



San Gabriel Valley Council of Governments

REVISED AGENDA AND NOTICE

OF THE MEETING OF THE SGVCOG PUBLIC WORKS

TECHNICAL ADVISORY COMMITTEE

Monday, June 19, 2017 – 12:00 PM

2016/2017 OFFICERS

Chair: Rene Guerrero

Vice Chair: David Liu

Treasurer: Chino
Consunji

Member-at-Large: Daniel
Bobadilla

Immediate Past Chair:
Phil Doudar

Voting Members:

Arcadia

Azusa

Claremont

Diamond Bar

El Monte

Irwindale

Monrovia

Pasadena

Pomona

San Dimas

West Covina

LA County DPW

Thank you for participating in today's meeting. The Public Works Technical Advisory Committee encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Public Works Technical Advisory Committee are held on the third Monday of each month at 12 PM at the Upper San Gabriel Valley Municipal Water District-602 E. Huntington Dr., Suite B, Monrovia, CA 91016.* The Public Works Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvkog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Public Works Technical Advisory Committee meetings. Time is reserved at each regular meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane or disruptive remarks.

TO ADDRESS THE PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Public Works Technical Advisory Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Public Works Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Public Works Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



PRELIMINARY BUSINESS

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)

CONSENT CALENDAR (*It is anticipated that the Committee may take action on the following matters*)

5. Review Public Works TAC Meeting Minutes: 5/15/2017
Recommended Action: Review and approve.

PRESENTATIONS

6. SB 1: presentation by Paul Hubler, ACE
Recommended Action: for information

ACTION ITEMS

7. Election of Chair and Vice Chair for 2017-2018
Recommended Action: receive nominations and elect Chair and Vice Chair for 2017-2018.

UPDATE ITEMS

INFORMATION ITEMS

DISCUSSION ITEMS Measure M Guidelines

- Recommended Action: for discussion*
9. Tour SCE Emergency Operations Center
Recommended Action: for discussion

EXECUTIVE DIRECTOR'S COMMENTS

ANNOUNCEMENTS

- June 22nd: TOD Planning Grant/TIF Pilot Project Workshop
- July 17th: PW TAC meeting (dark?)

ADJOURN



SGVCOG Public Works TAC Meeting Minutes

Date: May 15, 2017

Time: 12:00 P.M.

Location: Upper San Gabriel Valley Municipal Water District
602 E. Huntington Dr., Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order. The meeting was called to order at 12:06 P.M.
2. Pledge of Allegiance. D. Liu led the TAC in the Pledge of Allegiance.
3. Roll Call

Public Works TAC Members Present

P. Wray, Arcadia
D. Bobadilla, Azusa
L. Mustafa, Claremont
D. Liu, K. Young, Diamond Bar
D. Co, Irwindale
B. Janka, Pasadena
R. Guerrero, Pomona
K. Patel, San Dimas
C. Consunji, West Covina
H. Hsing, P. Doudar, M. Adhami, LACDPW

Public Works TAC Members Absent

Alhambra
Duarte
El Monte
Monrovia

Guests

G. Jaquez, MNS Engineers J. Martinez, NCE
A. Sweet, Glendora M. Forbes, Temple City
J. White, LACDPW S. Ahmad, SA Associates
K. Garcia, Rosemead

SGVCOG Staff

E. Wolf
M. Creter

4. Public Comment.

P. Doudar distributed a trifold announcing an earthquake preparedness forum on July 19, 2017. He encouraged cities to attend.

H. Hsing reported that LACDPW is closing out the San Gabriel Blvd./Paramount Blvd. TSSP project.

CONSENT CALENDAR

5. Review Joint Public Works/Planners TAC Meeting Minutes: 4/17/2017
There was a motion to approve the minutes (M/S: P. Doudar/C. Consunji).

[Motion Passed]

Ayes	Arcadia, Azusa, Claremont, Diamond Bar, Irwindale, Pasadena, San Dimas, West Covina, LACDPW
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Noes	
Abstain	
Absent	Alhambra, Duarte, El Monte, Monrovia, Pomona

PRESENTATIONS

ACTION ITEMS

UPDATE ITEMS

INFORMATION ITEMS

6. LACDPW Changes to ITS and Traffic Synchronization Funding
J. White, LACDPW Traffic Division, gave a presentation on changes to the way County will fund ITS and traffic synchronization in the future. She stated that the County has committed \$2.5 million dollar per year to match available grant funds using the unincorporated County area's Proposition C Local Return funds. To offset and reduce the over commitment of County grants, Public Works will be seeking local match commitments for traffic signal improvements as a part of TSSP. Public Works will continue to pay for all traffic signal timing at no cost to cities. For remaining traffic signal improvements, Public Works is seeking a 20% local match from the cities.
7. Metro Bike Share
M. Creter gave a presentation on Bike Share. She highlighted bike share as a catalyst for propelling the expanding use of public transit. The fare structure was reviewed and how that works with Metro's TAP card. Metro is also working on developing a cash payment option.
8. Transportation Oriented Development Planning Grant
E. Wolf reviewed Round Five of Metro's TOD Planning Grant program. New for this round is the requirement to use the Transit Supportive Planning Toolkit in developing applications. Wolf reviewed eligibility and the evaluation criteria.
9. Transit Oriented Communities Tax Increment Financing Pilot Program
E. Wolf gave a presentation on this Pilot Program. The program compliments the TOD Planning Grant. For those cities with up-to-date land use documents that support TOD, they are eligible to apply for the pilot program. The pilot would assess the feasibility of creating a TOD-based TIF.

EXECUTIVE DIRECTOR'S COMMENTS

ANNOUNCEMENTS

- June 19th: PW TAC meeting
- Staff announced that at the June TAC meeting we will hold elections for PW TAC officers.
- Staff announced that at the June TAC meeting we will give an update on Measure M.

ADJOURN

The meeting adjourned at 1:06 P.M.



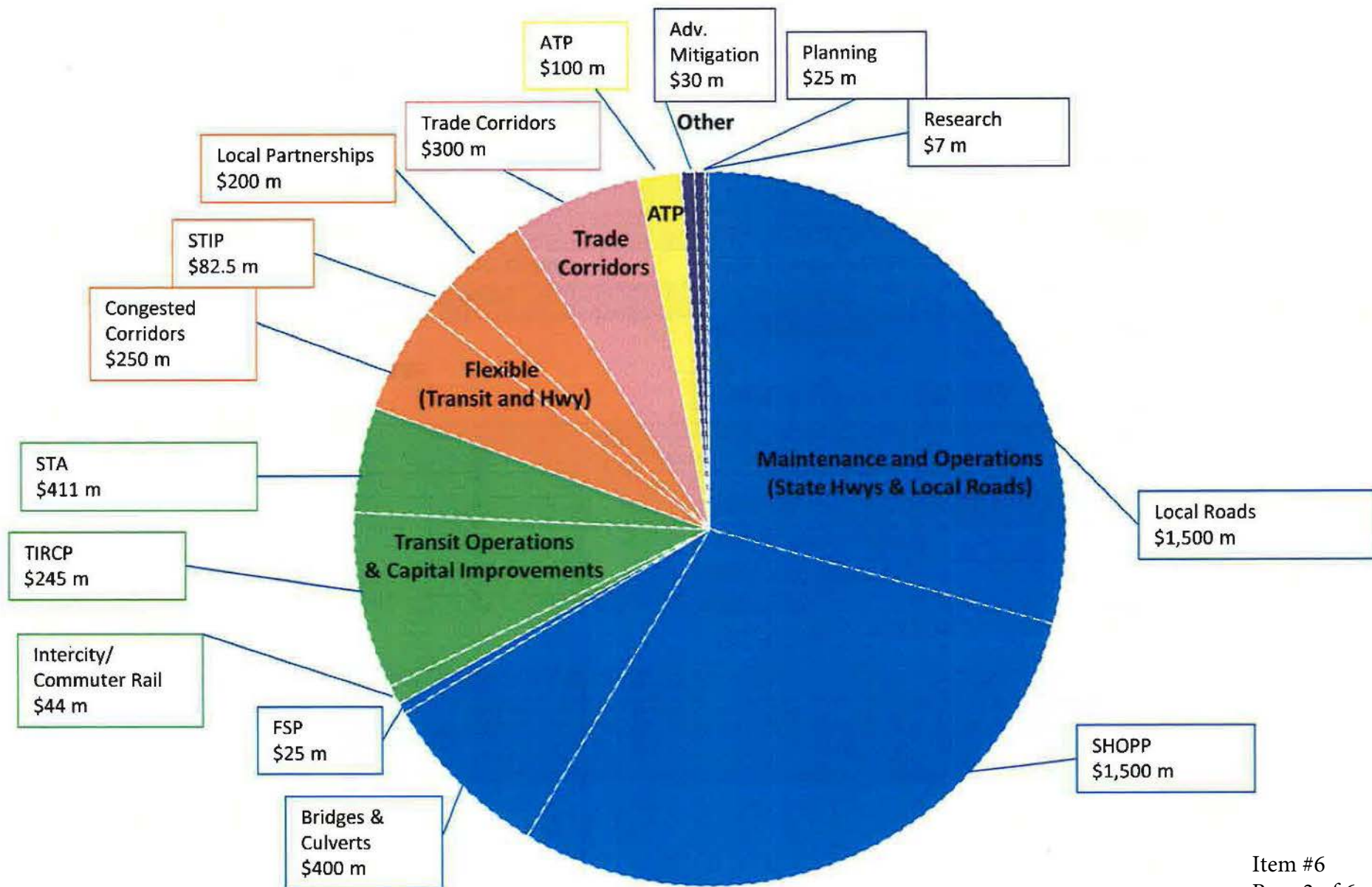
Senate Bill 1: Road Repair & Accountability Act



- First increase in state vehicle fuel taxes in two decades
- Most significant provision of new state transportation revenues since Prop 1B of 2006
- Will generate \$52.4 billion over next 10 years for road maintenance and transportation projects: \$26.6 billion for local priorities; \$25.8 billion for state priorities
- Local shares to be distributed directly to cities and counties by existing formula, typically based on population
- New CTC programs to provide grant funding opportunities

SB 1 Annual Revenues by Mode/Use

(does not include year one set-asides)





Local Streets & Roads Program



- \$1.5b annually distributed via monthly allocations from State Controller's office to cities and counties, which shall prioritize funds for maintenance, rehabilitation and critical safety projects.
- CTC will hold one guideline development workshop and will accept written comments; will work with League of Cities and CSAC.
- Aspirational projects: advanced material recycling, ZEV charging and other low emission technologies, climate change adaptation, complete streets elements.
- TBD: whether larger jurisdictions can bond against future revenues to fund projects.



Local Streets & Roads Program



City	Revenue (10 yrs)	City	Revenue (10 yrs)	City	Revenue (10 yrs)
Alhambra	\$19.86M	Industry	\$0.10M	San Dimas	\$7.81M
Arcadia	\$13.86M	Irwindale	\$0.33M	San Gabriel	\$9.25M
Azusa	\$11.32M	La Canada	\$4.70M	San Marino	\$3.10M
Baldwin Park	\$17.25M	La Puente	\$9.27M	Sierra Madre	\$2.52M
Bradbury	\$0.26M	La Verne	\$7.60M	South El Monte	\$4.76M
Claremont	\$8.29M	Monrovia	\$8.59M	So Pasadena	\$5.96M
Covina	\$11.28M	Montebello	\$14.63M	Temple City	\$8.36M
Diamond Bar	\$13.06M	Monterey Park	\$14.04M	Walnut	\$6.90M
Duarte	\$5.07M	Pasadena	\$32.27M	West Covina	\$24.69M
El Monte	\$26.06M	Pomona	\$35.61M		
Glendora	\$11.98M	Rosemead	\$12.64M	LA County	\$173M (STIP) + \$1.405B (County Road Share)



SB 1 Grant Programs



- **California Freight Investment Program:** \$300m per year from SB 1 plus \$545m total from National Highway Freight Program (through FY 2019-20) for freight corridor projects nominated by Caltrans and local agencies. Projects must benefit economy, environment, public health. Applications due March 2018.
- **Solutions for Congested Corridors Program:** \$250m per year for improvements to state highways, local streets and roads, public transit, bicycle and pedestrian facilities to provide "balanced" transportation choices. Eligible applicants: RTPAs, CTCs and Caltrans, with preference for joint nominations. Applications due February 2018.



SB 1 Grant Programs



- **Local Partnership Program:** \$200m per year for road maintenance and sound walls in cities and counties with voter-approved sales taxes or developer fees. Current proposal: Competitive grant (50%); formula (50%). Formula to be determined (perhaps by population in South/by revenues generated in North). Applications due March 2018.
- **Active Transportation Program:** \$100m per year augmentation will almost double total available. First round will be applied to existing applicant projects that can be accelerated (projects will not be rescored) with MPO program adoption in December 2017, then converts to four-year cycles in 2019.

City	New SB 1 Revenues over 10 years
Alhambra	\$19.86M
Arcadia	\$13.86M
Azusa	\$11.32M
Baldwin Park	\$17.25M
Bradbury	\$0.26M
Claremont	\$8.29M
Covina	\$11.28M
Diamond Bar	\$13.06M
Duarte	\$5.07M
El Monte	\$26.06M
Glendora	\$11.98M
Industry	\$0.10M
Irwindale	\$0.33M
La Canada Flintridge	\$4.70M
La Puente	\$9.27M
La Verne	\$7.60M
Monrovia	\$8.59M
Montebello	\$14.63M
Monterey Park	\$14.04M
Pasadena	\$32.27M
Pomona	\$35.61M
Rosemead	\$12.64M
San Dimas	\$7.81M
San Gabriel	\$9.25M
San Marino	\$3.10M
Sierra Madre	\$2.52M
South El Monte	\$4.76M
South Pasadena	\$5.96M
Temple City	\$8.36M
Walnut	\$6.90M
West Covina	\$24.69M
LA County	\$173M (STIP) + \$1.405B (County Road Share)

REPORT

DATE: June 15, 2017

TO: Transportation Committee

FROM: Phil Hawkey, Executive Director

VIA: Mark Christoffels, CEO, ACE Construction Authority

RE: Draft Measure M Guidelines

RECOMMENDED ACTION

Staff recommends the Board receive and file this report on the status of the draft Measure M Guidelines.

BACKGROUND:

On April 24, 2017, the Governing Board authorized staff to send the attached letter to Metro with the San Gabriel Valley Council of Government's (SGVCOG) on the proposed Measure M Guidelines (Attachment A). In addition, staff has been representing the interests and concerns expressed in that letter at the Measure M Policy Advisory Council (PAC) meetings. In response to comments received as well as input from the Measure M PAC, Metro staff have modified the draft as Measure M Guidelines. Attachment B provides a summary of the PAC's major concerns and Metro's response and attachment C provides a "redlined" version of the Measure M guidelines.

Metro has addressed the SGVCOG's numbered comments as follows:

- **Comment No 1:** stated that Measure M multiyear subregional funds should be programmed through the COG, not Metro and recommended that the COG be allowed to put together 5-year programming plan that would provide Metro with direction on the projects to be funded under each multiyear subregional funds.
 - Metro concurred with this approach and has included this in the re-drafted guidelines
- **Comment No 2:** requested that the language concerning borrowing from multiyear subregional funds only be authorized with the COG's concurrence.
 - Metro has included language to address this.
- **Comment No 3:** requested a portion of the multiyear subregional funding be allowed to offset the COG's expenses for preparation of the 5-year programming efforts.
 - Metro has added language that up to .5% of the funds may be used for this purpose.
- **Comment No 4:** requested that Metro receive COG's concurrence before utilizing alternative funding sources (funds other than Measure M) to meet this funding obligation Metro added language requiring this concurrence. The SGVCOG also asked that these equity funds be eligible for bonding capacity.
 - Metro is still reviewing this possibility, but did clarify that only Metro can bond out future multiyear subregional funds.

- **Comment No. 5:** requested that park and ride facilities be included as an eligible project expense.
 - This project category has been added to the “Multi-Modal” project definition as an eligible expense.
- **Comment No 6:** requested eligibility of costs associated with “betterment work” towards meeting the required 3% local contribution for light rail projects.
 - Metro responded with a clear definition on “betterment work” as currently set forth by Metro Board policy.
- **Comment No. 7:** stated that “in kind” local contributions to meet the required 3% local contribution for light rail projects should the cost of staff time.
 - Metro has added language that will allow staff time costs provided that these costs are identified in the 30% final plan approval.
- **Comment No. 8:** requested clarification on how the required 3% local contribution for light rail projects that had gone beyond the 30% final design would be calculated.
 - Metro indicated they work be working directly with the Foothill Gold Line Authority on this matter.
- **Comment No 9:** stated that no more than \$100,000 should be used to establish a minimum local return amount.
 - Metro staff is currently recommending that no minimum amount be established.
- **Comment No 9:** requested that the COG be included in communications between Metro and Project Sponsors for projects being funded under the multiyear subregional programs.
 - Metro has added language in the guidelines to require such communication.

In general, all of the comments that the COG submitted have been addressed. It is anticipated that the Metro Board will adopt these revised guidelines at their June 22, 2017 meeting.

ATTACHMENTS:

Attachment A – SGVCOG Comment Letter
Attachment B – Metro PAC Comments and Metro Responses
Attachment C – Redline Update of Measure M Guidelines



April 24, 2017

OFFICERS

President
Cynthia Sternquist

1st Vice President
Margaret Clark

2nd Vice President
Vacant

3rd Vice President
Vacant

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

Honorable John Fasana, Chairman
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: DRAFT MEASURE M GUIDELINES

Dear Chairman Fasana:

The San Gabriel Valley Council of Governments (SGVCOG) has reviewed the draft Measure M Guidelines and provides the following comments and recommended changes:

Comment No. 1:

Throughout the document, Metro refers to the term “Project Sponsor” when discussing the programming and use of subregional funds. This term is not defined and opens the door for individual cities or other entities within a sub-region to take the lead in programming specific projects and seeking approval directly from Metro. The SGVCOG feels strongly that sub-regional programmatic funds¹ were established and defined by the sub-regions and any project to be funded under these programs must come to Metro through a programming effort by the sub-regions.

To insure this is accomplished, the Measure M Guidelines should include a provision requiring Project Sponsors to have the concurrence of the sub-region (essentially, the COG’s² and joint powers authorities officially identified by Metro as regional planning agencies) prior to being included by Metro in their annual funding plan even if already included in the various adopted Mobility Matrices. To provide this concurrence, each COG should be required to adopt a five-year programming plan for each sub-regional program within their respective sub-region. The five-year programming plan would have to identify specific projects and phasing, allocated funding amounts, and project timing and be submitted to Metro. These programming plans would be required to be updated or amended on an annual basis reflecting executed funding MOU’s and project additions or deletions. Unless prohibited by the adopted guidelines, revenue constraints, or the Measure M ordinance, Metro would be required to adhere to these COG adopted sub-regional programming plans when executing funding MOU’s for specific projects. Should a project included in a COG adopted sub-regional programming plan be denied by Metro, each COG shall have the right to appeal the denial to the Measure M Oversight Board. Attachment A provides a flowchart of the proposed process.

¹ This does not apply to “Major Projects” identified in Measure M, for which Metro serves as the project sponsor.

² Throughout this letter the term “COG” is intended to reference both Councils of Governments and joint powers authorities that are identified by Metro as regional planning agencies.

Comment No. 2:

The guidelines allow for “Project Sponsors” to borrow from one Sub-Regional Program to accelerate the funding of a project in another Sub-Regional Program with the consent of the Metro Board and the “affected sub-region(s)”. The SGVCOG appreciates this flexibility, but would like to see language that requires the affected sub-regions to approve the proposed borrowing, by amending their affected adopted sub-regional programming plans as defined in our comment No. 1, to reflect the transfer of funds and acknowledging the associated timing impact for projects included in those sub-regional programs.

Comment No. 3:

The guidelines state that Measure M funds may be used for pre-construction as well as construction activities. Pre-construction activities are defined in the guideline and include “planning studies”. The SGVCOG recommends that this term be expanded to “planning and programming studies”. Adding the term “programming studies” will allow the sub-regions through their respective COGs to develop sub-regional project lists for corridor planning and coordination, and for subsequent project development and delivery. This will ensure that proposed projects complement each other and maximize mobility and/or sustainability.

Comment No. 4:

The Measure M Guidelines regarding Sub-Regional Equity funds state that Metro may meet these obligations using “any combination of federal, state or Metro controlled funds including, but not limited to, Measure M.” SGVCOG appreciates the need for this flexibility, however this flexibility being sought by Metro potentially places significant grant compliance requirements on sub-regions that may conflict with proposed projects or uses of those funds. The guidelines should be revised to not allow Metro the ability to unilaterally determine that a sub-region’s funding requirement under the “Sub-Regional Equity Fund” be met with something other than Measure M. Such a funding substitution should only be allowed with the affected COG (sub-region’s) concurrence. In addition, the SGVCOG requests that uses of the “Sub-Regional Equity Fund” be expanded to include the use of these funds for bonding capacity to accelerate proposed projects within the other sub-regional programs.

Comment No. 5:

The definition for eligible uses for the “Highway Demand Based Program” should include park and ride facilities, as well as other ridesharing related facilities.

Comment No. 6:

Under the section “3% Local Contribution to Major Transit Projects”, the guidelines state that “betterment work” funded by the local agency and as defined as “a change that will improve the level of service and/or capacity, capability, appearance, efficiency or function over that which is required by the Metro Design”, shall not be counted towards the 3% required local contribution. The SGVCOG disagrees with this exclusion and would like to see the guidelines amended to allow such betterment work to be counted towards the 3% local contribution. Any capital investment that enhances and improves the operation of the transit system and funded by a local agency should be desirable to Metro and should not

be discouraged by not allowing this type of betterment work to be counted towards the required 3% contribution.

Comment No. 7:

Under the section “3% Local Contribution to Major Transit Projects”, “in kind” local contributions as defined should include the cost of staff time from the commencement of the environmental phase through the end of the warranty period.

Comment No. 8:

Under the section “3% Local Contribution to Major Transit Projects”, local contribution limits are determined at the conclusion of preliminary engineering (30% plans). The guidelines need to have language to address projects that have already exceeded this point such as the Gold Line Foothill Extension. How will local contribution be determined for that project? SGVCOG suggests that language be added that states for projects that have exceeded preliminary engineering as of the initial adoption of the these Measure M guidelines, Metro shall consult with the local affected agencies to determine the appropriate project scope and cost estimate to determine the local contribution limits.

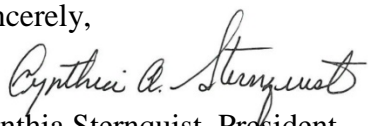
Comment No. 9:

Under local return, Metro is currently recommending a \$100,000 annual minimum allocation for small population cities that would normally receive less than this amount. The SGVCOG does not object to this proposal, however is not in favor of increasing this amount beyond the current recommended \$100,000 minimum.

Comment 10:

Upon the approval of the Measure M Guidelines and the initiation of project funding MUO's, the SGVCOG requests that they be included in all communications from Metro to Project Sponsors related to the allocation and use of sub-regional funds assigned to the SGVCOG's sub-region.

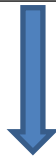
Sincerely,


Cynthia Sternquist, President
San Gabriel Valley Council of Governments

cc: SGVCOG Board of Directors
Metro Board of Directors
Phillip Washington, CEO, Metro

SGVCOG proposed project funding approval process for sub-regional funds

COG's adopt a five-year programming plan for each sub-regional program within their respective sub-region. The plan will identify specific projects and phasing, allocated funding amounts, and project timing.



COG adopted five-year programming plans are submitted for approval by Metro Board



Upon approval by Metro Board, project sponsors may apply for funding MOU's based on adopted five-year sub-regional fund programming plans



COG's update or amend their adopted five-year programming plans on an annual basis reflecting executed funding MOU's and project additions or deletions and submit for approval by Metro Board

RESPONSES TO POLICY ADVISORY COUNCIL MAY COMMENTS FOR DRAFT 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.

A corridor or subregion can agree to redistribute the 3% amount, and may use their MSP funds if available. However, the Local Return default can only be imposed on the agencies formally listed at the time of 30% final design, and the funding agreement must be prior to start of construction.

- 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.

In-kind services, such as staff time are allowed, if included in project cost at 30% completion of final design, when 3% contribution is calculated per Measure M Ordinance.

- 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.

Funding agreement must be entered with the local agency prior to start of construction. This option can be included in the funding agreement, but as noted above, the timing of the calculation of the contribution is per Ordinance language.

- For local match requirements imposed on unincorporated county, those costs shall be assigned to the supervisorial district in which the improvements are located.

Fund source for payment of the contribution is within the jurisdiction of the agency; the County would need to make the suggested assignment distinction, not Metro.

Points needing Greater Clarification / Discussion

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

Metro Response: Metro will clarify “Betterments”. Guidelines draft revision: A betterment is defined 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. This definition was previously adopted by the Metro Board in the policy on Supplemental Modifications to Transit Projects.

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.
Marketing of New low income program provides the right opportunity to show the public their Measure M monies at work.
- Overall, the group agreed that there wasn't enough funding in this category to sufficiently fund these worthy initiatives. **There is limited funding in this category. Metro has creatively leveraged these funds for maximum impact.**
- 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.
Guidelines revised to allow for Travel Training/Mobility Management programs as eligible uses.

Points needing Greater Clarification / Discussion

- The 75/25 Allocation of the 2% ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students (See response below)
- The need to educate affected groups about programs available to them.
Guidelines revised to include language on eligible use for travel training programs on pages 71-72.
A marketing plan on all available programs and new low income program will be developed and launched educating the public.
- 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 is already eligible for this.**

Metro Response: 75/25 Allocation split

The Ordinance language states: ADA Paratransit for the disabled and Metro discounts for seniors and students. Measure M provides for 2% annually or \$16M for three large rider groups.

ADA Paratransit is federally mandated with no dedicated funding source. The needs and resources for this group is expected to grow significantly, currently estimated at \$90M annually.

Seniors and Students are another category of riders of which Metro already provides significant reduced fares, estimated at \$100M annually.

The guidelines provide for a split of a maximum of 75% for ADA paratransit and a minimum of 25% for Metro discounts. This split allows for flexibility in funding each of these programs.

The split is based on our ability to leverage funds and budgetary needs.

- The need to fund ADA Paratransit is federally mandated. Measure M provided a dedicated funding source for this.
- Metro saw an opportunity to leverage the Measure M dollars by expanding the low income programs currently in place.
- With over \$100M dollars already provided in Metro senior and student reduced passes, the Measure M dollars could be used to really help those who need it the most, low income riders. The Measure M dollars will be used to provide an even bigger discount to these riders.

By combining the program with Measure M dollars, we took \$16M from Measure M and turned it into \$26M, from the other subsidy programs and are helping not only seniors and students, but all low income riders.

The split, which is still flexible, provides for an almost even split between the 2 categories, when adding the other subsidy programs.

- ADA Paratransit – Measure M (\$12M)
- Metro Discounts – Measure M (\$4M) + Other Subsidy (\$10M) = \$14M

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.
Metro is recommending: 1) No minimum be established by Metro; 2) Any reallocation of funds be done at the subregional level; 3) Measure M Multi-year Subregional funds can be used to supplement Local Return allocations (subject eligibility, process and availability described in Measure M MSP guidelines).
- 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.

Guidelines revised to reference Metro TOC manual on p. 86.

- Expand "Subsidized Taxi" to include similar services. **Guidelines revised on p. 83.**

Points needing Greater Clarification / Discussion

- Allocation Formula – daytime employment v. residential population
A variety of allocation formulas was provided at Metro's May Board meeting. Metro is recommending residential population for method of allocation, as this is the most reliable data and is updated annually.
- DBE/SBE/DVBE requirements for Local Return – requirements for some SBE/DBE/DVBE requirements or guidance; management and technical expertise

Metro Response:

- **Language encouraging SBE/DBE participation will be included in the Assurances and Understandings agreement between Metro and each local jurisdiction.**
- **SBE/DBE will be encouraged for Multi-year Subregional Program or Local Return projects under the provisions of the supplemental funds requirement, wherein any application of resources under Metro's direct control triggers application of any and all pertinent Metro policies, including those related to procurement.**

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.
- Metro agrees that the distinct phases specifically listed above in this bullet are eligible, depending on the fund category, but not “all” possible phases of work (e.g., pre-planning development is generally excluded and highway eligibility will begin with PIDs – using Caltrans definition).
- 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.
Metro agrees that eligibility should be expanded, to be determined as part of the revision of the Countywide BRT plan.
- 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.
Metro agrees that there should be additional flexibility to reconsider the relevance and performance of existing Mobility Matrix projects, and similarly the addition of new projects.

Points needing Greater Clarification / Discussion

- Potential expansion of eligibility for "green streets" beyond that of just stormwater improvements to climate technology. Staff is reviewing policy for possible expansion.
- 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. Additional controls will be considered in follow up administrative guidance to address project viability.
- Eligibility for 2% Highway Connectivity Program The Guidelines reference a competitive process that will be developed. It will include eligibility.
- Eligibility for 2% Transit Connectivity Program The Guidelines reference a competitive process that will be developed. It will include eligibility.
- Flexibility in Performance Measures for 1% Regional Rail Program Guidelines have been revised to reflect change from specific attainment of criteria to an

evaluative judgment that the Board would consider. These Guidelines have been developed collaboratively with Metrolink.

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. **Agreed. Metro will recommend a 5 year plan in the Guidelines, with subsequent development of administrative requirements and procedures.**
- 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. **Metro agrees that meaningful community engagement is essential to the success of the Multi-year Subregional Program, and will include this requirement in the Guidelines. Parameters for effective community engagement will be developed as part of the subregional administrative procedures.**
- 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.). **As discussed above, a new process is being included in the Guidelines for the role of Metro relative to subregional agencies. It includes project development discussion, but eligibility of "pre-environmental" phase is to be determined.**

Points needing Greater Clarification / Discussion

- Connectivity to Airports other than LAX. **Other airports are eligible for System Connectivity and Multi-year Subregional Program funds.**
- The need for a process for projects related to:
 - Roles and responsibilities
 - Funding**As discussed above, a new process is being included in the Guidelines for the role of Metro relative to subregional agencies.**
- The need for a mechanism to sort out when cities need to go through the COGs. **This mechanism will be evaluated during the administrative process development.**
- Mechanisms for borrowing from one sub-region to another. **To be determined.**
- The need for funding for COGs to plan and prioritize projects. **Staff has proposed use of Multi-year Subregional Program funds to be used for**

subregional program development and planning, with a cap of 0.5% per year per MSP pot.

- 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
Metro retains all capital fund bonding authority to manage financial constraints.
- 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. Metro will consider agency concurrence for federal fund assignments.