Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2023-0104, **File Type:** Motion / Motion Response **Agenda Number:** 10.1.

EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 16, 2023

Motion by:

DIRECTORS HAHN, DUTRA, BUTTS, AND SANDOVAL

Related to Item 10: Measure M 3% Local Contribution Guidelines Revisions

In response to Metro Board direction (File No 2022-0258), Metro staff have undertaken substantial revisions to the Measure M guidelines, specific to the 3% Local Contribution requirement for transit capital projects. Staff's proposed guidelines (File No. 2022-0828) incorporate requests from jurisdictions to increase flexibility, provide more opportunities for in-kind contributions, and further incentivize the first-/last-mile investments that will make these major transit investments in our region more successful.

While the revisions represent a welcome change to those originally drafted and approved in 2017, there are still some clarifications that should be offered in order to fully address concerns from jurisdictions that welcome the future transit capital investments and want to ensure they are fully engaged and able to participate.

SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION GUIDELINES REVISIONS MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dutra, Butts, and Sandoval that the Board direct the Chief Executive Officer to make the following revisions to the proposed Local Contribution guidelines:

A. Add language to allow cost-sharing, so that jurisdictions who have qualifying first-/last-mile or in-kind improvements, but do not have a 3% local contribution requirement, can credit those investments they make toward neighboring jurisdictions' 3% local contribution obligations;

B. Provide jurisdictions with maximum flexibility in all sources of funding for first-/last-mile investments by striking the words "non-Metro" from the first sentence in the "Eligible Funds" section, so that Metro competitive grants may also be an eligible fund source to make qualifying investments, which would be consistent with grant-making policy such as Federal and State funds where local match must come from sources other than those Federal and State funds;

C. Evaluate a way to exclude the costs associated with regionally significant project elements -

such as a new I-105 C Line station on the C Line (Green) or a maintenance and storage facility on the Gold Line Eastside Phase 2 - from the total project's cost's 3% local contribution calculation;

D. Clarify the local contribution obligation responsibility for any future station, such as a Rio Hondo Confluence Station, that is not part of a project's 30% design but may be added at a later date, to ensure that any 3% obligation for any such station will be borne solely by the jurisdiction (s) in which it is located;

E. Confirm that qualifying first-/last-mile investments and in-kind contributions shall be considered eligible to credit toward a jurisdiction's 3% local contribution obligation, even if implemented prior to 30% design; and,

F. Report back to the Board in no more than 120 days on the above requests, including a fact sheet for affected cities.