

POLICY ADVISORY COUNCIL UPDATE ON MEASURE M MASTER GUIDELINES

Summary of Policy Advisory Council Initial Comments

The Policy Advisory Council (PAC) brings together 27 committee members, each with an alternate, spread across 3 groups of stakeholders (Jurisdictions/Councils of Governments, Providers, and Consumers) to provide input and recommendations on Measure M's draft guidelines and the upcoming Long Range Transportation Plan (LRTP).

PAC Engagement Process

At the first meeting on April 5th, Metro staff provided an overview of the roles and responsibilities of the PAC, followed by a presentation on the Measure M ordinance and draft guidelines. Committee members then discussed the challenges of the short timeline and mapped out a strategy on how to provide input to the Board on the draft guidelines by May. The committee broke out into the 3 categories (Jurisdictions/COGs, Providers, and Consumers) and each nominated an officer (Cecilia Estolano, Roderick Diaz, and Jessica Meaney). Each officer is responsible for coordinating with their respective members to gather their input.

In the weeks following the first PAC meeting, committee members were provided a survey to fill out with their key issues regarding the Measure M guidelines. Over 80 comments on various parts of the draft guidelines were recorded through this survey. The PAC committee then held a conference call at the end of April to begin to distill these responses into potential discussion topics for the May 2nd meeting. Comments were grouped into clusters of topics so that small "breakout" groups of PAC members could have a discussion and potentially come to consensus recommendations. Five general categories emerged:

- 3% Local Contribution for Transit
- ADA/Paratransit, Transit for Elder Adults and Students, Discounts
- Local Return: Local Return Floor, Other Allocation and Eligibility Issues
- Shovel-Readiness/Project Readiness, Program Eligibility
- Multi-Year Subregional Programs, COG/Metro Roles/Responsibilities, Fund Administration

There were also a few comments that could not fit into these five general categories that were reserved for discussion at a later date.

Comments by Category – Consensus Comments and Points needing Greater Clarification / Discussion

Based on notes from the breakout discussions at the May 2nd meeting, the PAC officers have summarized the range of perspectives expressed by members and identified areas where there is broad consensus.

3% Local Contribution for Transit

Consensus Ideas

- How 3% funding commitment is made should be flexible and be done either by individual jurisdictions (not just those within ½ mile of a station), on a corridor approach funded by the jurisdictions or through applicable subregional programs, or by state or federal grants.
- Any costs that would normally be considered a project cost that can be offset should be considered as eligible for the 3% local match. This may include staff time for plan checking, inspection, or permit issuance that would normally be paid for by the project.
- If the local agency is working with a developer that results in the construction of improvements that would otherwise have been included in as a component of the light rail project as defined at the 30% design stage, those cost offsets shall be counted towards the 3% local match.
- For local match requirements imposed on unincorporated county, those costs shall be assigned to the supervisorial district in which the improvements are located.

Points needing Greater Clarification / Discussion

- Clarify “Betterments” and what improvements would be eligible to satisfy the local contribution requirement.

ADA/Paratransit, Transit for Elder Adults and Students, Discounts

Consensus Ideas

- There needs to be a way to quantify and publicize the delivery of programs and services that result from Measure M monies.
- Overall, the group agreed that there wasn’t enough funding in this category to sufficiently fund these worthy initiatives.
- Understanding of student needs is at a very nascent stage
- A regional Travel Training/Mobility Management program would be beneficial to seniors and people with disabilities and could solve the issues raised above by providing resources to these groups about transportation options and also directing them to programs that could assist them in utilizing these options.

Points needing Greater Clarification / Discussion

- The 75/25 Allocation of the 2% ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students
- The need to educate affected groups about programs available to them
- Provisions to expand accommodation for wheelchair passengers on regular fixed-route transit
- The possibility of using local return monies to provide local senior and disabled transportation services and suggestion that the Metro Board could incentivize local cities to provide additional services to their citizens.

Local Return: Local Return Floor, Other Allocation and Eligibility Issues

Consensus Ideas

- Local Return Floor – The allocation of \$100,000 or more to every city should be eliminated. There is not support for this proposal and there is strong opposition to redirecting funds from other cities, particularly low income cities, to the few cities that would benefit from this proposal.
- TOCs (Transit Oriented Communities) – The guidelines should provide more details on Metro’s own TOC policies, potentially reference the Metro manual, Metro’s own affordable housing goal for TOC, the MATCH program, etc., with specific details subject to future discussion
- Expand “Subsidized Taxi” to include similar services.

Points needing Greater Clarification / Discussion

- Allocation Formula – daytime employment v. residential population
- DBE/SBE/DVBE requirements for Local Return – requirements for some SBE/DBE/DVBE requirements or guidance; management and technical expertise

Shovel-Readiness/Project Readiness, Program Eligibility

Consensus Ideas

- Project Readiness – There is a need for a more consistent definition of “project readiness” applied throughout the guidelines. "Project readiness" should be expanded to include the ability to fund all phases of work including planning, environmental, design, right of way and construction, as well as expanding eligibility for funding both programs and projects.
- Bus Rapid Transit – Bus Rapid Transit Program should be expanded to include projects where operators other than Metro can receive funds and a process should be defined to define how projects can be added.
- Mobility Matrices – Additional flexibility is warranted to allow additional projects beyond those identified on the Mobility Matrices. The review process could be consistent with the 5 and 10 year allocation period assessment reviews, where new projects could be added. Messaging regarding the Mobility Matrices was not clear in the guidelines.

Points needing Greater Clarification / Discussion

- Potential expansion of eligibility for "green streets" beyond that of just stormwater improvements to climate technology.
- Funding cap on the earlier planning and EIR phases, to ensure that too much money is not being spent on a project that may not be feasible and likely moving forward to delivery.
- Eligibility for 2% Highway Connectivity Program
- Eligibility for 2% Transit Connectivity Program
- Flexibility in Performance Measures for 1% Regional Rail Program

Multi-Year Subregional Programs

Consensus Ideas

- The subregions should be empowered to create five year plans for their programs and need a funding set aside to accomplish this task. These plans

should be based on, but not limited to, the projects and programs included in the Mobility Matrices.

- There should be specific metrics around community involvement and that the subregional plans should not be constraining. In other words, subregions should be able to work within the framework of the subregional plan but not be bound by it, particularly if adjustments arise during the planning process.
- The guidelines should lay out a process for project and program development that clearly articulates Metro's role relative to other stakeholders as well as the eligibility of certain tasks related to project development in the pre-environmental phase (outreach, conceptual design, etc.).

Points needing Greater Clarification / Discussion

- Connectivity to Airports other than LAX
- The need for a process for projects related to:
 - Roles and responsibilities
 - Funding
- The need for a mechanism to sort out when cities need to go through the COGs.
- Mechanisms for borrowing from one sub-region to another.
- The need for funding for COGs to plan and prioritize projects.
- Use of Equity Funds for bonding capacity and the need for two-way concurrence from COGs and Cities and guidance related to applicability by size of projects
- Active Transportation Programs and professional capacity of city staff to administer federal grants and whether the guidelines should allow Metro to serve as an administrator.