

A large, stylized letter 'M' logo is positioned in the upper right quadrant of the slide. The 'M' is composed of several white, 3D rectangular blocks that appear to be stacked or layered, creating a sense of depth. The background behind the 'M' is a dark green circular area, which is itself set against a larger orange circular area. The overall design is modern and clean.

# Measure M Guidelines

Planning and Programming Committee  
Executive Management Committee

June 14, 2017

June 15, 2017

# Introduction

Measure M is Distinct from Measure R:

- Measure M is more comprehensive & complex
- No sunset
- Increased oversight and evaluation mechanisms

Therefore, these Guidelines must:

- Reinforce fiduciary responsibility first and foremost
- Provide guidance framework for all aspects of Measure M, not just where guidance specifically indicated
- Use lessons learned from Measure R

## Outreach

- Staff attended more than 20 public meetings
- Comments from more than 60 submissions
  - More than 300 comments on various topics
- Focus of topics generally align with those selected by the PAC

## PAC Update

The PAC reported various comments at the May Board Meeting in the following five general areas:

- Local Return
- ADA/Paratransit & Senior/Student Discounts
- 3% Local Contribution for Transit
- Multi-year Subregional Programs (MSP)
- Project Readiness & Program Eligibility

# Local Return (Section XXV)

## **Metro Recommendation: Based on resident population**

1. No minimums established by Metro (p.75)
2. Reallocation of Local Return distributions can be pursued at the subregional level (p. 91)
3. Measure M Multi-year Subregional funds can be used to supplement Local Return allocations
  - Subject to the eligibility, process, and availability of funds as described in the Measure M Guidelines for MSP (p. 24)

# Local Return

Recommendation	Rationale
Resident Population	Most reliable data and updated annually Compliance with Ordinance Consistent with other sales tax measures
No minimums established by Metro	PAC consensus was to eliminate floors
Subregional Reallocation	Subregions can reallocate funds to help their smaller cities Does not impact subregions that choose not to reallocate
Measure M Multi-year Subregional funds	Can be used to supplement Local Return allocations, subject to eligibility, process, and availability as described in the Ordinance and the Measure M MSP guidelines (p.24)

# Operating, SGR & Regional Subsidies

<b>Measure M Category</b>	<b>Guidelines</b>
Transit Operations (20%)	No revisions (p. 66)
Metro Rail Operations (5%)	No revisions (p. 63)
Metro State of Good Repair (2%)	No revisions (p. 73)
<b>Regional Rail (1%)</b>	<b>Revised to reflect Metrolink comments (p. 59)</b> <ul style="list-style-type: none"><li>▪ Evaluation of performance measures are to be considered by Metro Board to determine whether to increase from 1% to 2%</li></ul>
<b>ADA Paratransit/ Metro Discounts Seniors &amp; Students (2%)</b>	<b>Revised to address PAC/ AARP/ Access/ stakeholder comments (p.70)</b> <ul style="list-style-type: none"><li>▪ Include Travel Training/Mobility Management programs (bridging mobility gap for older adults)</li><li>▪ Marketing campaign to create public awareness of the programs available</li></ul>



## 3% Local Contribution – Response to Comments

- Clarified what could constitute a local contribution, and how “betterments” are defined.
- Clarified that the requirement applies only to Measure M rail projects. (p. 21)
- Clarified calculation for the 3% local contribution occurs at 30% of Final Design (as called for in the ordinance). (p.21)
- Pursuant to the Guidelines and the ordinance, “in kind” contributions are allowed from the local agency provided that they are included in the project cost at the time 30% of the final design is completed. (p.22)
- Also, the contribution can be redistributed among the affected agencies, at their discretion, provided that it is within the timing parameters of the Ordinance language.
  - This may include the assignment of the contribution to the Supervisorial District for projects located in Unincorporated LA County. (p.23)



## 3% Local Contribution (Section VII)

### **Project Betterments**

The definition of betterment was slightly revised to reflect the definition adopted by the Metro Board\*: “as an upgrade of an existing city or utility’s facility or the property of a Third Party, be it a public or private entity, that will upgrade the service capacity, capability, appearance, efficiency or function of such a facility or property of a third party.” (p.22)

Once 30% final design project scope has been set, subsequent betterments cannot count toward 3% contribution. (p.22)

\*Supplemental modifications to Transit Projects Policy (2013)

# Multi-Year Subregional Programs (MSP)

## 2 Significant requests:

- Equal funding priority to other capital
  - Is on priority par with other purposes within H & T capital subfunds (p.28)
  - Disbursements by funds subject to cashflow procedures
  - Metro retains bonding authority
- Need a specific subregional process
  - MSP 5 year plan process defined (p.26)
  - Up to 0.5% of individual MSP funding category can be used to support plan process (p. 27)

## MSP 5 Year Plan – Key Elements

- Public Participation requirement for Project identification and inclusion in Program
- 5-year Program to be adopted by Subregional entity, then the Metro Board
- Mobility Matrix projects can be considered, but flexibility allowed
- Amendments can be made consistent with Program steps

# Readiness & Eligibility of Funds

## Requested clarification regarding:

- Project Readiness by Phase: readiness thresholds will be defined for distinct phases of project, up to an including construction (p.28)
  - Appropriate to distinct MSP categories
- Eligibility: recipient flexibility for countywide BRT, if consistent with upcoming countywide study (p. 55)

Further direction to be developed as part of Administrative Procedures

# Administrative Development – Attachment D

- Cashflow Management
- Contingency Subfunds
- Multi-year Subregional Programs
  - Transit
  - Highway
- Metro Active Transportation
- 2% System Connectivity
  - Transit
  - Highway
- Visionary Project Seed Funding
- Countywide BRT Expansion
- Subregional Equity Program

## Next Steps

- Public Comments Summary (Attachment)
- PAC Recommendations/Comments (Attachment)
- Board Committees- June 14-15
- Board Adoption-June 22
- Develop Administrative Procedures
  - PAC will have participatory role in development and review
  - CEO approves; can advance issues to Board as warranted



Questions?



Metro