

Attachment B: Existing Plans and Policies

The proposed Metro CBA builds upon the USDOT's *2024 Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, integrates components from *California's Life-Cycle Benefit/Cost Analysis (Cal-B/C)* model and reflects the goals of California's Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375). The methodology emphasizes systematic identification, quantification, and comparison of expected benefits and costs over specified project lifecycles, ensuring alignment with both federal requirements for grant applications and state-level best practices. Key components include standardized benefits and costs, comprehensive benefit categories encompassing user and non-user impacts, and transparent analytical frameworks that support both internal decision-making and external funding applications.

The Metro draft CBA framework also includes Metro Board-defined goals and objectives as outlined in agency policies such as the 2016 Measure M Ordinance and Expenditure Plan, Metro's 2020 Long Range Transportation Plan, Vision 2028 Strategic Plan, Metro's Equity Platform, and the 2023 Measure M 5-Year Comprehensive Assessment and Equity Report.

- In December 2015, the Metro Board adopted a policy (Attachment B-1) that directed the evaluation of and methodology for prioritizing projects to be recommended for inclusion in the **2016 Measure M Ordinance and Expenditure Plan**. This policy, called the Performance Metrics Framework for Major Projects, proposed five main categories of objectives that included Mobility, Economy, Accessibility, Safety, and Sustainability/Quality of Life. The final weighting of these categories was amended by Board motion (Attachment B-2) and the goals and objectives were adopted as shown in Table 1.
- The Performance Metrics Framework supported not only Measure M's success in being approved with over 71% of the vote in the November 2016 election but also served as the foundation for Metro's **2020 Long Range Transportation Plan (LRTP)**.

Table 1: Performance Metrics Framework for Major Projects (adopted December 2015)

Category	Goals and Objectives	Weight
Mobility	Relieve congestion; increase travel by transit, bicycle, and pedestrians; improve travel times, system connectivity; increase person throughput; improve effectiveness & reliability for core riders; address operating & lifecycle costs; and extend life of facility & equipment	45%
Economy	Increase economic output; support job creation & retention; support goods movement; and invest in disadvantaged communities	12.5%
Accessibility	Increase population served by facility; increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities; improve first-last mile connections; and utilize technology; improve access to parks and open space	17.5%
Safety	Reduce incidents and improve personal safety	12.5%
Sustainability / Quality of Life	Improve environmental quality by reducing Greenhouse Gas (GHG) emissions, urban heat island effect, storm water runoff impacts, biological and habitat impact; improve public health; reduce noise impacts	12.5%

- **Vision 2028 Strategic Plan** was adopted by the Metro Board in 2018, and it serves as a blueprint for improving mobility and quality of life across the region. The goals included (1) providing high quality mobility options that enable people to spend less time driving, (2) delivering outstanding trip experiences for all users of the transportation system, (3) enhancing communities and lives through mobility and access to opportunity, (4) transforming LA County through regional collaboration and national leadership, (5) providing responsive, accountable, and trustworthy governance within the Metro organization. Its strategic actions addressed broader issues beyond traditional transportation criteria, and included housing, safety, security, fare policy and job creation.
- Also in 2018, Metro adopted its **Equity Platform**, a framework that addresses and reduces longstanding disparities in access to opportunities across Los Angeles County. One of its pillars is to clearly define and measure equity to influence investments and policy decisions throughout project development.

- The **Measure M 5-Year Comprehensive Assessment and Equity Report** was the first major performance evaluation of the Measure M Ordinance and Expenditure Plan and included significant analysis on equity and financial performance. Prior to the assessment, in October 2023, the Metro Board adopted a set of equity and financial criteria to be incorporated into the next comprehensive assessment, which informs the proposed Metro CBA. These project criteria included: (1) feasibility of delivery, (2) ability to leverage local, state and federal funding, (3) enhancement of system-wide connectivity, (4) service of Equity Focus Communities and/or transit dependent riders, (5) ridership increases and systemwide enhancements, and (6) connectivity with economic centers and sales tax increase to sustain Measure M tax revenues in the long run.

These Board policies adopted over the past 10 years serve as the foundation for the current Metro CBA, as the methodology operationalizes goals and objectives into metrics.