

ATTACHMENT A Measure M Guidelines Pertinent to South Bay Programs and Projects		
Measure M Expenditure Categories per Ordinance Appendix A	% of Sales Tax (Net of Admin.)	1st year \$
Metro Rail Operations	5%	\$42 million
Transit Operations (Metro + Munis)	20%	\$169 million; allocated through Formula Allocation Program (FAP)
ADA Service + Metro Senior/Student Discounts	2%	\$17 million; 75% (\$13 million) allocated to ADA, 25% (\$4 million) allocated to low income senior and student fare discounts
Transit Construction Projects - transit, first/last mile	33%	\$284 million
Transit Capital Projects - System Connectivity Projects (Airports, Union Station, BRT)	2%	\$17 million
Transit Capital Projects - Metro state of good repair	2%	\$17 million
Highway Capital Projects - Highway Congestion, Goods Movement	15%	\$127 million
Highway Capital Projects - System Connectivity Projects (Ports)	2%	\$17 million
Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$17 million
Regional Rail (Metrolink)	1%	\$8 million
Local Return Base (Local projects and transit services)	16%	\$144 million
Total Measure M Programs	100% (net of administration)	\$847 million

Administration	0.50%	\$4 million
Supplement to Local Return (by reducing Admin. from 1.5% to 0.5%)	1%	\$8 million
Total Measure M Expenditures		\$859 million

Measure M Guidelines Pertinent to South Bay Programs and Projects			
Project / Program	Lead Agency; Responsible Agencies	Applicable South Bay Projects, Programs	Conditions
Contingency Subfund for inflation	Metro; project lead agencies	Green Line South Bay Extension; Transportation System and Mobility Improvement Program; S. B. Highway Operational Improvements, all othe multi-year-program projects that do not draw down funds before 2027.	Projects only eligible if Less than 1/3 of Exp. Plan funding is allocated before 2026. Projects accelerated so that more than 1/3 of cost is programmed before 2026 may risk eligibility for Inflation Contingency funds.

3% Local Contribution to Major Transit Project	Metro; Lawndale, Redondo Beach, Torrance	Green Line South Bay Extension to Crenshaw in Torrance	Agreement required between Metro and Local Jurisdiction(s) at 30% design; amount calculated by dividing total project cost by the number of new rail stations in project that are within one-half mile of the jurisdiction; costs are proportionately allocated based upon the local agency's land area within a one-half mile radius of a new station; other allocation approaches ok with consent of all local agencies in a project corridor provided that the total of all contributions equals 3% of the estimated project cost; in-kind ok only for elements calculated in project budget including project specific right of way contributions and waiver of permitting fees; active transportation and first/last mile local improvements must also be consistent with station areas plans developed by Metro in coordination with the affected jurisdiction(s); if no agreement at 30% design, Metro can withhold Measure M Local Return for up to 15 years until the 3% requirement is met.
Green Line to Crenshaw	Metro	Major Regional Transit Project	Begins in 2026, Completed in 2030.
Multi-Year Subregional Programs - general provisions	subregions or jurisdictions within the subregion	Transportation System and Mobility Improvements Programs; Highway Efficiency and Operational Improvement Program; Subregional Equity Program. Subregional programs were based, in part, on projects identified during the Mobility Matrix process prior to the passage of Measure M; projects submitted to the Mobility Matrix are eligible, and the subregions or jurisdictions within the subregions are considered eligible project sponsors.	Project funds can be requested for preconstruction and construction phase of a project (pre-construction includes planning studies, environmental clearance, design and right of way, to define the project limits, deficiency, and actual total project cost). Procedures for determining project readiness will be established within one year of the adoption of these Guidelines. Procedures will include a requirement that project sponsors notify Metro by last day of February of each year of the amount of Measure M subregional funding they plan to use, by project, in the subsequent fiscal year, which for Metro begins July 1st each year. If the project requires supplemental Metro support or funding, including Metro staff resources, then the project must comply with all requirements attached to Metro sponsored or controlled fund sources and policies, as appropriate. Project sponsor must define the following information to Metro prior to funds being programmed by Metro from the Highway Subfund: Project Location/Physical limits; Project description - description of deficiency or issue the project will address, including work to be performed, existing constraints to be addressed and what relevant parties or jurisdictions will be involved in the project; Funding plan; Community/Council Support/Inclusion in a current local agency adopted CIP or equivalent; Schedule of project delivery phases. Project must have been included on the subregions mobility matrix ; or If not included on the Mobility Matrix, SBCCOG must adopt the project as a subregional project eligible for Measure M funding. Metro will review the project application and clarify any items necessary with the project sponsor to determine project readiness and eligibility for pre-construction or construction activities.

Highway Efficiency and Operational Improvements	Subregions or jurisdictions within the subregion	System and local interchange modifications, ramp modifications/improvements, auxiliary lanes between adjacent interchanges, alignment/geometric design improvements, left/right turn lanes on state highways or arterials, intersection/street widening/improvements, turnouts, shoulder widening/improvements, safety improvements that reduce incident delay, freeway bypass/freeway to freeway connections facilitating traffic detours for incidents/shutdowns/emergency evacuations, ExpressLanes.	All interchange projects and freeway improvement PSRs/PDSs and PAEDs funded through Measure M must consider an ExpressLanes alternative for corridors identified in the Metro ExpressLanes Strategic Plan and coordinated with Metro's Congestion Reduction Department. Once constructed, the ExpressLanes will be operated by Metro.
Intelligent Transportation Systems / Transportation Technology Improvements	Unspecified subregional project sponsors	Multi agency system integration to improve coordination, responsiveness and information sharing for highway or transit systems, Advanced Traveler Information Systems, Integrated Corridor Management deployment, Transportation technology applications/solutions/systems, Connected Vehicle concepts,	All projects must comply with National ITS Architecture, LA County Regional ITS Architecture. All connected vehicle projects shall reference the latest version of Connected Vehicle References Implementation Architecture for industry standards. All projects must include operations and maintenance plans, Data must be cleared through the RIITS network. Traffic control projects must connect to the LA County IEN. Project sponsors will work with Metro to document project delivery risks, design and implementation challenges, institutional requirements, and lessons learned. Pilot projects will require a Before and After Study.
Metro Active Transportation Program	Regional program administered by Metro	LA River Waterway and System Bikepath, other projects to be determined based on a competitive process and funding schedule.	Specific program procedures will be adopted by Metro Board within one year of adoption of Measure M guidelines. Projects must comply with the relevant policies included in the First/Last Mile Strategic Plan, the Active Transportation Strategic Plan, Metro Bike Share Policies, Design for Safety/Vision Zero or equivalent policies.

System Connectivity Projects (Highway Construction Subfund)	Regional program administered by Metro; eligible recipients include Port of Long Beach, Port of Los Angeles, ACE, LA County, cities in LA County, Metro	I-710 South Phases 1 /2, I-105 Express Lanes, Ports Highway Congestion and Goods Movement projects	Projects must be selected via a competitive program described in Metro's Goods Movement Strategic Plan, have a nexus to highway construction programs, or must mitigate environmental and highway congestion impacts associated with goods movement. Funding will be allocated through an application process on a five-year basis. Eligible expenses include highway or rail projects with a clearly identified goods movement purposes, system connectivity projects linking to goods movement facilities, technology or innovations for goods movement or air quality associated with goods movement, highway/rail grade separations, projects on port-owned facilities that improve the efficiency or capacity for freight movement, sustainable freight projects, studies to identify goods movement challenges/trends in LA County Goods movement, RIITS system improvements, ExpressLane projects, Freeway Service Patrol.
System Connectivity Projects (Transit Construction Subfund)	Regional program administered by Metro; Eligible recipients include Airports, Union Station, Countywide BRT	Airport Metro Connector, Crenshaw/LAX Track Enhancements (cap over track at LAX runway) Countywide BRT Expansion projects,	Eligible uses, evaluation criteria, and procedures for the competitive funding program will be developed within two years of adoption of the Guidelines.
Visionary Seed Funding \$30 million over 40 years	Metro, Municipal Operators, Local Operators in LA County. Eligible partners: for-profit and non-profit organization, operators of transportation services, state or local government entities, academic institutions	Research based solutions should address at least one of the following transportation goals: safety or security improvements, substantial improvements in travel time and customer experience, major reductions in emissions or other environmental externalities, improvements in access for disabled populations,	Funding is limited to \$1.5 million every three years. The grant funded share of this project is limited to 60 percent. The transportation operator in partnership with the affiliated research institution will be expected to identify sources for a local share of net project cost in cash or in-kind Criteria. The selection process will be developed and adopted within one year of the adoption of these Guidelines. Project concepts should be developed in partnership with local research institutions but targeted towards the development and deployment of pioneering transportation solutions. Measure M funds shall not supplant any local return fund contributions made toward the operations of a transit system.

Countywide BRT Expansion		Metro will revisit the proposed BRT corridors identified in the 2013 in an updated study to be completed within 24 months of the adoption of the Measure M Guidelines. The updated study will include additional corridors throughout Los Angeles County from the Mobility Matrix process, and exclude those already funded	These funds are eligible for Metro BRT projects (BUT NOT MUNI BRT PROJECTS). Subsequent to the completion of the updated study, Metro will adopt a Phase 1 and Phase 2 prioritized BRT project sequence list based on performance metrics, regional balance, and available funding. As part of the Phase 1 and Phase 2 list adoption, Metro will establish design guidelines and additional BRT criteria.
Subregional Equity Program	South Bay Subregion	\$130 million	Funds will be provided as early as possible. The funds identified may be any combination of federal, state, or Metro controlled funds including, but not limited to, Measure M. Prior to each 5 year review Countywide Planning will provide a forecast of the amount of funding, if any, that is forecasted to be available for this program over the subsequent 5 years. Once funding is identified each subregion will be afforded an opportunity to submit their project to Metro staff for evaluation based on project readiness provisions outlined in these Guidelines. Additional details regarding the evaluation process for this program will be developed within one year of the adoption of these Guidelines. In the interim, projects will be considered on a first come, first serve basis provided the sponsor can prove the project is ready to go to construction.
Transit Operations	Metro and the Included Municipal Operators that were eligible when the Measure M program was approved by voters.	Gardena, L. A. County, Metro-Operations, Redondo Beach, Torrance	The program is flexible to allow each operator to determine how best to accomplish making public transportation more convenient, affordable, and improve quality of life. Funds will be allocated annually through the Formula Allocation Program. Eligible expenses include operations for transit service, maintenance and expansion and any other operating expenses that will contribute to meet the above program purpose. Eligible recipients may use Measure M 20% funds to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall. Metro staff reserves the right to request appropriate documentation from eligible recipients to support the existence of a funding shortfall. Operators have three years, which is the year of allocation plus two years, to spend the funds allocated through this program.

<p>ADA Paratransit; Metro discounts for seniors and students</p>	<p>For ADA services, Access Services or any transportation agency that provides ADA paratransit services on behalf of Los Angeles County fixed route transit operators . For the fare subsidy program, Metro is the only eligible recipient.</p>	<p>Eligible uses include ADA paratransit operating expenses, capital expenses and activities to enhance ADA paratransit services provided by the eligible recipients. The program funds will be allocated annually based on budgetary needs, with ADA as a priority, for a maximum of 75% for ADA paratransit, and a minimum of 25% for Metro discounts for seniors and students.</p>	<p>Measure M is expected to generate \$4 million annually for the senior and student fare subsidy portion of this program. Metro will direct these limited funds toward fare discounts for low income seniors and low income students using the existing fare subsidy programs – Immediate Needs Transportation Program (INTP) and Rider Relief Transportation Program (RRTP). The revised program will allow participants to choose which benefit meets their needs each month. Further, revised program will no longer consider trip purpose, making all trips made using transit eligible. The new Low Income Fare Subsidy program will be presented to the Metro Board for consideration in May 2017. If adopted, the implementation of the new program is anticipated to occur in two phases beginning in January 2018.</p>
<p>Metro State of Good Repair</p>	<p>Metro only</p>	<p>Repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services</p>	<p>Funds will be allocated annually for rail vehicle overhaul, mdlife, acquisition and maintenance, rail communications/signals/power/controls/track systems/engineering, rail station repairs, TVM, Passenger Infomration nd lighting, fare gates/fare collection systems and equipment, systems/software and services to assess, prioritizeand report on the state of good repair projects.</p>

<p>Local Return 17% of funding</p>	<p>Local jurisdictions</p>	<p>Eligible projects include a broad range of Transportation uses including streets and roads, transit, active transportation, TDM, TSM, technological and educational programs.</p>	<p>Local Return funds are allocated based on each local jurisdiction's share of resident population. Measure M LR Program funds are to be used to augment, not supplant, existing local revenues being used for transportation purposes. Jurisdictions must maintain their individual existing local commitment of funds, for current transportation projects and services. Eligible road and street uses include, but are not limited to planning, right of way and utility acquisition, engineering and design, administration, construction, improvement, maintenance, and operation of public streets and roads, bridges, highways and exclusive public mass transit guideways, and their related public facilities for non-motorized traffic, including complete streets, green streets, and the mitigation of environmental effects, improvements to capture, convey, infiltrate, and/or treat urban runoff and storm water, and all costs associated with property acquisition for such purposes. Local Return funds can also be used for signal synchronization, transportation demand management, transportation systems management, intelligent transportation systems, new signal systems, traffic management centers, traffic safety, bikeways and pedestrian improvements/maintenance, bike sharing, pedestrian plans, open street events, improved first and last mile access to transit, new fixed route transit or paratransit service, transit operator subsidies, ADA related improvements, recreational transit, software or technology related to transit operations, non-exclusive school transit services, and transportation planning. Jurisdictions are encouraged to use Measure M LR funds for projects that will foster a more sustainable countywide transportation system by improving the efficiency and operation of streets and roads and/or increasing</p>
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Regional Rail (Metrolink)
1% of funding

The South Bay is not eligible since it is not served by regional rail.