



Metro

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, July 17, 2024

11:00 AM

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Planning and Programming Committee

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Ara J. Najarian

Gloria Roberts, non-voting member

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Committee Meeting begins at 11:00 AM Pacific Time on July 17, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 202-735-3323 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 17 de Julio de 2024. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 202-735-3323 y ingrese el codigo
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

5. **SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE** [2024-0229](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$33,688,564 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements;
- B. APPROVING the deobligation of \$1,800,000 in previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for Board-approved projects.

Attachments: [Attachment A - MR Multimodal Highway Subregional Prog.-July '24 Presentation](#)

6. **SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM UPDATE** [2024-0171](#)

RECOMMENDATION

CONSIDER:

- A. REPROGRAMMING of Measure M Metro Active Transport, Transit and First/Last Mile (MAT) projects as shown in Attachment A;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MAT funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements; and
 - 2. Administratively extend funding agreement lapse dates for Measure M MAT funding agreements to meet environmental, design, right-of-way,

and construction time frames; and

- C. AUTHORIZING the CEO, or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - MM MAT Cycle 1 Program Update Presentation](#)

7. SUBJECT: NEW SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS

[2024-0278](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIP) recommended for Board approval in Attachment A;
- B. AUTHORIZING the Chief Executive Officer or their designee to:
1. REALLOCATE funds from MIPs withdrawn by Alhambra and Los Angeles (LA City) shown in Attachment B (Proposed Updated MIP List) to fund new eligible projects recommended for Board approval in Attachment A;
 2. TRANSFER the project sponsorship and implementation of the Los Angeles County + USC Medical Center Mobility Improvements (Valley Boulevard Multimodal Improvements) MIP to LA City; and
 3. ALLOCATE and program local funds to the new LA City MIP recommended for Board approval in Attachment A.

Attachments: [Attachment A - Recommended MIPs](#)
[Attachment B - Proposed Updated MIP List](#)
[Attachment C - Motion 35](#)
[Attachment D - Motion 29.1](#)
[Attachment E - New MIP Descriptions by Sponsor](#)
[Attachment F - Alhambra MIP Request Letter](#)
[Attachment G - LA City MIP Request Letter and City Council Motion Presentation](#)

8. **SUBJECT: FUNDING AWARD RECOMMENDATION FOR THE STATE ACCESS FOR ALL GRANT PROGRAM** [2024-0331](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the recommended Access for All Program funding award to ButterFLi Technologies, Inc. totaling \$1,584,814 (Attachment A); and
- B. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute funding agreements with the entities receiving awards.

Attachments: [Attachment A - FY24 Access for All Funding Award Recs Presentation](#)

9. **SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECTS STATUS REPORT** [2024-0399](#)

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Projects Status Report.

Attachments: [Attachment A - Project Status Report](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2024-0461](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2024-0229, File Type: Program

Agenda Number: 5.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2024

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING \$33,688,564 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements;
- B. APPROVING the deobligation of \$1,800,000 in previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for Board-approved projects.

NAJARIAN AMENDMENT: ~~Approve item 5 and hold for discussion the recommendations listed in Attachment A regarding the Arroyo Verdugo Operational Improvements.~~ Approve the item and all the areas except for project MR310.10.

ISSUE

The Measure R Multimodal Subregional Programs update allows Metro staff and each lead agency to revise project priorities and amend budgets for implementation of the Measure R multimodal subregional projects. In June 2021, the Board approved the [Metro Highway Modernization Program](https://boardagendas.metro.net/board-report/2022-0302/), [expanding funding eligibility for active transportation and complete street projects within Measure R and Measure M guidelines](https://boardagendas.metro.net/board-report/2022-0302/). Metro staff works with local jurisdictions on the inclusion of multimodal elements.

The attached updated project list includes projects that have received prior Board approval and

proposed changes related to schedules, scope, and funding allocations for existing projects (Attachment A). The Board's approval is required as the updated project list serves as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

Per the Measure R Expenditure Plan, Arroyo Verdugo Subregion (Line 31), Las Virgenes/Malibu Subregion (Line 32), South Bay Subregion (Line 33), I-710 South and/or Early Action Projects (Line 37) and SR-138 Capacity Enhancements (Line 38) allocate funds for multimodal highway operational improvement subfund programs. In coordination with local jurisdictions, Metro staff lead the implementation and development of multi-jurisdictional and regionally significant highway and arterial projects. Staff also lead projects on behalf of local jurisdictions at their request or assist in developing projects with these subfunds.

Additionally, Metro staff manage grants in the Arroyo Verdugo, Las Virgenes/Malibu, Gateway, North Los Angeles County, and South Bay subregions to fund transportation improvements developed and prioritized locally.

Local jurisdictions prioritize and develop projects that are within the eligibility for both Measure R and Measure M program criteria. Metro staff work with cities, subregions, and grant recipients to review projects for eligibility and compliance with the Board-adopted policies outlined in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan. Projects are also further evaluated to ensure that projects aim to reduce congestion, resolve operational deficiencies, improve safety, and incorporate multimodal investments, as determined by Metro and as applicable.

A total allocation of \$1.89 billion has been designated from the Measure R Expenditure Plan for multimodal highway operational improvements. This funding supports a diverse assortment of 345 projects across numerous cities, jurisdictions, and agencies in Los Angeles County while at the same time maintaining consistency with Metro's charge towards multimodal improvements and support for the region's mobility needs and support of safe, sustainable, environmentally friendly, and equitable transportation improvements. In addition, each project represents a collaborative effort involving multi-departmental coordination during a project's early implementation phases when viable and warranted.

DISCUSSION

The Measure R Expenditure Plan provides subregional funding for the implementation of multimodal highway capital projects. The Measure R Expenditure Plan does not individually identify multimodal highway capital projects; rather, local jurisdictions within the subregions identify projects that require Metro staff to validate and approve for funding. Metro staff confirm project eligibility, reconfirm project funding eligibility to projects that request scope changes, and establish a project nexus to the project eligibility criteria. Through this evaluation period, staff will work with local jurisdictions to refine and integrate multimodal elements into a project before being included in Attachment A for Board approval. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements.

The changes in this update include \$33,688,564 in additional programming for projects in the Arroyo Verdugo, Las Virgenes/Malibu, South Bay, and Gateway Cities. subregions as detailed in Attachment A, in addition to the deobligation of \$1,800,000.

Arroyo Verdugo Operational Improvements

A total of \$129,181,226 has been programmed for projects in the subregion. This update includes funding adjustments for seven existing projects.

Burbank

Reprogram \$3,897,000 for MR310.10 - Olive Avenue Bridge and Bus Rapid Transit (BRT) Station Project (previously known as the Widen Olive Avenue/I-5 Bridge for Center-Turn Lane). The funds are being reprogrammed as follows: \$1,000,000 in FY24-25, and \$2,897,000 in FY25-26; the budget remains the same at \$3,897,000. The Project is in the PID phase and funds are being reprogrammed to meet current timelines for PID, PA&ED, PS&E phases. This project includes bike and sidewalk improvements to provide connectivity to the planned North Hollywood to Pasadena BRT station stop.

Reprogram \$3,455,000 for MR310.11 - Olive Avenue/Verdugo Avenue Intersection Improvements. The funds are being reprogrammed as follows: \$900,000 in FY24-25, and \$2,555,000 in FY25-26; the budget remains the same at \$3,600,000. This project is in the PA&ED phase and funds are being reprogrammed to meet current timelines for PA&ED, PS&E, and construction phases. This project includes bike and pedestrian facilities improvements to improve access to the planned North Hollywood to Pasadena BRT stations.

Reprogram \$3,300,000 for MR310.46 - Glenoaks Boulevard Arterial and First Street Signal Improvements. The funds are being reprogrammed as follows: \$3,300,000 in FY24-25; the budget remains the same at \$6,000,000. The Project is in the construction phase and funds are being reprogrammed due to delays caused by supply chain issues, staff shortages, and delays to construction capital projects during the COVID-19 pandemic. The Project includes modifying traffic signals and updating obsolete equipment, including traffic signal poles, safety lighting, signal indicators, signal wiring, vehicle detectors, and pedestrian push buttons.

Program an additional \$1,500,000 for MR310.55 - I-5 Corridor Arterial Signal Improvements - Phase 3 for a revised budget of \$2,900,000. In addition, reprogram \$2,900,000 as follows: \$1,000,000 in FY24-25 and \$1,900,000 in FY25-26. The Project is in the construction phase and funds are being added and reprogrammed due to supply chain issues, staff shortages, and delays to construction capital projects during the COVID-19 pandemic. The Project includes the design and reconstruction of four traffic signals, upgrades to traffic signal poles, signal indicators, signal cabinets and controllers, safety lighting, and signal wiring.

Program an additional \$125,000 for MR310.56 - Victory Boulevard and Buena Vista Street Signal Synchronization for a revised budget of \$375,000. In addition, reprogram \$375,000 as follows: \$375,000 in FY24-25. The Project is in the construction phase and funds are being added and reprogrammed due to supply chain issues, staff shortages, and delays to construction capital projects

during the COVID-19 pandemic. The Project includes upgrading of wiring at three locations and synchronization of intersections which will take place weekday morning, midday afternoon, and Saturday periods.

Program an additional \$175,000 for MR310.57 - Olive Avenue and Glenoaks Boulevard Signal Synchronization for a revised budget of \$525,000. In addition, reprogram \$525,000 as follows: \$525,000 in FY26-27. The Project is in construction and funds are being added and reprogrammed due to supply chain issues, staff shortages, and delays to construction capital projects during the COVID-19 pandemic. The project includes upgrading of wiring at four locations and synchronization of intersections which will take place weekday morning, midday afternoon, and Saturday periods.

Program an additional \$185,000 for MR310.58 - Downtown Burbank Signal Synchronization for a revised budget of \$435,000. In addition, reprogram \$435,000 as follows: \$435,000 in FY25-26. The Project is in the construction phase and funds are being added and reprogrammed due to supply chain issues, staff shortages, and delays to construction capital projects during the COVID-19 pandemic. The Project includes upgrading of wiring at ten locations and synchronization of intersections which will take place weekday morning, midday afternoon, and Saturday periods.

Las Virgenes Malibu Operational Improvements

A total of \$173,668,000 has been programmed for projects in the subregion. This update includes funding adjustments for two existing projects.

Malibu

Program an additional \$1,800,000 for MR311.11 - PCH Signal Improvements from John Tyler Drive to Topanga Canyon Boulevard in FY24-25 for a revised budget of \$17,600,000. The Project is in the construction phase and funds are being programmed to fund pedestrian safety enhancement devices, and upgrade and interconnect the highway intersections and traffic signals to facilitate signal timing and manage traffic flow.

Deobligate \$1,800,000 for MR311.26 - PCH Raised Median and Channelization from John Tyler to Puerco for a revised budget of \$3,950,000. This project is currently in the construction phase, and funds are being deobligated to fund another high-priority transportation improvement project (MR311.11). This project includes removing and reinstalling the raised medians and reducing the width of the medians to provide additional space for multimodal use.

South Bay I-405, I-110, I-105 & SR-91 Improvements

A total of \$453,600,337 has been programmed for projects in the subregion. This update includes funding adjustments for seven existing projects.

Hawthorne

Reprogram \$1,687,854 for MR312.66 - Imperial Highway Signal Improvements and Intersection

Capacity Enhancements. The funds are being reprogrammed as follows: \$300,000 in FY24-25, \$300,000 in FY25-26, and \$1,087,854 in FY26-27; the budget remains the same at \$1,995,000. The Project includes designing and constructing intersection widening and upgrading traffic signal timing and equipment.

Reprogram \$2,914,885 for MR312.67 - Rosecrans Avenue signal Improvements and Intersection Capacity Enhancements. The funds are being reprogrammed as follows: \$20,000 in FY24-25, \$167,500 in FY25-26, \$688,500 in FY26-27, and \$2,038,885 in FY27-28; the budget remains the same at \$3,200,000. The Project includes designing and constructing intersection widening and upgrading traffic signal timing and equipment.

Reprogram \$1,806,446 for MR312.68 - El Segundo Boulevard Improvements Phase I. The funds are being reprogrammed as follows: \$80,000 in FY24-25, \$200,000 in FY25-26, \$200,000 in FY26-27, and \$1,326,446 in FY27-28; the budget remains the same at \$2,000,000. The Project includes designing and constructing intersection widening and upgrading traffic signal timing and equipment.

Program an additional \$2,837,036 MR312.81 - 120th Street Improvements Crenshaw Boulevard to Felton Avenue in FY24-25 for a revised budget of \$6,437,036. The Project is currently in the construction phase and funds are being added to match the increase in construction costs. The Project includes street and intersection widening improvement to improve safety and reduce vehicle conflicts with pedestrians and bicycles.

Manhattan Beach

Program an additional \$350,000 for MR312.34 - Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Lane Improvement Project in FY24-25 for a revised budget of \$1,850,000. This project construction is completed, and funds are being added to aid in the remaining right-of-way activities. The Project includes operational improvements that widen the west side of Aviation Boulevard north of Artesia to provide a southbound to westbound right-turn lane.

Metro

Program an additional \$3,000,000 for MR312.84 - I-105 Integrated Corridor Management (ICM) in FY24-25 for a revised budget of \$22,850,000. This project is currently in the design phase and funds are being added to match the increase in construction costs. This project will develop, design, and construct detection, traffic management, communications, and traffic control systems that will enable real-time traffic management capabilities between Caltrans and local agencies on I-105.

Redondo Beach

Program an additional \$1,000,000 for MR312.20 - Aviation Boulevard Intersection Improvements Northbound Right Turn Lane in FY24-25 for a revised budget of \$3,457,000. The Project is currently in the right-of-way and construction phases, and funds are being added to match the increase in right-of-way and construction costs. The Project includes the installation of a right-turn lane, traffic striping modification, new signal loop detection, and removal/relocation of an existing sidewalk.

Gateway Cities I-605 Corridor “Hot Spots” Interchange Improvements

A total of \$424,225,819 has been programmed for projects in the subregion. This update includes funding adjustments for three existing projects.

Metro

Program an additional \$841,000 for MR315.73 - I-605/Valley Boulevard Interchange Improvements Project for a revised budget of \$6,131,700. The \$841,000 funds are to be programmed as follows: \$420,000 in FY25-26 and \$421,000 in FY26-27. The Project is in the final design phase and funds are being programmed to provide design support services throughout the construction phase. The Project includes operational and safety upgrades that consist of reconfiguring the freeway on- and off-ramps to improve mobility and address operational inefficiencies. In addition, infrastructure upgrades will include curb ramps, sidewalks, driveways, and signals for pedestrians, traffic, and railroads.

Downey

Reprogram \$4,220,044 for MR315.27 - Lakewood-Florence Intersection Improvements. The funds are being reprogrammed as follows: \$1,703,000 in FY24-25 and \$2,517,044 in FY25-26; the budget remains the same at \$4,925,000. This project is in the PS&E, right-of-way acquisition, and utility relocation phase and funds are being reprogrammed to account for delays in right-of-way acquisition and utility relocation. The Project includes the reconstruction of the intersection with a concrete intersection, double left-turn lanes in the north and southbound directions along Lakewood Boulevard, an exclusive westbound right-turn lane on Florence Avenue, traffic signal modification, signing, striping, pavement markings, and right-of-way acquisition and utility relocation as necessary.

Reprogram \$3,795,000 for MR315.66 - Lakewood-Firestone Boulevard Intersection Improvements in FY24-25; the budget remains the same at \$3,993,000. This project is in the final PS&E phase and funds are being reprogrammed due to a delay in the relocation of utilities, further delaying the construction start date by one year. The Project includes the reconstruction of the intersection, double left-turn lanes in the north and southbound directions along Lakewood Boulevard, traffic signal modifications, signage, striping, and pavement markings.

Gateway Cities I-710 South Early Action Projects

A total of \$348,703,108 has been programmed for projects in the subregion. This update includes funding adjustments for five existing projects.

Metro

Program an additional \$592,612 for Long Beach-East Los Angeles Corridor Mobility Improvement Plan (LB-ELA CMIP) in FY24-25 for a revised budget of \$1,545,012. The LB-ELA CMIP was approved by the Board in May 2024 and the funds are being added to support the supplemental outreach for the LB-ELA CMIP. The LB-ELA CMIP was directed by the Board in 2021 and staff has been working on the development of the CMIP since 2021, with its culmination in the May 2024 Board approval. The Project features five Modal Programs that aim to improve mobility and efficiency

in the corridor and 15 Community Programs that provide effective growth strategies to supplement the modal programs and allow for micro and macro socio-economic improvements for residents living in the corridor.

Commerce

Program an additional \$12,032,800 for MR306.64 - Slauson Corridor Improvements in FY24-25 for a revised budget of \$14,262,800. The Project is in the construction phase and funds are being added to complete the full design and match the increased construction costs. The Project includes improving street lighting along the corridor to enhance safety for drivers, cyclists, and pedestrians by installing high-visibility crosswalks, and enhanced bus stops with bus shelters, benches, and trash cans where applicable.

Huntington Park

Program an additional \$3,800,000 for MR306.53 - Slauson Avenue Congestion Relief Project in FY24-25 for a revised budget of \$9,400,000. The Project is in the construction phase and funds are being added to match the increased construction costs. The Project includes upgrading signalized intersections with the implementation of the County's Traffic Signal Synchronization Program (TSSP) from Santa Fe Avenue eastward through new signal poles, conduit, wiring, and controller cabinets with video detection.

Lynwood

Program an additional \$500,000 for MR306.59 - Imperial Highway Capacity Improvements Project in FY24-25 for a revised budget of \$6,465,000. This project is in the construction phase and funds are being added to match the increased construction costs. The Project includes providing protected signal phases, signage, striping, raised medians, and visibility improvements to 11 intersections, 6 of which include additional geometric improvements.

South Gate

Program an additional \$6,750,000 for MR306.24 - Reconfiguration of Firestone Boulevard On-Ramp to I-710 Southbound Freeway Project for a revised budget of \$8,200,000. The Project is in the design phase and funds are being added to complete full design and match the increased construction costs. The Project will widen Firestone Boulevard and realign the southbound on-ramp to add a fourth eastbound travel lane for dedicated access to the I-710 freeway. The project would have added net benefits of modifying drainage systems to allow for on-ramp widening, incorporating a design pollution prevention infiltration area, installing smart irrigation controllers to minimize maintenance, and reducing water usage.

DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs support the development of a safer transportation system that will provide high-quality multimodal mobility options to enable people to spend less time traveling.

FINANCIAL IMPACT

The highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY25 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay subregion, FY25 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities subregion, FY24 funding for the I-605 Corridor “Hot Spots” Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and Account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, and 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442.

The remaining funds are distributed from the Measure R 20% Highway Capital subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY24 budget under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Since the Measure R Multimodal Highway Subregional Programs are multiyear programs that contain various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

Impact to Budget

This action will not impact the approved FY25 budget. Staff will rebalance the approved FY25 budget as necessary to fund the identified priorities and revisit the budgetary needs using the quarterly and mid-year adjustment processes subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

This semi-annual update funds subsequent phases of Board-approved Highway Subsidy grants aligned with the Measure R Board-approved guidelines and the [Metro Objectives for Multimodal Highway Investments <https://boardagendas.metro.net/board-report/2022-0302/>](https://boardagendas.metro.net/board-report/2022-0302/). Complete Streets and Highways staff have also provided technical assistance to Equity Focus Communities (EFCs) in various subregions. For example, Metro staff collaborated closely with jurisdictions to review project eligibility, proposed scope of work, schedules, and budget adjustments, aiming to maximize success, optimize resource allocation, and align with other projects and programs. This collaborative approach also facilitated Metro staff and local jurisdiction engagement, promoted knowledge sharing, and enhanced risk management. The Highway Subsidy Grants do not have a direct equity impact; rather, through staff’s technical assistance, they aim to provide context sensitive and more equitable project development through city contracts that could reduce transportation disparities.

Each city and/or agency, independently and in coordination with its subregion, undertakes its jurisdictionally determined community engagement process specific to the type of transportation improvement it seeks to develop. These locally determined and prioritized projects represent the needs of cities. This update includes additional funding for the EFCs of Commerce, Downey, Huntington Park, Long Beach, and South Gate as well as unincorporated areas of Los Angeles County, including the community of East Los Angeles.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the strategic plan goal:

“Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.”

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County’s transportation system.

“Goal 4: Transform LA County through regional collaboration.”

Goal 4.1. Metro will work closely with municipalities, council of governments, Caltrans to implement holistic strategies for advancing mobility goals.”

ALTERNATIVES CONSIDERED

The Board may choose not to approve the revised project list and funding allocations. However, this option is not recommended as it will delay the development of locally prioritized improvements. In addition, projects initiating or currently in the construction phase will face significant cost implications by delaying the required funding agreements, amendments, or time extensions.

NEXT STEPS

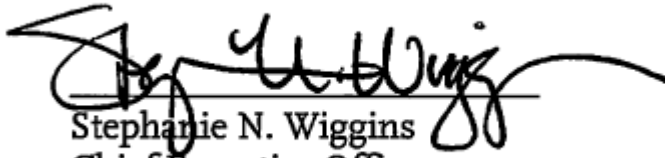
Metro’s staff will continue working with subregions and local jurisdictions for their consideration of multimodal investments within the Measure R Multimodal Highway Subregional Program. Updates will be provided to the Board on a semiannual and as-needed basis.

ATTACHMENTS

Attachment A - Measure R Multimodal Highway Subregional Programs - July 2024

Prepared by: Roberto Machuca, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3467
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Stephanie N. Wiggins
Chief Executive Officer

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2024-25	FY2025-26	FY2026-27
		Total Measure R Programmed to Date			1,781,492	33,689	1,815,181	1,685,846	97,609	25,395	2,922
Arroyo Verdugo Operational Improvements (Expenditure Line 31)					127,196.2	1,985.0	129,181.2	103,069.1	10,558.4	15,028.7	525.0
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane	PID, PA&ED, PS&E	REP	3,897.0	0.0	3,897.0	0	1,000.0	2,897.0	
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement	PA&ED, PS&E, Construction	REP	3,600.0	0.0	3,600.0	145.0	900.0	2,555.0	
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements	PS&E, Construction	REP	6,000.0	0.0	6,000.0	2,700.0	3,300		
Burbank	MR310.55	I-5 Corridor Arterial Signal Improvements - Phase 3	Construction	CHG/REP	1,400.0	1,500.0	2,900.0	0.0	1,000.0	1,900.0	
Burbank	MR310.56	Victory Blvd/N Victory Pl and Buena Vista St Signal Sync	PS&E, Construction	CHG/REP	250.0	125.0	375.0	0.0	375.0		
Burbank	MR310.57	Olive Ave and Glenoaks Blvd Signal Synchronization	PS&E, Construction	CHG/REP	350.0	175.0	525.0	0.0			525.0
Burbank	MR310.58	Downtown Burbank Signal Synchronization	PS&E, Construction	CHG/REP	250.0	185.0	435.0	0.0		435.0	
		TOTAL PROGRAMMING BURBANK			36,073.8	1,985.0	38,058.8	23,171.8	6,575.0	7,787.0	525.0
TOTAL ARROYO VERDUGO PROGRAMMING					127,196.2	1,985.0	129,181.2	103,069.1	10,558.4	15,028.7	525.0
Las Virgenes/Malibu Operational Improvements (Expenditure Line 32)					173,668.0	0.0	173,668.0	168,980.0	4,688.0	0.0	0.0
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd	PA&ED, PS&E, Construction	CHG	15,800.0	1,800.0	17,600.0	15,800.0	1,800.0		
Malibu	MR311.26	PCH Raised Median and Channelization from John Tyler to Puerco Canyon Road.	PA&ED, PS&E, Construction	DEOB	5,750.0	(1,800.0)	3,950.0	3,950.0			
		TOTAL PROGRAMMING MALIBU			39,325.0	0.0	39,325.0	37,525.0	1,800.0	0.0	0.0
TOTAL LAS VIRGENES/MALIBU PROGRAMMING					173,668.0	0.0	173,668.0	168,980.0	4,688.0	0.0	0.0

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2024-25	FY2025-26	FY2026-27
		Total Measure R Programmed to Date			1,781,492	33,689	1,815,181	1,685,846	97,609	25,395	2,922
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps (Expenditure Line 33)					446,413.2	7,187.1	453,600.3	427,624.1	19,967.0	667.5	1,976.4
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project	PS&E, Construction	REP	1,995.0	0.0	1,995.0	307.1	300.0	300.0	1,087.9
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.	PS&E, Construction	REP	3,200.0	0.0	3,200.0	285.1	20.0	167.5	688.5
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I	PA&ED, Construction	REP	2,000.0	0.0	2,000.0	193.6	80.0	200.0	200.0
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave	PA&ED, PS&E, ROW, Construction	CHG	3,600.0	2,837.0	6,437.0	3,600.0	2,837.0		
		TOTAL HAWTHORNE			32,983.0	2,837.0	35,820.1	26,573.8	3,237.0	667.5	1,976.4
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)	PS&E, ROW, Construction	CHG	1,500.0	350.0	1,850.0	1,500.0	350.0		
		TOTAL MANHATTAN BEACH			13,992.5	350.0	14,342.5	13,992.5	350.0	0.0	0.0
Metro	MR312.84	I-105 Integrated Corridor Management	PS&E, Construction	CHG	19,850.0	3,000.0	22,850.0	19,850.0	3,000.0		
		TOTAL METRO			71,381.0	3,000.0	74,381.0	63,381.0	11,000.0	0.0	0.0
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	PS&E, ROW, Construction	CHG	2,457.0	1,000.0	3,457.0	2,457.0	1,000.0		
		TOTAL REDONDO BEACH			15,801.0	1,000.0	16,801.0	15,801.0	1,000.0	0.0	0.0
		TOTAL SOUTH BAY PROGRAMMING			446,413.2	7,187.1	453,600.3	427,624.1	19,967.0	667.5	1,976.4
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" (Expenditure Line 35)					423,384.8	841.0	424,225.8	408,537.8	12,318.0	2,949.0	421.0
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)	PA&ED, PS&E, ROW	CHG	5,290.7	841.0	6,131.7	5,290.7		420.0	421.0
		TOTAL METRO			292,931.9	841.0	293,772.9	289,131.9	3,800.0	420.0	421.0
Downey	MR315.27	Lakewood - Florence Intersection Improvements	PA&ED, PS&E, ROW, Construction	REP	4,925.0	0.0	4,925.0	705.0	1,703.0	2,517.0	
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.	PA&ED, PS&E, Construction	REP	3,993.0	0.0	3,993.0	198.0	3,795.0		
		TOTAL DOWNEY			17,838.4	0.0	17,838.4	9,823.4	5,498.0	2,517.0	0.0

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2024-25	FY2025-26	FY2026-27
		Total Measure R Programmed to Date			1,781,492	33,689	1,815,181	1,685,846	97,609	25,395	2,922
		TOTAL I-605"HOT SPOTS" PROGRAMMING			423,384.8	841.0	424,225.8	408,537.8	12,318.0	2,949.0	421.0
Gateway Cities: Interstate 710 South Early Action Projects (Expenditure Line 37)											
						325,027.7	23,675.4	348,703.1	313,648.5	0.0	0.0
Metro	various	LBC to East LA Mobility Corridor Investment Plan/Outreach CBO Efforts	PID	CHG	952.4	592.6	1,545.0	952.4	592.6		
		TOTAL PROGRAMMING METRO			166,964.4	592.7	167,557.1	162,964.5	4,592.6	0.0	0.0
Commerce	MR306.64	Slauson Corridor Improvements (PAED/PSE)	PA&ED, PS&E, Construction	CHG	2,230.0	12,032.8	14,262.8	2,230.0	12,032.8		
		TOTAL COMMERCE			17,305.0	12,032.8	29,337.8	17,305.0	12,032.8	0.0	0.0
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements	PA&ED, PA&E, Construction	CHG	5,600.0	3,800.0	9,400.0	5,600.0	3,800.0		
		TOTAL HUNTINGTON PARK			5,615.0	3,800.0	9,415.0	5,615.0	3,800.0	0.0	0.0
Lynwood	MR306.59	Imperial Hwy Capacity Enhancements Project	Construction	CHG	5,965.0	500.0	6,465.0	4,965.0	1,500.0		
		TOTAL LYNWOOD			5,985.0	500.0	6,485.0	4,985.0	1,500.0	0.0	0.0
South Gate	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway	PS&E, Construction	CHG	1,450.0	6,750.0	8,200.0	1,450.0		6,750.0	
		TOTAL SOUTH GATE			31,090.7	6,750.0	37,840.7	31,090.7	0.0	6,750.0	0.0
TOTAL I-710 SOUTH PROGRAMMING						325,027.7	23,675.4	348,703.1	313,648.5	28,304.6	6,750.0
North County: SR-138 Safety Enhancements (Expenditure Line 38)						200,000.0		200,000.0	188,461.5	11,538.5	0.0
		TOTAL SR-138 PROGRAMMING			200,000.0		200,000.0	188,461.5	11,538.5	0.0	0.0
North County: I-5/SR-14 Safety Enhancements (Expenditure Line 26)						85,802.5		85,802.5	75,525.0	10,234.2	0.0
		TOTAL I-5/SR-14 PROGRAMMING			85,802.5		85,802.5	75,525.0	10,234.2	43.8	0.0
		Total Measure R Programmed to Date			1,781,492	33,689	1,815,181	1,685,846	97,609	25,395	2,922



Measure R Multimodal Highway Subregional Programs Update



JULY 2024

Staff Recommendation

CONSIDER:

- A. APPROVING \$33,688,564 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A, projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements.
- B. APPROVING the deobligation of \$1,800,000 in previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for Board-approved projects.



Equity Focus Communities

This update includes additional funding for the Equity Focus Communities of Commerce, Downey, Huntington Park, Long Beach, South Gate as well as unincorporated areas of Los Angeles County, including the community of East Los Angeles.





Board Report

File #: 2024-0171, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE JULY 17, 2024

SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. REPROGRAMMING of Measure M Metro Active Transport, Transit and First/Last Mile (MAT) projects as shown in Attachment A;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MAT funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements; and
 - 2. Administratively extend funding agreement lapse dates for Measure M MAT funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO, or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

This update includes reprogramming of funds to reflect changes to projects that have received prior Board approval under the Metro approved MAT program (Attachment A). Funds are programmed through Fiscal Year (FY) 2024-25. The Board's approval is required to update programming and provide a basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

The MAT Program is included as line item 47 in Attachment A of the Measure M Expenditure Plan and allocates \$857 million (2015 dollars) for investment in active transportation infrastructure over 40 years.

The first MAT Program funding cycle process and selection criteria were approved by the Metro Board of Directors in January 2020. Project selection and programming of \$63,100,000 in Measure M MAT Program funds were approved by the Metro Board of Directors in January 2021. The selected projects include five Active Transportation Corridor projects and 11 First/Last Mile projects. The funded projects are currently in the planning, design, and construction phases. Metro is leading seven projects through early design, concluding this work in FY25. Staff is providing an update on the status of the MAT Program, which includes reprogramming of projects shown in Attachment A and delegation of authority to amend and extend funding agreements

DISCUSSION

This update includes funding adjustments to the following projects.

City of Los Angeles These projects aim to improve pedestrian and bicycling connections to the Hollywood/Highland B Line and Hollywood/Vine Stations in Hollywood.

- Reprogram previously approved \$3,597,701 as follows: \$116,260 in FY2021-22 and prior years, \$168,740 in FY 2023-24, and \$3,312,701 in FY 2024-25 for C1204 - Hollywood/Highland. The funds will be used for the project's Plans, Specifications, and Estimates (PS&E) and construction phases.
- Reprogram previously approved \$3,597,701 as follows: \$117,923 in FY2021-22 and prior years, \$167,077 in FY 2023-24, and \$3,312,701 in FY 2024-25 for C1205 - Hollywood/Vine. The funds will be used for the project's PS&E and construction phases.

City of Long Beach- The 6th St. project will improve safety through bicycle and pedestrian facilities. The project extent leads directly to the 5th Street Station on the A Line (Blue) and is blocks from the nearby Pacific Station.

- Reprogram previously approved \$4,509,998 as follows: \$250,000 in FY 2024-25, \$250,000 in FY 2025-26, \$2,004,999 in FY 2026-27, and \$2,004,999 in FY 2027-28 for C1202 - Downtown LB (6th Street). The funds will be used for the project's PS&E and construction phases.

City of South Pasadena- The proposed project will improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along the Huntington-Main Corridor by improving 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street.

- Reprogram previously approved \$6,056,160, as follows: \$912,600 in FY 2024-25, \$4,977,660 in FY 2025-26, and \$165,900 in FY 2026-27 for C1105- Huntington-Main/Fremont.

City of Monterey Park (co-sponsored by: City of Montebello, Los Angeles County Department of Public Works, and City of Rosemead)- The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead.

- Reprogram previously approved \$6,366,225, as follows: \$10,000 in FY 2023-24, \$395,000 in FY 2024-25, and \$5,961,225 in FY 2025-26 for C1103- 1st-Riggin-Potrero Grande

Cycle 1 of the MAT Program was launched during the COVID-19 pandemic, leading to delays in executing funding agreements and initiating projects. The first cycle also established internal procedures and guidelines which required additional time to integrate and implement into the program. Staff continues to coordinate with Project Sponsors to ensure the delivery of project milestones and the timely use of funds.

DETERMINATION OF SAFETY IMPACT

Reprogramming Measure M MAT Program funds will not have any adverse safety impacts. Projects funded through the Measure M MAT Program improve safety conditions for pedestrians, people using bicycles and other rolling modes, and transit riders.

FINANCIAL IMPACT

In FY25, \$3,937,521 is budgeted in Cost Center 0441 (subsidies budget-Planning), Project #473001 (Metro Active Transportation Program) for reimbursement payments to MAT Projects that are being implemented by local jurisdictions. Additionally, \$93,948 is budgeted in Cost Center 4360, Project #473001 and \$250,000 in Cost Center 4340, Project #473001 for the initial project phases of MAT projects that will be led by Metro. Since MAT projects are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

The MAT Program is funded through Measure M Active Transportation 2%. This fund source is not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

Reprogramming MAT funds will continue to support the program's implementation of the Equity Platform pillars. The MAT Program is purposed with creating safe and dignified routes for Metro riders who are walking to or from Metro stations. The MAT program initially chose projects based on a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage. Projects within Equity Focus Communities (EFC) were assigned additional points as part of the evaluation process. Completing the projects through the means of reprogramming is integral to upholding the initial dedication to addressing infrastructure inequities in EFCs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The MAT Program advances several goals of the Metro Vision 2028 Strategic Plan, including:

1. Provide high-quality mobility options that enable people to spend less time traveling- The projects advance active transportation corridors and first/last mile improvements that improve accessibility to transit.
2. Deliver outstanding trip experiences for all users of the transportation system- The projects will

enhance active transportation linkages to the transportation system.

3. Enhance communities and lives through mobility and access to opportunity- The projects will target key improvements and investments in high-need areas.
4. Transform LA County through regional collaboration and national leadership- The projects empower local jurisdictions to enhance connections to transit.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the reprogramming of funds for the MAT Program projects. This is not recommended as the projects advance key safety improvements and improve connections to transit.

NEXT STEPS

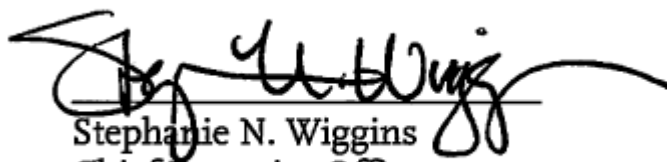
Upon Board approval, staff will coordinate with the implementing agencies to amend existing Funding Agreements to reflect the new programmed years.

ATTACHMENTS

Attachment A - Measure M MAT Cycle 1 Program Update

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Stephanie N. Wiggins
Chief Executive Officer

Recommended Program of Projects - First/Last Mile

MAT Program Cycle 1

MAT Cycle 1: First/Last Mile

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY23	FY24	FY25	FY26	FY27	FY28	Total
							Funding Up To Stated Amount					
1	City of Los Angeles		C1204	Hollywood/Highland	CHG	\$ 116,260	\$168,740	\$3,312,701				\$ 3,597,701
This project aims to improve pedestrian and bicycling connections to the Hollywood/Highland B Line Stations in Hollywood.												
2	City of Los Angeles		C1205	Hollywood/Vine	CHG	\$ 117,923	\$167,077	\$3,312,701				\$ 3,597,701
Same project description as above, for the Hollywood/Vine B Line station area.												
3	Los Angeles County		D1209	East LA Civic Center *		\$ 298,250	\$176,875	\$426,875				\$ 902,000
This project will improve access for pedestrians and cyclists to the A Line (Previously L line) East Los Angeles Civic Center station.												
4	City of Los Angeles		D1206	LAX-Aviation *		\$ 551,908	\$1,453,838	\$1,575,943				\$ 3,581,689
This project will improve pedestrian and wheeled access to the C Line (Green) and future LAX/Crenshaw Line transfer station.												
5	Santa Monica		C1211	Olympic/26th		\$ 893,510						\$ 893,510
This project, located at the intersection adjacent to and the blocks immediately north of the 26th St/Bergamot Station on the E Line (Expo), will improve pedestrian and bicycle facilities for riders traveling to and from the station.												
6	City of Los Angeles		D1207	Sepulveda OL*		\$ 551,908	\$1,453,838	\$1,575,943				\$ 3,581,689
This project will improve safety, access, and mobility to the Sepulveda station on the G Line (Orange) through bicycle and pedestrian improvements.												
7	Los Angeles County		C1210	Slauson		\$ 702,482	\$1,949,995	\$1,857,521				\$ 4,509,998
This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue Line First/Last Mile Plan: A Community-Based Process and Plan (March 2018)												
8	City of Los Angeles		D1208	Western/Slauson *		\$ 555,561	\$1,463,823	\$1,586,659				\$ 3,606,043
This project will improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave. The project site overlaps with part of the Active Transportation Rail to River Corridor, providing an opportunity to also safely connect more riders to active transportation options.												
9	Culver City	Los Angeles	C1201/ D1203	Culver City *		\$ 2,121,529	\$160,000					\$ 2,281,529
This project, jointly developed with Culver City and the City of Los Angeles, will improve pedestrian and bicycle access to the Culver City E line station.												
10	Long Beach		C1202	Downtown LB (6th Street)	CHG			\$250,000	\$250,000	\$2,004,999	\$2,004,999	\$ 4,509,998
The 6th St. project will improve safety through bicycle and pedestrian facilities. The project extent leads directly to the 5th Street Station on the A Line (Blue), and is blocks from the nearby Pacific Station.												
11	West Hollywood		C1212	Santa Monica/La Brea		\$ 488,141						\$ 488,141
This project will improve pedestrian safety and access to bus stops near the intersection of Santa Monica Blvd and La Brea Avenue.												
TOTAL						\$ 6,397,472	\$ 6,994,186	\$ 13,898,343	\$ 250,000	\$ 2,004,999	\$ 2,004,999	\$ 31,549,999
Notes												

asterisk (*)

Metro Leading Early Planning Stages

Recommended Program of Projects - First/Last Mile

MAT Program Cycle 1

MAT Cycle 1: Active Transportation Corridors

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY 23	FY24	FY25	FY26	FY27	Total
							Funding Up To Stated Amount				
1	Los Angeles		D1102	Avalon/MLK/Gage*		\$ 1,295,000	\$2,264,362	\$2,264,362			\$ 5,823,724
The proposed project would connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage Ave, MLK Blvd, and Avalon Blvd.											
2	City of Commerce	Huntington Park, Bell, LACPW	C1101	Randolph		\$ 452,513	\$6,251,378				\$ 6,703,891
The Randolph Corridor AT Project provides high quality mobility improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and the Cities of Commerce, Bell, Huntington Park (HP) and Maywood.											
3	Redondo Beach	LACPW, Lawndale	D1104	Redondo Beach Blvd.*		\$ 540,000	\$2,850,000	\$3,210,000			\$ 6,600,000
The Cities of Redondo Beach and Lawndale along with the Los Angeles County Public Works propose to install improved and new Bike and Pedestrian Facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east.											
4	Monterey Park	Montebello, LACPW, Rosemead	C1103	1st-Riggin-Potrero Grande	CHG		\$10,000	\$395,000	\$5,961,225		\$ 6,366,225
The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead.											
5	South Pasadena		C1105	Huntington-Main/Fremont	CHG			\$ 912,600	\$ 4,977,660	\$ 165,900	\$ 6,056,160
The proposed project will improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along the Huntington-Main Corridor by improving 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street.											
TOTAL						\$ 2,287,513	\$ 11,375,740	\$ 6,781,962	\$ 10,938,885	\$ 165,900	\$ 31,550,000
Notes											

asterisk (*)

Metro Leading Early Planning Stages



We're funding the regional active transportation and first/last mile network

MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM UPDATE

JULY 2024

FILE# 2024-0171

Staff Recommendations

CONSIDER:

- A. REPROGRAMMING of Measure M Metro Active Transport, Transit and First/Last Mile (MAT) projects as shown in Attachment A;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MAT funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements; and
 - 2. Administratively extend funding agreement lapse dates for Measure M MAT funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.



MAT Program Background

- > Multi-year, competitive Measure M grant program for active transportation improvements in LA County
 - **\$857 million** to be available through 2057
 - Increase safety and mode share of walking, biking, and rolling
 - Implementation of **Active Transportation Strategic Plan (ATSP)** network and **Equity Platform**

Cycle 1

- > \$62.5M awarded to 16 projects in 2021
 - 5 Active Transportation Corridor projects
 - 11 First/Last Mile projects



Discussion

Reprogram funds for the following projects that improve bicycle and pedestrian facilities, as detailed in Attachment A:

> *City of Los Angeles:*

- Hollywood/Highland, Total Project Award: \$3,597,701
- Hollywood/Vine, Total Project Award: \$3,597,701

> *City of Long Beach*

- Downtown Long Beach (6th Street), Total Project Award: \$4,509,998

> *City of South Pasadena*

- Huntington-Main/Fremont, Total Project Award: \$6,056,160

> *City of Monterey Park*

- 1st-Riggin-Potrero Grande, Total Project Award: \$6,366,225



Equity

- > MAT Program creates safe, dignified routes for Metro riders who are walking to or from Metro stations.
- > Cycle 1 chose projects based on a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage
- > Projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process.
- > Completing the projects through the means of reprogramming is integral to upholding the initial dedication to addressing infrastructure inequities in EFCs



Next Steps

- > Upon Board approval, staff will coordinate with the implementing agencies to amend existing Funding Agreements to reflect the new programmed years.





Board Report

File #: 2024-0278, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE JULY 17, 2024

SUBJECT: NEW SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIP) recommended for Board approval in Attachment A;
- B. AUTHORIZING the Chief Executive Officer or their designee to:
 1. REALLOCATE funds from MIPs withdrawn by Alhambra and Los Angeles (LA City) shown in Attachment B (Proposed Updated MIP List) to fund new eligible projects recommended for Board approval in Attachment A;
 2. TRANSFER the project sponsorship and implementation of the Los Angeles County + USC Medical Center Mobility Improvements (Valley Boulevard Multimodal Improvements) MIP to LA City; and
 3. ALLOCATE and program local funds to the new LA City MIP recommended for Board approval in Attachment A.

ISSUE

At the February 2022 meeting, the Board approved Motion 35 by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts, expanding the definition of mobility improvements eligible for MIP funds (Attachment C). The Motion allows recipients of MIP Measure R funds the opportunity to submit new or substitute projects for Board approval and to revise scopes of work in consideration of eligible uses for Measure R MIP funds as clarified by the motion.

MIP sponsors submitted three new projects for funding, two in LA City and one in Alhambra, to replace existing MIPs that the cities propose to modify or withdraw. Staff evaluated the three new projects and seek Board approval for two projects deemed eligible in Alhambra and LA City, as shown in Attachment A.

BACKGROUND

Upon completion of the SR-710 Gap Closure Project environmental process and adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) as the Preferred Alternative, at its May 2017 meeting, the Board approved Motion 29.1 by Directors Fasana, Barger, Solis, Garcetti, and Najarian identifying the next steps and guiding the implementation of the local mobility improvement projects to bring immediate relief to the SR-710 corridor cities in the San Gabriel Valley, the Central subregion (City of Los Angeles) and the Los Angeles County unincorporated area of East Los Angeles affected by the SR-710 freeway gap (Attachment D).

As a result of this action, more than \$1 billion in Measure R, state, and federal funds were allocated to the San Gabriel Valley cities of Alhambra, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena; and to the City and County of Los Angeles for eligible MIPs, starting in FY2020 and subject to the availability of funds. More than 253 project proposals were submitted by local agencies for consideration, of which 106 were originally selected based on the eligibility requirements outlined in Motion 29.1. To date, \$4.8 million has been expended and no projects have been completed.

DISCUSSION

As described in Motion 35, the following three categories of improvements are consistent with the purpose and need of the SR-710 North Project, support the Board's adoption of the SR-710 North Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative, and are therefore eligible for MIP Measure R funds: (1) Bus Infrastructure Improvements, (2) Bikeway Improvements and (3) Pedestrian Improvements.

LA City and Alhambra have proposed withdrawing or modifying previously approved MIPs and reallocating those MIP funds to implement new projects. The new projects submitted by both cities were evaluated by staff, and two projects are recommended for approval based on initial project information (scope, descriptions, justifications, and preliminary cost estimates) and anticipated benefits. One project in LA City was found ineligible for MIP funds because it has already been constructed and is therefore not recommended for funding. The project modifications, withdrawals, and additions in Alhambra and LA City are referenced below, and the two new projects recommended for Board approval are described in greater detail in Attachment E.

ALHAMBRA

The Board approved a total of \$240,900,000 in Measure R MIP funds for 13 projects in Alhambra, of which \$24,100,000 was allocated to Intelligent Transportation Systems (ITS) Projects and \$216,800,000 was allocated to Local Street/Road and Freeway Local Interchange Mobility and Operational Improvements Projects to address concerns about capacity, traffic flow, and congestion.

In response to community requests for more multimodal options, the City of Alhambra proposes to withdraw the Fremont Avenue Traffic Improvements (MIP ID# MR1.1.2.01) from Valley Boulevard to Mission Road and reallocate \$14,400,000 in previously approved MIP funds to a new project - Alhambra's Bicycle and Pedestrian Improvements Project - to enhance safety for pedestrians and

bicyclists and provide better access and connectivity to key destinations (refer to Attachment F for the Alhambra MIP Request Letter). Alhambra's Bicycle and Pedestrian Improvements Project is included in one of the City's eight pedestrian priority zones, which include important community destinations such as schools, retail, parks, and public facilities. Pedestrian and bicycle improvements include a mix of high-visibility crosswalks, curb extensions, protective landscaping, flashing beacons, and traffic circles. Class IV separated bikeways - on-street bicycle facilities that provide a physical separation between the bikeway and motor vehicles in travel lanes - are being proposed for the busiest corridors. The physical separation of Class IV bikeways can include vertical elements such as bollards, planters, and concrete curbs.

LA CITY

The Board approved a total of \$114,350,000 in Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Regional Improvement Program (RIP) funds for 11 projects in LA City, of which \$70,988,000 was allocated to transit improvement projects. The LA City MIPs provide multimodal mobility options, pedestrian access enhancements, bicycle facilities, transit infrastructure improvements, and safety improvements.

LA City has proposed to withdraw three previously approved MIPs and reallocate these MIP funds to two new projects. Staff recommends reallocating \$2,000,000 to the 6th Street Park, Arts, River, & Connectivity Improvements (PARC) and Transit Improvements Project, in accordance with Motion 29.1 and the 2023 Los Angeles City Council actions reported below. LA City is requesting local funds in lieu of the federal MIP funds because the project is entirely locally funded and introducing federal funds would introduce additional requirements, thereby putting the construction schedule at risk (refer to Attachment G for the LA City MIP Request Letter and Council Motion).

LA City has also proposed reallocating \$2,500,000 in MIP funding for the Colorado Boulevard Complete Streets Project in Eagle Rock. Staff found this project ineligible for MIP funds because it has already been constructed. Staff recommends that these MIP funds (\$2,500,000) be reallocated to another LA City MIP sometime in the future.

The following actions were approved as part of the December 1, 2023, LA City Council Motion:

- Deobligate \$2,000,000 allocated to LA.8.3.2.07 - Soto Streets & Marengo Street Traffic Signal Enhancements and cancel the project.
- Deobligate \$10,000,000 allocated to LA8.3.1.03 - ITS & Technology - Traffic Signal Upgrades in El Sereno and cancel the project.
- Deobligate \$9,147,854 allocated to LA8.1.1.07 Soto Widening - Multnomah Street to Mission Road.
- Allocate \$6,500,000 to LA8.5.2.03 - Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements.
- Allocate \$8,500,000 to LA8.4.2.05 - Eastern Avenue Multi-modal Transportation Improvements.
- Allocate \$1,647,854 to LA8.4.2.07 - Valley Boulevard Multi-modal Transportation Improvements.
- Allocate \$2,500,000 to a new project entitled Complete Streets Project for Colorado Boulevard in Eagle Rock (Call for Project # F9123).
- Allocate \$2,000,000 to a new project entitled 6th Street PARC Street and Transit Improvements

(C.F. 23-0074).

LA County & LA City MIP Collaboration

LA County and LA City have been coordinating efforts to improve transit service and multimodal accessibility to the LAC-USC Medical Center and the broader USC Health Sciences Campus for the community. The Scope for the Los Angeles County + USC Medical Center Mobility Improvements (LA County Valley MIP) was modified to include funding (\$2,696,000) for the environmental phase of the proposed LA General Medical Center Infill Station Project, leaving the balance of funds (\$27,304,000 or \$30,000,000-\$2,696,000) for the multimodal transportation improvements.

As agreed to by both agencies, LA County would like to transfer the LA County MIP to LA City for project management, development, and construction. The Scope for the LA County MIP Segment 1 improvements includes constructing protected bicycle facilities and peak hour bus lanes on Mission Road between Cesar Chavez Avenue and Valley Boulevard to connect the surrounding neighborhoods that are currently separated by railroad tracks along Valley Boulevard to the campus.

Given LA City and LA County MIP fund sources include CMAQ and STBG, the Project Sponsors must adhere to the new Southern California Association of Governments' (SCAG) competitive federal funding process that is being administered by the county transportation commissions. The program guidelines adopted by SCAG to comply with a federal corrective action require that any new project or new project phase funded with CMAQ and/or STBG funds are subject to a competitive project selection process. Both agencies will have to consider this new requirement when developing the project schedule for this joint effort.

DETERMINATION OF SAFETY IMPACT

Approval of staff's recommendations has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. Both new projects recommended for MIP funding in Attachment A will provide safety improvements for pedestrians and bicyclists in Alhambra and LA City. Caltrans and local safety standards will be adhered to during the project development and implementation of the proposed new projects.

FINANCIAL IMPACT

The updated MIP list reflecting the new and withdrawn projects for Board approval is reported in Attachment E. The MIP programmed funds will include fund sources and programmed years that are based on availability, Metro's overall funding strategy and programming capacity, project sponsor cashflow needs, input and requests made by MIP sponsors in response to Motion 35, local project priorities and concerns, and other factors; and the new SCAG competitive federal funding process, when applicable.

Should the Board approve the two new eligible projects set forth in Attachment A (and withdraw or replace the projects requested by both cities), the total number of projects eligible for MIP funds remains at 87, without exceeding the overall MIP program budget or individual MIP sponsor allocations.

Impact to Budget

The amount of \$4,150,000 is included in the FY25 adopted budget under Complete Streets & Highways Cost Centers 4730 and 0442, under SR-710 North Corridor Mobility Improvements (461315), Professional Services (502316), and Subsidies (54001) accounts.

Since this is a multi-year program of mobility improvements, the Chief Planning Officer will continue to be responsible for budgeting any remaining costs in future fiscal years.

Per prior Board Action, the new LA City project will be funded from STBG, CMAQ and RIP funds, subject to the availability and all requirements of those funds. No other funds were considered.

The source of funds for the new Alhambra project will be Measure R Highway Capital (20%) Funds. This fund source is not eligible for bus and rail operations or capital expenditures.

EQUITY PLATFORM

This subsidy program affords local agencies the opportunity to develop and implement transportation projects that improve mobility, address local concerns, and provide better and safer access to key destinations (jobs, employment centers, markets, commercial centers, healthcare facilities, etc.) that may lead to more equitable outcomes.

All the MIPs are administered by local agencies, except for the City of San Gabriel, which elected to utilize Metro's Complete Streets & Highways On-Call Services Contract to expedite the project development process. Over the years, various community outreach efforts have been conducted by MIP sponsors to inform the project development process and address transportation disparities in or near disadvantaged and Equity Focus Communities (EFC). Each MIP sponsor is responsible for engaging the public, key stakeholders, and community-based organizations, as necessary, depending on the proposed improvements and potential impacts.

ALHAMBRA---Specific community engagement and outreach efforts conducted for the Alhambra Bicycle and Pedestrian Improvements Project included outreach meetings, community walks, walk and bike audits, popup events, community surveys, and the establishment of a project website featuring a public input map focused on user experiences and routes. Project information was provided in multiple languages (i.e., English, Spanish, Chinese, and Vietnamese).

Alhambra's bicycle and pedestrian recommendations were developed pursuant to data collection and feedback from the community. In October 2022, the City released a public input map, garnering over 300 comments concerning some of the busiest corridors (i.e., Fremont Avenue, Valley Boulevard, Main Street, and Mission Road).

Alhambra established pedestrian priority zones near EFCs throughout the city to facilitate safe active transportation. The new Alhambra project will be included in one of the City's pedestrian priority zones.

LA CITY--- The proposed PARC 6th Street viaduct will provide a transportation link between Boyle Heights and Downtown Los Angeles and provide better access to public transportation, bicycle

corridors, and other modes for residents of EFCs in Boyle Heights, El Sereno, and City Terrace.

Specific community engagement and outreach efforts conducted by LA City for the PARC and Transit Improvements Project included multiple public meetings and design workshops/focus meetings with youth and community leaders, both in-person and online, to provide updates and solicit feedback regarding project design, programming, and scope. Engagement was conducted in English and Spanish. Over 1000 survey responses were received after the first two community meetings.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goals to:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Enhance communities and lives through mobility and access to opportunity.
3. Transform LA County through regional collaboration.

The recommendation also supports Metro's Objectives for Multimodal Highway Investment to:

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region.
2. Work with local communities to reduce disparities caused by existing highway systems and develop holistic, positive approaches to maintain and improve the integrity and quality of life.
3. Ensure local and regional investment in LA County's highway system is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to accept staff's recommendations. This alternative is not recommended as it would be inconsistent with the Board's directive for staff to work directly with the cities in identifying eligible projects per Motion 29.1 and could delay bringing needed multimodal transportation improvements to affected local jurisdictions.

NEXT STEPS

Upon Board approval, the MIP sponsors will be notified of the Board's decision. Staff will work with the MIP sponsors to refine the project scopes of work, schedules, justifications, benefits, and cost estimates to ensure compliance with the intent and direction of the Board and to execute funding agreements for the newly approved MIPs. The cities may use Metro's Complete Streets and Highways On-Call Services Contract to issue contracts/task orders, if requested, to assist in expediting the completion of the environmental and design phases for each MIP.

In addition, staff will continue to assist in the delivery of all MIPs and provide biannual reports to the Board.

ATTACHMENTS

Attachment A - Recommended MIPs

Attachment B - Proposed Updated MIP List

Attachment C - Motion 35

Attachment D - Motion 29.1

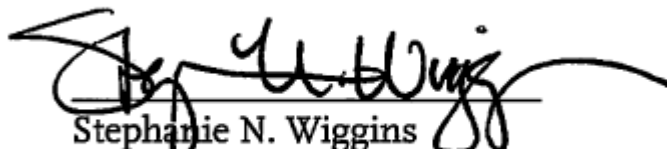
Attachment E - New MIP Descriptions by Sponsor

Attachment F - Alhambra MIP Request Letter

Attachment G - LA City MIP Request Letter and City Council Motion

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Stephanie N. Wiggins
Chief Executive Officer

RECOMMENDED MIPs

LINE #	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE ¹	ELIGIBLE FOR MIP FUNDS
PROJECT TYPE 4: Transit Projects				
1	LA City	Complete Streets Project for Colorado Boulevard	\$2,500,000	Not Eligible ²
PROJECT TYPE 9: Multimodal Mobility Improvements				
1	LA City	6 th Street PARC Street and Transit Improvements	\$2,000,000	Eligible
2	Alhambra	Alhambra's Bicycle & Pedestrian Improvements Project	\$14,400,000	Eligible
TOTAL			\$18,900,000	

Metro Project Type Groupings (for Submittals)

PROJECT TYPE 1: Local Street/Road& Freeway Local Interchange Mobility and Operational Improvements Projects

PROJECT TYPE 2: Local Street Intersection Improvements Projects

PROJECT TYPE 3: Intelligent Transportation System [ITS] Projects

PROJECT TYPE 4: Transit Projects

PROJECT TYPE 5: Active Transportation Projects

PROJECT TYPE 6: Maintenance/Rehabilitation/Safety Projects

PROJECT TYPE 7: Studies

PROJECT TYPE 8: Parking Structures, Curbside Strategies, Mobility Hubs

PROJECT TYPE 9: Multimodal Improvements

NOTE: No additional funds are being requested for the NEW projects. (Funds were reallocated from MIPs that were withdrawn by Sponsors).¹All estimates are preliminary planning level cost estimates or construction cost estimates subject to reevaluation based on more detailed scopes of work.²LA City's Complete Streets Project for Colorado Boulevard was deemed ineligible since MIP Funds cannot go toward a project that has already been constructed.

COUNT	MIP ID#	PROJECT SPONSOR	PROJECT NAME	APPROVED MIP FUNDS	EXPENDITURES TO DATE	COMPLETION TO DATE 5
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects						
1	MR1.1.1.01	Alhambra	I-10/SR-710 Interchange Reconfiguration Project	\$62,400,000	\$0.00	0%
2	MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project	\$99,850,000	\$1,022,089.65	1%
3	MR1.1.1.03	Alhambra	I-10/ Atlantic Blvd On and Off Ramp Reconfiguration Project	\$20,000,000	\$0.00	0%
4	MR1.1.1.04	Alhambra	I-10/ Garfield Avenue On and Off Ramp Reconfiguration Project	\$20,000,000	\$0.00	0%
	MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Boulevard to Mission Road]- (Project WITHDRAWN; \$14,550,000 REALLOCATED Per MIP Sponsor) ¹	\$0	\$12,972.50	0%
5	LA8.1.1.06	Los Angeles City	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	\$4,000,000	\$0.00	0%
6	LA8.1.1.07	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road]- (SCOPE MODIFIED; \$9,147,854 REALLOCATED Per MIP Sponsor) ²	\$17,182,146	\$0.00	0%
7	MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o I-10 Freeway]	\$2,400,000	\$0.00	0%
8	MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New] ³	\$18,202,000	\$0.00	0%
9	MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]	\$700,000	\$0.00	0%
10	MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]	\$1,900,000	\$0.00	0%
11	MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project [s/b I-210 Fwy to Fair Oaks Ave & California Blvd to n/b I-210 Fwy]	\$2,600,000	\$235,673.29	9%
12	MR4.1.2.08	Rosemead	I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements	\$6,000,000	\$122,223.36	2%
13	MR4.1.2.09	Rosemead	I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements	\$6,000,000	\$59,835.00	1%
14	MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks]	\$10,000,000	\$0.00	0%
15	MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications	\$38,000,000	\$0.00	0%
16	MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [ROW Acquisition, Design Improvements & Construction]	\$32,000,000	\$0.00	0%
SUBTOTAL				\$341,234,146	\$1,452,793.80	0.13
PROJECT TYPE 2: Local Street Intersection Improvement Projects						
17	LA8.2.1.01	Los Angeles City	Cesar Chavez Avenue/Lorena Street/Indiana Street Roundabout	\$8,000,000	\$0.00	0%
18	MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$3,450,000	\$230,005.78	7%
19	MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	\$3,550,000	\$0.00	0%
20	MR5.2.2.06	San Gabriel	San Gabriel and Valley Boulevard Intersection Improvements Project	\$4,650,000	\$439,221.56	9%
21	MR5.2.2.08	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements Project	\$5,750,000	\$230,635.78	4%
22	MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic to San Gabriel Boulevards]	\$8,000,000	\$0.00	0%
23	MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]	\$6,000,000	\$0.00	0%
SUBTOTAL				\$39,400,000	\$899,863.12	0.20
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects						
24	MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [Huntington Drive to I-10 Freeway]	\$2,000,000	\$24,553.75	1%
25	MR1.3.1.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway]	\$1,500,000	\$21,561.25	1%
26	MR1.3.2.01	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project- Adaptive Upgrade [Huntington Drive to I-10 Freeway]	\$3,600,000	\$22,262.50	1%
27	MR1.3.2.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project - Adaptive Upgrade	\$1,400,000	\$0.00	0%
28	MR1.3.2.03	Alhambra	Garfield Avenue Traffic Signal Synchronization Project - Adaptive Upgrade	\$2,600,000	\$0.00	0%
29	MR1.3.2.04	Alhambra	Main Street Traffic Signal Synchronization Project- Adaptive Upgrade [West City Limit to East City Limit]	\$5,400,000	\$0.00	0%
30	MR1.3.2.05	Alhambra	Mission Road Traffic Signal Synchronization Project- Adaptive Upgrade [West City Limit to East City Limit]	\$3,000,000	\$0.00	0%
31	MR1.3.2.06	Alhambra	Valley Boulevard Traffic Signal Synchronization Project- Adaptive Upgrade [West City Limit to East City Limit]	\$4,600,000	\$25,429.00	1%
	LA8.3.1.03	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno [on Huntington, Eastern & Valley]- (WITHDRAWN; \$10,000,000 REALLOCATED Per MIP Sponsor Request) ²	\$0	\$0.00	0%
	LA8.3.2.07	Los Angeles City	Soto Street & Marengo Street Traffic Signal Enhancements- (WITHDRAWN; \$2,000,000 REALLOCATED Per MIP Sponsor Request) ²	\$0	\$0.00	0%
32	LA9.3.1.11	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$3,700,000	\$0.00	0%
33	LA9.3.1.39	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	\$7,070,000	\$0.00	0%
34	LA9.3.1.57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 intersections]	\$90,000	\$0.00	0%
35	LA9.3.1.30	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$2,290,000	\$0.00	0%
36	LA9.3.1.22	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$1,900,000	\$0.00	0%
37	LA9.3.1.20	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$1,150,000	\$0.00	0%
38	LA9.3.1.28	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	\$250,000	\$0.00	0%
39	LA9.3.2.08	Los Angeles County	1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W)	\$5,440,000	\$0.00	0%
40	LA9.3.2.09	Los Angeles County	Cesar Chavez Avenue Traffic Signal Synchronization Project and ITS Improvements (E-W)	\$5,500,000	\$0.00	0%

COUNT	MIP ID#	PROJECT SPONSOR	PROJECT NAME	APPROVED MIP FUNDS	EXPENDITURES TO DATE	COMPLETION TO DATE ⁵
41	LA9.3.2.10	Los Angeles County	East Los Angeles ITS Enhancements	\$1,090,000	\$0.00	0%
42	LA9.3.2.11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)	\$2,900,000	\$0.00	0%
43	LA9.3.2.12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)	\$2,200,000	\$0.00	0%
44	MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues]	\$9,000,000	\$45,595.00	1%
45	MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	\$850,000	\$838,604.30	99%
46	MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements -Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly & Hill]	\$3,800,000	\$12,414.10	0%
47	MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project	\$4,100,000	\$505,303.31	12%
48	MR3.1.3.02	Pasadena	Orange Grove Blvd Traffic Signal & Intersection Improvements (Colorado Blvd & Holly Street Intersections) ² [NEW]	\$4,500,000	\$0.00	0%
49	MR3.2.3.03	Pasadena	Metro Line L At-Grade Crossing Enhancements ² [NEW]	\$2,500,000	\$0.00	0%
50	MR4.3.2.19	Rosemead	Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]	\$9,000,000	\$0.00	0%
51	MR4.3.2.20	Rosemead	Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley]	\$6,000,000	\$21,742.50	0%
52	MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley and San Gabriel Blvds]	\$6,030,000	\$360,296.94	6%
53	MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements [Various Locations]	\$1,700,000	\$659,211.34	39%
SUBTOTAL				\$105,160,000	\$2,536,973.99	1.61
PROJECT TYPE 4: Transit Projects						
54	LA8.4.2.02	Los Angeles City	DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements	\$2,000,000	\$0.00	0%
55	LA8.4.2.03	Los Angeles City	DASH Highland Park / Eagle Rock Bus Stop Enhancements	\$1,500,000	\$0.00	0%
56	LA8.4.2.04	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	\$16,362,000	\$0.00	0%
57	LA8.4.2.05	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements (\$8,500,000 Allocated to Project Per MIP Sponsor Request) ²	\$24,888,000	\$0.00	0%
58	LA8.4.2.06	Los Angeles City	Huntington Drive Multi-Modal Transportation Improvements	\$17,000,000	\$0.00	0%
59	LA8.4.2.07	Los Angeles City	Valley Boulevard Multi-Modal Transportation Improvements (\$1,647,854 Allocated to Project Per MIP Sponsor Request) ²	\$35,747,854	\$0.00	0%
60	LA9.4.2.08	Los Angeles County	El Sol Shuttle Service Improvements	\$18,185,000	\$0.00	0%
61	LA9.4.2.09	Los Angeles County	Cesar Chavez Avenue Mobility Improvements	\$7,900,000	\$0.00	0%
62	LA9.4.2.10	Los Angeles County	Olympic Boulevard Mobility Improvements	\$6,750,000	\$0.00	0%
63	LA9.4.2.11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project	\$9,485,000	\$0.00	0%
64	LA9.4.2.12	Los Angeles County	Whittier Boulevard Mobility Improvements	\$8,250,000	\$0.00	0%
65	MR3.4.3.04	Pasadena	Transit Operations and Maintenance Facility	\$65,400,000	\$252.74	0%
SUBTOTAL				\$204,967,854	\$252.74	0.00
PROJECT TYPE 5: Active Transportation Projects						
66	LA8.5.2.02	Los Angeles City	El Sereno Active Transportation Project & Transit Connectivity Enhancements	\$6,000,000	\$0.00	0%
67	LA8.5.2.03	Los Angeles City	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements (\$6,500,000 Allocated to Project Per MIP Sponsor Request) ²	\$11,500,000	\$0.00	0%
68	LA9.5.2.04	Los Angeles County	Atlantic Boulevard Mobility Improvements	\$5,000,000	\$0.00	0%
69	LA9.5.2.05	Los Angeles County	East Los Angeles Mobility Hub Project	\$2,000,000	\$0.00	0%
70	LA9.5.2.06	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements	\$2,500,000	\$0.00	0%
71	LA9.5.2.07	Los Angeles County	East Los Angeles Vision Zero Enhancements	\$10,000,000	\$0.00	0%
72	LA9.5.2.08	Los Angeles County	Eastern Avenue Mobility Improvements	\$5,000,000	\$0.00	0%
73	LA9.5.2.09	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements	\$5,000,000	\$0.00	0%
74	LA9.5.2.10	Los Angeles County	LA County +USC Medical Center Mobility Improvements [Valley Boulevard Multi-Modal Transportation Improvements -Segment 1] ^{3, 4}	\$27,304,000	\$0.00	0%
75		Los Angeles County	LA General Medical Center Infill Station Environmental Clearance Project ³	\$2,696,000	\$0.00	0%
76	LA9.5.2.11	Los Angeles County	Micro-Mobility Program and Infrastructure Improvements	\$2,500,000	\$0.00	0%
77	LA9.5.2.12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements	\$2,500,000	\$0.00	0%
78	MR2.5.3.01	Monterey Park	Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues)	\$20,840,000	\$0.00	0%
79	MR3.5.3.05	Pasadena	Greenways (4 Bike Boulevards - Wilson, El Molino, Sierra Bonita & Craig Avenues)	\$12,000,000	\$0.00	0%
SUBTOTAL				\$123,340,000	\$0.00	0.00
PROJECT TYPE 8: Parking Structures						
80	MR2.8.1.02	Monterey Park	Parking Structure, Multimodal Mobility Hub & Curbside Management Strategies	\$39,160,000	\$0.00	0%
SUBTOTAL				\$39,160,000	\$0.00	0.00
PROJECT TYPE 9: Multimodal Mobility Improvements						
81	MR3.9.3.06	Pasadena	Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia)	\$75,100,000	\$0.00	0%

COUNT	MIP ID#	PROJECT SPONSOR	PROJECT NAME	APPROVED MIP FUNDS	EXPENDITURES TO DATE	COMPLETION TO DATE ⁵
82	MR3.9.3.07	Pasadena	Avenue 64 Complete Streets Program	\$1,800,000	\$0.00	0%
83	MR3.9.3.08	Pasadena	Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue)	\$9,900,000	\$0.00	0%
84	MR3.9.3.09	Pasadena	San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard)	\$4,800,000	\$0.00	0%
85	MR3.9.3.10	Pasadena	Orange Grove Mobility Improvement Program	\$5,400,000	\$0.00	0%
86		Alhambra	Alhambra Bicycle and Pedestrian Improvements Project [NEW]	\$14,550,000	\$0.00	0%
87		LA City	6th Street PARC & Transit Improvements Project [NEW] (\$2,000,000 Allocated per MIP Sponsor Request)	\$2,000,000	\$0.00	0%
SUBTOTAL				\$113,550,000	\$0.00	0.00
BALANCE OF UNALLOCATED MIP FUNDS RESERVED FOR CITY OF PASADENA				\$49,100,000	N/A	N/A
BALANCE OF UNALLOCATED MIP FUNDS RESERVED FOR CITY OF MONTEREY PARK				\$8,098,000	N/A	N/A
BALANCE OF UNALLOCATED MIP FUNDS RESERVED FOR LA CITY²				\$2,500,000	N/A	N/A
TOTAL APPROVED MIP FUNDING				\$1,026,510,000	\$4,889,883.65	N/A
NOTES: NO additional funds are being requested for the NEW projects. Funds were reallocated from previously approved MIPs or withdrawn MIPs as requested by the MIP Sponsors, in some cases.						
1- Funding for the NEW Alhambra Bicycle & Pedestrian Improvements Project was made available when the City decided to withdraw Fremont Avenue Traffic Improvements (Valley Blvd to Mission Road).						
2- Funding for the NEW LA City 6th Street PARC & Transit Improvements Project was made available when the City decided to withdraw three MIPs; and to modify scopes to reallocate funds from other MIPs for this new project.						
3- The scope was modified to allow funding (\$2,696,000) for the LA General Medical Infill Station Environmental Clearance Project. [These MIP funds were later replaced with MR 3% funds.].						
4- The balance of MIP funds (\$27,304,000) will go toward a joint LA City and LA County effort to improve transit service and accessibility to the medical center and campus [i.e., Valley Blvd Improvements Segment 1].						
The County has requested the LA County + USC Medical Center Improvements (Valley Blvd Multimodal Improvements) or the LA County MIP get transferred to LA City for management and implementation, as originally planned.						
5- Due to City staff shortages, some projects have been placed on pause leaving the completion to date percentage at 0%.						

Metro



Board Report

File #: 2022-0115, File Type: Motion / Motion Response

Agenda Number: 35.

**REGULAR BOARD MEETING
FEBRUARY 24, 2022**

Motion by:

DIRECTORS SOLIS, SANDOVAL, BARGER, BONIN, GARCETTI, and BUTTS

Clarifying Eligible Uses for SR-710 North Mobility Improvement Projects Motion

The SR-710 North Mobility Improvement Projects (MIP) were created as an alternative to the SR-710 Gap Closure project following the Board's adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative in 2017 for the SR-710 project. Since its creation, some recipients of MIP funding have expressed the desire for more flexibility, and on February 16, 2022, the Monterey Park City Council decided to forego any action related to adding lanes to Garvey Avenue under their Garvey Avenue Improvements Project in favor of seeking other improvements.

As stated in the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), the purpose of the 710 N Project is "to effectively and efficiently accommodate regional and local north south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles." The purpose continues and highlights certain considerations, including "[improving the] - efficiency of the existing [...] transit networks, [reducing] congestion on local arterials adversely affected due to accommodating regional traffic volumes, [and minimizing] environmental impacts related to mobile sources."

Direction from the Metro Board of Directors is necessary to clarify, based on the EIR/EIS, what kinds of MIPs are eligible for Measure R funding. This motion proposes to clarify that the following three categories of improvements are consistent with the purpose and need of the 710 N Project, support the adopted TSM/TDM alternative, and are subsequently eligible for MIP Measure R funds available for the SR-710 N Gap Closure project:

- 1) Bus Infrastructure Improvements: The TSM/TDM alternative includes transit service improvements which support efficiency of existing transit networks as stated in the project purpose.
- 2) Bikeway Improvements: The EIR/EIS TSM/TDM alternative includes Class III bike route projects. Recipients of MIP funding should also be able to implement standalone Class I, II or IV bikeways.

3) Pedestrian Improvements: The EIR/EIS states that TSM "... encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system." Pedestrian improvements make it easier and more appealing to walk and run to and from destinations, thereby increasing potential for mode shift and congestion reduction. Pedestrian improvements are encouraged as part of any comprehensive TSM strategy and contribute to a comprehensive transportation system that promotes non-vehicular travel.

If recipients of MIP funding propose projects that require vehicular lane reductions, they should first demonstrate that the project is consistent with the purpose and need of the 710 N Project. Guidance issued by Metro should be utilized to ensure consistency.

SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts that directs the CEO to take the following actions:

- A. Find that new mobility improvement are eligible as both standalone projects and as components of larger projects, as follows:
- On-street bus priority infrastructure including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements.
 - Class I, II, III or IV bikeway projects.
 - Sidewalk improvements, including but not limited to, widening, shade trees, and curb ramps.
 - Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks.
 - Any recipient of MIP Measure R funding that proposes a project which requires a reduction in vehicle lanes should first make a determination that the proposed project is consistent with the purpose and need of the 710 N Project. The determination should be based on guidance issued by Metro.
- B. Provide recipients of MIP Measure R funding the opportunity to revise scopes of work or propose a replacement project if recipients intend to take advantage of the eligible uses clarified through this motion.
- C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes. This guidance should ensure that all proposed projects are consistent with the purpose and need of the 710 N Project.

Metro



Board Report

File #:2017-0358, File Type:Motion / Motion
Response

Agenda Number:29.1

**REVISED
REGULAR BOARD MEETING
MAY 25, 2017**

Motion by:

FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN

May 25, 2017

Relating to Item 29; File ID 2017-0097: SR-710 North

The Expenditure Plan for Measure R, approved by voters in 2008, included \$780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated \$3+ billion (in 2014\$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

- A. **SUPPORT** adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.
- B. **ALLOCATE** \$105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.
- C. **ALLOCATE** remaining Measure R funds available for the "Interstate 710 North Gap Closure

(tunnel) Project” for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

- D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.
- E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.
- F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.
- G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.
- H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.

NEW MOBILITY IMPROVEMENTS
PROJECT DESCRIPTIONS BY SPONSOR

ALHAMBRA: In response to community requests for more multimodal mobility options the following NEW project is being proposed.

Alhambra Bicycle and Pedestrian Improvements Project (Plan) – Project area encompasses 7.63 square miles, extending from the northeast border of Alhambra to the northern terminus of the Long Beach Freeway (I-710). The Plan builds upon the Alhambra 2019 General Plan objectives to create a multimodal transportation network that meets the needs of people walking, biking, taking transit, and driving.

Alhambra’s bicycle and pedestrian recommendations were developed pursuant to data collected and feedback from the community. In October 2022 a Public Input Map was made available and over 300 comments concerning some of the city’s busiest corridors (including Fremont Avenue, Valley Boulevard, Main Street, and Mission Road) were received. The Plan builds upon the 2021 Vision Zero Resolution to make the community safer by eliminating fatalities among people walking or biking. The Plan identifies eight priority pedestrian zone improvement locations and 20-40 miles of bikeway improvements. Since there are no existing bikeway facilities in Alhambra, the Plan not only addresses the community’s desire for more options, but also the growing interest of active transportation in Alhambra. Class IV separated Bikeways are on-street bikeways physically separated from motor vehicles with vertical elements such as bollards, planters, and curbs. Class IV separated bike lanes are recommended for the busiest corridors.

Preliminary Planning Level Cost Estimate: \$14,400,000

LA CITY: In response to community requests for recreational facilities and transit improvements the following NEW project that is under construction and being proposed for MIP funding.

Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project – PARC consists of a new 12-acre park underneath and adjacent to the Sixth Street Viaduct, spanning the Arts District on the west and the Boyle Heights community on the east. During the project’s conceptual design phase in 2017, community meetings have been held, along with multiple design workshops/focus meetings with youth and community leaders, both in-person and online, engagement was provided in English and Spanish. Over 1000 survey responses were received after the first two community meetings. The PARC will include over 300 new shade trees planted, walking/jogging paths, general landscaping, lighting, and irrigation. The \$2,000,000 in MIP funds will fund roadway improvements, such as crosswalks, sidewalks, and curb ramps. The PARC is currently under construction; has a two-and-a-half-year construction duration; and is projected to be completed in March 2026.

Construction Cost Estimate: \$2,000,000

NOTES:

1. No additional funds are being requested for the NEW projects. (Funds were reallocated from MIPs that were withdrawn by Sponsors.)
2. All estimates are preliminary planning level cost estimates or construction cost estimates subject to reevaluation based on more detailed scopes of work.

City of Alhambra

Office of the City Manager

May 14, 2024

Michelle Smith, Manager
 LAMTA Highway Program
 One Gateway Plaza, Pail Stop 99022-8
 Los Angeles, CA 90012

RE: Request to Replace Fremont Avenue Traffic Improvements (Valley to Mission) (Project No. MR1.1.2.01) in the amount of \$14.4 Million with Bicycle and Pedestrian Improvements

Dear Ms. Smith:

On behalf of the City of Alhambra, we appreciate the Los Angeles Metropolitan Transportation Authority (Metro) Board's decision (Motion 35) of February 24, 2022 clarifying eligible uses for SR-710 North Mobility Improvement Projects and providing for certain considerations including bikeway projects and pedestrian safety improvements, which align with the purpose and need of the 710 Project to effectively and efficiently accommodate regional and local travel while reducing congestion and minimizing environmental impacts related to mobile sources. By facilitating such flexibility, bikeway and pedestrian safety efforts encourage more active transportation and, consequently, create a more comprehensive transportation system suitable for Alhambra's current and future needs.

Motion 35 also enabled greater opportunity for communities to revise their scope of work or propose a replacement project if the jurisdiction can take advantage of the new eligible uses. Between 2022-2024, the City of Alhambra spent valuable resources developing its Bicycle and Pedestrian Improvement Plan. The Plan provides a framework of the City's active transportation enhancements over the next several years. As part of this Plan, the City can mobilize a Basic Bicycle Network (19.5 miles) or a Full Bicycle Network (42.6 miles) to help reduce congestion and improve safety. The Plan also addresses pedestrian improvements, with emphasis on traffic calming and barrier removal in eight priority zone locations to encourage more walking, reduce conflicts, and promote a healthier community.

On March 11, 2024, after considerable public engagement, review, and comment, the Alhambra City Council unanimously adopted Alhambra's first Bicycle and Pedestrian Improvement Plan. In addition, on May 13, 2024, the Council directed the immediate implementation of the Bicycle and Pedestrian Improvement Plan through a combination of the City's Measure R allocation under the 710 MIPs and other transportation and grant resources.



*Gateway
to the
San Gabriel Valley*

*111
South First Street
Alhambra
California
91801*

*626
570-5010*

*FAX
281-2248*

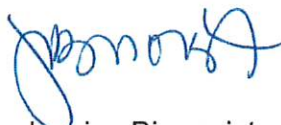


The total minimum amount of funds needed to implement Alhambra's Plan are \$29 million-- \$14 million, if implementing high comfort bike lanes plus \$15 million for various pedestrian enhancements including bulb outs, pedestrian crossings, and beacons at eight priority zone locations. The City will not be executing Fremont Project (MR 1.1.2.01); hence, there are \$14.4 million dollars currently available for the City to utilize for other eligible Measure R purposes. For the balance of the Plan's projects, the City will be utilizing (if awarded) other transportation dollars including funding from the Cal Trans Active Transportation Program and Safe Streets for All.

At this time, based on updated Measure R criteria received from Metro; the adoption of the City's Bicycle and Pedestrian Improvement Plan; City Council direction and Alhambra's intention to withdraw the Fremont Avenue Traffic Improvements Project, the City would like to respectfully request Metro's approval for Alhambra's Bicycle and Pedestrian Improvements Project from MIP funding under Alhambra's previously approved MIP allocation. As discussed with Metro staff on March 27, 2024 and April 3, 2024, this new active transportation project will yield a variety of community benefits, which details are summarized in the attachment herein and/or in Alhambra's Bicycle and Pedestrian Improvement Plan, which be viewed via the City's website at [https://www.cityofalhambra.org/DocumentCenter/View/5231/Alhambra plan-final-export-3_7_24-1](https://www.cityofalhambra.org/DocumentCenter/View/5231/Alhambra_plan-final-export-3_7_24-1).

We wish to thank you, of course, for hearing and responding to Alhambra's interests. As always, we look forward to our continued partnership with Metro and to executing these important community endeavors.

Sincerely,



Jessica Binnquist
City Manager
City of Alhambra

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PUBLIC WORKS
BUREAU OF
ENGINEERINGTED ALLEN, PE
CITY ENGINEER1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213<http://eng.lacity.org>

March 5, 2024

Dear Michelle,

This letter is a formal request from the City of Los Angeles (City) to Metro to reprogram 710 Mobility Improvement Program (MIP) funds between existing 710 MIP projects, and establish funding for two new projects as further described below. Since Round 1 and Round 2 of the 710 MIP were adopted by the Metro Board on November 14, 2018 (Metro File #2018-0513) and September 26, 2019 (Metro File #2019-0245) respectively, the City has been working diligently to advance the implementation of a variety of projects that address the mobility needs of the residents and businesses of the City.

Please refer to the attached approved City Council Action to summarize the recommended changes.

As described above, this request includes programming 710 MIP funds to two new projects that were not included in the previous Metro Board Actions: the 6th Street PARC Street and Transit Improvements and the Colorado Boulevard. The other funds programmed for the 6th Street PARC project are 100% local, and the Colorado Boulevard project is in the construction phase, and as such, the City requests that the \$2,000,000 and \$2,500,000 allocated to these two projects be local funds, and not federal funds.

Should you have any questions, please do not hesitate to contact **Carlos Rios, Principal Transportation Engineer, at Carlos.rios@lacity.org**.

Sincerely,

Shirley Lau
Assistant Director
Bureau of Street Services

Kevin Minne
Acting Deputy City Engineer
Bureau of Engineering

MOTION

In 2017, the Los Angeles County Metropolitan Transportation Authority (Metro) eliminated the SR-710 North extension between Alhambra and Pasadena. Metro also directed funding to the development and implementation of mobility improvement projects on local arterials and at freeway local interchanges experiencing congestion as a result of the discontinuation of the freeway project. Within the City of Los Angeles, the funding is limited to projects in the communities of Northeast Los Angeles and El Sereno.

On March 5, 2019, the Council authorized the Department of Transportation (LADOT) and the Bureau of Engineering (BOE) to enter into a Memorandum of Understanding (MOU) with Metro in order to receive SR-710 North Gap Closure Project Mobility Improvement Projects Phase I funds for four projects (C.F. 19-0110).

On January 17, 2002, the Council authorized another MOU with Metro for the receipt of SR-710 North Gap Closure Project Mobility Improvement and Project Phase II funds for nine projects (C.F. 19-1566).

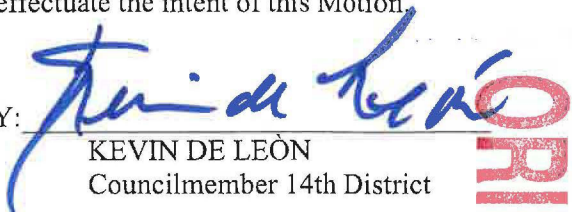
In order to move as many SR-710 North Gap Closure Project Mobility Improvement Projects forward as quickly as possible, it is critical to reallocate funds from the following projects and allocate that money to other projects, as follows:

- Deobligate \$2,000,000 from the Soto Street & Marengo Street Traffic Signal Enhancements (MIP #LA8.3.2.07) and cancel the project.
- Deobligate \$10,000,000 from the ITS & Technology - Traffic Signal Upgrades in El Sereno (MIP #LA8.3.1.03 and cancel the project.
- Deobligate \$9,147,854 allocated to the Soto Widening - Multnomah Street to Mission Road (MIP #LA8.1.1.07).
- Allocate \$6,500,000 to the Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements (MIP #LA8.5.2.03).
- Allocate \$8,500,000 to the 710 MIP - Eastern Avenue Multi-modal Transportation Improvements (MIP #LA8.4.2.05).
- Allocate \$1,647,854 to the Valley Boulevard Multi-modal Transportation Improvements (MIP #LA8.4.2.07).
- Allocate \$2,500,000 to a new project entitled Complete Streets Project for Colorado Blvd. in Eagle Rock (Call #F9123).
- Allocate \$2,000,000 to a new project entitled 6th Street PARC Street and Transit Improvements (C.F. 23-0074).

I THEREFORE MOVE that the Council AUTHORIZE the Bureau of Engineering and Bureau of Street Services to revise/develop Memorandum of Understanding (MOUs) with the Los Angeles County Metropolitan Transportation Authority for the deobligation and allocation of funds for projects identified in the body of this motion relative to SR-710 North Gap Closure Project Mobility Improvement Project (MIP) funds.

I FURTHER MOVE that the Bureau of Engineering and the Bureau of Street Services be authorized to make any technical corrections or clarifications to the above instructions in order to effectuate the intent of this Motion.

PRESENTED BY:


 KEVIN DE LEÓN
 Councilmember 14th District

SECONDED BY:



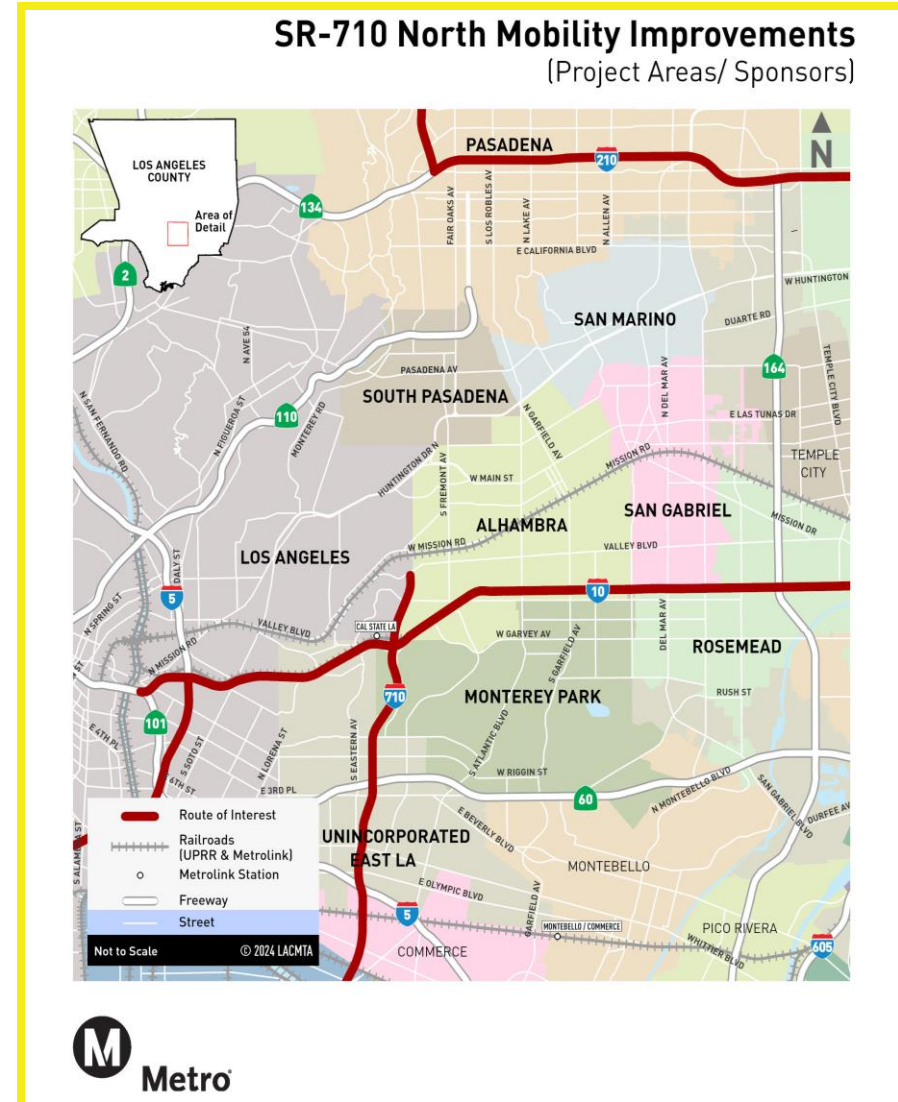
ORIGINAL



New State Route 710 North Mobility Improvement Projects (MIPs)

BACKGROUND & PROJECT AREA

- **PURPOSE:** Provide bus infrastructure, bikeway, and pedestrian improvements resulting from the adoption of the TSM/TDM alternative for the SR-710 project.
- **RELEVANT BOARD ACTIONS:** Approval of more than \$1B in MIP funds for eligible projects starting in 2020, subject to the availability of funds (Motion 29.1); Motion 35 to clarify MIP project type eligibility.
- **MIP SPONSORS:** Alhambra, LA City, LA County, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena.
- **MIP FUND SOURCES:** Measure R (MR), Congestion Mitigation and Air Quality, (CMAQ), Regional Improvement Program (RIP), and Surface Transportation Block Grant Programs (STBG) specifically for LA City and LA County.

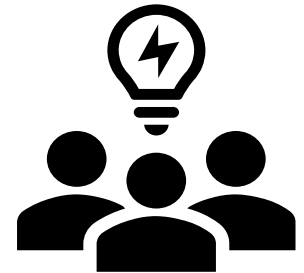


STAFF RECOMMENDATIONS

CONSIDER:

- APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIP) recommended for Board approval in Attachment A.

- AUTHORIZING the Chief Executive Officer or their designee to:
 1. REALLOCATE funds from MIPs withdrawn by Alhambra and LA City to fund new projects recommended for Board approval in Attachment A.
 2. TRANSFER the project sponsorship for the LA County + USC Medical Center Mobility Improvements (Valley Boulevard Multimodal Improvements) MIP to LA City.
 3. ALLOCATE and program local funds for the new LA City MIP recommended for funding in Attachment A.



Overall MIP program budget and individual sponsor allocations remain intact due to MIP sponsor requests to reallocate and reprogram funds, and to replace, withdraw and/or combine previously approved MIPs.

*2 new projects were submitted by LA City; 1 is recommended for Board Approval.
1 new project was submitted by the City of Alhambra and is recommended for Board Approval.*



MIP Progress Summary by Project Type

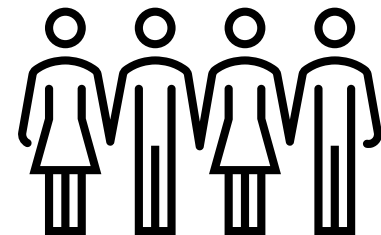
PROJECT TYPE & DESCRIPTION	EXPENDITURES TO DATE (\$)*	COMPLETION TO DATE (%)*
1- Local Street/Road & Freeway Interchange Mobility and Operational Improvements	\$1,452,793.80	0.13%
2-Local Street Intersection Improvements	\$899,863.12	0.20%
3-Intelligent Transportation Systems (ITS)/Signal Improvements	\$2,536,973.99	1.16%
4-Transit Improvements	\$252.74	0%
5-Active Transportation Improvements	\$0	0%
8-Parking Structure, Multimodal Mobility & Curbside Management Strategies	\$0	0%
9-Multimodal Mobility Improvements	\$0	0%



*Due to City staff shortages, some projects have been placed on pause leaving the completion to date percentage at 0%.

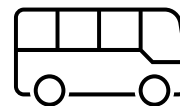
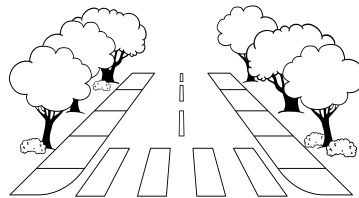
EQUITY PLATFORM

- The new Alhambra project will be included in one of the City's pedestrian priority zones, which are located near Equity Focus Communities (EFC) throughout the city to facilitate safe active transportation.
- The new PARC and Transit Improvements Project will provide better access to public transportation, bicycle corridors, and other modes for residents of EFCs in Boyle Heights, El Sereno, and City Terrace.
- Equitable outreach:
 - Alhambra hosted outreach meetings, community walks, walk and bike audits, pop-up events, community surveys, and a project website featuring a public input map focused on user experiences and routes. Engagement was provided in multiple languages including English, Spanish, Chinese, and Vietnamese.
 - LA City conducted extensive public outreach to solicit feedback regarding the design and programming of the PARC and Transit Improvements Project. Materials were provided in English and Spanish.



NEXT STEPS

- Staff will notify MIP sponsors of the Board's decision.
- Staff will work with the MIP sponsors to refine the project scopes of work, schedules, justifications, benefits, and cost estimates to ensure compliance with the Board's intent and direction, and to execute funding agreements.
- Staff will continue to assist in the delivery of all MIPs and provide biannual reports to the Board.





Board Report

File #: 2024-0331, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2024

SUBJECT: FUNDING AWARD RECOMMENDATION FOR THE STATE ACCESS FOR ALL GRANT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the recommended Access for All Program funding award to ButterFLi Technologies, Inc. totaling \$1,584,814 (Attachment A); and
- B. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute funding agreements with the entities receiving awards.

ISSUE

The State of California’s Access for All Program provides funding to increase the availability of on-demand wheelchair accessible vehicle (WAV) service. Metro is the administrator of these funds for Los Angeles County. Following a competitive solicitation for project proposals, a recommended funding award is presented.

BACKGROUND

Senate Bill (SB) 1376 requires the California Public Utilities Commission (CPUC), as part of its regulation of Transportation Network Companies (TNCs), to establish a program to improve the accessibility of persons with disabilities to on-demand transportation services requested through online-enabled applications or platforms. Through this program, TNCs pay a fee of \$0.10 to the CPUC for each passenger trip originating in each county statewide that their providers complete. From the fees collected, the CPUC created an “Access Fund” to deposit the revenue, which is then redistributed to Local Access Fund Administrators (LAFAs) to pay for services of competitively selected Access Providers to operate on-demand WAV service in their counties. The CPUC also approved allowing LAFAs to use up to 15 percent of the amount it allocates to each county each year to cover administrative expenses.

In June 2021, the Metro Board of Directors authorized Metro to serve as the Los Angeles County

LAFAs. Subsequently, Metro developed a countywide Access for All Program to guide the planning, distribution, management, and oversight of funds for each annual funding cycle (until the SB 1376 sunset date in 2027 unless extended).

In 2023, Metro released the inaugural solicitation with two years of program funding totaling \$7.5M available for the competitive funding opportunity (For this solicitation, CPUC allowed Metro to combine funding from the first two years of the program. All future solicitations are anticipated to occur yearly per CPUC program guidelines). Metro received six applications and evaluated projects based on criteria such as project readiness and serving areas not already covered by complementary paratransit (i.e. Access Services). Staff recommended five projects that scored highest. These projects had the most potential to achieve the goals of the program as measured by increasing the number of WAV trips completed, improving the trip completion rate, and reducing response times. In addition, since these funds are awarded annually, the highest scoring proposals demonstrated readiness to expend funds and produce measurable results.

The proposed project that scored the lowest did not receive funding. The proposed project did not demonstrate an intention to specifically provide on-demand WAV service for persons with disabilities, as indicated, among other things, by including bike racks on the proposed vehicles.

Two of the Access Providers that received funding in 2023 have had notable success achieving the goals of the program. ButterFLi Technologies, Inc. has provided over 10,000 on-demand rides for persons requiring mobility devices, and Administrative Services Cooperative, Inc. (Yellow Cab) has deployed 44 new wheelchair accessible taxis throughout Los Angeles County. The other three projects are in varying stages of implementation, and data is not yet available.

During the previous Access for All application solicitation in 2023, Metro staff received requests from the Board to increase awareness of the program and funding opportunity, with assistance from the Access Providers where possible. Before and during the FY 2024 solicitation, staff took multiple actions to ensure that information about the program was effectively disseminated. Details of these actions are outlined below. For Access Providers, the primary goal of their outreach is to promote their transportation service and attract riders, but their marketing also generally increases program awareness.

DISCUSSION

Los Angeles County received \$1,864,487 in funding from cycle three of the Access for All Program funding (FY 2023). Of these funds, 15% is set aside for administrative expenses, leaving a total of \$1,584,814 for eligible projects.

Metro released a competitive solicitation for project proposals on March 5, 2024, per CPUC Guidelines. In preparation for the FY 2024 solicitation, Metro convened an ad hoc advisory working group, comprised of ten stakeholders. Working group members include representatives from non-profits such as Independent Living Center, Metro sub-committees, the Aging and Disability Transportation Network, and Access Services. This group contributed insights shaping the FY 2024 AFA solicitation. Government, non-profit, and for-profit organizations were eligible to apply if they could provide direct WAV transportation service that could be promptly launched and sustained

despite yearly funding variability and otherwise meet the CPUC program requirements for Access Providers.

Metro staff, in support of this current solicitation, emphasized staff availability to provide technical assistance and actively engaged with stakeholders. Outreach and marketing activities included:

- Monitoring the dedicated email, AccessForAll@metro.net, for direct program-related inquiries.
- Updating Metro's Access for All webpage, <<https://www.metro.net/about/access-for-all/>>, including information on past awards and application instructions.
- Continued collaboration with current Access Providers to learn and develop the program's budding success.
- Phone calls to approximately 70 Metro subrecipients and forwarding the notice of funding availability to ensure their awareness of the funding opportunity and respond to questions.
- Circulating information to Metro's subcommittees including the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS), and the Accessibility Advisory Committee (AAC).
- Collaborating with Metro Community Relations to notify cities, Councils of Governments, and other public, non-profit, and for-profit entities within Los Angeles County.
- Providing technical assistance to applicants during the solicitation period (including multiple productive exchanges with the applicant not recommended for funding)
- Hosting a webinar for interested parties and potential applicants on March 6, 2024, and posting a recording of the webinar on Metro's Access for All webpage.

The efforts to broaden the Access for All program's reach helped generate significant interest for the program and two viable applications, one from a new potential Access Provider. The reduced amount of funding available for FY 2024 compared to FY 2023 (\$1.58M vs. \$7.87M) resulted in fewer applicants interested in pursuing grants. The applicant response rate is consistent with the rate seen in other Counties with similar funding availability. Metro anticipates an increase in funding availability for 2025, which we expect to result in additional applications.

In addition, over the past year, the Access Providers marketed their services to individuals with disabilities as required by the program guidelines. These efforts included: email campaigns, flyer distribution to healthcare facilities, post-secondary schools, and other community resources. A notable example includes a current Access Provider, ButterFLi Technologies, Inc. conducting extensive marketing and outreach for their grant-funded on-demand transportation service. They rolled out an innovative user-centric website and multi-channel digital marketing campaign that helped generate 15,000+ website visits, 13,000+ social media impressions, and 10,000+ rides booked. This effort earned ButterFLi a 2024 Netty Award. These digital efforts were supplemented by a series of roundtable discussions ButterFLi hosted in 2023 and 2024 that included guest speakers and extensive social media reach. While this outreach primarily benefited the target rider population of persons with disabilities, it also raised awareness generally throughout the County as evidenced by comments heard through our ongoing work with the ad hoc working group and other advocacy groups.

Preliminary Funding Recommendation

Two eligible applications requesting \$2,182,000 were received by the April 2, 2024, deadline. Metro formed a panel of internal staff and external volunteers to evaluate the proposals. The final project rankings are included in Attachment A.

Metro issued preliminary funding recommendations on May 6, 2024, for 95% of the funding (\$1,505,574). The remaining 5% of available funds (\$79,240) were set aside for Metro's Technical Advisory Committee (TAC) appeals process in accordance with Metro's standard practice.

As with past solicitations, Metro directly notifies the non-recommended applicants of the opportunity for the Metro TAC appeal and the availability of Metro staff to debrief and answer any applicant questions.

In the preliminary funding recommendation, staff recommended that the first ranked project (ButterFLi Technology, Inc.'s Access for All Program), which requested \$1.6M, be partially funded up to the 95% cap. While the funding available is not sufficient to provide WAV service countywide, ButterFLi's service model allows them to provide service across jurisdictions in the South Bay, Gateway, and Westside/Central areas.

Staff representing the non-recommended project (City of Glendora's Go Glendora On Demand Project) has been in communication with Metro staff throughout the solicitation process. Metro anticipates receiving a request for a debriefing and will assist the applicant in preparing for the next solicitation anticipated in 2025.

Current information from the CPUC indicates that Metro will have approximately \$5.7M available for the competitive solicitation in 2025.

Technical Advisory Committee Appeals

On June 5, 2024, TAC heard one appeal from the applicant recommended for award. After hearing the presentation, TAC approved a motion recommending that the 5% set aside (\$79,240) be awarded to the first-ranked project, ButterFLi Technologies, Inc., a current Access Provider. Metro staff concurs with this recommendation as reflected in Attachment A. This award will allow for a seamless continuation of the on-demand WAV service launched by ButterFLi last year.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will not impact the safety of Metro's customers and employees.

FINANCIAL IMPACT

In FY 2025, \$2.7 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Program (Project #405508). Since these are multi-year projects, the cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Access for All Program funds will fully fund the recommended action. No other Metro funds will be required to manage, administer, and oversee the program. The Access for All funds are not eligible for Metro's bus and rail operating and capital expenditures.

EQUITY PLATFORM

The primary objective of the Access for All Program is to enhance and expand WAV on-demand transportation services throughout Los Angeles County, particularly for individuals with disabilities. This demographic faces significant challenges in accessing suitable mobility options, and the program aims to mitigate these disparities. For example, according to one study, people with disabilities make twice as many Transportation Network Company (TNC) and taxi trips as non-disabled persons per capita. Yet, per the CPUC's recent statewide report to the Legislature on the Access for All program, there remain significant disparities between WAV and non-WAV TNC services.

As an integral part of Metro's Access for All Program Development, staff actively engaged with individuals with disabilities, seniors, and other stakeholders to discuss funding requirements and priorities. Metro conducted similar targeted outreach for the 2021-2024 Coordinated Plan Update. This update, required for Metro to receive FTA Section 5310 funds, lays the groundwork for understanding the critical needs of seniors and persons with disabilities and identifies countywide investment priorities for projects and programs supporting this target group. Currently, Metro is updating this plan for 2025-2028 and continuing to engage stakeholders in identifying needs and priorities. A recurring theme in these discussions was and continues to be the pressing need for increased WAV on-demand services. There is a lack of a curb-to-curb on-demand WAV transportation service, and the available funding from this opportunity will play a crucial role in meeting this demand on a countywide scale.

Moving forward, as the Access for All program evolves and data becomes available, Metro aims to evaluate ridership data and assess demographic priorities to ensure that the on-demand WAV services in place due to Access for All funds are effectively servicing Equity Focus Communities and other locations with high concentrations of people with disabilities with poor access to on-demand WAV services. The cost and affordability of on-demand WAV services is also an ongoing consideration. Access for All Program requirements states that fares should be on par, or less, with current TNC operators. ButterFLi Technologies, Inc. launched the program last year free of fare, but based on feedback from working group members, the current proposed project will charge a fare of \$3.00 per ride to support the sustainability of the program - which is substantially less than current TNC operators. Another access provider, Yellow Cab, has fares based on the meter rates set by Los Angeles County.

Metro will leverage project location information in future Coordinated Plan updates to define areas or populations of higher need within the target population to inform future funding opportunities and ensure sufficient coverage of Equity Focus Communities. The overarching goal is to create an inclusive and accessible transportation system that addresses the unique challenges faced by individuals with disabilities in the region.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and

Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff do not recommend this alternative because, without Board approval, Metro cannot fulfill its responsibilities as the Local Fund Administrator for Access for All Program funds. Metro could also risk losing program funding if no action is taken to use the program funds for achieving program goals. The Board could approve a partial award to the recommended applicant, using the remaining funds to fully or partially fund the non-recommended applicant. However, Metro's standard approach is to allocate funds "according to the ranking of projects to the maximum amount made available for the fiscal year," (Section VI, Access for All Solicitation, 2024). Additional factors supporting the award to the highest-scoring applicant include the limited funding available, the better readiness of the ButterFLi proposal, and the higher potential to achieve the goals of the program.

NEXT STEPS

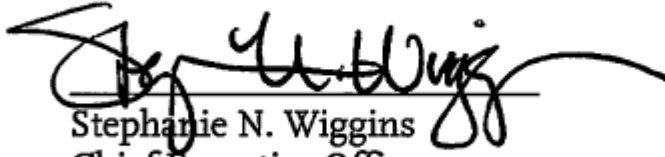
With Board approval, staff will execute a funding agreement with the successful applicant and will monitor project implementation.

ATTACHMENTS

Attachment A - FY 2024 Access for All Funding Award Recommendations

Prepared by: Anne Flores, Senior Director, Countywide Planning & Development, (213) 922-4894
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

METRO FY24 ACCESS FOR ALL COMPETITIVE SOLICITATION

AWARD RECOMMENDATION

RANK	ORGANIZATION	PROJECT DESCRIPTION	FUNDING REQUESTED	FUNDING AWARD RECOMMENDED	UNFUNDED AMOUNT
1	Buterfli Technologies	Operating funds to provide WAV assisted transportation services	\$ 1,600,000	\$ 1,584,814	\$ 15,186

Total

NOT RECOMMENDED FOR AWARD

RANK	ORGANIZATION	PROJECT DESCRIPTION	FUNDING REQUESTED
2	City of Glendora	Capital purchase of two wheelchair-accessible vehicles and on-demand software.	\$582,000



Access for All Grant Program FY 2024 Award Recommendation

Planning and Programming Committee
July 17, 2024



Metro

File# 2024-0331

Program Overview

- SB 1376 (2018) directed CPUC to establish a program to increase on-demand WAV availability
- A \$0.10 Access Fee is collected on each TNC ride
- Local Access Fund Administrators (LAFA) distribute funds through annual competitive solicitations
- Access Providers selected through a competitive process provide WAV service
- Metro Board of Directors authorized Metro to serve as the Los Angeles County LAFA (2021)

Funding Year (Six Cycles)	Collection Source (Calendar Year)	Funding Available (Los Angeles County)
2021	Q3 2019 – Q2 2020	\$5,634,699
2022	Q3 2020 – Q2 2021	\$2,231,134
2023	Q3 2021 – Q2 2022	\$1,584,814
2024	Q3 2022 – Q2 2023	TBD
2025	Q3 2023 – Q2 2024	TBD
2026	Q3 2024 – Q2 2025	TBD

- First two years of funding awarded following competitive solicitation in FY 2023, current funding award recommendation is year three, with three more years of funding ahead

FY 2024 Solicitation

- \$1,584,814 available for eligible projects, including 5% set aside for TAC appeals (\$79,240)
- Metro released a competitive solicitation for project proposals on March 5, 2024
- Two eligible proposals received by the April 2, 2024 deadline

Eligible Proposals			
Rank	Proposer	Project Description	Funding Requested
1	Buterfli Technologies	Operating funds to provide WAV assisted transportation services	\$1,600,000
2	City of Glendora	Capital purchase of two WAVs and on-demand software.	\$582,000

Award Recommendation

- Preliminary funding recommendation on May 6, 2024, of the first-ranked project funded up to 95% cap.
- On June 5, 2024, TAC approved a motion recommending that the set aside be awarded to the first-ranked project
- Recommend awarding \$1,584,814 to ButterFLi Technologies, Inc.
- ButterFLi Technologies, Inc. is a current Access Provider, this award will allow for a seamless continuation of on-demand WAV service

Next Steps

- Execute Funding Agreement with ButterFLi Technologies, Inc.
- Monitor project implementation
- Continue quarterly data collection and reporting to the CPUC
- Conduct solicitations in the future for the remaining funding years



Board Report

File #: 2024-0399, **File Type:** Informational Report

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE JULY 17, 2024

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECTS STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Projects Status Report.

ISSUE

Countywide Planning and Development's major projects status report provides highlights of capital projects in planning phases of development. These include transit corridor projects such as rail and bus rapid transit, Measure M active transportation corridor projects, and highway projects.

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. Countywide Planning and Development (CPD) oversees the planning of major capital projects to support this mission. The attached Project Status Report (Attachment A) provides an update on the planning progress of Metro's four Pillar Projects - Southeast Gateway Line, Eastside Transit Corridor Phase 2, C (Green) Line Extension to Torrance, and Sepulveda Transit Corridor, as well as other transit and active transportation corridor projects.

In addition, the quarterly report includes complete streets and highway projects in various stages of development. At the request of Director Horvath, this report also includes an update from the California Department of Transportation (Caltrans) on safety improvement projects planned on the Pacific Coast Highway (PCH) in Malibu.

DISCUSSION

The status report provides a quarterly update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery method. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, which is

provided on a quarterly basis to the Metro Board's Construction Committee.

EQUITY PLATFORM

This report is provided on a regular basis and includes updates for multiple projects, including equity assessments. Equity assessments for all reports in this quarterly update were previously provided as baseline summaries which included descriptions of potential project benefits to Equity Focus Communities, and which found no unmitigated project equity impacts.

With the addition of this report's updates on safety improvement projects on the PCH, an equity assessment is provided as follows:

- The various PCH projects do not consist of any Metro Equity Need Index (MENI) or Equity Focus Community (EFC) locations. However, the projects are intended to improve the safety of all modes to better serve pedestrians, cyclists, and transit bus riders by upgrading the raised medians, turning lanes, signal timing, geometric alignments, and sidewalks. These improvements are also intended to reduce the number of vehicle collisions on PCH.

There are no updates or changes to other project equity assessments this quarter.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of projects included in this report supports Strategic Plan Goal #1 by delivering high-quality mobility options that enable people to spend less time traveling.

NEXT STEPS

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in October 2024.

ATTACHMENTS

Attachment A - Project Status Report

Prepared by:

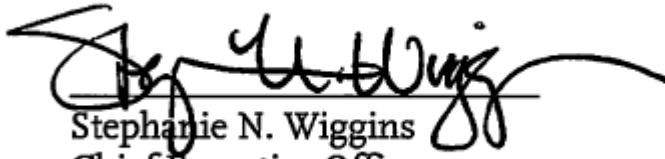
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Stephanie N. Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

July 17, 2024

Presented By

Allison Yoh

Deputy Chief Planning Officer
(Interim)

Michelle E. Smith

Executive Officer
Complete Streets and Highways



Transit and Active Transportation Projects



> Major Pillar Projects

- (1) Southeast Gateway Line
- (2) C Line Extension to Torrance
- (3) Sepulveda Transit Corridor
- (4) Eastside Transit Corridor Phase 2

> Other Projects in Planning

- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- E. San Fernando Valley Shared ROW
- K Line Northern Extension

Southeast Gateway Line



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Constr

Award

Constr

Open

Recent Activities

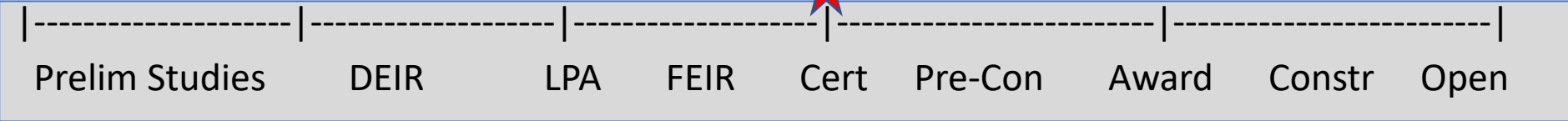
- April 2024: Board Certification of the Final EIR and approval of the project (CEQA action), Board approval of FLM Plan, Release of CMGC RFP
- June/July 2024: Release RFP for ROW consultant to the bench

Next Actions

- Continue monthly coordination with FTA Project Management Oversight Committee (PMOC)
- July 2024: Record of Decision anticipated from FTA (NEPA action)
- Summer 2024: Project Study Report/Project Report (PSR/PR) approval from Caltrans
- August 2024: Complete FTA Project Development Phase (six-month FTA review period)
- Winter 2024: Request entry into Project Engineering
- Fall/Winter 2024: Present Slauson/A Line to LAUS study findings to the Board

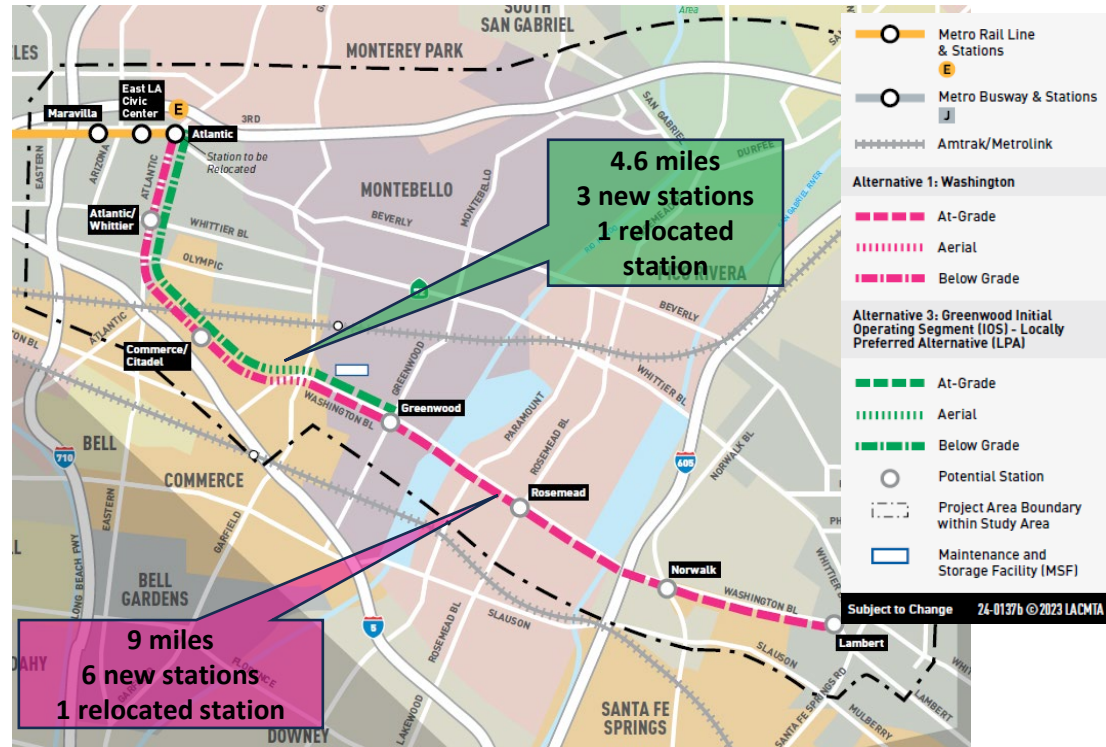


Eastside Transit Corridor Phase 2



Recent Activities

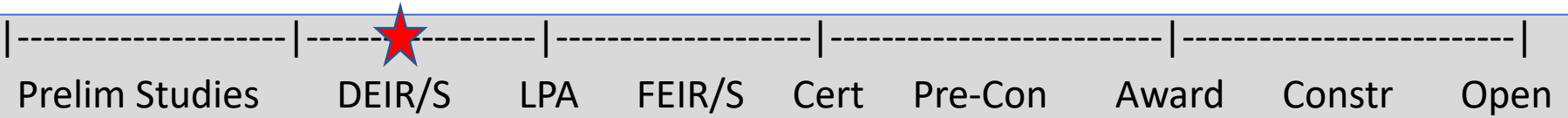
- May: Board certified Final EIR (for LPA and full project), and Project approval per CEQA
- June: Conclusion of 30-day statute of limitations for legal challenges per CEQA
- Coordinating with City of Montebello and stakeholders on MSF rightsizing
- Ongoing coordination with corridor cities on 3% contribution, first/last mile planning, co-operative agreements, geotechnical investigations and coordination with utility owners



Next Actions

- July 2024: Board action on contract modification for PE (30% design) and begin formation of corridor city manager TAC
- Summer/Fall 2024: Coordinate with FTA for entry into NEPA and scoping requirements

Sepulveda Transit Corridor



Recent Activities

- Community meetings held in May 2024 to receive input on Alternative 2
 - 1 virtual and 2 in-person in Van Nuys and Westwood
- Environmental technical analysis supporting Draft EIR, approx. 50% complete
- Development of cost and funding information

Next Actions

- Continue environmental technical studies and analysis
- Continue development of outreach plan
- Early 2025: Draft EIR release anticipated



C (Green) Line Extension to Torrance

Prelim Studies

DEIR

LPA

FEIR

Cert

Pre-Con

Award

Constr

Open

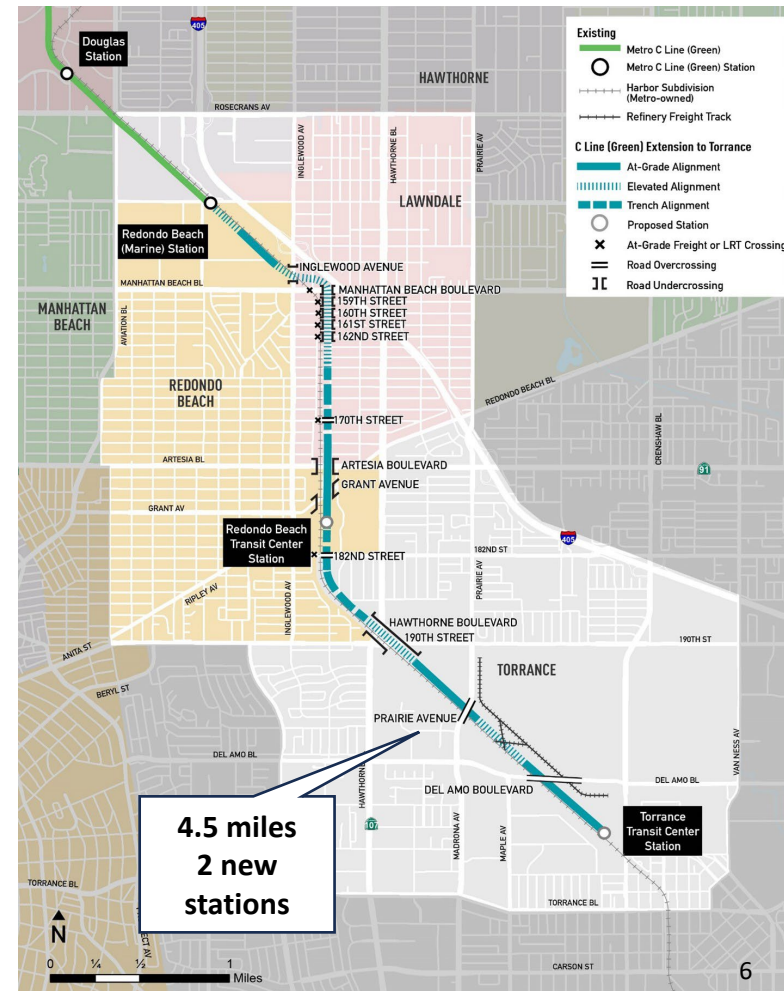


Recent Activities

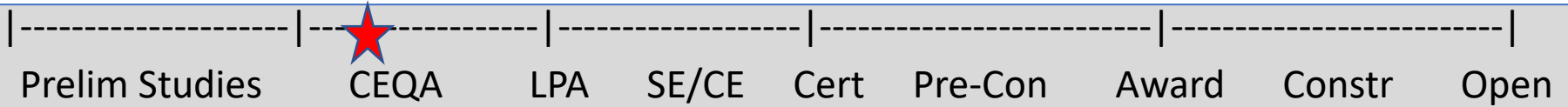
- May: Board approved Hybrid Alternative as Locally Preferred Alternative (LPA) and directed staff to:
 - Prepare Final EIR under CEQA
 - Complete studies to fully respond to public comments on the ROW and Hawthorne Blvd alignments
 - Refine cost estimates and funding plan for the LPA

Next Actions

- Initiate work on responding to public comments on the ROW and Hawthorne alignments
- Re-engage BNSF on discussions on ROW



Vermont Transit Corridor



Recent Activities

- Near-term bus service improvements being led by Metro Operations (anticipated early 2025)
- May/June 2024 – Held 7 design workshops
 - Received input on BRT and station design
 - Over 600 attendees
- Meeting with elected officials, Neighborhood Councils, CBOs, and other key stakeholders on corridor
- Ongoing project coordination with both City and County of LA

Next Actions

- Preparation of materials for abbreviated CEQA review
- Fall 2024 - Develop Advanced Conceptual Engineering (ACE) drawings



Rail to River Active Transportation Corridor

Segment B

Prelim Studies

Environmental / Design

Final Design

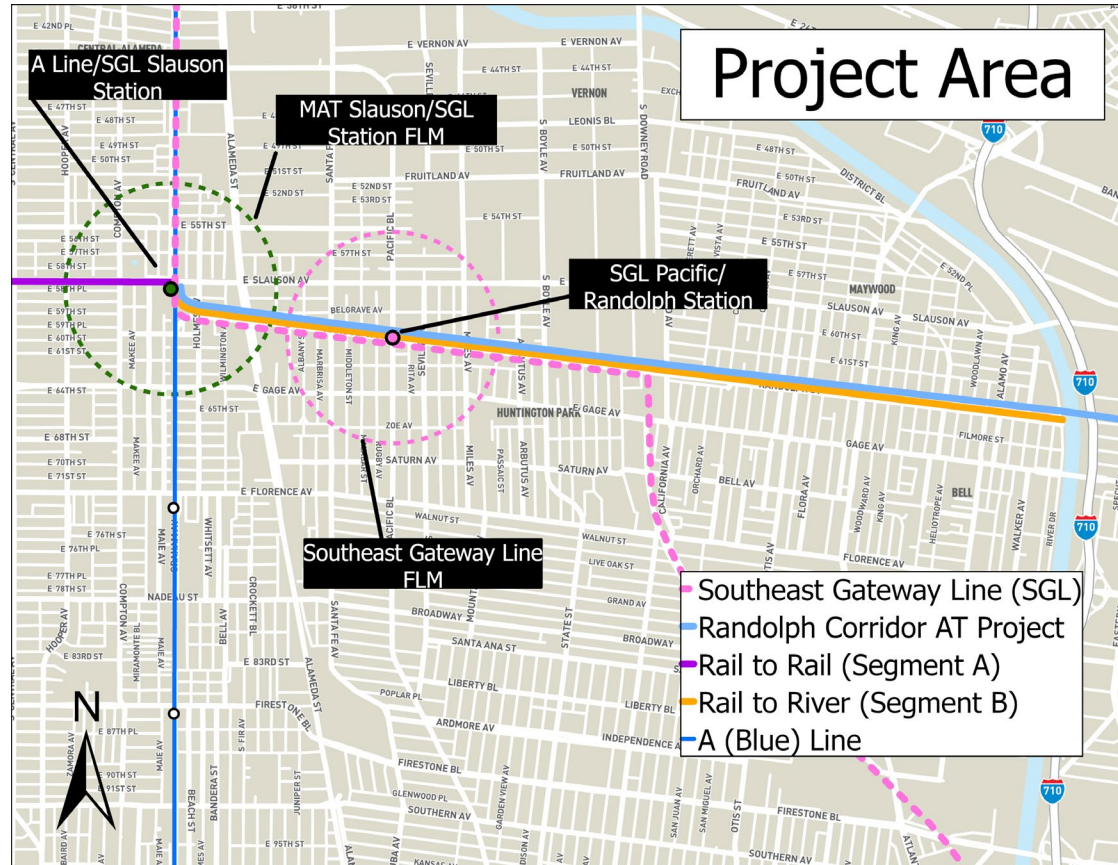
Construction

Recent Activities

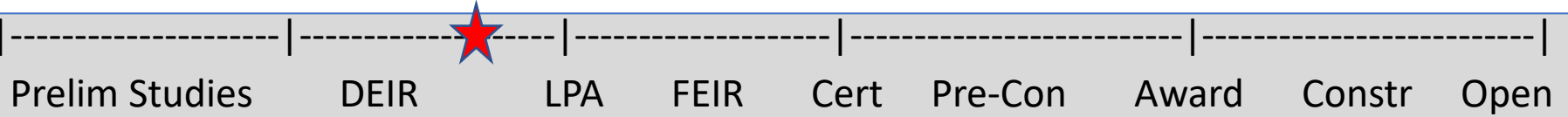
- Project coordination meetings with corridor cities/other related project teams
- Receive input from Randolph Corridor AT Project and corridor cities on proposed design concepts

Next Actions

- Continue coordination with corridor cities/other related projects
- Community meetings (Summer/Fall 2024)



Los Angeles River Path



Recent Activities

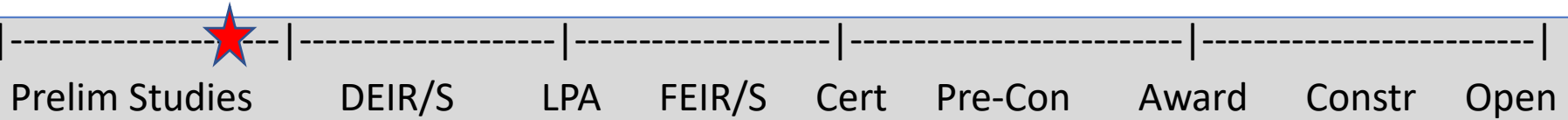
- Coordination meeting with County's Transportation and Water Resources Senior Leadership
- Executed LOA with County for project coordination
- Project Update presentation to the City of Vernon Business and Industry Commission



Next Actions

- Metro and US Army Corps Leadership Meeting in July
- Project update presentation to the LA River Cooperation Committee (LARCC) in October
- Preparation of Board Box to inform Metro Board on Project Cost, Phasing, O&M, and DEIR

East San Fernando Valley Shared ROW Study



Recent Activities

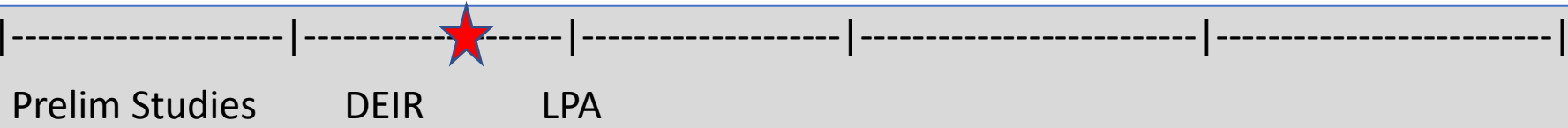
- May 20: Presentation to the City of San Fernando City Council
- Finalizing technical work on grade separation analysis
- Development of cost estimation for scenarios
- On going coordination of technical analysis with City of San Fernando, Metrolink

Next Actions

- Fall/Winter 2024: Coordinate finalization of the study report and presentation to the Board



K Line Northern Extension



Recent Activities

- Preparation of Draft EIR for public release
- Received and reviewed West Hollywood proposal for EIFD funding strategy
- Held Popup events (CicLAvia, Pride, Farmers Markets)



Next Actions

- July 23, 2024 : Release Draft EIR for public comment

Quarterly Major Projects Report

Complete Streets & Highway Projects

Presented by Michelle E. Smith
Executive Officer, Complete Streets & Highways

July 17, 2024

I-605 Corridor Improvement Project (I-605 CIP) (I-10 to I-105)

91/605/405 Hot Spots Program



Scope and Purpose/Need

- Improve safety, operations, and person throughput; enhance local and regional connectivity and access.
- Reduce corridor footprint to minimize and/or avoid residential displacements.
- The project will be aligned with various local and state policies related to equity, greenhouse gas emissions, and smart freeway management technology such as transportation system management and transportation demand management (TSM/TDM).

Multimodal elements evaluated in draft EIR/EIS include bicycle, pedestrian, and equestrian trail improvements as well as roadway connections to Norwalk Station and El Monte Transit Station.

Status/Schedule

- Begin community re-engagement in July 2024.
 - Meet with community groups and organizations.
 - Convene corridor-wide community meetings.

Challenges

- Corridor needs greatly exceed available local funds.



I-605/Beverly Boulevard Interchange Improvements

91/605/405 Hot Spots Program



Scope and Purpose

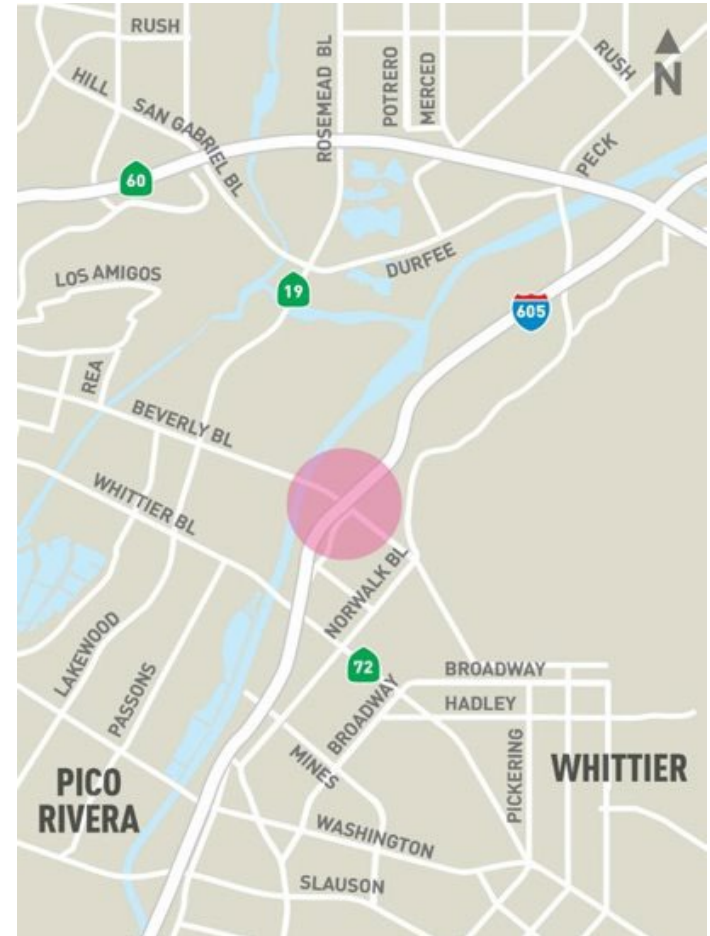
- Improve southbound operations by eliminating short “weaving” length between existing loop ramps.
- Implement diamond interchange design and signalize the intersection to allow for right and left turn movements.

Multimodal Elements

- High visibility continental crosswalk 400lf.
- Includes 5ft shoulder for City to restripe for future Class II bicycle lane on overcrossing.

Status/Schedule

- Design phase completed.
- Start construction anticipated Winter 2025.
- Construction status to be reported by Program Management at Construction Committee meeting.



I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program



Scope and Purpose/Need

- Reconfigure/modify on and off ramps to improve mobility and safety, and to reduce congestion, weaving conflicts and queuing; upgrade and coordinate signals; rehab local roads; and provide railroad safety upgrades.
- 45% of freeway mainline collisions occurred in the interior lanes; predominant types of collisions are rear ends (60%) followed by sideswipes (30%) related to heavy congestion during peak commute hours.

Multimodal Elements

- ADA infrastructure upgrades (curb ramps, sidewalks, and pedestrian pathways) .
- Pedestrian safety features (gates at railroad crossings, special signals, shorter crosswalk, and median island refuge).

Status/Schedule

- Design phase expected to be completed in Summer 2024.
- Grant funding (\$33.57M) secured for construction phase.
- San Gabriel Valley COG to build project.



SR-91 Westbound Improvements (Alondra to Shoemaker)

91/605/405 Hot Spots Program



Scope and Purpose/Need

- Add a lane between Shoemaker Ave. and Alondra Blvd. on WB SR-91 to NB I-605.
- Address safety and congestion and increase person throughput.

Multimodal Elements

- Bike lane 200 linear feet; ADA upgrades, pedestrian and sidewalk improvements.

Status/Schedule

- Design phase completed.
- Transition to Program Management underway.
- Target begin construction in Summer 2025.
- TCEP grant funding (\$69.67M) secured for construction phase and allocated in June 2024.



Challenges

- Updating Caltrans latest design upgrades.

SR-91 Improvements (Central to Acacia)

91/605/405 Hot Spots Program



Scope and Purpose/Need

- Consolidate multiple access points from the Central Avenue, Wilmington Avenue, and Acacia Court interchanges into a single access point, reducing the number of ingress/egress points on the freeway mainline and redirecting the short weaving areas from the freeway mainline.

Multimodal Elements

- Class II buffered bicycle lane with bicycle tolerable drainage grates and conflict zone green paint at driveways and intersections on EB and WB Artesia Blvd between Central Ave and Acacia Ct and on Albertoni St between Lysander Dr and Central Ave.
- ADA-compliant curb ramps at all intersections, high-visibility crosswalks, sidewalk upgrades, LED lighting for pedestrian elements.



Status/Schedule

- Design phase underway and expected to be completed in early 2025.

Challenges

- Close construction funding gap estimated to be \$297M.

I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)

I-405 South Bay Curve Improvements



Scope and Purpose/Need

- Provide NB and SB auxiliary lane improvements between freeway on/off ramps within Caltrans ROW.
- Improve safety and operations by reducing conflicts at high congestion on/off ramp locations.
- Predominant collision types: sideswipe, rear end, broadside, and hit object. Collisions may be attributed to traffic congestion on the ramp, ramp terminal intersection, and weaving/lane changing activities at the freeway junctions.

Multimodal Elements

- Pedestrian/bicycle facilities, transit stops to be studied.
- High visibility crosswalks, pedestrian flashing beacons, and cyclist signage.

Challenges

- Close construction funding gap estimated to be \$106M.



Status/Schedule

- Design phase underway, 95% design submittal anticipated by Summer 2024.

I-405 Improvements (I-110 to Wilmington Avenue)

I-405 South Bay Curve Improvements



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

Scope and Purpose/Need

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations.
- Provide northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans right of way.
- Predominant collision types: rear-end collisions, which are associated with congestion, and sideswipe incidents that typically occur when conflicting lane changes are made.

Multimodal Elements

- Pedestrian/bicycle facilities and transit stops to be studied.
- High visibility crosswalks, pedestrian flashing beacons, and cyclist signage.

Status/Schedule

- Environmental phase underway and expected to be completed in Fall 2026.



Challenges

- Construction phase is not fully funded.
- Consensus on VMT analysis to be conducted.

SR-14 Safety Improvements – North County (Newhall Avenue Undercrossing to Pearblossom Highway)



Prelim Studies

PA&ED

PS&E

Cert BID Award

Construction

Open

Scope and Purpose/Need

- Evaluate lane reconfigurations where there are gaps, ramp realignment, structure widening, retaining wall construction, and drainage modifications.
- Address traffic safety concerns (exceeds statewide average incident rates).
- Eliminate bottleneck areas within the project limits to minimize conflicting weaving and merging by motorists (exceeds statewide average incident rates).



Multimodal Elements

- Environmental document to include evaluation of multimodal elements (e.g., commuter rail, bike, pedestrian improvements).



Status

- Environmental phase underway and expected to be completed in Summer 2026.

Challenges

- VMT analysis and potential mitigation to be determined.

City of Malibu Projects on the Pacific Coast Highway

Measure R Pacific Coast Highway (PCH) Projects

Malibu PCH Median and Channelization Project

- Improvement of the existing raised medians on PCH from Webb Way to Puerco Canyon Road.
- Construction to be completed in July 2024.

Malibu PCH Signal Synchronization Project

- \$1.8 million reallocation request to go before Board in July 2024 to fund new pedestrian signal and lighting; install red light enforcement cameras and new safety adaptive signal timing system.
- Project Manager requested extension, updated schedule, and funding plan from City in May 2024.

Malibu PCH Trancas Canyon Road Intersection Improvements

- Board approved additional funds in June 2023.
- Target executing funding agreement in August 2024 contingent on City Council approval.
- City cannot start project until Caltrans completes the Trancas Bridge replacement project.

Malibu PCH and Las Flores/Rambla Pacifico Intersection Improvements

- Recommended in 2015 PCH Safety Study.
- Target executing funding agreement in August 2024 contingent on City Council approval.



Caltrans Safety Improvements on the Pacific Coast Highway

Caltrans Pacific Coast Highway (PCH) Master Plan

- The PCH Master Plan will be a guidance document intended to identify potential mobility improvements that can enhance safety and multimodal accessibility along the PCH within the Malibu City Limits. The plan will also be used to initiate a Project Initiation Document (PID), once completed.
 - Target PCH Master Plan completion: December 2024.
- Beginning in Summer 2024, Caltrans will initiate stakeholder engagement activities, community outreach, and visioning. These outreach and engagement efforts, which include meetings, a website, and charrettes, will be captured in the PCH Master Plan development report at the end of the year.
 - In advance of procurement, Caltrans has initiated near-term activities for developing the Master Plan, including assessing existing conditions and identifying engagement and outreach materials.
- Caltrans has submitted a request for non-SHOPP resources from Headquarters to develop a PID for improvements on PCH in Malibu.
 - If approved, resources will be provided in FY 24-25 for PID development, pending completion of the PCH Master Plan.