

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: September 19, 2019

To: Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds,  General Manager
Department of Transportation

Subject: **CENTRAL CITY SUBREGION MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM FUNDS
(FIVE-YEAR ALLOCATION PLAN)**

SUMMARY

This report announces the availability of the first five-year allocation of Measure M funding for the Central City Multiyear Subregional Program (MSP), and describes the criteria proposed by the Los Angeles Department of Transportation (LADOT) to select project candidates that are eligible and ready to execute funding agreements in years 2019-2024.

RECOMMENDATION

That the City Council

1. APPROVE LADOT's screening process to identify eligible Measure M MSP funded transportation projects;
2. DIRECT LADOT to identify project candidates within the Central City Subregion to be considered for Measure M MSP funding.

BACKGROUND

On June 23, 2016, the Los Angeles Metropolitan Transportation Authority (Metro) Board of Directors approved the Los Angeles County Traffic Improvement Plan Ordinance, known as Measure M. The Measure M Expenditure Plan provides an estimated \$860 million a year over a 40-year period to build-out an approved list of major highway and transit projects, and multi-year programs. The multi-year programs are defined by the nine subregions of Los Angeles County, and implemented accordingly over the next 40 years. Metro will rely on the subregions to develop five-year expenditure plans (that can be updated annually) and identify projects.

Most subregions cover multiple jurisdictions and are governed by a Council of Governments (COG) that shares the same boundaries. The Central City Subregion covers only two jurisdictions (Unincorporated County and City of Los Angeles) and is distinct in that it has no corresponding COG to oversee the project nomination and selection process. The majority of the Central City Subregion is in the City of Los Angeles, and LADOT has been delegated authority to identify projects and develop a five-year

expenditure plan. As such, the City Council is the appropriate body to approve the project screening methodology and to adopt the Five-Year Allocation Plan for final approval by the Metro Board.

The following includes the available funds for the Central City Subregion and funding window:

| Multi-Year Subregional Program (MSP) | Measure M Funding | Funding Window |
|---|-------------------|------------------|
| Active Transportation, First/Last Mile, & Mobility Hubs | \$215 million | FY2018 to FY2057 |

Central City Subregion funds will be divided between the City of Los Angeles and the unincorporated County of Los Angeles and distributed proportionately on a per-capita basis. Within the City of Los Angeles, the Central City Subregion includes most of City Council districts 1, 8, 9, 10, 13, 14, and portions of City Council districts 4, 5, and 15. For the current five-year cycle, there is \$13,765,762 available and the City of Los Angeles will receive approximately \$12,744,264 to fund eligible projects. The remaining funding is allocated to unincorporated County of Los Angeles.

DISCUSSION

Per Metro’s Measure M Final Guidelines, projects considered for funding within the Central City Subregion must fall into one of the three categories described below:

- *Mobility Hubs* – Project examples include operational “mobility hub” facilities that accommodate secure bicycle storage, bike share, car share, electric vehicle charging stations, bicycle repair stations, and/or electronic signage of real-time transit arrival and departure information.
- *First / Last Mile* – Project examples include ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, car share, bike share, bike parking, context-sensitive bike infrastructure, signage/wayfinding, crossing enhancements and connections, safety and comfort, allocation of street space, and plug-in components.
- *Active Transportation* – Project examples include capital improvements that further the goals outlined in the Metro Board-adopted Active Transportation Strategic Plan that improve access, safety, and network connectivity for non-motorized transportation.

In order for the Metro Board to adopt the Central City Subregion’s five year plan, Metro staff must find that the project list conforms to the administrative guidance criteria prior to submitting them to the Metro Board for their approval. In making their findings, Metro staff uses the following criteria to determine whether or not a project is eligible and should be included on a project list:

- Project eligibility/program nexus - Does the project meet the definition and funding eligibility for Mobility Hubs, First/Last Mile, or Active Transportation as defined in the Measure M Guidelines?

- Project readiness - Does the project have prior public engagement or a public engagement plan in place? Are there any remaining feasibility tests or decision factors needed that may prevent project implementation within the proposed budget and schedule?

To meet Metro's program nexus requirement, LADOT proposes to coordinate an internal review to identify and filter planned and unfunded projects from the City's transportation project inventory that best align with the mobility hubs, first/last mile, and active transportation MSP program categories. As part of this review, LADOT staff will also verify that the projects are consistent with, and implement the Mobility Plan 2035. The City's transportation project inventory comprises a list of active projects organized into program categories where the respective City agency lead has initiated a development process.

To ensure the five-year plan meets Metro's project readiness criteria, LADOT will assess whether projects are far enough in their development process to allocate Measure M MSP funds. Since Metro requires each project to demonstrate readiness in order to plan and manage their available cash flow, the project manager must meet critical milestones for each project to adequately inform the project budget and schedule. Critical project milestones include receiving the necessary public support, and verifying that no further analysis is needed to make a decision to move forward in accordance with the proposed budget and schedule.

Since funding is limited to \$12,744,264 for the first five-year allocation, LADOT will focus on projects within the Central City Subregion that achieve a high degree of program nexus, such as proximity to planned and existing transit stations and major bus stops (**Attachment A**). In addition, to ensure the limited program funds maximize program outcomes and advance projects that are ready for funding, LADOT proposes to prioritize candidates with existing funding where the Central City MSP can close an existing funding gap.

Using this methodology, LADOT staff will identify eligible projects and engage Council Offices and community partners within the Central City Subregion (**Attachment A**). Staff will then return to City Council to adopt the project list of the five-year plan, request authority to execute funding agreements, and transmit the five-year plan to Metro for Board Approval.

FISCAL IMPACT STATEMENT

No impact to the General Fund is anticipated with this action.

SJR:ds

Attachment A: Central City Subregion with Existing and Planned Metro Stations

