



Transportation Policy Advocacy Resource Manual **2017-2018 (Version 1)**



* This photo was taken at our first #JustGrowth Forum on November 14, 2016 at The California Endowment.

Thank you for participating in the
Breakfast with Transportation Policy Makers in Los Angeles County!

January 30, 2017
www.investinginplace.org

INTRODUCTION

Dear friends, peers, and colleagues,

We hope you, your staff, and partners find this transportation policy advocacy manual useful. My hope and vision is that you can count on Investing in Place as a *resource* and *partner* in your work and advocacy.

In this booklet, you'll find:

- A **timeline** of Investing in Place's advocacy priorities and a draft of Metro's policy timeline.
- A summary of Investing in Place's "**Just Growth**" vision.
- An outline of recommended **Measure M guidelines** and a **sample letter** we sent to Metro.
- A summary of why Metro's **Long Range Transportation Plan** is important for our communities and a primer on how to define **Equity Opportunity Zones** in the LRTP.
- A breakdown of how cities can advocate for **Measure M's Local Return funding**.

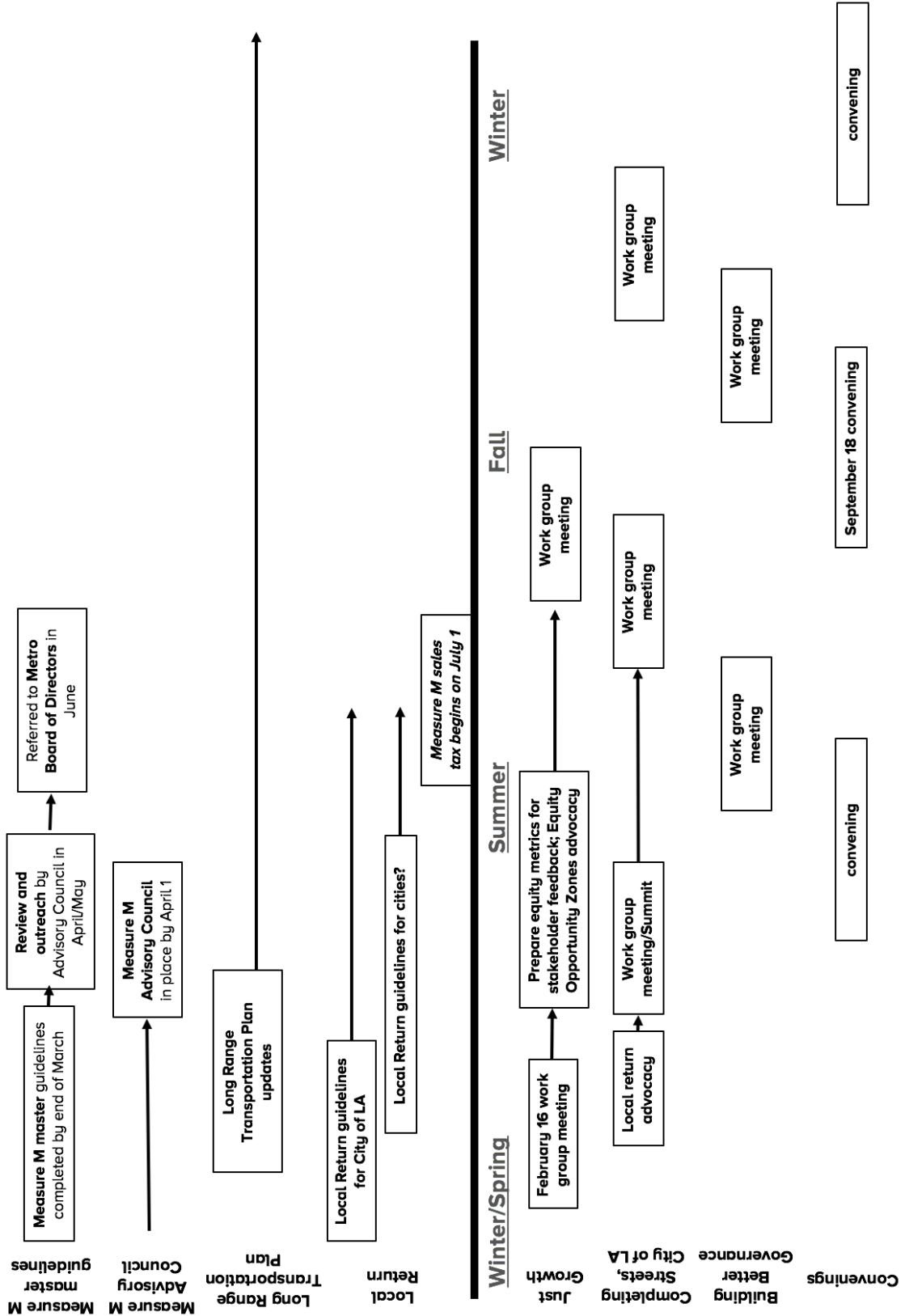
I'm thrilled to do this work with you all. Please feel free to contact me or my staff anytime for questions or recommendations — jessica@investinginplace.org or (213) 210-8136.

Sincerely,



Jessica Meaney
Executive Director
Investing in Place

2017 Investing in Place Policy Timeline



Mobility as the Foundation for “Just Growth” in Los Angeles County

Note: This document is a draft. It outlines Investing in Place’s transportation policy outcomes. Please do not hesitate to make suggestions, comments, or recommendations, by emailing Jessica directly at: jessica@investinginplace.org

Background

Investing in Place promotes healthy, sustainable, and equitable transportation that strengthens communities. The unifying principle behind our advocacy work is that when all members of the community have the opportunity to participate fully in civic, social, and economic life, the region grows stronger.

Our approach is supported by the Just Growth economic model developed by researchers Dr. Manuel Pastor (USC) and Dr. Chris Benner (UC Santa Cruz), which posits that if investments are targeted towards communities with the fewest resources, the economy will grow stronger for the long haul. The yardstick for all of our policy goals is: “Does this policy promote opportunity for people and communities who have been historically disenfranchised?”

Transportation is a *Just Growth Sweet Spot* where strategic investments can provide good jobs, environmental benefits, and greater access to opportunity in communities that have suffered from disinvestment and environmental injustice. Investing in Place aims to put these policy opportunities to advance *Just Growth* at the center of upcoming transportation decisions, including the 2017 Long Range Transportation Plan (LRTP) and Measure M guidelines. To make the most of these opportunities, transportation equity must be baked into these policies, not sprinkled on top.

This year, the LRTP, Measure M guidelines, Metro Strategic Plan, and other documents all present opportunities to set measurable objectives and tie public investment directly to achieving those goals.

These are the draft outcomes that Investing in Place seeks to achieve. We welcome feedback and refinement as we work to finalize these policy recommendations for consideration by Spring 2017:

1. Metro promotes access to opportunity by concentrating and prioritizing investments in communities with the greatest need.

- Metro adopts a clear definition of high-need communities (“Equity Opportunity Zones,” see page 15) that addresses historical factors of disinvestment—like race, income, and vehicle ownership—and measures both investments and outcomes in these communities.

2. Metro engages the community as a partner in developing the transportation system.

- Metro incorporates early and continuous stakeholder engagement in all major decisions, with demonstrated responsiveness to input.
- Metro establishes a bench of qualified community-based organizations to expand the agency’s capacity for authentic engagement.

3. Metro supports economically stable and culturally diverse neighborhoods by promoting integrated transportation and land use policy.

- Metro tracks housing affordability near transit projects and works with local jurisdictions to adopt policies ensuring that the median family can afford the median cost of housing.
- Metro supports value-capture near transit to invest in affordable housing and related infrastructure.
- Metro adopts anti-displacement policies to protect long-term residents and business-owners from involuntary relocation.

4. Metro invests in a frequent network of bus and rail transit service.

- Metro defines a frequent network of rail, rapid bus, and high-ridership local bus service with all-day 15-minute headways or better that serves at least 70% of the county’s population, and at least 85% of people living in Equity Opportunity Zones.
- Metro regularly reports on-time performance and state of good repair for the frequent network.

5. Metro leads on transportation safety throughout Los Angeles County.

- Metro adopts Vision Zero to reduce fatal and serious injury collisions 20% by 2020 and to zero by 2030.

- Metro prioritizes and accelerates funding and provides technical support to local jurisdictions for Vision Zero projects and reports annual progress.

6. Metro builds an integrated, connected, and sustainable transportation system.

- Metro supports a walkable and bikeable county by implementing the Active Transportation Strategic Plan, integrating complete streets into all projects, and investing in first/last mile connectivity as part of all transit capital projects.
- Metro integrates urban greening into all projects to capture and treat stormwater, increase tree canopy, and reduce ambient temperatures in urban areas.
- Metro measures and reports progress toward regional sustainability goals, including SCAG's RTP/SCS greenhouse gas reduction targets, SCAQMD's ozone and criteria pollutant targets, and LA Sustainable City pLAN's mode shift targets.

These objectives can also be advanced through local funding sources, such as subregional programs and local return. The policies that Metro adopts shape the funding landscape throughout Los Angeles County directly through incentives and indirectly through policy leadership. Investing in Place encourages Metro to embrace this leadership role through intentional policies that promote healthy, sustainable, and equitable communities.

Your Role in Shaping Measure M Guidelines

Leadership from cities, Council of Governments, agency staff, community advocates, and stakeholders can help make Measure M's guidelines a success.

In November, Los Angeles County voters approved Measure M, generating significant new investment in the region's transportation system. While the Measure M ordinance included an expenditure plan outlining broad categories of expenditures and significant capital projects, the rules and procedures governing those expenditures have yet to be written. That is the role of the Measure M Guidelines.

Metro will develop draft guidelines by *March 2017* covering a range of issues governing the use of Measure M funds. Topics that must be addressed for each of Measure M's funding programs include: administration & oversight, eligibility & project selection, and data collection & reporting.

Measure M guidelines are an opportunity to deliver on promises to voters that Metro will oversee the construction and operation of a safe, sustainable, and balanced transportation system for all Los Angeles County residents. Strong guidelines will ensure accountability and oversight, while also enabling innovation to respond to changing needs and public participation.

Recommended Measure M Guidelines

1. **Collect Data & Measure Performance:** Measure M made commitments to improve the efficiency, safety, reliability, and sustainability of our transportation infrastructure. The guidelines should set clear procedures for collecting data and measuring progress toward these objectives.
2. **Integrate Metro Policies on Sustainability & Equity:** Metro has adopted notable policies to promote complete streets, first/last mile access, urban greening, and public participation. Metro also has important obligations to advance transportation equity in compliance with Title VI of the Civil Rights Act. To be implemented effectively, these policies must be baked into program guidelines, not "sprinkled on top."
3. **Support Local Policy Innovation:** Many local agencies have adopted innovative policies and programs that are closely aligned with Metro's regional goals, such

as Climate Action Plans, Vision Zero, and Safe Routes to School. The guidelines should identify opportunities to accelerate these local initiatives through subregional programs and local return funding.

4. **Incorporate Eligibility for Non-Infrastructure Programs:** Sometimes the most cost-effective strategies to improve mobility outcomes are non-infrastructure initiatives, including active transportation education & encouragement, transportation demand management (TDM), and planning & community engagement. The guidelines should guarantee eligibility for these expenditures in all applicable Measure M funding programs.
5. **Maintain Accountability:** Measure M allocates substantial resources to subregional funding programs and local return, both of which are key opportunities for innovation in policy and governance. The guidelines should articulate how local autonomy over decision-making is carefully balanced with the need to hold local partners accountable to regional objectives.

Next Steps

To make your priorities heard, we highly recommend sending your recommendations to Metro's CEO, Phil Washington at washingtonp@metro.net. For sample language, please see the letter on the next page that Investing in Place and many others like Seleta Reynolds (General Manager, LA DOT), Ted Winterer (Mayor, City of Santa Monica), and Jess Talamantes (Chair, San Fernando Valley Council of Governments) have signed.

For more on Investing in Place's recommendations for Measure M Guidelines:

<https://investinginplace.org/2017/01/04/measure-m-guidelines-updates-and-initial-recommendations/>

Sample Measure M Guidelines Letter to Metro

Dear Mr. Phil Washington,

Now is an exciting moment for improving transportation options throughout the region. With over 70% support, Los Angeles County voters have passed Measure M to invest in a comprehensive multimodal transportation system. We are eager to work with you to make implementation of Measure M a success and live up to voters' expectations.

As you know, the development and passage of Measure M was a team effort that cut across sectors and across our county's diverse population and geography. We all have a stake in its successful implementation and hope to maintain this spirit of collaboration throughout. With that in mind, we have drafted this letter with six key recommendations for the development of Measure M guidelines to set expectations for the implementation of regional programs, subregional programs, and local return.

1. All Measure M programs should have clear performance goals and data collection/reporting provisions consistent with board-adopted performance measures: Mobility, Economy, Accessibility, Safety, Sustainability, and Quality of Life.
2. The Measure M guidelines should clarify the applicability of Metro policies to Measure M funding programs, including First/Last Mile (Motion 14.1, 14.2).
3. All projects funded by Measure M should comply with Metro's Complete Streets Policy, including completion of checklist, documented exceptions process with Metro approval, and stakeholder input.
4. All projects should be assessed for opportunities for urban greening and green infrastructure. Metro should provide a checklist and guidance.
5. All program guidelines should include a stakeholder engagement plan that provides for early and continuous stakeholder involvement in project development and funding decisions.
6. Metro should accelerate implementation of local plans that are consistent with countywide goals (e.g. Climate Action Plans, Vision Zero, Safe Routes to School) by prioritizing smaller "early action" projects in funding programs.

Los Angeles County voters have entrusted Metro with the most ambitious public works program in the region's history. Commensurate with its size, Measure M contains the strongest accountability and oversight provisions of any measure. We believe that the above recommendations are consistent with this voter mandate and good planning practices. We commend Metro's efforts to establish an inclusive and transparent

process for the development of Measure M guidelines and look forward to the discussion of these recommendations in that venue.

In partnership,

Nancy McPherson, State Director
AARP California

Claudia Goytia, Government Relations Director
American Heart Association

Wes Reutimann, Project Director
BikeSGV

Seleta Reynolds, General Manager
City of Los Angeles, Department of Transportation

Frederick Dock, Director
City of Pasadena, Department of Transportation

Ted Winterer, Mayor
City of Santa Monica

Bryn Lindblad, Associate Director
Climate Resolve

Jessica Meaney, Executive Director
Investing in Place

Tamika Butler, Executive Director
Los Angeles County Bicycle Coalition

Emilia Crotty, Policy & Program Manager
Los Angeles Walks

Jess Talamantes, Chair
San Fernando Valley Council of Governments

Fernando Cazares, California Manager, Climate-Smart Cities
The Trust for Public Land

Measure M Subregional Programs

(Compiled by Investing in Place, January 2017)

Subregion	Multi-Year Subregional Program	Measure M \$\$	Total
Arroyo Verdugo	Active Transportation Projects*	\$136,500	\$1,390,700
	Arroyo Verdugo Projects to be Determined	\$110,600	
	Goods Movement Projects	\$81,700	
	Highway Efficiency, Noise Mitigation, and Arterial Projects	\$602,800	
	Modal Connectivity and Complete Streets Projects*	\$202,000	
	Transit Projects	\$257,100	
Central LA	Active Transportation, 1st/Last Mile, & Mobility Hubs *	\$215,000	\$1,812,000
	BRT and 1st/Last Mile Solutions e.g. DASH	\$250,000	
	Freeway Interchange and Operational Improvements	\$195,000	
	LA Streetscape Enhance. & Great Streets Program*	\$450,000	
	Los Angeles Safe Routes to School Initiative*	\$250,000	
	Public Transit State of Good Repair Program	\$402,000	
	Traffic Congestion Relief/Signal Synchronization	\$50,000	
Gateway Cities	Active Transportation Program*	TBD	\$1,000,000
	I-605 Corridor "Hot Spot" Interchange Improvements	\$1,000,000	
Las Virgenes-Malibu	Active Transportation, Transit, and Tech. Program*	\$32,000	\$296,000
	Highway Efficiency Program	\$133,000	
	Modal Connectivity Program	\$68,000	
	Traffic Congestion Relief and Improvement Program	\$63,000	
North County	Active Transportation Program*	\$264,000	\$1,550,000
	Arterial Program	\$726,130	
	Goods Movement Program	\$104,000	
	Highway Efficiency Program	\$128,870	
	Multimodal Connectivity Program	\$239,000	

Subregion	Multi-Year Subregional Program	Measure M \$\$	Total
	Transit Program	\$88,000	
San Fernando Valley	n/a – as SFV subregional dollars are identified as projects, not programs per the Measure M ordinance	n/a	n/a
San Gabriel Valley	Active Transportation Program (Including Greenway Proj.)*	\$231,000	\$1,348,000
	Bus System Improvement Program	\$55,000	
	First/Last Mile and Complete Streets*	\$198,000	
	Goods Movement (Improvements & RR Xing Elim.)	\$33,000	
	Highway Demand Based Prog. (HOV Ext. & Connect.)	\$231,000	
	Highway Efficiency Program	\$534,000	
	ITS/Technology Program (Advanced Signal Tech.)	\$66,000	
South Bay Cities	South Bay Highway Operational Improvements	\$500,000	\$1,143,500
	Transportation System and Mobility Improve Program*	\$293,500	
	Transportation System and Mobility Improve Program	\$350,000	
Westside Cities	Active Transportation 1st/Last Mile Connections Program*	\$361,000	\$361,000
Countywide	Countywide BRT Projects Ph 1 (All Subregions)	\$50,000	\$1,172,500
	Countywide BRT Projects Ph 2 (All Subregions)	\$50,000	
	Countywide BRT Projects Ph 3 (All Subregions)	\$50,000	
	Countywide BRT Projects Ph 4 (All Subregions)	\$10,000	
	Countywide BRT Projects Ph 5 (All Subregions)	\$100,000	
	Metro Active Transport, Transit 1 st /Last Mile Program*	\$857,500	
	Street Car and Circulator Projects	\$35,000	
	Visionary Project Seed Funding	\$20,000	
Total		\$10,073,700	

Background: The above chart is a list of Measure M Subregional programs as listed on page 26 of the Measure M ordinance. Investing in Place re-sorted that list by subregion in order to identify key efforts needed for coordination between communities, local jurisdictions, Councils of Governments, and Metro as these programs are developed. It is important to recognize the Measure M ordinance makes a clear distinction between projects (developed with a scope and budget) and programs (key mobility ideas that are not fully developed yet).

**Counted toward Investing in Place's analysis of Measure M active transportation funding*

For more information please contact: Jessica Meaney at jessica@investinginplace.org

Metro's Long Range Transportation Plan and What it Means for Our Communities

Metro is not simply a bus or train agency. As our County Transportation Commission, Metro is the primary planner, funder, designer, and builder of Los Angeles County's regional transportation system for all modes, from streets and sidewalks to carpool lanes and freeway interchanges, and from bus stops to bike paths.

About once per decade—the last time was in 2009—Metro updates its Long Range Transportation Plan (LRTP), a key policy document that has far-reaching implications for how our transportation dollars are spent and whether our communities benefit from that investment.

What is the Long Range Transportation Plan (LRTP)?

Metro's Long Range Transportation Plan (LRTP) is the long-term transportation plan for Los Angeles County and includes a list of the agency's planned and potential projects for the next four decades and beyond.

Developed through a regional submissions process with strong participation by stakeholders from the county's nine subregions and councils of governments, the LRTP is a technical document with profound impacts on regional transportation outcomes, determining *what* will be built *where* and *when*.

Why does the LRTP matter?

The LRTP matters because transportation matters. Since transportation connects people to jobs, education, services, and other destinations, good transportation policy can improve economic development, social cohesion and community resilience, and public health and environmental outcomes.

A strong LRTP has the potential to make our region more efficient, economically strong, equitable, and sustainable.

It also includes assumptions about operations, maintenance, debt service, and other financial obligations. The LRTP sets objectives for the transportation system and projects the benefits of new transportation projects and programs on regional mobility, accessibility, safety, and sustainability. Metro is also required by Title VI of the Federal Civil Rights Act of 1964 to assess the LRTP's effects on people of different races/ethnicities to ensure there are no disparate impacts on historically marginalized communities. All of Metro's day-to-day activities—particularly decisions about spending

money—are supposed to be consistent with the LRTP, making it an exceedingly influential document for long-term policy change.

What opportunities exist to improve the upcoming 2017 LRTP?

Past LRTP updates have been treated as a pro forma process that didn't meet their potential for engaging diverse stakeholders or analyzing the impacts of key decisions. Investing in Place is pushing for improvements to both the public process and the level of analysis conducted as part of the 2017 LRTP update: *We seek to ensure that the update to the LRTP is an open and inclusive process that sets clear metrics and investment priorities in collaboration with community voices, analyzes the benefits and costs of policy choices vis-a-vis those metrics, and makes appropriate investment decisions accordingly.*

One of our key criticisms of past LRTP updates is the gap between **analysis** and **decision-making**. Decisions about funding and projects get made, and then modeling is done to calculate the benefits of those decisions, rather than modeling alternative scenarios and then choosing the one with the most beneficial outcomes. The practical effect of this process is that potentially cost-effective alternatives that would yield greater benefits for mobility, accessibility, safety, sustainability, and/or equity aren't analyzed or considered by decision-makers.

Investing in Place is committed to engaging with the LRTP update, elevating stories of people who use and rely on our transportation system, and making sure that both the process and the product reflect good planning practices and result in investments that improve our communities.

Next Steps:

- Follow #JustGrowth on social media for the latest updates, events, and advocacy alerts.
- Read the policy brief made by the Transportation Equity Technical Work Group: <http://bit.ly/TEOZpaper>
- Join our Just Growth working group: <http://bit.ly/JoinJustGrowth>
- Contact Amanda Meza for any questions – amanda@investinginplace.org

Investing in Communities with the Greatest Need: Defining “Transportation Equity Opportunity Zones” in Metro’s Long Range Transportation Plan

Los Angeles County has the widest health disparities and wealth inequality gaps in the state and country. We believe our families can’t get ahead in life if they can’t get around, which is why we advocate for transportation investments that strengthens communities. When people living in Los Angeles County — especially communities of color who now comprise the majority of our county’s population — are held back by transportation-related barriers to opportunity, the *entire* regional economy suffers. Investing in Place seeks to call attention to the policy and planning decisions made in Metro’s plans, as most policy and infrastructure investments are based on geographic equality and *not* equity. We seek to ensure that the update to Metro’s Long Range Transportation Plan (LRTP) is an open and inclusive process that sets clear metrics and investment priorities in collaboration with community voices, analyzes the benefits and costs of policy choices vis-a-vis those metrics, and makes appropriate investment decisions accordingly.

Equity is the Heart of Economic Growth

“Just growth,” an economic model developed by Dr. Manuel Pastor (USC) and Dr. Chris Benner (UC Santa Cruz), posits that if investments are targeted towards communities with the fewest resources, the economy will grow stronger for the long haul. Just growth puts equity at the heart of growth — and strategic transportation investments in under-resourced communities will make our region more efficient, economically strong, equitable, and sustainable.

Defining Transportation Equity

Achieving “just growth” requires starting from a shared definition of transportation equity that captures both the responsibility and opportunity for regional agencies to address disparities. An equitable transportation system is one that:

- 1) Provides equitable access to safe, reliable, and affordable transportation options;
- 2) Shares the distribution of benefits and burdens of transportation investments; and
- 3) Includes communities as partners in planning, investment, and implementation processes.

What is the Opportunity for “Just Growth” in Los Angeles County?

With an annual budget of over \$5 billion, Metro — as the primary planner, funder, designer, and builder of Los Angeles County’s regional transportation system for all modes — has the resources to deliver a public works program of historic proportions and help strengthen communities through transportation investments.

Transportation investments in Los Angeles County have not always included feedback from historically marginalized communities throughout the decision-making process, resulting in freeways that crisscrossed communities of color and bus service cuts that disproportionately affected communities of color and low-income transit riders. These same communities continue to experience reduced access to economic opportunity, higher traffic fatality and serious injury rates, and toxic environmental conditions. And yet, if and when investments finally are made, longtime residents fear the effects of increasing land values in the absence of strong anti-displacement policies to accompany those investments.

The opportunity for “just growth” is through **Metro’s Long Range Transportation Plan (LRTP)**, the long-term transportation plan for Los Angeles County that determines *what* will be built *where* and *when* over the next four decades and beyond. The LRTP is the most appropriate place to set measurable objectives for transportation equity—alongside objectives for mobility, access, safety, and sustainability—and evaluate projects, programs, and policies against those intended outcomes.

Our advocacy efforts to define “Transportation Equity Opportunity Zones” would help ensure that health equity and mobility for low-income residents are at the center of policy and decision-making by advancing equity metrics for all transportation planning and mobilizing a multi-sector collaborative with community leaders at the forefront. After all, Metro’s investments have rippling effects on land use and whether people can access education, employment, health care, social, and recreational opportunities.

Defining Transportation Equity Opportunity Zones

Using the “just growth” framework, Investing in Place recommends that Metro adopt an equity policy in its LRTP that includes a geospatial definition of “Transportation Equity Opportunity Zones” and measures the benefits and impacts of its plans, policies, and programs within these places.

Through our Transportation Equity Work Group, Investing in Place has identified three factors that most succinctly capture historical patterns of transportation inequity and can serve to mitigate these negative outcomes by targeting specific neighborhoods for transportation investments.

These communities are identified by two factors that have historically been determinants of disinvestment and disenfranchisement: **race/ethnicity** and **household income**. A third factor, **households with low vehicle ownership**, presents an opportunity to target new mobility investments in neighborhoods with a higher propensity to take full advantage of them. These three recommended criteria to identify equity opportunity zones represent a relatively simple way to begin implementing a transportation equity policy.

Next Steps:

- Follow #JustGrowth on social media for the latest updates, events, and advocacy alerts.
- Read the policy brief made by the Transportation Equity Technical Work Group: <http://bit.ly/TEOZpaper>
- Sign up on Investing in Place's email list for the latest updates: www.investinginplace.org
- Join our Just Growth working group: <http://bit.ly/JoinJustGrowth>
- Contact Amanda Meza for any questions – amanda@investinginplace.org

Making the Most of Local Return: A Roadmap for Cities

What is “Local Return”?

Local return is a portion of Metro’s sales tax revenue that is distributed to cities by population for local transportation purposes. It supplements other funding sources like gas taxes, general funds, and special assessments. Measure M would generate over \$130 million per year for LA County’s 88 cities and the County of Los Angeles.

Most cities use local return to subsidize municipal transit operations, maintain streets and sidewalks, fund small capital improvements, and leverage state and federal capital grants.

With so many competing demands on a limited funding source, it is important for cities to set *clear priorities* to use local return funding efficiently and effectively to achieve desired policy outcomes. Routinely integrating complete streets and green streets elements maximizes the benefits of regular street maintenance, while setting aside funding for priorities like walking and biking can help leverage state and federal grants for these projects.

Recommendations:

1. **Leverage local return with other funding to maximize investment in communities.** The highest priority for local return, which is among the most flexible transportation money available, should be to leverage with federal, state, and regional grants to increase the total funding invested in local transportation projects.
2. **Pursue multiple benefits through coordinated planning.** Transportation is inextricably linked with safety, community health, and sustainability. Many cities have plans relating to safety, climate, and health goals that depend on transportation projects to achieve co-benefits. For example, the City of Los Angeles has adopted Vision Zero, the Sustainable City pLAN, the Plan for a Healthy Los Angeles, and Mobility Plan 2035, all of which call for an integrated approach to planning transportation projects. Many other cities have Climate Action Plans, Safe Routes to School Plans, or other initiatives. Cities should prioritize improvements at high-collision locations and integrate standards like

complete streets and green streets into all street maintenance and rehabilitation programs.

3. **Dedicate funding for future mobility priorities.** Looking at mobility trends, cities must continue to increase funding for active transportation in order to achieve safety and mobility goals and to increase access to the growing transit network. Some cities set aside a portion of local return, 20% for example, for walking, biking, and safe routes to school. Cities should also consider new opportunities like shared mobility and technology solutions that require flexible funding to respond to innovative ideas.
4. **Engage the public in setting funding priorities.** Budgets are an expression of a community's values. Cities should identify priorities during community-wide planning processes and then continue to engage community members during the budget process to ensure these priorities are reflected in actual expenditures.

Next Steps

- Follow #CompletingStreets on social media for the latest updates, events, and advocacy alerts.
- Work with staff, public, and stakeholders to identify clear-cut priorities for local return. See annual local return amounts separated by subregion on the next pages, as well as a sample ordinance from City of Los Angeles.
- Work with city staff to draw up local return-related ordinances. For example: Request staff report on how local return was used in Measure R and previous transportation measures; Identify specific recommendations (sidewalks, crosswalks, and roads) for using Measure M local return. See sample ordinance attached in this packet.
- For City of Los Angeles local return advocacy, please sign up for the Completing Streets work group — <http://bit.ly/JoinCompletingStreets>
- Please contact Jessica Meaney for any questions — jessica@investinginplace.org

Los Angeles County Local Return by Subregion

Prop A, Prop C, Measure R, and Measure M in FY 2018 dollars. Compiled by Metro.

Sub-Region Arroyo Verdugo

City	Prop A (25%)	Prop C (20%)	MR (15%)	PBM (17%)
Burbank	2,137,575	1,773,062	1,329,797	1,507,103
Glendale	4,013,485	3,329,080	2,496,810	2,829,718
La Canada Flintridge	414,925	344,170	258,127	292,544
LA County UA	215,646	178,873	134,154	152,042
Pasadena	2,851,403	2,365,164	1,773,873	2,010,389
South Pasadena	527,402	437,466	328,099	371,846
Total	\$ 10,160,436	\$ 8,427,814	\$ 6,320,861	\$ 7,163,642

Sub-Region Central Los Angeles

City	Prop A (25%)	Prop C (20%)	MR (15%)	PBM (17%)
LA County UA	11,862,501	9,839,632	7,379,724	8,363,687
Los Angeles City	27,639,953	22,926,614	17,194,960	19,487,622
Total	\$ 39,502,454	\$ 32,766,246	\$ 24,574,685	\$ 27,851,309

Sub-Region Gateway Cities

City	Prop A (25%)	Prop C (20%)	MR (15%)	PBM (17%)
Artesia	339,505	281,610	211,208	239,369
Avalon	77,375	64,181	48,136	54,554
Bell	728,114	603,952	452,964	513,359
Bell Gardens	863,924	716,602	537,452	609,112
Bellflower	1,573,823	1,305,445	979,084	1,109,628
Cerritos	1,006,847	835,153	626,365	709,880
Commerce	263,157	218,282	163,711	185,539
Compton	1,984,880	1,646,406	1,234,804	1,399,445
Cudahy	489,037	405,643	304,232	344,796
Downey	2,295,066	1,903,697	1,427,773	1,618,143
Hawaiian Gardens	293,079	243,102	182,326	206,636
Huntington Park	1,195,127	991,326	743,495	842,627
LA County UA	1,966,408	1,631,084	1,223,313	1,386,421
La Habra Heights	109,595	90,906	68,180	77,270
La Mirada	997,840	827,682	620,762	703,530
Lakewood	1,644,247	1,363,859	1,022,895	1,159,281
Long Beach	9,526,419	7,901,914	5,926,436	6,716,627
Los Angeles City	5,678,558	4,710,215	3,532,661	4,003,683
Lynwood	1,438,315	1,193,045	894,784	1,014,088
Maywood	561,858	466,046	349,535	396,139
Montebello	1,291,685	1,071,419	803,564	910,706
Norwalk	2,159,377	1,791,147	1,343,360	1,522,475
Paramount	1,114,326	924,304	693,228	785,659
Pico Rivera	1,293,257	1,072,722	804,542	911,814
Santa Fe Springs	355,181	294,613	220,960	250,421
Signal Hill	233,436	193,629	145,222	164,585
South Gate	1,945,406	1,613,663	1,210,247	1,371,614
Vernon	2,478	2,056	1,542	1,747
Whittier	1,751,988	1,453,228	1,089,921	1,235,244
Total	\$ 43,180,311	\$ 35,816,931	\$ 26,862,698	\$ 30,444,392

Sub-Region Las Virgenes/Malibu

City	Prop A (25%)	Prop C (20%)	MR (15%)	PBM (17%)
Agoura Hills	418,452	347,095	260,321	295,030
Calabasas	487,868	404,674	303,505	343,972
Hidden Hills	38,305	31,773	23,830	27,007
LA County UA	217,932	180,769	135,576	153,653
Los Angeles City	3,640	3,019	2,264	2,566
Malibu	260,638	216,192	162,144	183,764
Westlake Village	169,722	140,780	105,585	119,663
Total	\$ 1,596,556	\$ 1,324,301	\$ 993,226	\$ 1,125,656

Sub-Region North County

City	Prop A (25%)	Prop C (20%)	MR (15%)	PBM (17%)
LA County UA	1,922,378	1,594,562	1,195,921	1,355,377
Lancaster	3,239,771	2,687,305	2,015,479	2,284,209
Palmdale	3,163,706	2,624,211	1,968,158	2,230,579
Santa Clarita	4,296,570	3,563,891	2,672,919	3,029,308
Total	\$ 12,622,424	\$ 10,469,969	\$ 7,852,477	\$ 8,899,473

Sub-Region San Fernando Valley

City	Prop A (25%)	Prop C (20%)	MR (15%)	PBM (17%)
LA County UA	70,434	58,423	43,817	49,659
Los Angeles City	29,913,220	24,812,229	18,609,171	21,090,394
San Fernando	494,840	410,456	307,842	348,888
Total	\$ 30,478,493	\$ 25,281,108	\$ 18,960,831	\$ 21,488,942

Sub-Region South Bay Cities

City	Prop A (25%)	Prop C (20%)	MR (15%)	PBM (17%)
Carson	1,876,917	1,556,853	1,167,640	1,323,325
El Segundo	342,547	284,134	213,100	241,514
Gardena	1,217,332	1,009,745	757,309	858,283
Hawthorne	1,766,274	1,465,078	1,098,808	1,245,316
Hermosa Beach	398,403	330,464	247,848	280,895
Inglewood	2,263,492	1,877,507	1,408,130	1,595,881
LA County UA	1,174,916	974,562	730,921	828,377
Lawndale	673,065	558,290	418,717	474,546
Lomita	417,767	346,526	259,895	294,547
Los Angeles City	8,172,810	6,779,131	5,084,348	5,762,261
Manhattan Beach	720,619	597,734	448,301	508,074
Palos Verdes Estates	276,657	229,480	172,110	195,058
Rancho Palos Verdes	857,658	711,404	533,553	604,694
Redondo Beach	1,372,103	1,138,123	853,593	967,405
Rolling Hills	38,365	31,823	23,867	27,050
Rolling Hills Estates	165,692	137,437	103,078	116,822
Torrance	2,990,780	2,480,773	1,860,580	2,108,657
Total	\$ 24,725,396	\$ 20,509,065	\$ 15,381,799	\$ 17,432,705

Sub-Region San Gabriel Valley

City	Prop A (25%)	Prop C (20%)	MR (15%)	PBM (17%)
Alhambra	1,723,718	1,429,778	1,072,334	1,215,312
Arcadia	1,163,875	965,403	724,053	820,593
Azusa	995,906	826,078	619,558	702,166
Baldwin Park	1,552,484	1,287,745	965,809	1,094,583
Bradbury	21,903	18,168	13,626	15,443
Claremont	731,076	606,409	454,806	515,447
Covina	984,843	816,902	612,676	694,366
Diamond Bar	1,141,851	947,135	710,351	805,065
Duarte	440,052	365,012	273,759	310,260
El Monte	2,332,827	1,935,019	1,451,264	1,644,766
Glendora	1,036,971	860,140	645,105	731,119
Industry	8,866	7,354	5,516	6,251
Irwindale	29,681	24,619	18,465	20,926
LA County UA	3,660,720	3,036,471	2,277,353	2,581,000
La Puente	819,897	680,083	510,062	578,070
La Verne	665,791	552,256	414,192	469,418
Monrovia	753,725	625,195	468,896	531,416
Monterey Park	1,250,559	1,037,306	777,979	881,710
Pomona	3,071,218	2,547,494	1,910,621	2,165,370
Rosemead	1,108,584	919,541	689,656	781,610
San Dimas	699,461	580,185	435,139	493,157
San Gabriel	816,411	677,191	507,894	575,613
San Marino	270,290	224,198	168,149	190,569
Sierra Madre	224,328	186,074	139,556	158,163
South El Monte	419,943	348,331	261,249	296,082
Temple City	730,935	606,292	454,719	515,348
Walnut	609,674	505,708	379,281	429,852
West Covina	2,184,262	1,811,788	1,358,841	1,540,020
Total	\$ 29,449,850	\$ 24,427,876	\$ 18,320,907	\$ 20,763,694

Sub-Region Westside Cities

City	Prop A (25%)	Prop C (20%)	MR (15%)	PBM (17%)
Beverly Hills	701,879	582,190	436,643	494,862
Culver City	801,419	664,756	498,567	565,043
LA County UA	104,114	86,360	64,770	73,406
Los Angeles City	8,325,162	6,905,503	5,179,127	5,869,677
Santa Monica	1,879,637	1,559,110	1,169,332	1,325,243
West Hollywood	721,868	598,770	449,078	508,955
Total	\$ 12,534,080	\$ 10,396,690	\$ 7,797,517	\$ 8,837,186

Sample Local Return Ordinance – City of Los Angeles

Enacted by City of Los Angeles, April 28, 2010

8

File No. 09-0600-S48

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

Your

**BUDGET AND FINANCE
and
TRANSPORTATION Committees**

reports as follows:

BUDGET AND FINANCE and TRANSPORTATION COMMITTEES' REPORT relative to Measure R Local Return Funds guidelines and interim budget.

Recommendations for Council action, pursuant to Motion (Greuel-Huizar):

1. APPROVE a plan for the expenditure of the City's Measure R local return funds that includes:
 - a. The accelerated three percent local match for the Measure R projects in the City of Los Angeles and a proposed schedule of funding requirements across multiple years;
 - b. No provision of funding to offset the Proposition A deficit and an instruction for the Department of Transportation (LADOT) to manage the transit program within the funding constraints of Proposition A and the Measure R bus operations fund revenues;
 - c. An annual allocation of a ten percent set-aside for bicycle and pedestrian programs through Fiscal Year (FY) 2010-11 and direction to the LADOT to prepare a pedestrian and bicycle project work plan for the expenditure of these funds; **(Rosendahl-Huizar-Koretz-LaBonge)**;
 - d. A City policy that Measure R funds will be used primarily for capital projects and that ongoing, non-capital programs will be limited to ten percent of the current year revenue;
 - e. An annual set-aside for project contingency in the amount of \$1million and a set-aside for administrative costs in the amount of \$500,000;
 - f. Funding to the Bureau of Street Services for the creation of sidewalk access ramps to accelerate the City's efforts to ensure that all constituents have equal access to the City's public infrastructure.
2. AUTHORIZE the City Administrative Officer (CAO) to make technical corrections to the Measure R budget to accurately reflect the intent of the Council.
3. INSTRUCT the LADOT, with the assistance of the Bureau of Engineering and Bureau of Street Services, to develop a plan for the completion of all existing transportation grant projects identified in the City Projects Summary (Attachment 1 of the CAO report) within the funding constraints of Proposition C, and if necessary, recommend funding from Measure R where the impacts are clearly defined.
4. RECEIVE and FILE the LADOT's July 15, 2009 and October 7, 2009 reports, and the November 13, 2009 joint CAO/Chief Legislative Analyst (CLA) report.

Fiscal Impact Statement: The CAO and CLA report that the recommendations in this report will provide policy guidelines to revise the budget for the City's Measure R Local Return funding. The

City's Measure R funds are available funds that may provide assistance to services or programs funded through the City's Proposition A and Proposition C funds. Due to shortfalls in both Proposition A and Proposition C funds, the policies adopted may affect the services or programs that are funded by the City's Proposition A and Proposition C funds. There is no impact to the City's General Fund.

Community Impact Statement: None submitted

SUMMARY

At a joint meeting of the Budget and Finance and Transportation Committees on April 19, 2010, the Committees considered a joint CAO/CLA report relative to Measure R Local Return Funds guidelines and interim budget. Measure R, approved by the voters in Los Angeles County in November 2008, provides an additional one-half cent sales tax increase for 30 years to make a variety of improvements to the County's transportation system. The joint CAO/CLA report provides Measure R Local Return Funds guidelines and an interim budget which takes into effect the downward projections in program funds due to the current economic recession.

The joint CAO/CLA report recommends an annual allocation of a ten percent set-aside for bicycle and pedestrian programs (five percent each). During the public comment period numerous speakers expressed the desire for an increase in the set-aside for bicycle programs. Councilmembers Parks and Smith recommended that the set-aside for bicycle and pedestrian programs be revised to be up to 10 percent of the available funding and not a hard 10 percent, to allow for greater flexibility. Councilmembers Rosendahl, Koretz, LaBonge and Huizar however voted to retain the 10 percent set-aside through Fiscal Year (FY) 2010-11, with the intent to review the available funding after FY 2010-11 to determine if the 10 percent set-aside remains feasible.

The Budget and Finance and Transportation Committees recommended approval of the recommendations contained in the joint CAO/CLA report with an amendment to the recommendation concerning the bicycle/pedestrian set-aside program. This matter is now forwarded to the Council for its consideration.

Respectfully submitted,

BUDGET AND FINANCE COMMITTEE

Paul Smith
Paul Smith

TRANSPORTATION COMMITTEE

Paul Smith
Paul Smith

MEMBER	VOTE
PARKS:	YES
SMITH:	YES
ROSENDAHL:	YES
HUIZAR:	YES
KORETZ:	YES

MEMBER	VOTE
ROSENDAHL:	YES
LABONGE:	YES
ALARCÓN:	ABSENT
KORETZ:	YES
PARKS:	YES

LB
09-0600-s48_rpt_bfc_04-21-10

-NOT OFFICIAL UNTIL COUNCIL ACTS-
ADOPTED

APR 28 2010

LOS ANGELES CITY COUNCIL
See Additional Motion

VERBAL MOTION

I HEREBY MOVE that Council ADOPT the following in connection with Budget and Finance and Transportation Committees' Reports (Item No. 8, CF 09-0600-S48) relative to Measure R Local Return Funds guidelines and interim budget:

INSTRUCT the City Administrative Officer, Chief Legislative Analyst, City Planning Department and Los Angeles Department of Transportation, as appropriate, to report back to the Council on the involvement of the Planning Department with bicycle and pedestrian programs/projects, including but not limited to cost, personnel and budget.

PRESENTED BY _____
ED P. REYES
Councilmember, 1st District

SECONDED BY _____
BILL ROSENDAHL
Councilmember, 11th District

April 28, 2010

CF 09-0600-S48

ADOPTED

APR 28 2010

LOS ANGELES CITY COUNCIL

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NEXT STEPS

Just Growth vision/Long Range Transportation Plan

- Please send any suggestions, comments, or recommendations on the “Just Growth” vision to Jessica Meaney, jessica@investinginplace.org
- Follow #JustGrowth on social media for the latest updates, events, and advocacy alerts.
- Read the policy brief made by the Transportation Equity Technical Work Group: <http://bit.ly/TEOZpaper>
- Sign up on Investing in Place’s email list for the latest updates: www.investinginplace.org
- Join our Just Growth working group: <http://bit.ly/JoinJustGrowth>

Local Return

- Follow #CompletingStreets on social media for the latest updates, events, and advocacy alerts.
- Work with city staff to draw up local return-related ordinances. For example: Request staff report on how local return was used in Measure R and previous transportation measures; Identify specific recommendations (sidewalks, crosswalks, and roads) for using Measure M local return. See sample ordinance attached in this packet.
- For City of Los Angeles local return advocacy, please sign up for the Completing Streets work group — <http://bit.ly/JoinCompletingStreets>

Measure M Master Guidelines

- To make your priorities heard, we highly recommend sending your recommendations to Metro’s CEO, Phil Washington at washingtonp@metro.net. For sample language, please see page 6 in this packet.
- For more on Investing in Place’s recommendations for Measure M Guidelines: <https://investinginplace.org/2017/01/04/measure-m-guidelines-updates-and-initial-recommendations/>
- You can review the draft guidelines in March, and track the proposed adoption of the guidelines by June.

Measure M Advisory Council

- Please nominate any interested stakeholders to Metro and attend the public meeting at Metro headquarters on February 2, 1-3pm.