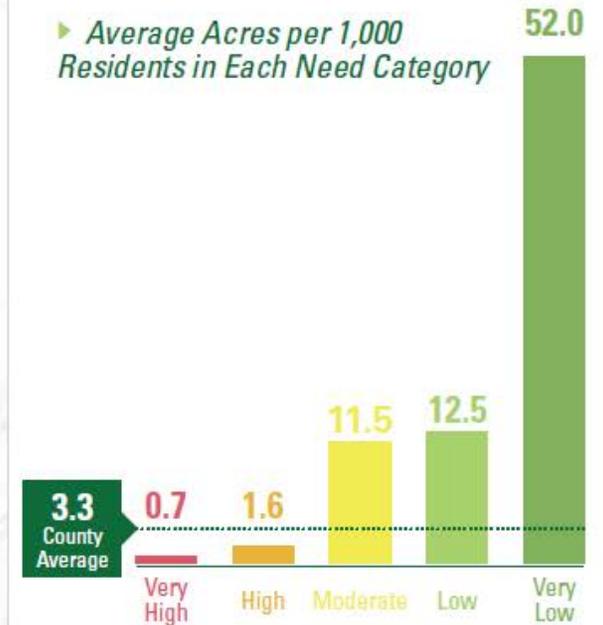
The results of the analysis of the five park metrics were combined to determine an overall park need level for each Study Area. This approach creates a framework for assessing park need from a Countywide perspective.

Population in Each Need Category*



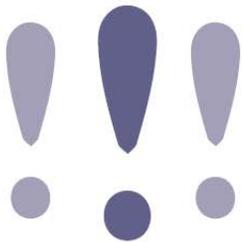
*0.1% Not Participating

Average Acres per 1,000 Residents in Each Need Category



Cost Estimate

**\$8.8
billion**



+

**\$12
billion**



+

**\$0.7
billion**



=



**\$21.5
billion**

Prioritized Projects

at

Local Parks
Regional Recreation Parks
Regional Open Space
and
Natural Areas

Deferred Maintenance

at

Local Parks
Regional Recreation Parks
Regional Open Space

Specialized Facilities

at

Local Parks
Regional Recreation Parks
Regional Open Space
and
Natural Areas

While the Parks Needs Assessment was underway...

- ➔ **Supervisors Hilda Solis and Sheila Kuehl** introduced a motion in August 2015 to recommend a mechanism and expenditure framework to fund future park and recreation projects.



Measure A (2016)

COUNTY MEASURES

A	Safe, Clean Neighborhood Parks, Open Space, Beaches, Rivers Protection, and Water Conservation Measure. To replace expiring local funding for safe, clean neighborhood/city/county parks; increase safe playgrounds, reduce gang activity; keep neighborhood recreation/senior centers, drinking water safe; protect beaches, rivers, water resources, remaining natural areas/open space; shall 1.5 cents be levied annually per square foot of improved property in Los Angeles County, with bond authority, requiring citizen oversight, independent audits, and funds used locally?	168	YES → <input checked="" type="radio"/>
		169	NO → <input type="radio"/>

Measure A received 75% voter approval.

Measure A 101

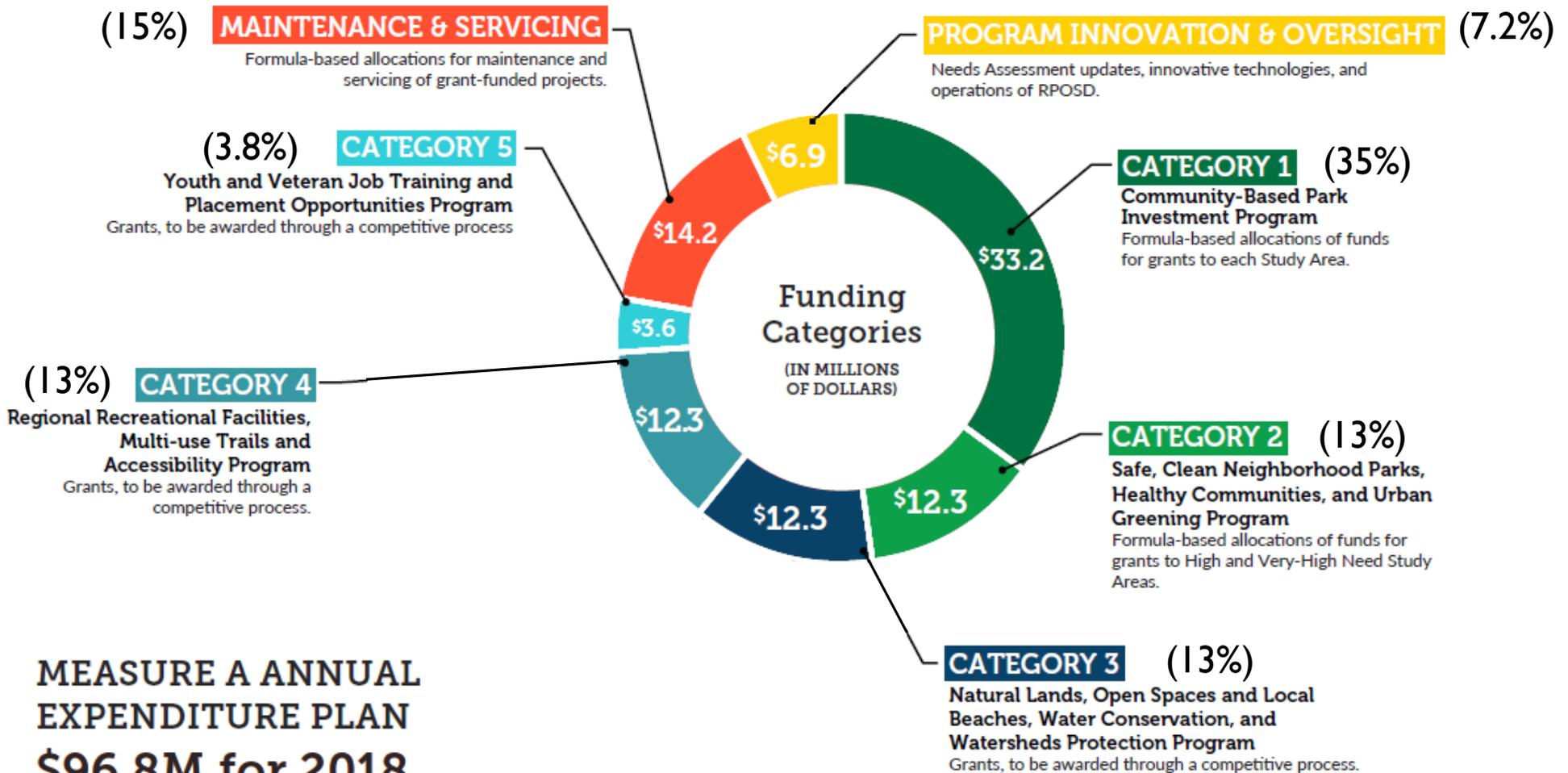
- Parcel tax of 1.5 cents per square foot of improved property
- Estimated annual revenue = \$96 million
- No expiration
- Provides dedicated local funding for:
 - Parks
 - Recreation
 - Beaches
 - Open Space
 - Trails
 - Cultural Facilities
 - Veteran & Youth Programs
- Implementation guided by 45-member steering committee
- Administered by LA County Regional Park and Open Space District

Regional Park & Open Space District (RPOSD)

- RPOSD was created by Prop A in 1992.
- It is the granting agency for all Prop A and now Measure A funds.
- Over the past 25 years, RPOSD has awarded more than \$1 billion in grants to cities, county departments, state and local agencies, and nonprofits and community-based organizations.



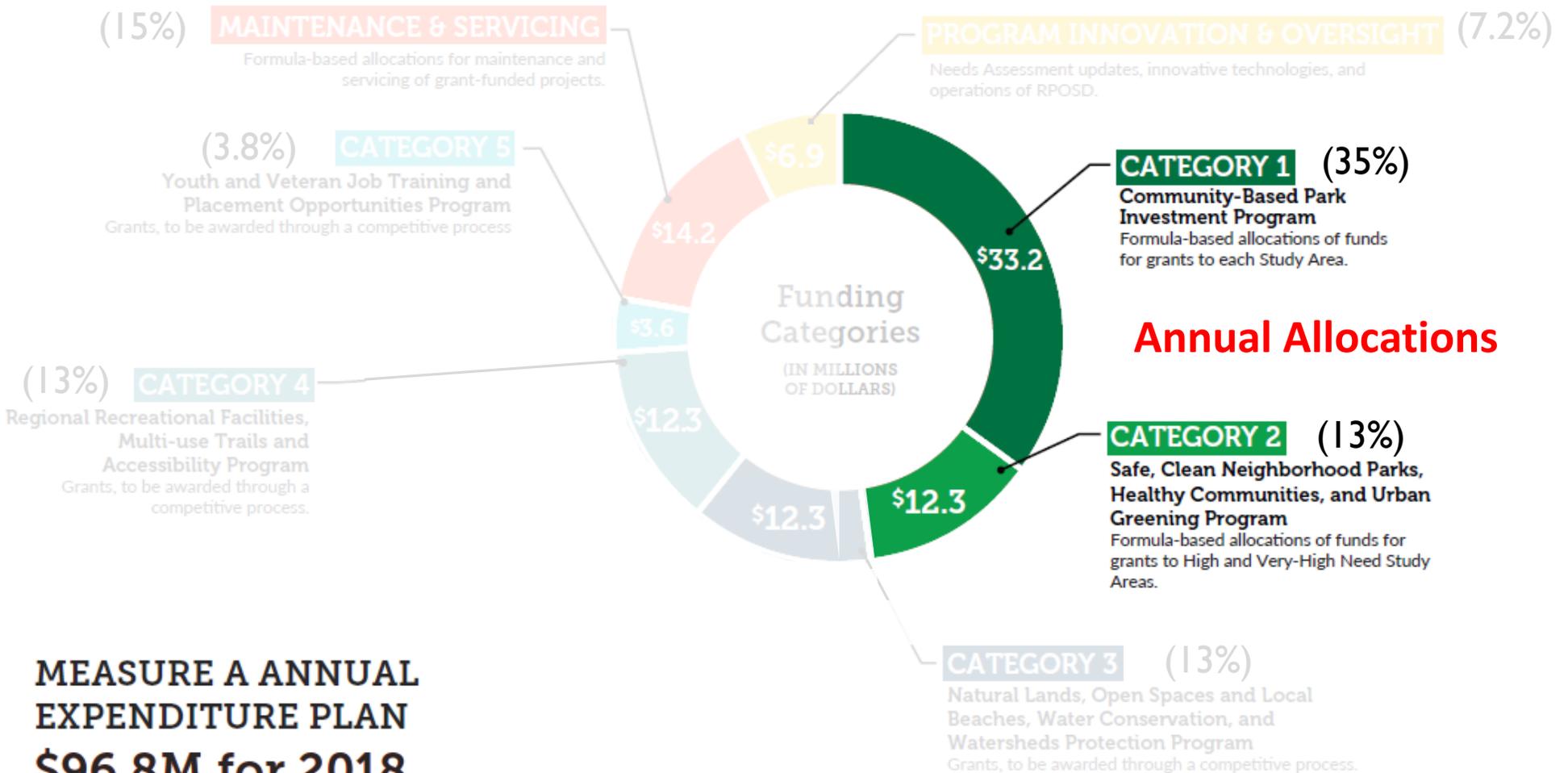
Measure A Expenditure Plan



MEASURE A ANNUAL EXPENDITURE PLAN
\$96.8M for 2018

Note: The District's Board of Supervisors may allocate up to 2% of total funds for eligible projects.

Measure A Expenditure Plan

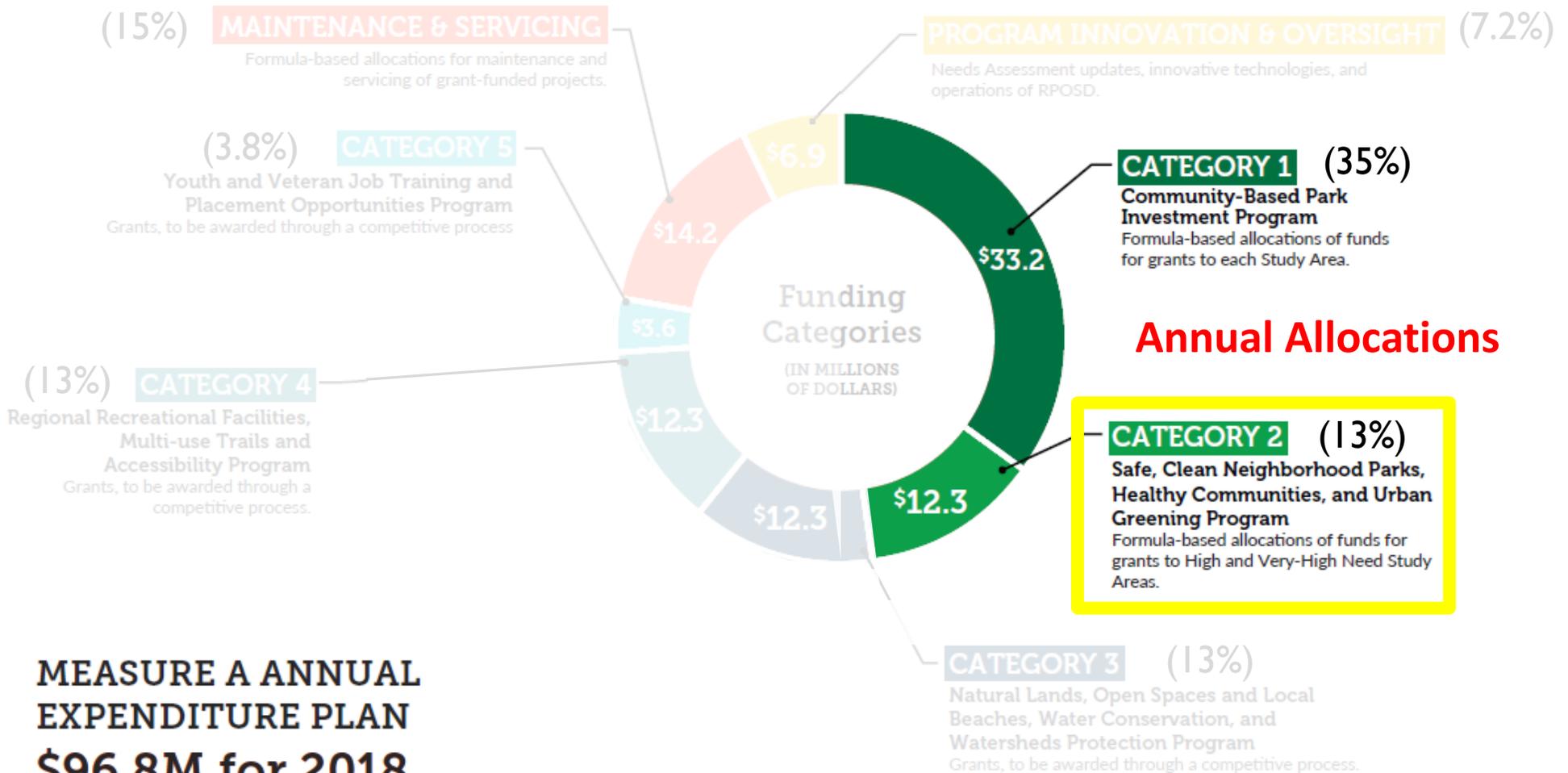


Annual Allocations

MEASURE A ANNUAL EXPENDITURE PLAN \$96.8M for 2018

Note: The District's Board of Supervisors may allocate up to 2% of total funds for eligible projects.

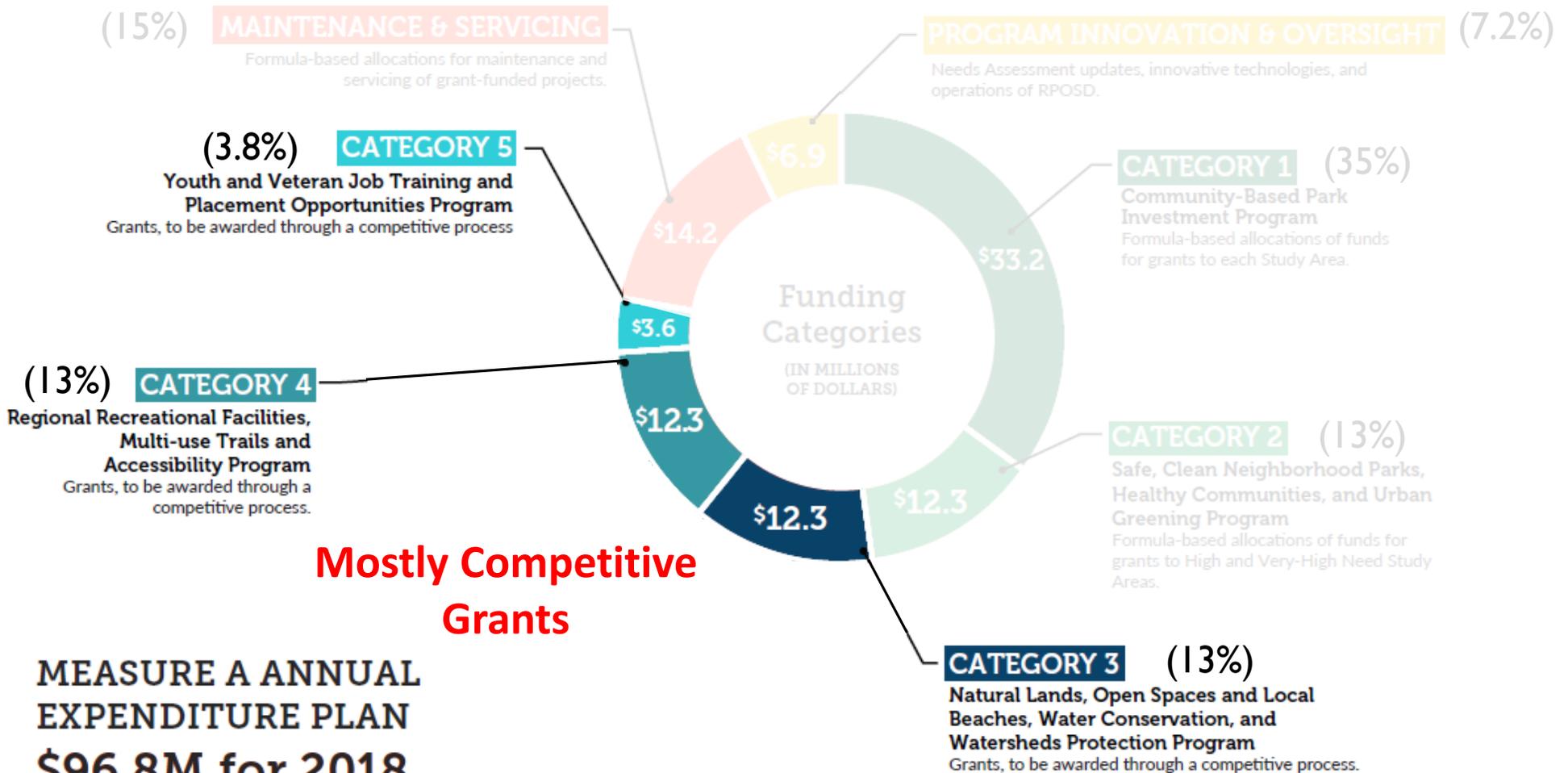
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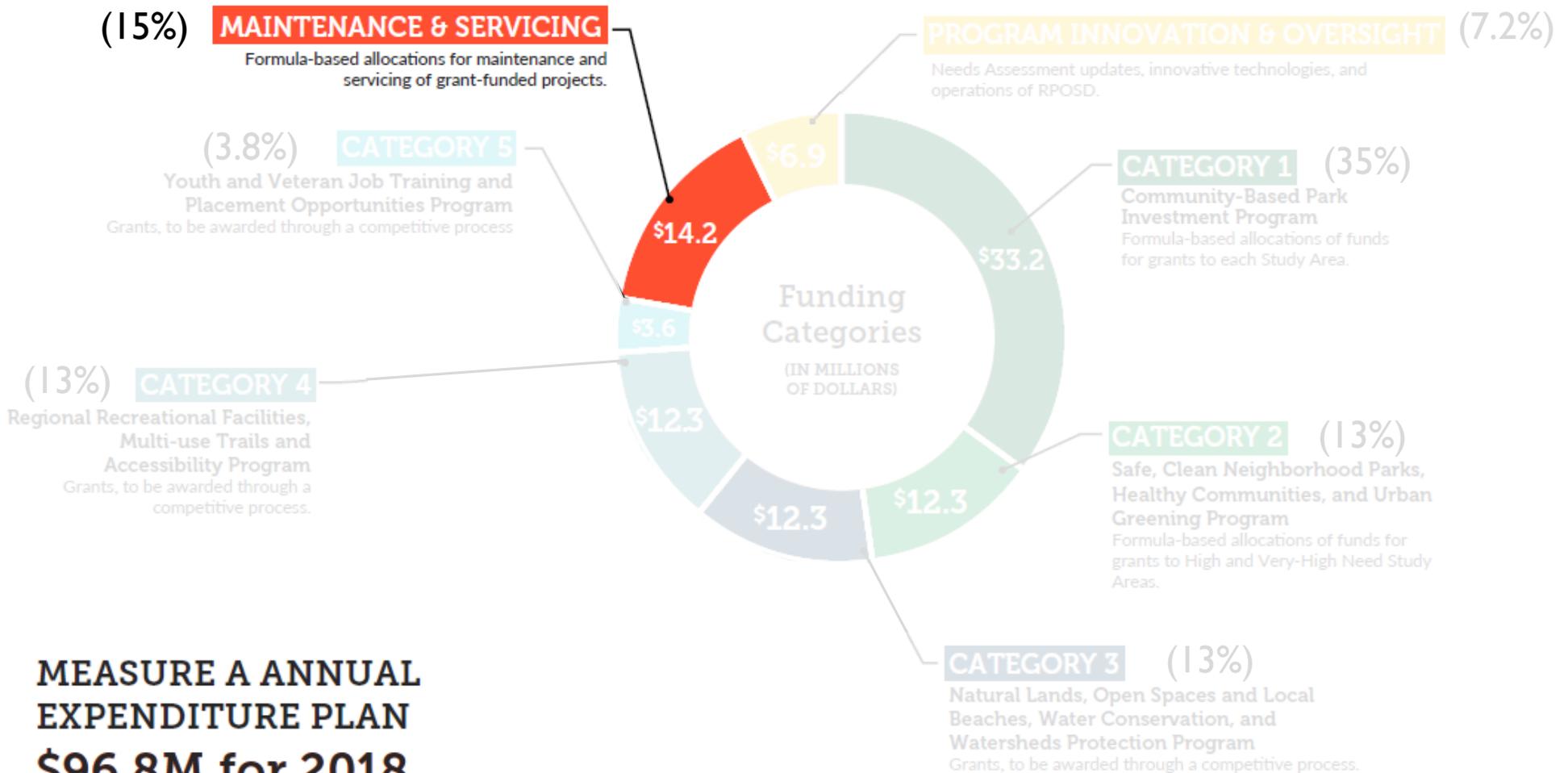
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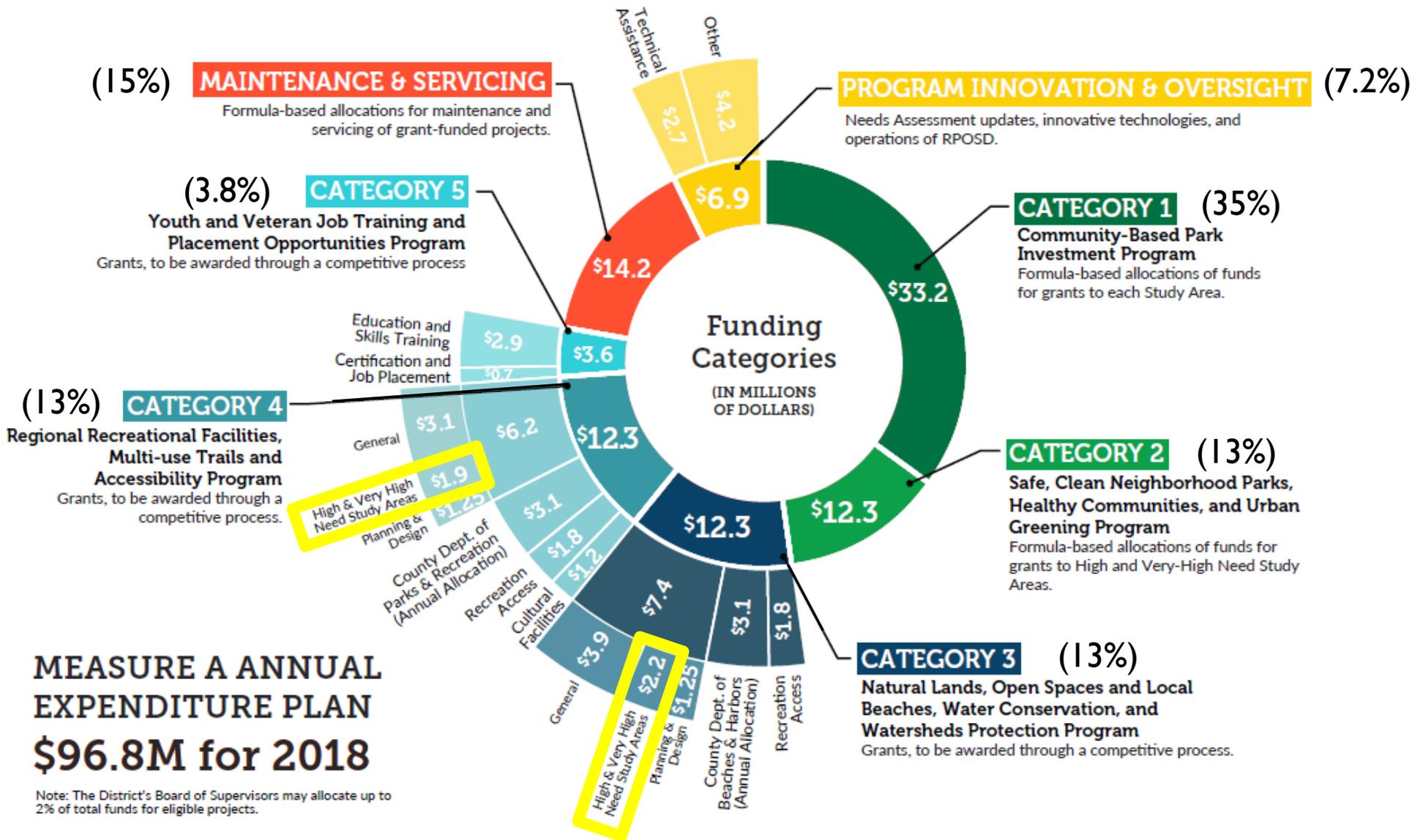
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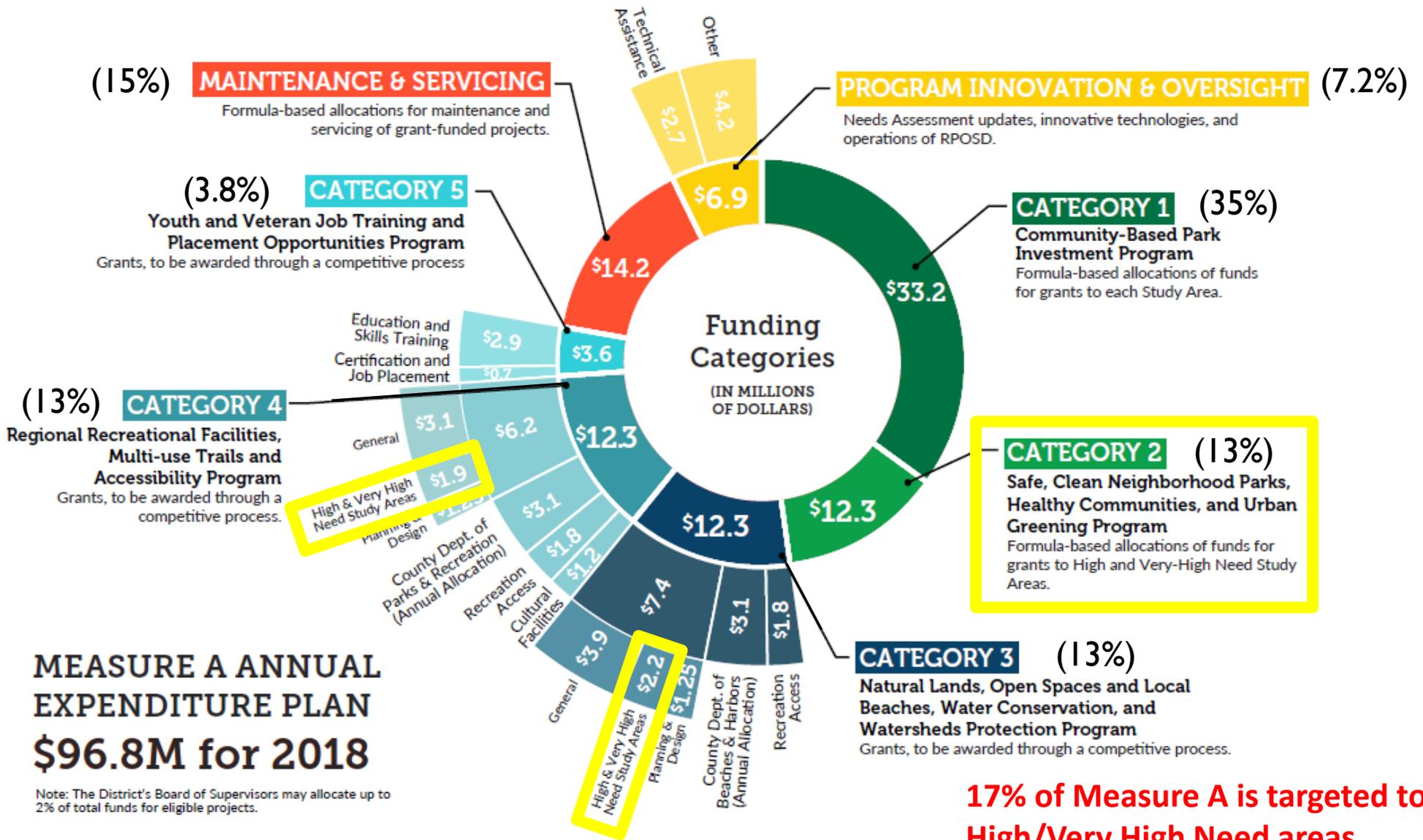
Measure A Expenditure Plan



MEASURE A ANNUAL EXPENDITURE PLAN
\$96.8M for 2018

Note: The District's Board of Supervisors may allocate up to 2% of total funds for eligible projects.

Measure A Expenditure Plan



Policy Issues

- Community Engagement
- Technical Assistance
- Competitive Grant Scoring Criteria

Policy Issues: Community Engagement

Information Sharing

This approach allows agencies to update their communities on the status of a project or a plan without actively seeking community feedback.

This approach is most appropriate when agencies have previously engaged the community and seek to provide updates throughout the duration of the project.

Information sharing methods should be appropriate in accessibility and visibility to the particular community.

This approach may be required at various stages of the grant administration process.

Concurrent Engagement

This approach allows agencies to discuss Measure A-funded projects and plans in conjunction with other community meetings.

This may include meetings scheduled around community plans, regularly scheduled council meetings, or other events that aim to engage the community and solicit feedback pertaining to spending priorities within a Study Area.

Concurrent engagement methods should be appropriate in scale and type to the particular community.

Depending on project cost, this approach may be required before or after submission of the grant application.

Participatory Engagement

This approach includes meetings, workshops, and other events that solely discuss priority spending of Measure A funds. These events focus entirely on parks and recreation priorities and how Measure A funds should be directed to those priorities.

Meetings must intentionally engage the community and solicit meaningful feedback. Participatory engagement methods should be appropriate in scale and type to the particular community.

Depending on project cost, this approach must be used either before and/or after submission of the grant application.

The higher the dollar amount of the project, the deeper the level of community engagement required.

Policy Issues: Technical Assistance

Program Elements



Policy Issues: Scoring Criteria

- The Measure A Implementation Steering Committee will meet this Thursday, March 1, to deliberate a number of key scoring criteria questions, including:
 - Level of need vs. regional benefit
 - Health and public safety criteria
 - Community engagement criteria
 - Other related issues, including gang reduction and displacement avoidance

Broader Policy Issues

- Measure A presents a huge opportunity to be intentional and intersectional in funding equitable development.
- Multiple sources of infrastructure investments to leverage:
 - LA County Measure M
 - LA County Stormwater Measure (potential)
 - Prop 68 (Statewide Parks and Water Bond)
 - California Climate Investment programs (cap-and-trade)

Opportunities for Engagement

- ➔ Upcoming Measure A Implementation Steering Committee meetings. All meetings are held **9:30am-12:00pm at the LA River Center and Gardens.**

Meeting Date	Topic(s)
Thursday, March 1	Competitive grant scoring criteria
Thursday, March 15	Tracking mechanism for project status and fund distribution; upcoming RPOSD community meetings
Thursday, April 5	Competitive grant scoring rubrics; bonding and forwarding strategy
Thursday, April 26	Park Needs Assessment updates; Measure A oversight committee
Thursday, May 31	Final Draft Guidelines to be presented to the steering committee and subsequently submitted to the Board of Supervisors

Questions?

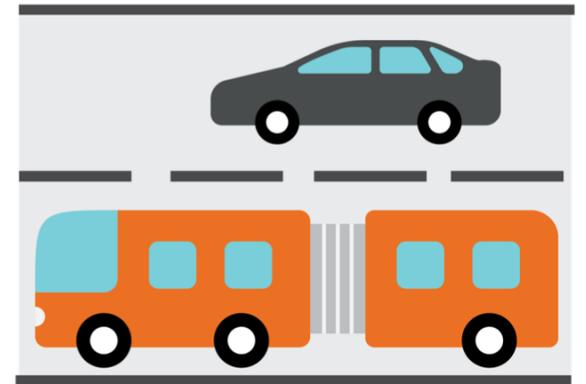
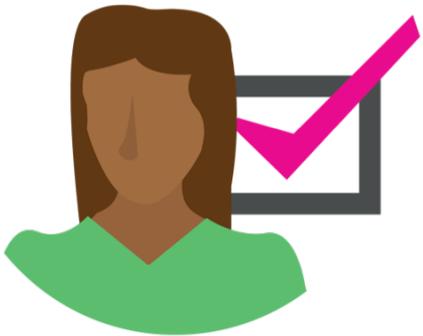


Measure M Update

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UPDATE

Measure M



Overview



Presenters:

Naomi Iwasaki, Investing in Place

Bryn Lindblad, Climate Resolve

Lyndsey Nolan, LA County Bicycle Coalition

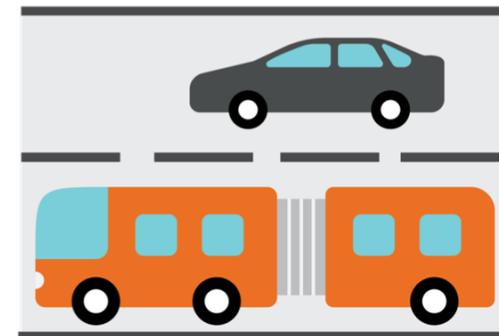
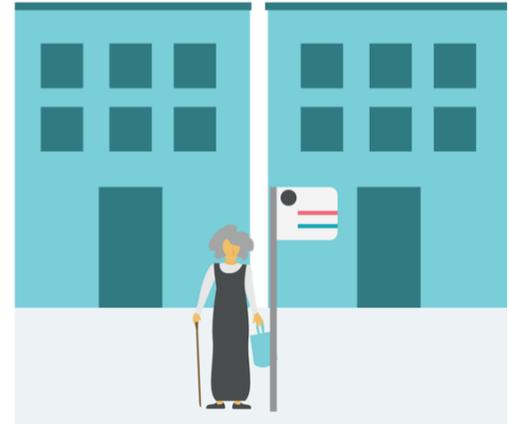
KeAndra Dodds, Enterprise Community Partners, Inc.

- ❑ History
- ❑ Measure 101
- ❑ Expenditure Plan
- ❑ Measure M Policy Issues
- ❑ Broader Issues
- ❑ Opportunities for Engagement

History



Metro is not simply a bus or train agency. As the County Transportation Commission, Metro is the primary planner, funder, designer, and builder of Los Angeles County's regional transportation system for all modes, from streets and sidewalks to carpool lanes and freeway interchanges, and from bus stops to bike paths.



History

Prop A

1980

Prop C

1990

Measure R

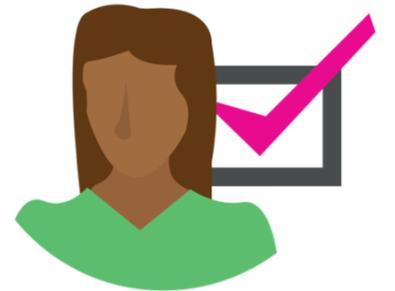
2008

Measure M

2016

Sales taxes as primary way to fund transportation investments in Los Angeles County

Before Measure M, close to 70% of funding from three existing ½-cent sales taxes

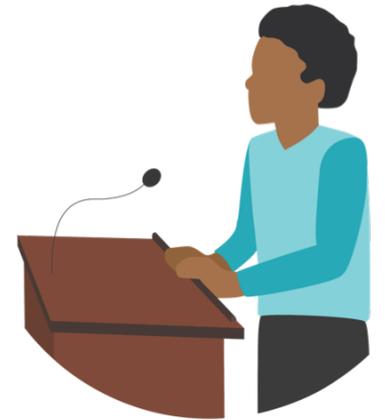


History

“Mobility Matrices”

Projects/programs to be considered for a future sales tax

Development of expenditure plan



Measure M 101

The Metro Board of Directors has approved placing a sales tax ballot measure, titled the Los Angeles County Traffic Improvement Plan, on the November 8, 2016, ballot. Voters will be asked:

“To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets; earthquake-retrofit bridges; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections; and create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan through a 1/2 ¢ sales tax and continue the existing 1/2 ¢ traffic relief tax until voters decide to end it, with independent audits/oversight and funds controlled locally?”

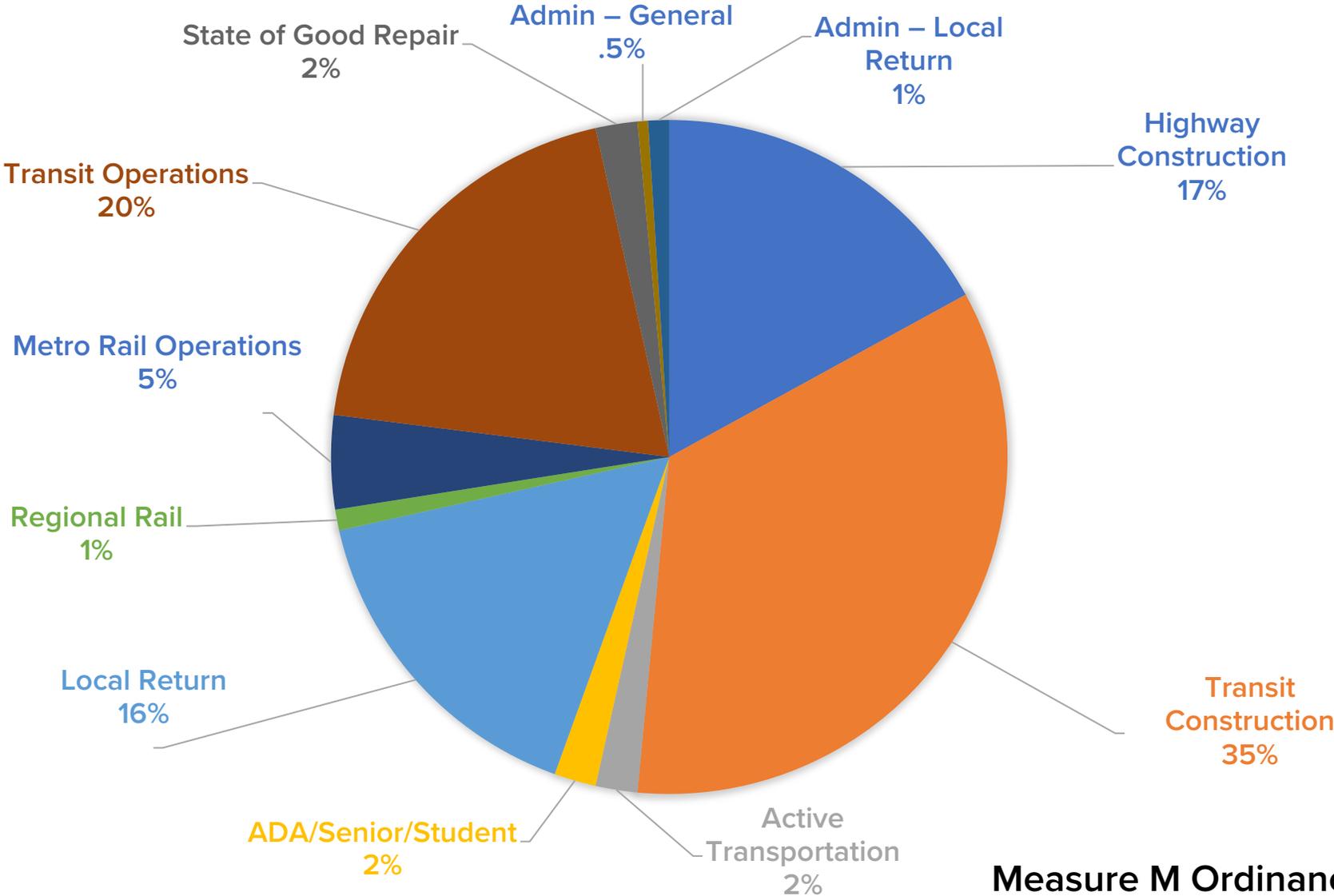
Why is Measure M Important?



- **So. Much. Money.** \$860 Million/year and no sunset date
- First LAC transportation sales tax to include funding for sidewalks, crosswalks, bicycle lanes (6% - 8% in next 50 yrs)
- Funding for State of Good Repair and Bus Operations

Measure M – Expenditure Plan

Measure M Expenditure Plan



Measure M Policy Issues

Measure M - Programs (Subregional Programs)

Major Projects - 3% Local Contribution

Subregional Programs

2% Active Transportation

1% Regional Rail

5% Rail Operations

20% Transit Operations

2% ADA/Senior/Student

2% State of Good Repair

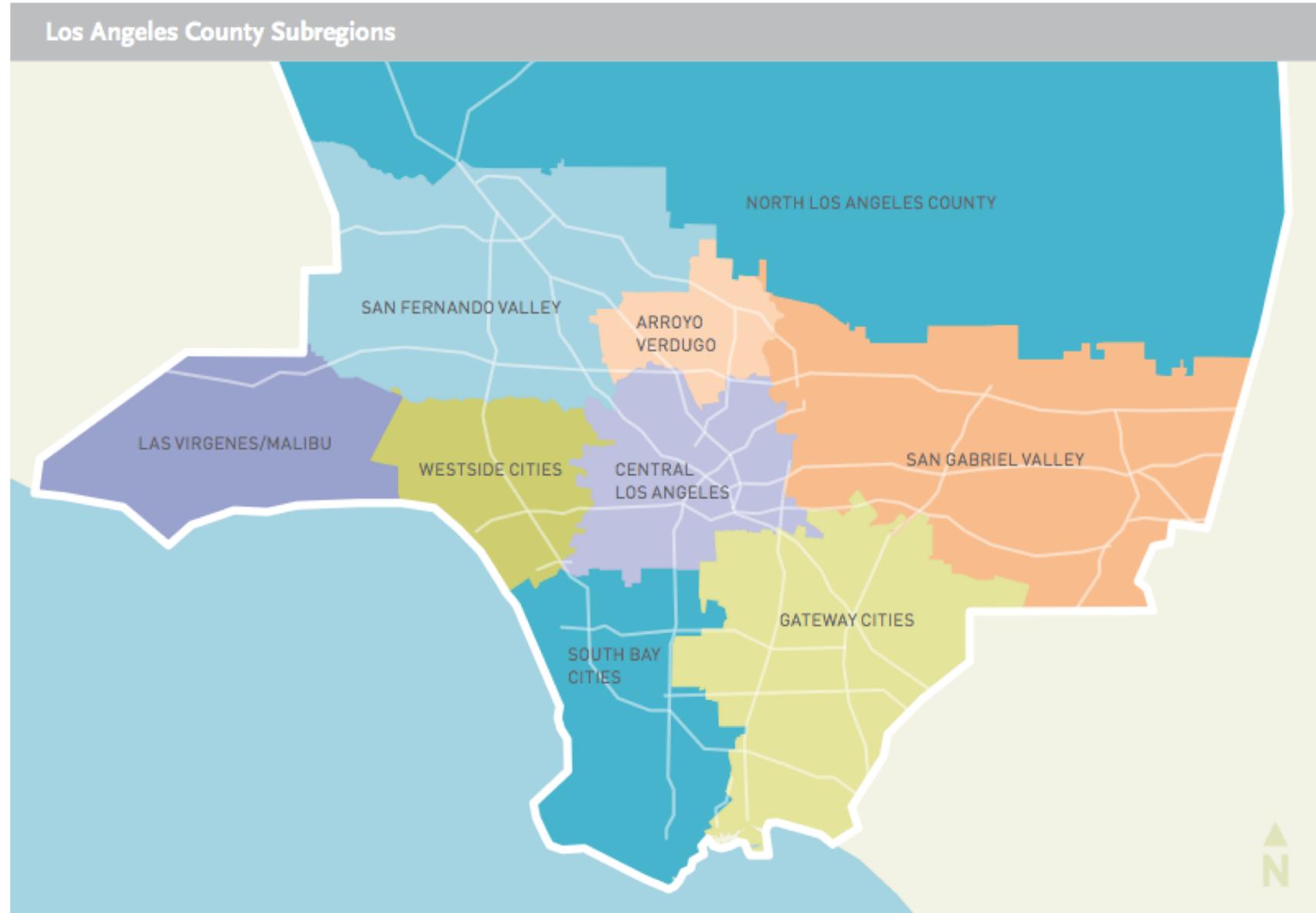
Local Return

Multi-Year Subregional Programs

- \$10 billion
- Discretionary
- Transit and Highway Projects
 - Active Transportation, First/Last Mile
- Performance Measures
- Public Participation

Measure M - MSP's 5-year cashflows

Subregion	MSP 5-year cashflow
Arroyo Verdugo	\$24.2M
Central Los Angeles	\$11.3M
Gateway Cities	\$65.3M
Las Virgenes/Malibu	\$57.9M
North County	\$44.8M
South Bay	\$179.3M
San Gabriel Valley	\$37.6M
Westside Cities	\$19M



Measure M Subregional Programs

(Compiled by Investing in Place, January 2017)

Subregion	Multi-Year Subregional Program	Measure M \$\$	Total
Arroyo Verdugo	Active Transportation Projects*	\$136,500	\$1,390,700
	Arroyo Verdugo Projects to be Determined	\$110,600	
	Goods Movement Projects	\$81,700	
	Highway Efficiency, Noise Mitigation, and Arterial Projects	\$602,800	
	Modal Connectivity and Complete Streets Projects*	\$202,000	
	Transit Projects	\$257,100	
	Active Transportation, 1st/Last Mile, & Mobility Hubs *	\$215,000	
Central LA	BRT and 1st/Last Mile Solutions e.g. DASH	\$250,000	\$1,812,000
	Freeway Interchange and Operational Improvements	\$195,000	
	LA Streetscape Enhance. & Great Streets Program*	\$450,000	
	Los Angeles Safe Routes to School Initiative*	\$250,000	
	Public Transit State of Good Repair Program	\$402,000	
	Traffic Congestion Relief/Signal Synchronization	\$50,000	
	Active Transportation Program*	TBD	
Gateway Cities	I-605 Corridor "Hot Spot" Interchange Improvements	\$1,000,000	\$1,000,000
Las Virgenes-Malibu	Active Transportation, Transit, and Tech. Program*	\$32,000	\$296,000
	Highway Efficiency Program	\$133,000	
	Modal Connectivity Program	\$68,000	
	Traffic Congestion Relief and Improvement Program	\$63,000	
North County	Active Transportation Program*	\$264,000	\$1,550,000
	Arterial Program	\$726,130	
	Goods Movement Program	\$104,000	
	Highway Efficiency Program	\$128,870	
	Multimodal Connectivity Program	\$239,000	
Transit Program	\$88,000		
San Fernando Valley	n/a – as SFV subregional dollars are identified as projects, not programs per the Measure M ordinance	n/a	n/a
San Gabriel Valley	Active Transportation Program (Including Greenway Proj.)*	\$231,000	\$1,348,000

Subregion	Multi-Year Subregional Program	Measure M \$\$	Total
	Bus System Improvement Program	\$55,000	
	First/Last Mile and Complete Streets*	\$198,000	
	Goods Movement (Improvements & RR Xing Elim.)	\$33,000	
	Highway Demand Based Prog. (HOV Ext. & Connect.)	\$231,000	
	Highway Efficiency Program	\$534,000	
	ITS/Technology Program (Advanced Signal Tech.)	\$66,000	
	South Bay Cities	South Bay Highway Operational Improvements	
	Transportation System and Mobility Improve Program*	\$293,500	
	Transportation System and Mobility Improve Program	\$350,000	
Westside Cities	Active Transportation 1st/Last Mile Connections Program*	\$361,000	\$361,000
Countywide	Countywide BRT Projects Ph 1 (All Subregions)	\$50,000	\$1,172,500
	Countywide BRT Projects Ph 2 (All Subregions)	\$50,000	
	Countywide BRT Projects Ph 3 (All Subregions)	\$50,000	
	Countywide BRT Projects Ph 4 (All Subregions)	\$10,000	
	Countywide BRT Projects Ph 5 (All Subregions)	\$100,000	
	Metro Active Transport, Transit 1 st /Last Mile Program*	\$857,500	
	Street Car and Circulator Projects	\$35,000	
Visionary Project Seed Funding	\$20,000		
Total			\$10,073,700

*Counted toward Investing in Place's analysis of Measure M active transportation funding

Background: This is a list of Measure M Subregional programs as listed on page 26 of the Measure M ordinance. Investing in Place re-sorted that list by subregion in order to identify key efforts needed for coordination between communities, local jurisdictions, Councils of Governments and Metro as these programs are developed. It is important to recognize; the Measure M ordinance makes a clear distinction between projects (developed with a scope and budget) and program (key mobility ideas that are not fully developed yet).

For more information please contact: Jessica Meaney at jessica@investinginplace.org

Measure M - Programs (2% Active Transportation)

Major Projects - 3% Local Contribution

Subregional Programs

2% Active Transportation

1% Regional Rail

5% Rail Operations

20% Transit Operations

2% ADA/Senior/Student

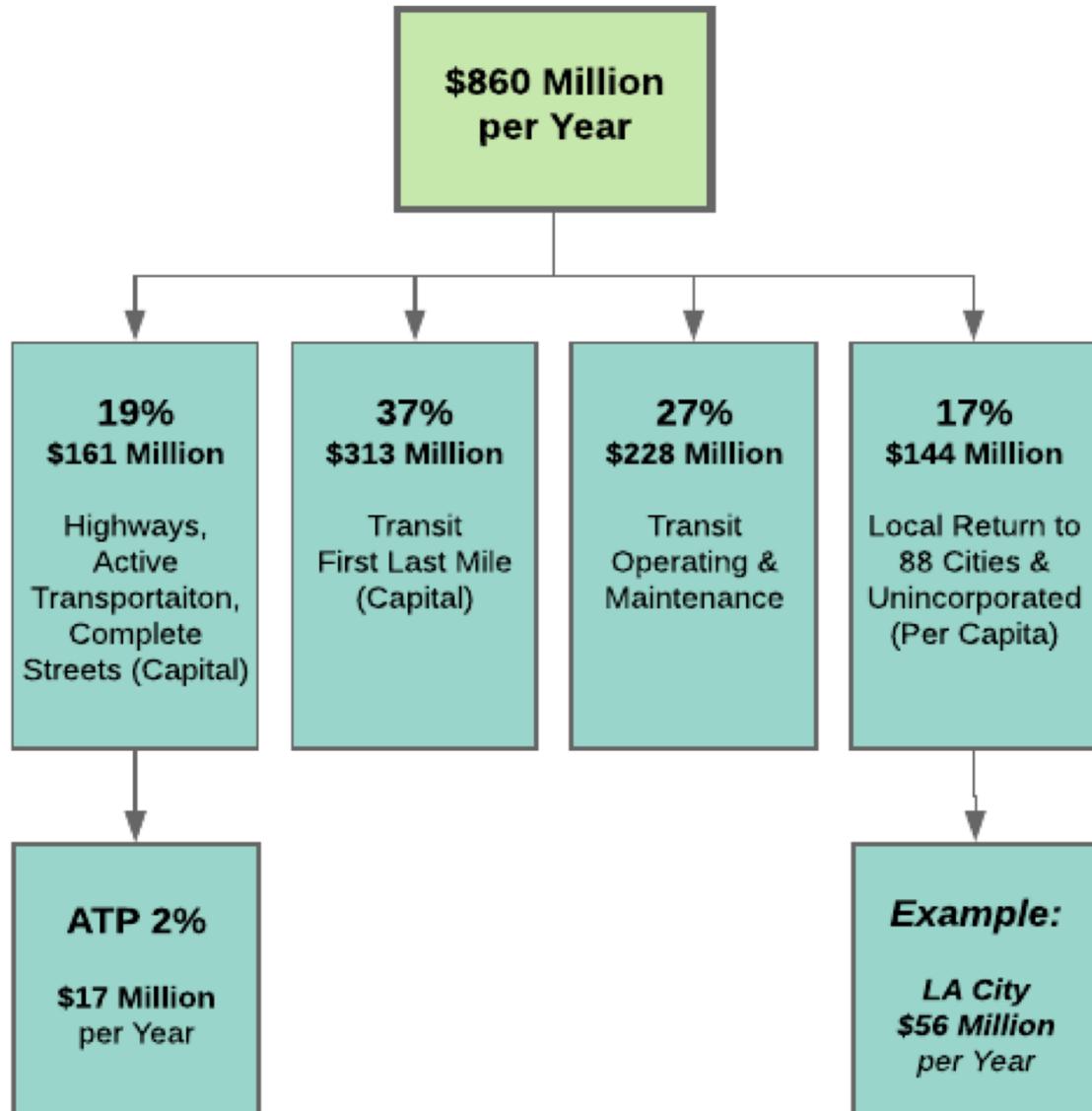
2% State of Good Repair

Local Return

2% of annual funding dedicated to Active Transportation

- **Improve multi-modal connectivity and regional AT network**
- **Eligible Uses**
 - **Active transportation**
 - **Capital expenditures**
 - **Expenditure plan**
 - **Measure M guidelines**
- **References existing Metro policies**

Measure M - Programs (2% Active Transportation)



Timeline

- Discussion at March 13 PAC meeting
- Board adoption by June 2018
- First program cycle in Fall 2018

Measure M - Programs (Local Return)

Major Projects - 3% Local Contribution

Subregional Programs

2% Active Transportation

1% Regional Rail

5% Rail Operations

20% Transit Operations

2% ADA/Senior/Student

2% State of Good Repair

Local Return

Local Return designed to be flexible

Guided by jurisdictions not Metro

- Allocation to jurisdictions by population
- Eligible Uses: capital and programmatic activities
- Transit Oriented Community eligibility (currently being defined)

Measure M - Administrative Guidelines

Administrative Guidelines - Metro Staff	
Cashflow Management and Contingency Subfunds	Metro Staff
Subregional Programs - Metro Policy Advisory Council	
Multi-Year Subregional Programs Project Readiness Procedures	DONE
Street Car Circulator Projects	
2% Active Transportation procedures and funding availability criteria	In process
Goods Movement Strategic Plan Competitive Funding Procedures	
2% Transit Systemwide Connectivity funding criteria and procedures	
Visionary Project Seed Funding criteria and selection process	In process
Countywide BRT Expansion updated study within 24 months	
Subregional Equity Program evaluation process	



Broader Issues

Metro Equity Platform



- Metro’s First Equity Framework
- Approved by Executive Management Committee
- Full Board – March 1

Equity Framework	Deliverables
Define and Measure	<ul style="list-style-type: none"> • Shared definition of equity • Define performance metrics
Listen and Learn	<ul style="list-style-type: none"> • Engagement forums with community members • Build local government capacity in underserved communities
Focus and Deliver	<ul style="list-style-type: none"> • Performance-based transportation investment decisions • Role in displacement and affordable housing
Train and Grow	<ul style="list-style-type: none"> • Quantitatively evaluate equity • Communicate and work with communities

Metro Long Range Transportation Plan (LRTP)

- **40-year transportation plan for Los Angeles County**
- **Includes Metro's planned and potential projects**
- **Short-term 10-year plan: Metro Board June 2018**

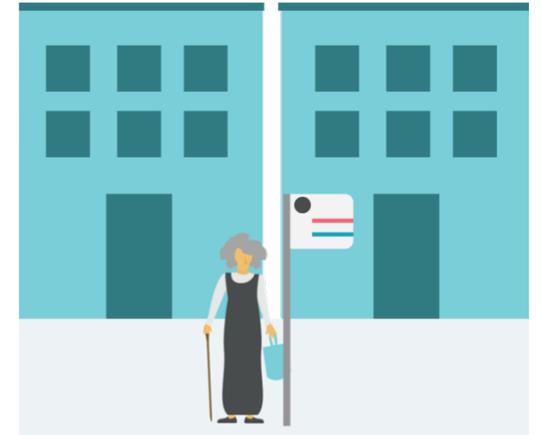


Metro Long Range Transportation Plan (LRTP)

PERIOD	BOARD DELIVERABLES & MILESTONES
Fall 2017	<ul style="list-style-type: none"> • Introduction to LRTP Update and project work plan • Public Participation Plan
Winter 2018	<ul style="list-style-type: none"> • Draft Orientation and Context module • POTENTIAL BOARD WORKSHOP: visioning session
<u>Spring 2018</u>	<ul style="list-style-type: none"> • Topical policy papers • Draft Vision module • ACTION: Short Range Transportation Plan
Summer 2018	<ul style="list-style-type: none"> • Draft Baseline Understanding module
Fall 2018	<ul style="list-style-type: none"> • Draft Values Framework module
Winter 2019	<ul style="list-style-type: none"> • Thematic scenario concepts (<i>fiscally constrained variations of the investment and financial plans</i>)
Spring 2019	<ul style="list-style-type: none"> • Preferred scenario • Draft Transportation Network and Management Plan module
Summer 2019	<ul style="list-style-type: none"> • Preferred scenario modeling results • Draft Implementing the Plan module
Fall 2019	<ul style="list-style-type: none"> • Financial plan • Draft Enduring Relevance module
Winter 2020	<ul style="list-style-type: none"> • ACTION: Final LRTP

Metro Transit Oriented Communities (TOC)

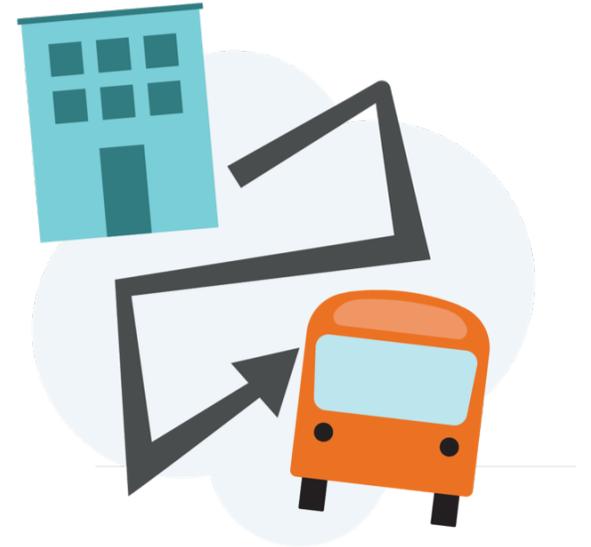
- Eligible under local return
- Metro staff currently developing policy
- Draft policy to Metro board – April 2018
- Final policy approved by Metro board – June 2018



Metro Bus Network Redesign

NextGen Bus Study

- **First redesign of the bus network in 25 years**
 - **Travel Markets**
 - **Service Concept**
 - **Service Plan**
 - **Implementation**
- **Working Group meetings to begin spring 2018**
- **Implementation slated for fall 2019**



Opportunities for Engagement

Measure M – Engagement Opportunities

- **Metro Policy Advisory Council (PAC)**
 - First Tuesday of every month (except March: 3/13)
 - 3/13: ATP 2%
 - April 2018: TOC draft to Metro Board
- **Metro Board Committees and Meetings**
 - Full Board 3/1: Metro Equity Platform
 - June 2018: Final TOC policy, SRTP approved
- **Investing in Place Just Growth Workgroup**
(webinar 3/6, in-person 3/12 - RSVP amanda@investinginplace.org)



Measure M – Engagement Opportunities

Investing in Place

  @investinplace

www.investinginplace.org

LA County Bicycle Coalition

  @lacbc

www.la-bike.org

EnviroMetro

 @envirometro

www.envirometro.org



Questions?

Equitable Implementation

4

M&A
UPDATE

EQUITABLE IMPLEMENTATION

DEFINING EQUITABLE IMPLEMENTATION

Past

Prioritizes investments that close racialized and other gaps, especially by wealth, environmental burden, and existing amenities in a way that will improve work and economic opportunities for underinvested communities.

Present

Involves authentic partnership throughout the process that centers the perspectives of vulnerable communities, supports community-based participation and power, and results in shared decision making, while also strengthening the health and well-being of the entire region.

Future

Mitigates disparities likely to emerge in the future by leveraging funding for long-term community health and organizational capacity, anticipating and addressing future harm that may result for new investments in a place, and incorporating metrics and evaluation to promote adaptable and effective implementation.

KEY CHALLENGES TO EQUITABLE IMPLEMENTATION

1. Lack of a **shared definition of equity**
2. Equity champions and stakeholders are **spread thin**
3. Implementation rules and processes lack **clarity & transparency**
4. Infusing equity in **every part** of implementation
5. Integration of broad **regional challenges**, like displacement
6. CBO and small jurisdiction **capacity shortages**
7. **Sustained advocacy and adaptive implementation**
8. Regional and jurisdictional **fragmentation**



Kent Kanouse, <https://flic.kr/p/qtP3wR>, CC BY-NC 2.0

ACTION PLAN

ACTION PLAN, BROADLY SPEAKING

1. Define Equity through Inclusive and Participatory Processes
2. Create Equitable Processes to Impact Programs and Policies
3. Design Metrics that Ensure Accountability and that are Adaptable to Changing Conditions



Photo Credit: Mike Dennis

ACTION PLAN: COUNTY & RELATED AGENCIES

Top Three Recommendations for Agencies:

- Account for the broader impacts of County and County-related agencies' work on regional equity
- Reimagine the way County and County-related agencies do community engagement
- Provide in-depth technical assistance to small jurisdictions and community-based organizations



Photo Credit: LA County RPOSD

ACTION PLAN: FUNDERS

Top Three Recommendations for Funders:



Photo Credit: Investing in Place

- **Build knowledge communities** whenever possible through grant making and convening
- **Increase unrestricted funding opportunities**, which gives CBOs the time, space, flexibility for base-building, organizing constituents and relationship-building
- Scope out interest in and support the creation of an **Equitable Implementation Council**

THANK YOU!

Download the report and explore other tools at:

bit.ly/Measures-Matter

To provide further feedback, contact:
Madeline Wander

mwander@dornsife.usc.edu

213-740-9721 or

Vanessa Carter

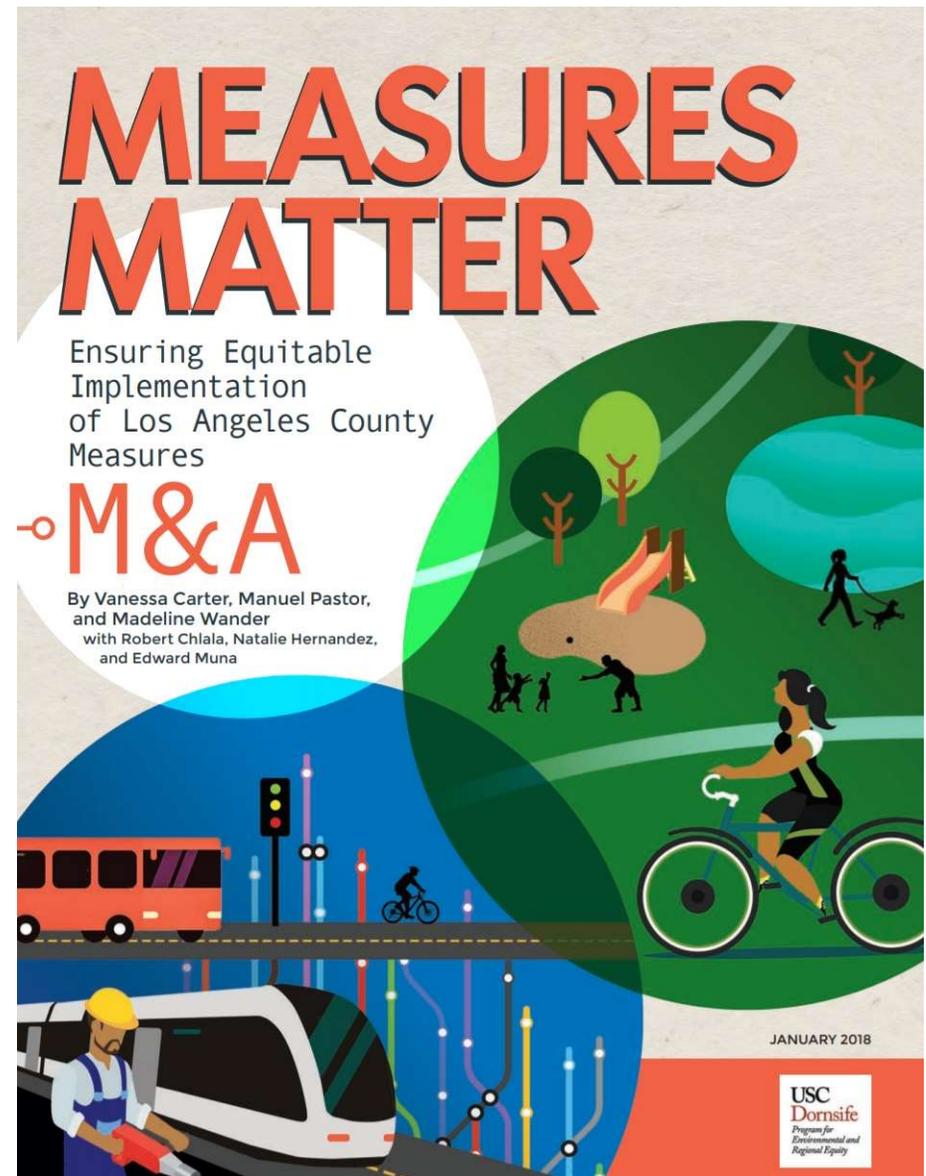
vanessa.carter@usc.edu

213-740-9638

Edward Muña

muna@usc.edu

213-740-7110



Questions

M&A
UPDATE