

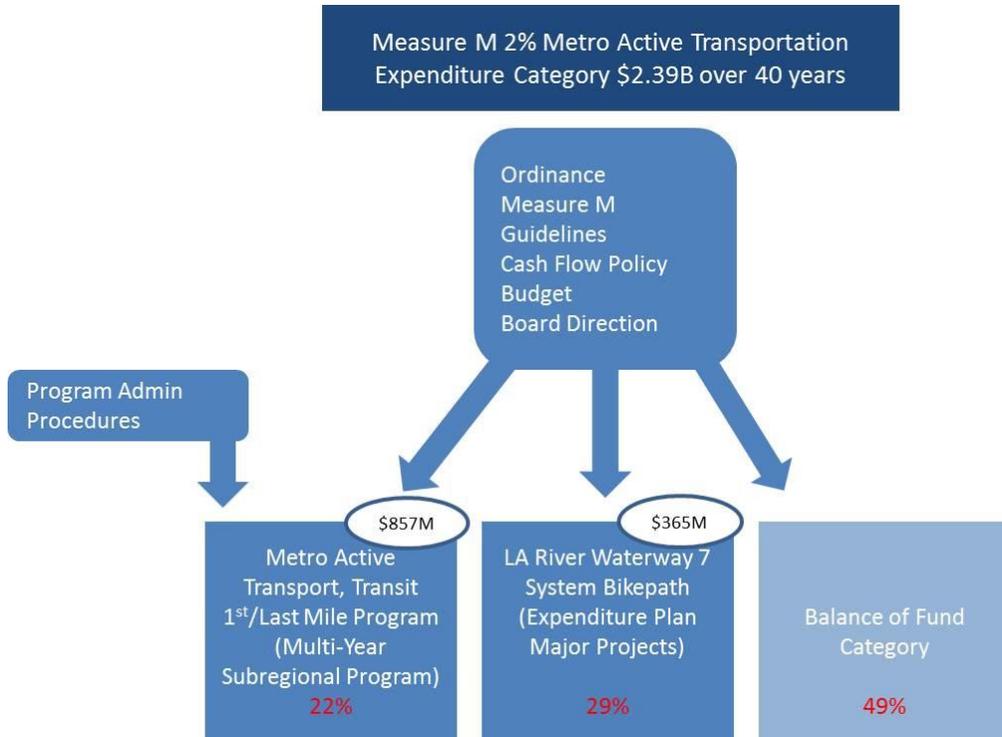
**Measure M Active Transportation**  
**Q/A, Information Sheet for Policy Advisory Council**  
**August 31, 2018**

**General questions about context and process for 2% Metro Active Transportation Program (2% ATP) fund and Metro Active Transport, Transit 1st/Last Mile (MAT) Program**

**What program is subject to Administrative Procedures?**

The MAT program is subject to Administrative Procedures. The 2% ATP is an expenditure category of Measure M, and is subject to the Measure M Ordinance, adopted Guidelines, and Cashflow Policy.

The Chart below outlines key Measure M provisions related to Active Transportation:



*\*Percentages represent funding distribution from the current 5-yr cashflow. (See Attachment A)*

**Key points from flow chart**

- The 2% ATP is an Expenditure Fund category of Measure M (2% ATP), not a program. Metro has an obligation to fund specific investments in Measure M (the MAT program and LA River Path project) but otherwise can allocate to eligible activities.
- The 2% Metro Active Transportation ATP fund is supporting 3 categories of spending:
  - Metro Active Transport, Transit and 1st/Last Mile program (\$857m over 40 years)

- LA River Path<sup>1</sup> (\$365m)
  - Other eligible activities (Metro commitments and priorities such as bike share)
- Budget process and/or Board multi-year commitment sets the funding amount for each of the three categories.
- 2% ATP is subject to the requirements of the Ordinance, Measure M Guidelines, and administrative procedures. Note that language in the adopted Measure M Guidelines is unclear regarding the important distinction between the Measure M 2% “Metro Active Transportation Program” expenditure category; and the “Metro Active Transport, Transit 1<sup>st</sup>/Last Mile” multi-year program. Staff will pursue guideline revisions to clarify, pending decisions regarding the final administrative procedures.
- It should be noted that there are other Multi-year Active Transportation fund programs that are directed specifically to subregions. The guidance for those programs should also be clarified as part of these Administrative Procedures, as they are subject to other general MSP provisions.
- **How are decisions made for the entirety of the 2% ATP fund?**
  - As noted above, the 2% ATP funds are committed through the annual budget process or other Board action based on eligibility and a balancing effort to align Metro commitments with available funding sources. The Metro annual budget is adopted by the Board.
  - Metro welcomes, and will engage, PAC discussion to guide overall distribution of 2% funding to these subcategories as described above.
- **What is eligible for to be funded from the 2% ATP fund?**
  - Measure M 2% funds, along with the larger highway subfund are **capital only**, pursuant to the Ordinance. The Measure M Guidelines and administrative procedures further define eligible uses from the ATP fund. “Active Transportation” is defined in the Ordinance, and eligible activities that are funded from the ATP fund further include planning, environmental review, outreach, and other pre-construction efforts that culminate in construction of a capital project. Programming activities, such as standalone education and encouragement campaigns, are not eligible.

### Specific questions about FY 18-19 budgets and cash flow

#### What does “Metro Bicycle and Pedestrian Programs” consist of?

This line on the cash flow is rollup of a variety of on-going Metro active transportation efforts, such as:

- Preparation of first/last mile plans (Purple Line, Foothill Gold Line, Inglewood, Airport Metro Connector)
- Bicycle access improvements for rail (e.g. secure bike storage, bike hubs)

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<sup>1</sup> Referred to as “LA River Waterway and System Bikepath” in the Measure M Ordinance

**What was the prior funding source for on-going Metro programs that were budgeted to Measure M 2% in FYs 18-19?**

Metro Bicycle and Pedestrian Programs have been funded through other local funds such as Prop A and Prop C Metro administrative funds, and Metro’s General Fund. Note that an overall decline in operating revenue for Metro creates increasing pressure on these highly flexible fund sources and that Metro places a high priority on preserving operations eligible funds for transit operations.

It should also be noted that Metro regional investment – such as the bike share program – were always intended to be eligible under the 2% ATP expenditure category, including any expenditures made under the Metro Active Transport, Transit 1<sup>st</sup>/Last Mile multi-year subregional program. An important task for the PAC – now that the relationship between those fund categories has been established – is to advise how funding should be distributed between Metro regional programs and future regional discretionary ATP investments. Metro will seek PAC input to set this distribution going forward. The cash flow that was previously shared with the PAC (Attachment A) should be viewed as a starting point for this discussion.

**What specific activities for Bike Share are being funded by Measure M?**

Bike share activities are as follows:

- Capital costs only (inclusive of some pre-launch planning/permitting and related activities). Does not include operations and maintenance.
- FY 18-19 include bike share expansion for:
  - Culver City
  - Marina Del Rey
  - West Los Angeles
  - Downtown Los Angeles
- Future years (20-22) are based on assumed program growth at 60 stations/year

**What is the anticipated impact of the LA River Path?**

As identified in the expenditure plan, the project is allocated \$365 million.

Measure M Guidelines state that the project will be funded from the 2% ATP fund (Metro currently plans to fund a portion from the 2% ATP fund and a portion from the Measure M Highway 17% fund).

Current activities include preliminary design and environmental review contracted at \$46m. Major construction/highest expenditure years anticipated to be 2023-27.

**General Policy Considerations**

Note that the PAC has posed several issues related to potential policy prioritization factors for active transportation such as safety, equity, and sustainability. Staff feels these policy questions can be effectively addressed in Administrative Procedures and subsequent prioritization process, and that discussion on these is best sequenced after other context questions included here are addressed. Staff will further seek guidance on foundational issues on investments such as:

- Defining regionally significant projects
- Emphasizing regional (including Metro) vs. local projects
- Emphasizing new vs. on-going projects
- Emphasizing direct vs. match/leveraged projects

In all cases Metro will place a high priority on readiness and timely expenditure of funds.