



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

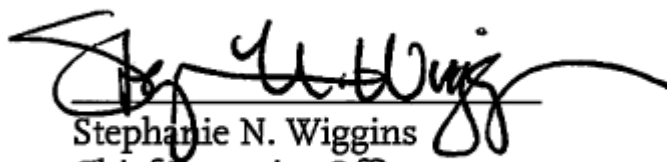
Upon Board approval, staff will coordinate with the implementing agencies to amend existing Funding Agreements to reflect the new programmed years.

ATTACHMENTS

Attachment A - Measure M MAT Cycle 1 Program Update

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