



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.

