Measure M Guidelines

Information & Outreach Webinar

Social Equity | Low-Income Communities | Environment&EJ

Measure M Guidelines Webinar Agenda

1. Welcome
2. Review of Measure M Ordinance and Guidelines
3. Analysis: Equity Issues
4. Analysis: Environmental/EJ Issues
5. Audience Interaction - Q&A
6. Next Steps

Jessica Meaney
Investing In Place

KeAndra Dodds
Enterprise Community Partners

Bryn Lindblad
Climate Resolve& EnviroMetro

Social Equity

Low-Income Communities

Environment/EJ

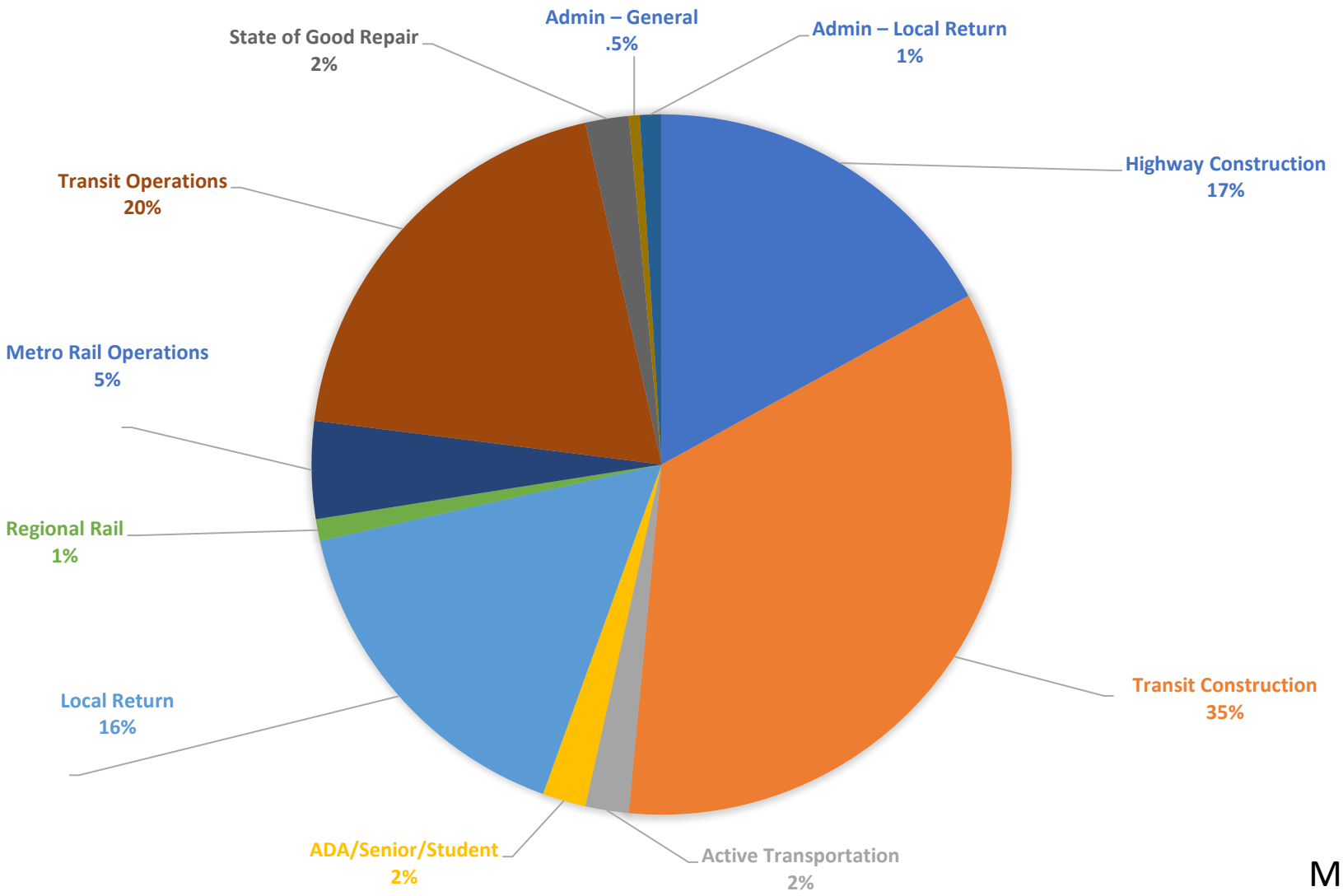
Thomas Yee
LA THRIVES

Malcolm Harris
TRUST South LA

Max Podemski
Pacoima Beautiful

Measure M Ordinance

Measure M Expenditure Plan

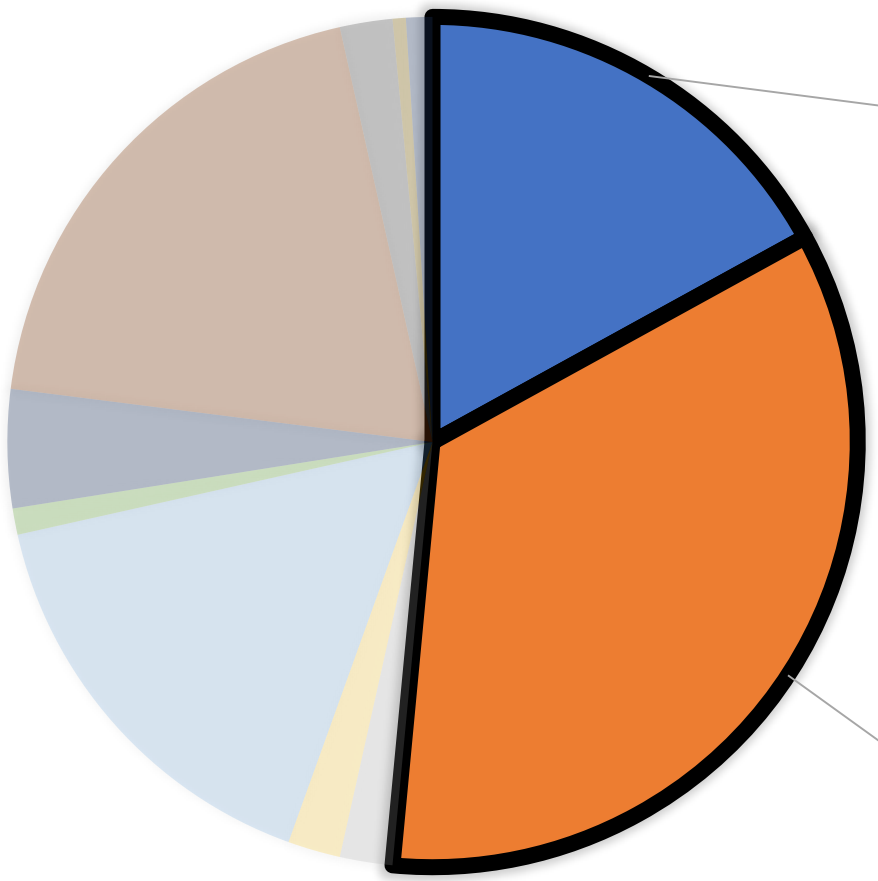


Permanent
½ Cent Sales Tax

$120 billion
over first 40 years

Measure M Ordinance Attachment "A" pg 1
http://theplan.metro.net/wp-content/uploads/2016/09/measurem_ordinance_16-01.pdf

Measure M Expenditure Plan



Highway Construction 17%

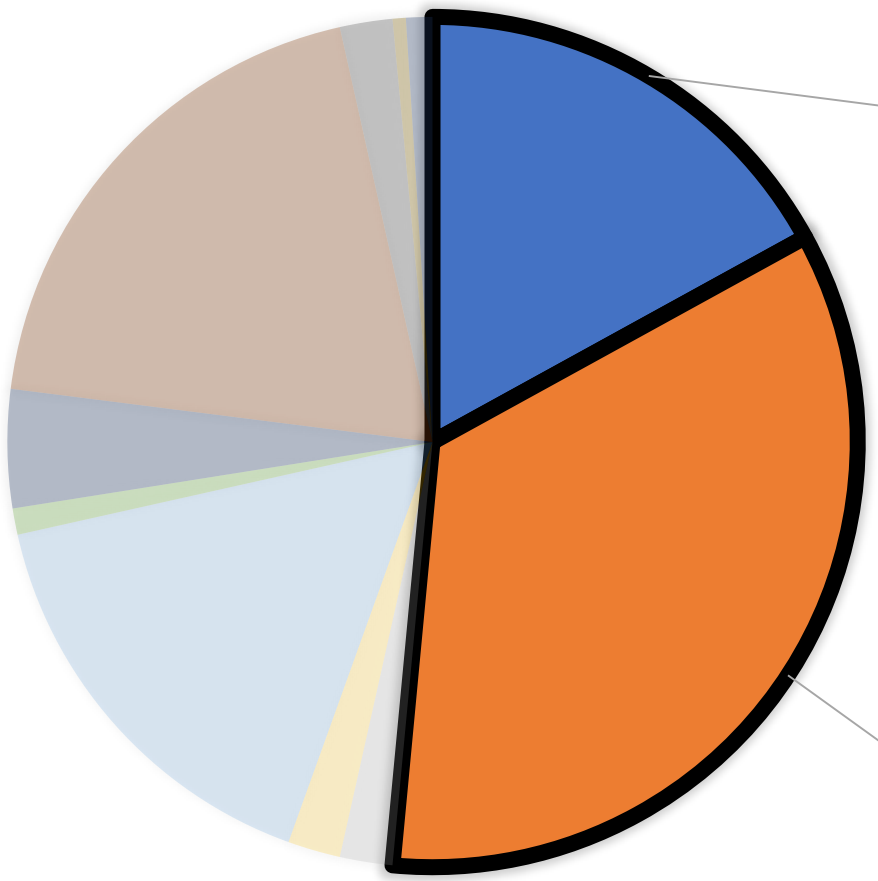
Transit Construction 35%

Largest Expenditures are towards **Transit** and **Highway** construction

Over **50%** combined

Ventura County
SAN FERNANDO VALLEY
ARROYO VERDUGO
CENTRAL LA
LAS VIRGENES/ MALIBU
WESTSIDE CITIES
SAN GABRIEL VALLEY
PACIFIC OCEAN
SOUTH BAY CITIES
GATEWAY CITIES
LAX
San Bernardino County
Orange County
N
Transit Projects Completed
Transit Projects Under Construction
Transit Projects Proposed
Highway/Street Projects Under Construction
Highway/Street Projects Proposed
Map numbers are for reference only.
Final project scope will be determined in the environmental process.

Measure M Expenditure Plan



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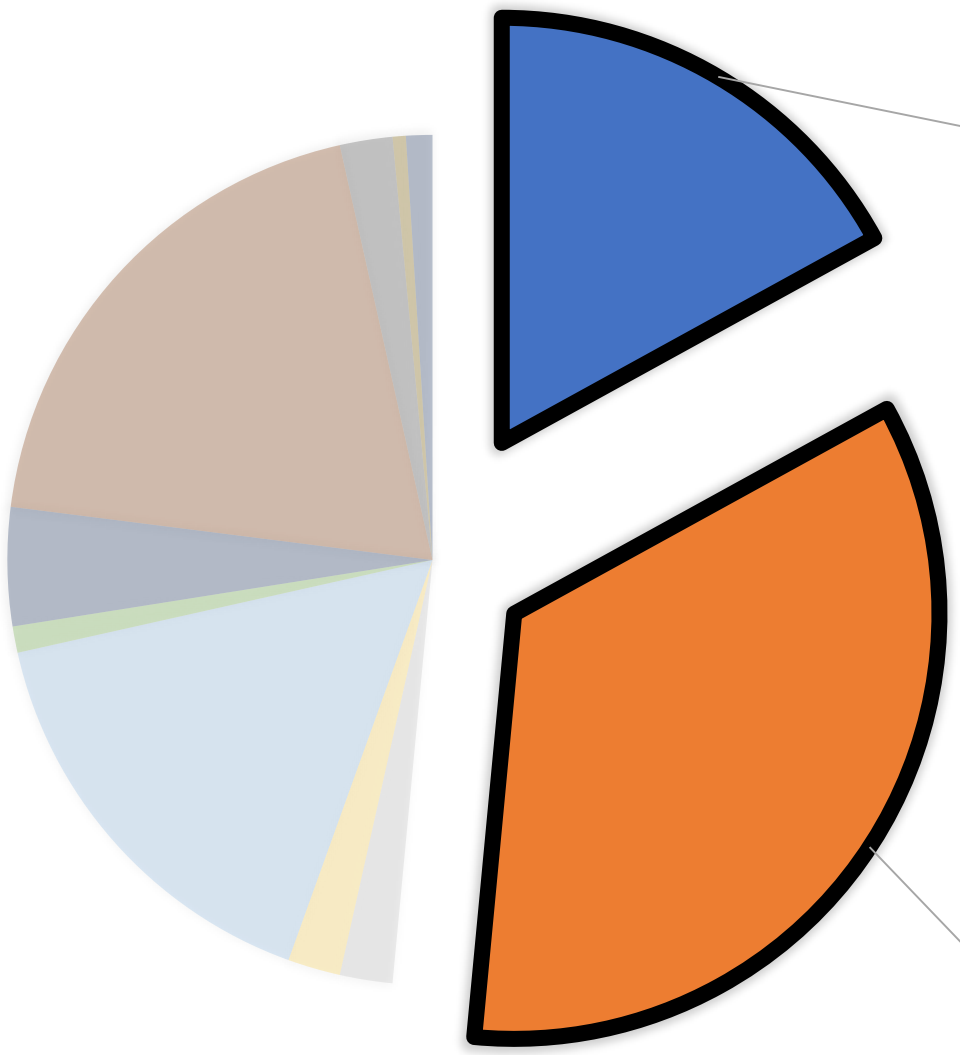

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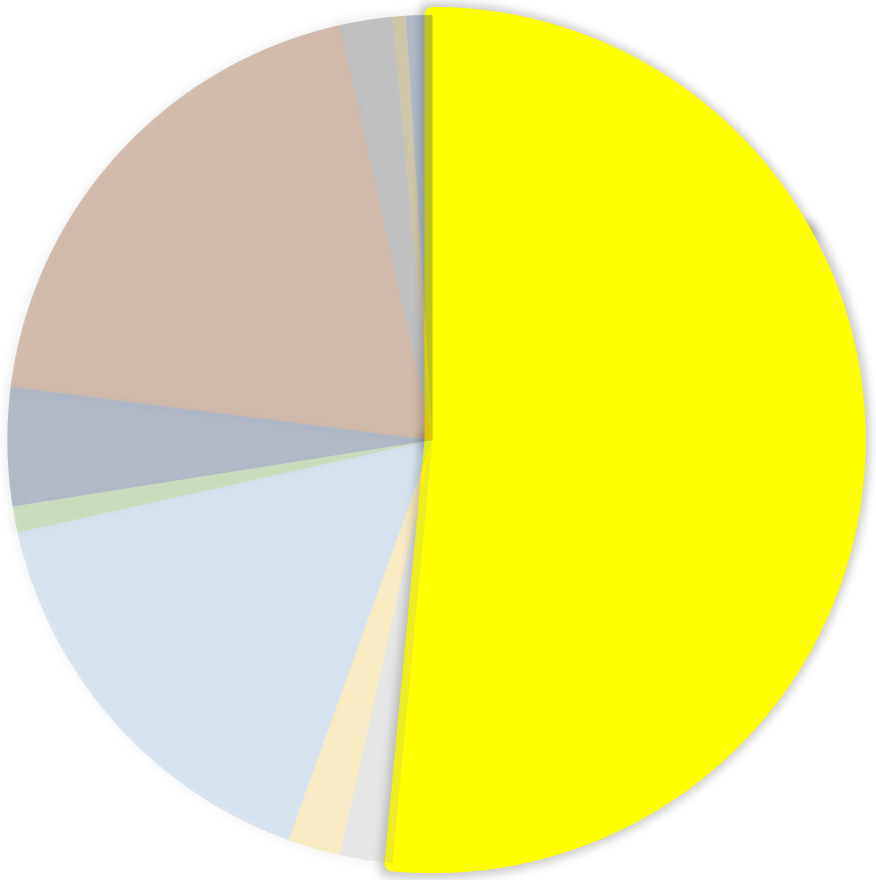
Over **50%** combined

Measure M Expenditure Plan

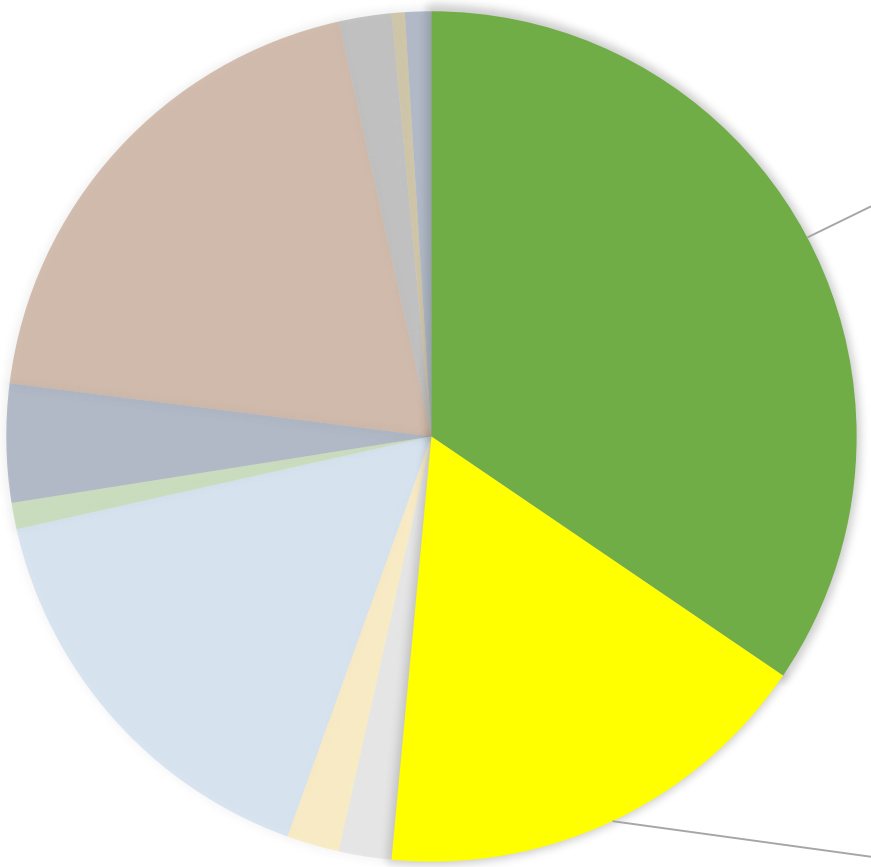
Important to understand how these are closely connected funding categories

Measure M Expenditure Plan



Transit and **Highway** investments can also be understood as **Projects** and **Programs**

Measure M Expenditure Plan



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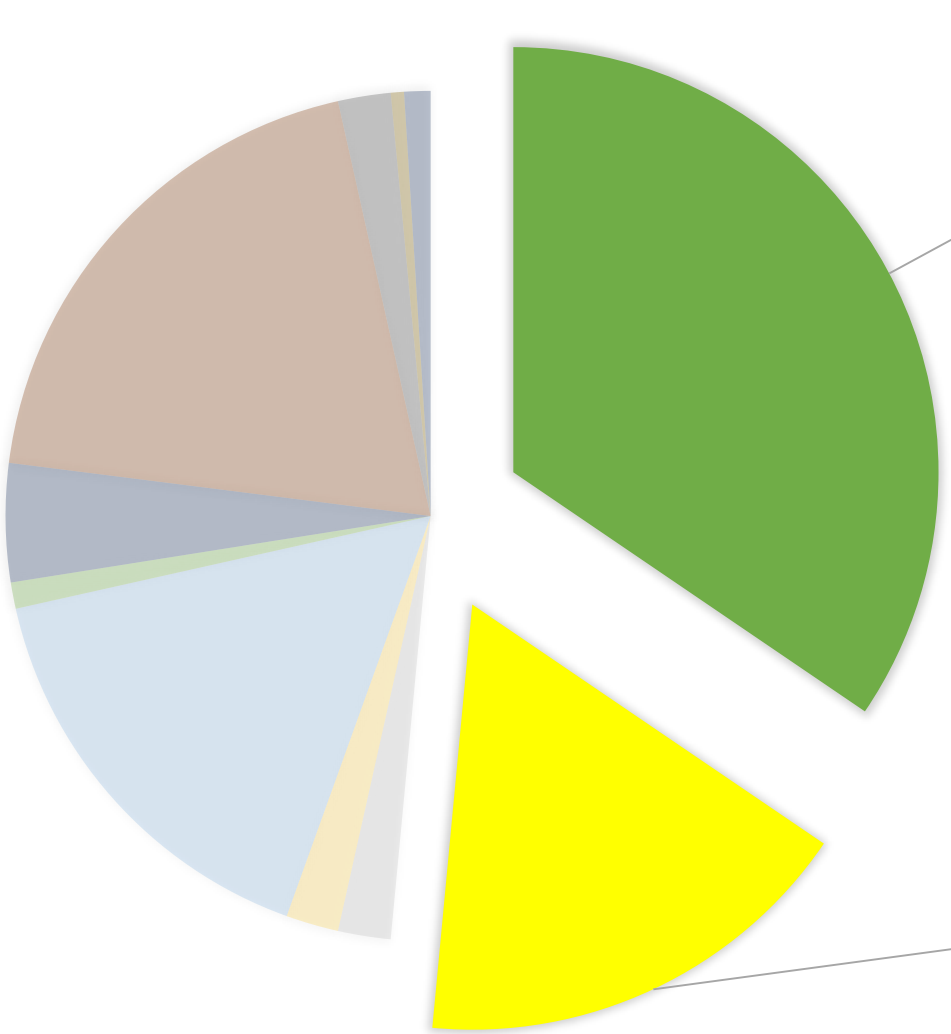
Measure M Expenditure Plan



Major Projects

SubRegional Programs

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

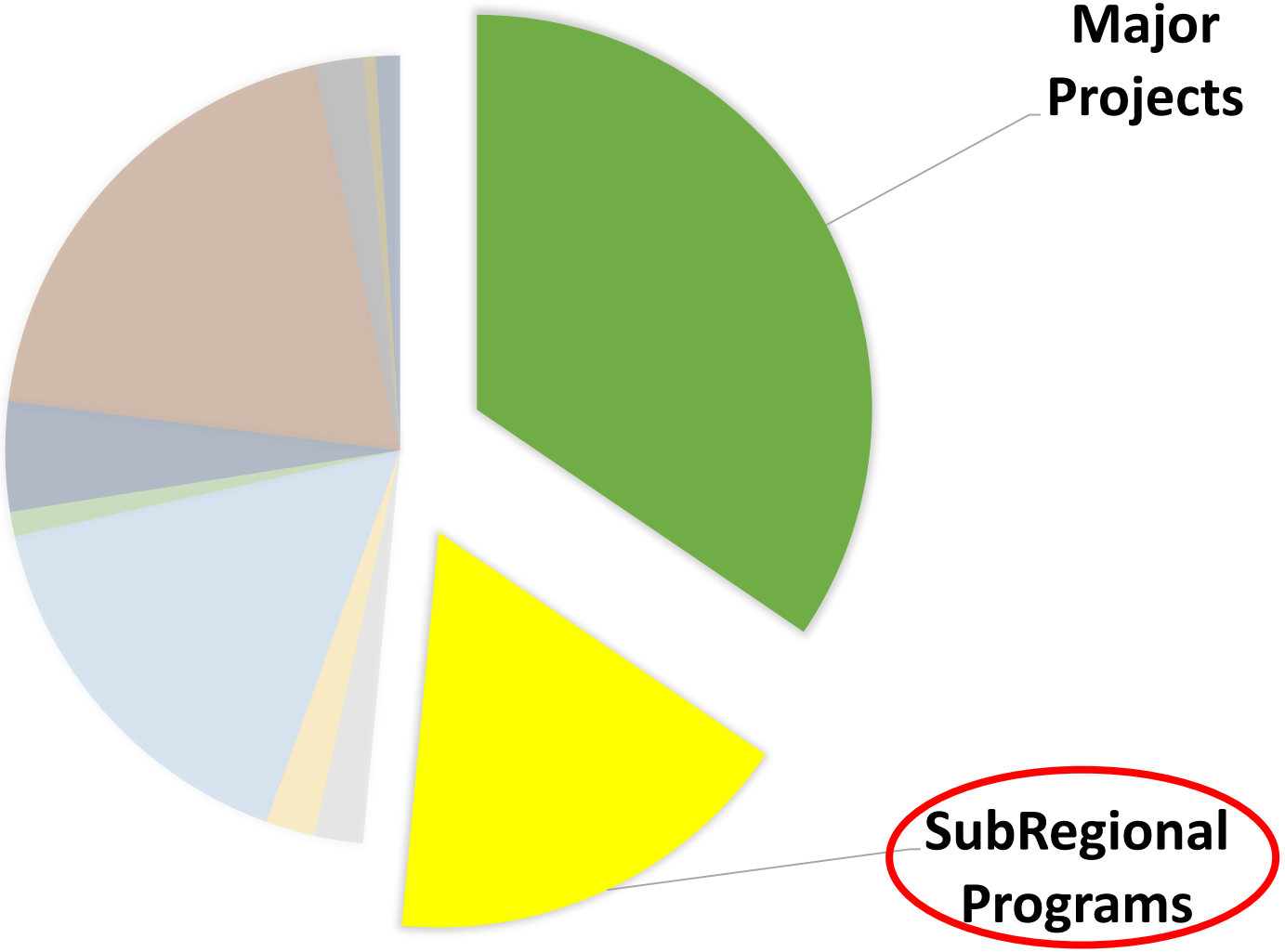
For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date[‡]	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Expenditure Plan Major Projects			1st yr of Range					
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	$233,984	$347,016	$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	$986,139	$994,251	$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	$100,000	$170,000	$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	$544,080	$240,000	$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	$78,000	$1,019,000	$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	$0	$286,000	$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	$0	$240,300	$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	$0	$26,700	$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	$520,500	$810,500	$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	$500,000	$535,000	$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	$0	$49,599	$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	$26,443	$248,557	$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	$0	$365,000	$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	$0	$60,000	$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	$0	$130,000	$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	$0	$130,000	$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	$400,000	$25,000	$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	$565,000	$205,000	$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	$272,000	$619,000	$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	$150,000	$250,000	$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	$0	$175,000	$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	$1,567,000	$1,270,000	$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	$1,567,000	$1,270,000	$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	$957,000	$543,000	$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	$957,000	$543,000	$1,500,000	T
26	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	cc	$1,082,500	$400,000	$1,482,500	T
27	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	gc	$982,500	$500,000	$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	$658,500	$250,000	$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	$46,060	$1,059,000	$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	$495,000	$1,185,000	$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	$0	$560,000	$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchng Improv ®		FY 2042	FY 2044	sb	$0	$250,000	$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	$472,400	$126,000	$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	$360,600	$130,000	$490,600	H
35	Lincoln Blvd BRT	l,o	FY 2043	FY 2047	w	$0	$102,000	$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	$228,500	$51,500	$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	$250,840	$150,000	$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	$570,000	$200,000	$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	$0	$106,800	$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	$3,800,000	$65,000	$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	$1,067,000	$362,000	$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	$0	$5,000	$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	$0	$200,000	$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	$110,000	$2,890,000	$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	$32,982	$1,845,718	$1,878,700	H
46	**Expenditure Plan Major Projects Subtotal**					**$19,581,027**	**$20,989,941**	**$40,570,969**	

Footnotes on following page.

Measure M Ordinance Attachment “A” pg 2

http://theplan.metro.net/wp-content/uploads/2016/09/measurem_ordinance_16-01.pdf

Measure M Expenditure Plan



Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date‡	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Multi-Year Subregional Programs			1st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93	**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94	**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

Footnotes on following page.

Measure M Ordinance Attachment “A” pg 3

http://theplan.metro.net/wp-content/uploads/2016/09/measurem_ordinance_16-01.pdf

Major Projects and Subregional Programs

- These 2 lists (Major Projects and Subregional Programs) are EXTREMELY IMPORTANT and we have to carefully understand what they represent

- Major Projects have largely been defined *(remember that map?)*

- Subregional Programs are less-defined and will be guided by future local input and the Mobility Matrices developed over the past 2 years by the regional Councils of Governments

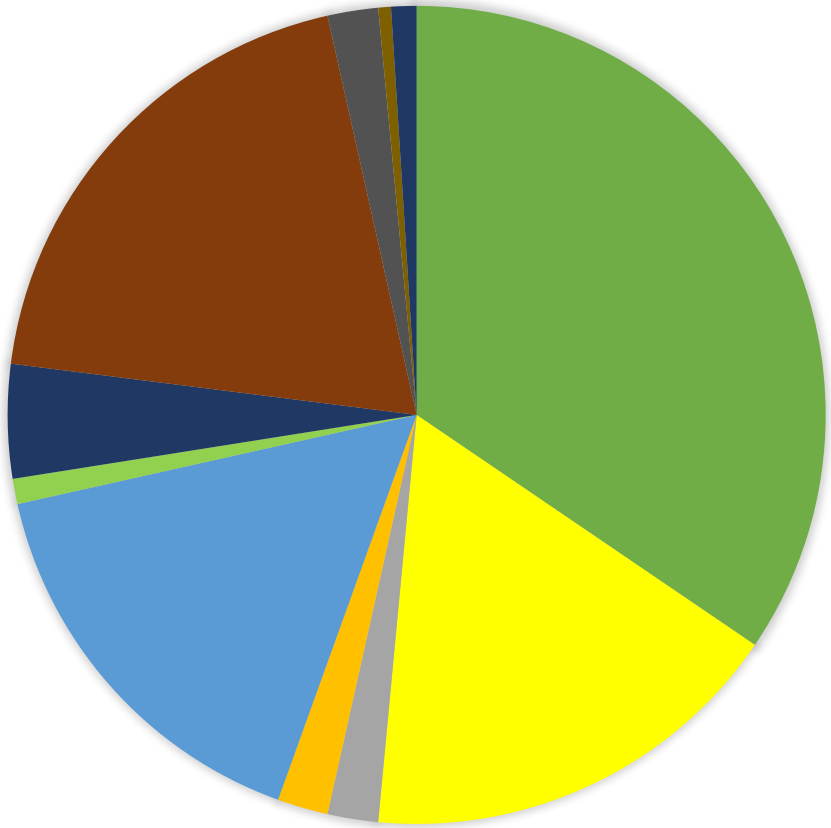
- These Subregional Programs account for roughly **$10 Billion** (in 2015 $)

**If you're interested in seeing the Subregional Programs sorted by geography and Council of Government, check out page 10 of Investing in Place's policy brief*

Measure M Guidelines **Summary**

Measure M Guidelines - Contents

ADMIN *(pp.4-19)*	**Major Projects-3% Local Contribution** *(pp.20-21)*
	Subregional Programs (pp. 22-40; 43-53)
	2% Active Transportation *(pp.41-42)*
	1% Regional Rail *(pp.54-57)*
	5% Rail Operations *(pp.58-60)*
	20% Transit Operations *(pp.61-64)*
	2% ADA/Senior/Student *(pp.65-67)*
	2% State of Good Repair *(pp.68-69)*
	Local Return *(pp.70-92)*



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Key Topics

- Oversight
- Readiness
- Audits
- Assessment and Amendment Process
- Project Acceleration Process
- Cashflow Management
- Debt/Bonding Policy
- Contingency subfunds

Measure M Guidelines - Contents

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	Local Return *(pp.70-92)*

Key Topics

- Local jurisdiction responsibility to improve connectivity/access to transit stations
- ½ mile “walkshed” radius
- Defines eligible contributions that count toward 3% requirement
- Emphasis on active transportation and first/last mile
- Preliminary list of jurisdictions

Measure M Guidelines - Contents

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	Local Return *(pp.70-92)*

Key Topics

- Multi-Year Subregional Programs (Overall)
- Highway Subfunds
- Intelligent Transportation/Technology
- Active Trans/1st&Last Mile/Greenways/Great Streets
- Transit Multi-Year Subregional Programs
- 2% System Connectivity – Highways
- Visionary Seed Funding
- Countywide BRT Expansion
- Subregional Equity Program

Measure M Guidelines - Contents

ADMIN *(pp.4-19)*	Major Projects-3% Local Contribution *(pp.20-21)*
	Subregional Programs (pp. 22-40; 43-53) • Multi-Year Subregional Programs (Overall) • Highway Subfunds • Intelligent Transportation/Technology • Active Trans/1st&Last Mile/Greenways/Great Streets • Transit Multi-Year Subregional Programs • 2% System Connectivity – Highways • Visionary Seed Funding • Countywide BRT Expansion • Subregional Equity Program
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	Local Return *(pp.70-92)*

What's covered:

- **Project Eligibility** (relying heavily on Mobility Matrices)
- **Allocation procedures** (relying largely on readiness and first come/first served basis)
- **Definitions of key terms** (ie, first/last mile)
- **Referrals to Metro Policy** Documents (ie Complete Streets Policy)
- **Creation of sub-program guidelines,** in some cases, by June 2018 *(we'll cover this later in more detail)*

Measure M Guidelines - Contents

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	Local Return *(pp.70-92)*

Key Topics

- Sub-program Guidelines to be adopted within one year addressing project selection process and funding schedule
- References the following policies as significant for guidelines:
  - Active Transportation Strategic Plan
  - First/Last Mile policies
  - Bike Share policies
  - Vision Zero
- LA River Bikepath is specifically called out for funding

Measure M Guidelines - Contents

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	Local Return *(pp.70-92)*

Key Topics

- Up to 75% funding for ADA paratransit
- At least 25% funding for senior/student low-income discounts
- Improvements to subsidy program, including:
  - Consolidation of discount/token options
  - TAP integration
  - Simplified eligibility verification
  - Institution access to taxi subsidy

Measure M Guidelines - Contents

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	20% Transit Operations *(pp.61-64)*
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	2% State of Good Repair *(pp.68-69)*
	Local Return *(pp.70-92)*

Key Topics

Local Return is designed to be flexible and determined by jurisdictions rather than by Metro

- Allocation to jurisdictions by population
- Eligible Uses, including capital and programmatic activities
- Transit Oriented Community Investments eligibility
- Encourage sustainability

Measure M Guidelines – Contents

Sub-guidelines to be developed within 12 months

Admin Guidelines

- Cashflow Management *(pg 16)*
- Contingency Subfunds *(pg 19)*

Subregional Programs

- Multi-Year Subregional Programs Project Readiness Procedures *(pg 23)*
- Street Car Circulator Projects *(pg 39)*
- 2% Active Transportation procedures and funding availability criteria *(pg 41)*
- Goods Movement Strategic Plan Competitive Funding Procedures *(pg 44)*
- 2% Transit Systemwide Connectivity funding criteria and procedures within 24 months *(pg 46)*
- Visionary Project Seed Funding criteria and selection process *(pg 49)*
- Countywide BRT Expansion updated study within 24 months *(pg 50)*
- Subregional Equity Program evaluation process *(pg 52)*

Measure M Guidelines **Analysis**

Measure M Guidelines – **Equity Analysis**

ADMIN *(pp.4-19)*	Major Projects-3% Local Contribution *(pp.20-21)*
	Subregional Programs (pp. 22-40; 43-53)
	2% Active Transportation *(pp.41-42)*
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Subregional Programs overall

- **Need a selection/prioritization process** that allows COGs to refine Mobility Matrices
- **Process** should have criteria based on policy goals and engage community members
- Should avoid **first come/first serve**
- **Planning, Community Participation, and non-capital activities** should be eligible for funding

Highway Subfunds should include selection/prioritization process focused on community needs as well as improving safety, reducing pollution and GHGs

Countywide BRT should allow refinement of Mobility Matrices with selection criteria to determine funding

SubRegional Equity program needs a **selection/prioritization** process, and funding should only be released after that is developed

Measure M Guidelines – **Equity Analysis**

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Expand eligibility to include investments in **programmatic activities** like safe routes to school programs and bicycle safety/education

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Prioritize expansion of High Quality Transit network rather than providing unrestricted funding to Metro and local operators

Measure M Guidelines – **Equity Analysis**

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Gather more community input on the allocation of funds and overall use of funds

- Public was not given opportunity to give input on draft

Condition ADA funding on service improvements, to address widespread complaints about the paratransit system

Measure M Guidelines – **Equity Analysis**

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Any "population based allocation" proposal should consider equity

Eliminate the $100,000 minimum floor proposal* along with other floor proposals so that funds aren't re-allocated away from high-need communities

Strengthen/clarify the **Transit Oriented Communities** definition

Include **Low-income Resident TAP Card Programs**

**This proposal can be found in Attachment C of the Guidelines.*

Measure M Guidelines – **Environment/EJ Analysis**

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Subregional Programs Overall -

- Consistency with state wide policy regarding climate change and reducing burdens in disadvantaged communities.
- Calenviroscreen should be used to analyze projects and their impact on surrounding communities and to prioritize projects in disadvantaged communities.
- Green infrastructure (GI) improvements should be eligible within all capital project subfunds
  - to provide storm water management benefits, cooling and shade
  - should have multiple benefits
  - utilize natural processes and innovative materials

Highway Subfunds

- Include performance criteria for reducing VMT, pedestrian and cyclist safety, and disadvantaged communities.
- Prohibit use of funds for expanding general purpose lanes
- Beautification should not be excluded nor conflated with GI improvements
- Allow noise mitigation and repurposing of roads to other community uses

Measure M Guidelines – **Environment/EJ Analysis**

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Greenway Network should include eligibility for projects along existing public right-of-ways (ROW), such as utility corridors and abandoned rail, in addition to adjacent to urban waterways

Competitive funding programs

- Already now, frame the **objectives** of the programs around: multi-modal mobility, sustainability, safety, equity, and community engagement
- Develop **performance criteria** to objectively prioritize the most worthy projects
- Should provide **technical assistance** for disadvantaged communities.
- Should **engage longstanding community voices** in disadvantaged communities.

Measure M Guidelines – **Environment/EJ Analysis**

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- Include **performance criteria** with clear objectives, such as:
  - Network connectivity
  - Sustainability
  - Safety
  - Equity

Measure M Guidelines – **Environment/EJ Analysis**

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Maintenance of Green Infrastructure

- Maintenance of trees and other GI elements surrounding rail stations should be eligible in order to continuously deliver full ecosystem and community benefits

Recreational Transit

- Transit services to open space and parks should be eligible expenses within the Transit Operations subfund

Measure M Guidelines – **Environment/EJ Analysis**

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Foster Green, Complete Streets

- Expand definition of green streets to include urban cooling
- Provide guidelines for best management practices in ensuring delivery of multi-benefit street projects
- Establish performance metric reporting as part of the Local Return program
- Build incentives for Local Return improvements into other competitive funding programs

Share your thoughts/questions

Next Steps

Policy Advisory Council Recommendations

May 18 Planning & Programming

May 25 Board

Public Comments

due **May 26**

theplan@metro.net

May

18 Planning and Programming

25 Metro Board

26 Public Comments Due

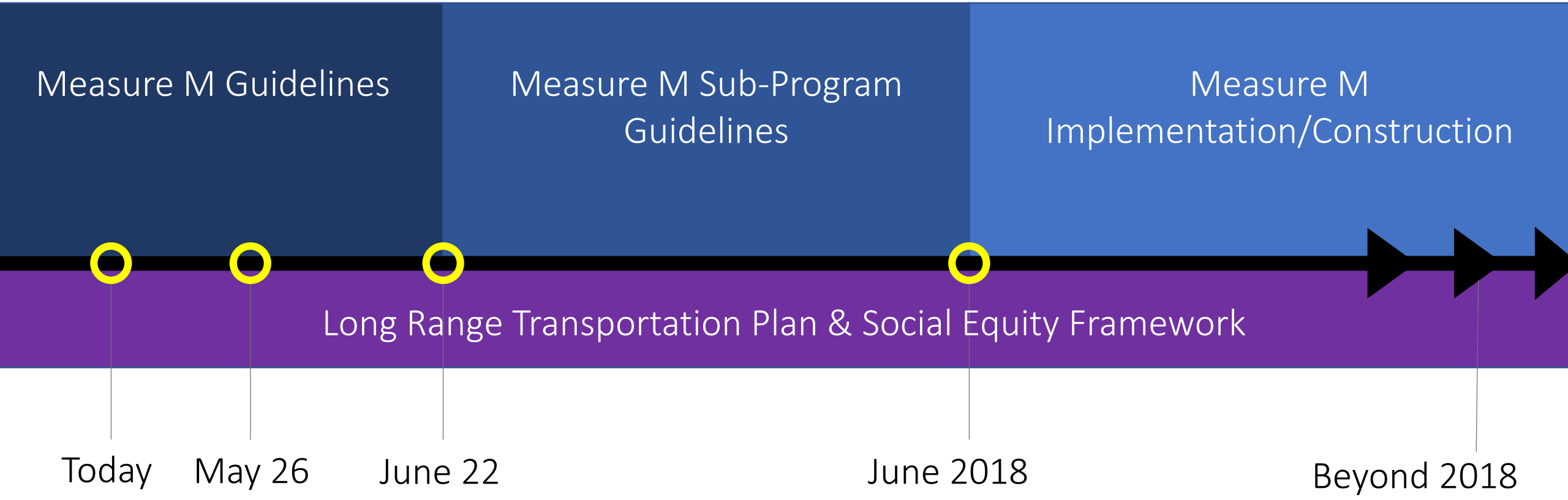
June

6 Policy Advisory Council

15 Planning and Programming

22 Metro Board

Moving Forward



THANK YOU!

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