Los Angeles County
Metropolitan Transportation
Authority
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Los Angeles, CA

Metro

Board Report

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PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2025

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING $23,664,419 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 $4,317,812 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds 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.

ISSUE

The Measure R Multimodal Subregional Programs update reports on project priorities that have been revised and budgets that need to be amended to implement the Measure R multimodal subregional projects. In June 2021, the Board approved the Metro Highway Modernization Program <https://boardagendas.metro.net/board-report/2021-0467/> expanding funding eligibility for active transportation and complete street projects within Measure R and Measure M guidelines. Metro staff works with local jurisdictions on the inclusion of multimodal elements.

The updated project list (Attachment A) reflects new projects, projects that have received prior Board approval, and proposed changes related to schedules, scope, and funding allocations for existing projects. 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) have been allocated under the multimodal highway operational improvement subfund program. In coordination with local jurisdictions, Metro staff leads the development and implementation of muti-jurisdictional and regionally significant highway and arterial projects. Staff also leads projects on behalf of local jurisdictions, at their request, and assists in developing projects within the subfund program.

Additionally, Metro staff manages grants for the Arroyo Verdugo, Las Virgenes/Malibu, Gateway, North Los Angeles County, and South Bay subregions that fund transportation improvements that have been developed and prioritized locally.

Local jurisdictions prioritize and develop projects that are eligible 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 by Metro staff to ensure the projects work toward reducing congestion, resolving operational deficiencies, improving safety, and incorporating multimodal elements.

A total allocation of $1.89 billion has been designated in the Measure R Expenditure Plan for multimodal highway operational improvements. This funding supports a wide variety of projects and transportation improvements throughout Los Angeles County that maintain consistency with Metro's charge toward multimodal improvements that support the region's mobility needs and support 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. This includes traffic signal, pedestrian, bicycle, transit, and roadway improvements. The Measure R Expenditure Plan does not specifically identify individual multimodal highway capital projects; rather, local jurisdictions within the subregions identify candidate projects for Metro staff review. Metro staff confirms project eligibility, reconfirms funding eligibility for projects that request scope changes, and establishes a project nexus to the eligibility criteria. Through the project evaluation period, Metro staff works with local jurisdictions to refine and integrate multimodal elements into each project that support safe, sustainable, environmentally friendly, and equitable transportation, before being brought for Board approval.

Arroyo Verdugo Operational Improvements

A total of $140,764,786 has been programmed for projects in the Arroyo Verdugo subregion to date. Of this amount, $61.6 million has been spent to date, with 61 active projects currently in various stages of the project development process. This update includes funding adjustments for three existing projects and one new project.

Glendale

Deobligate $1,200,000 for MR310.39 - Widening of SR-2 Freeway Ramps at Mountain. Based on the right-turn volume in the AM and PM peak, the northbound Route 2 off-ramp to Mountain Street is adequately operating and the proposed widening of the off-ramp to add a dedicated right-turn lane is not needed at this time.

Program an additional $2,000,000 for MR310.62 - Downtown Glendale Signal and Mobility Improvements Project in FY24-25 for a revised budget of $10,626,736. The Project is in the Plans, Specifications, and Estimates (PS&E) phase and funds are being programmed to fund the construction phase as the City anticipates increased costs. The Project includes software and hardware modifications to coordinate traffic flow via signal synchronization, benefiting all modes of transportation by improving phasing and timing operations and increasing safety through signalized intersections.

Program an additional $783,560 for MR310.66 - Highway Safety Improvement Program (HSIP) Cycle 11 Local Match (Ped/Bike Improvements) Project in FY25-26 for a revised budget of $2,000,000. The Project is in the PS&E phase and funds are being programmed to fully fund the project through the construction phase. The Project includes pedestrian/bike signal improvements and upgraded median, bike lane, and pedestrian crossings throughout the City of Glendale.

Program $5,000,000 - Citywide Multi-Modal Equipment Modernization Project. This is a new project, and funds will be programmed as follows: $250,000 in FY24-25 and $4,750,000 in FY25-26. Funds are being programmed for PS&E and Construction phases to upgrade equipment and their ancillary components at key signalized intersections citywide. The Project includes upgrades such as a new bicycle detection, pedestrian countdown signal head, Accessible Pedestrian Signals Push Buttons, and LED Safety Lighting throughout the City of Glendale.

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

A total of $454,100,337 has been programmed for projects in the South Bay subregion to date. Of this amount, $153.5 million has been spent to date, with 84 active projects currently in various stages of the project development process.]This update includes funding adjustments for one existing project.

Gardena

Program an additional $500,000 for MR312.02 - Traffic Signal Reconstruction on Vermont at

Redondo Beach Blvd and at Rosecrans Ave in FY25-26 for a revised budget of $2,728,000. The Project is entering into the construction phase and the funds are being programmed to cover increased construction costs. The Project includes signal and intersection improvement to address the existing, near-term future, and long-range traffic conditions along the Vermont Avenue corridor. The improvements will improve safety, access, and operations by eliminating existing deficiencies at the intersections.

Gateway Cities I-605 Corridor "Hot Spots" Interchange Improvements

A total of $424,005,624 has been programmed for projects in the Gateway Cities subregion to date. Of this amount, $64.8 million has been spent to date, with 78 active projects currently in various stages of the project development process. This update includes funding adjustments for six existing projects.

LA County

Modify the Project scope for MR315.07 - Mulberry Drive and Painter Avenue Intersection Improvements Project (the intersection is partially located in South Whittier and unincorporated Los Angeles County). The Project is in the design phase and the County is facing continued escalating costs of materials and services. The design team has reduced the scope of work to be able to deliver the Project within the Board-approved budget. As part of these adjustments, the design team is proposing the removal of the right and left turn storage lanes, as well as the right and left turn pockets proposed for Mulberry Drive. The Project will provide an additional northbound left turn lane along Painter Avenue. Additional features include north and southbound turn pockets along Painter Avenue, east and westbound right turn overlap phases, and signage for a Class III bike route along Mulberry Drive as outlined in the County Bicycle Master Plan.

Deobligate $1,148,287 for MR315.11 - Valley View Avenue and Imperial Highway Intersection Improvements Project (the intersection is partially located in the City of La Mirada and unincorporated Los Angeles County) for a revised budget of $491,713. The Project was in the design phase and had significant cost escalations. County staff performed a level of service analysis and considered reduced scopes to work within the project budget. It was found that the proposed reduction in the intersection improvement would no longer deliver operational improvements as originally intended. The remaining Project budget will be deobligated and returned to the subregion to fund active projects.

Deobligate $1,969,525 for MR315.15 - Norwalk Boulevard and Whittier Boulevard Intersection Improvement Project (the intersection is partially located in the City of Whittier and unincorporated Los Angeles County) for a revised budget of $860,475. The Project was in the design phase and had significant cost escalations. County staff performed a level of service analysis and considered reduced scopes to lower project costs. It was found that the proposed reduction in the intersection improvement would no longer deliver no operational improvements as originally intended. The City of Whittier has expressed interest in continuing work at this intersection. The remaining project budget will be deobligated and returned to the subregion. Staff will work to execute a new funding agreement with the City of Whittier.

Norwalk

Program an additional $580,000 for MR315.10 - Bloomfield Avenue at Imperial Highway Intersection Improvement Project for a revised budget of $1,500,000. In addition, reprogram $1,462,657 as follows: $57,657 in FY24-25, and $1,405,000 in FY25-26. The Project is in the right of way phase with additional funds being programmed to support right of way acquisitions needed to deliver the studied improvements and to support escalated construction costs. The Project's originally programmed funds are being reprogrammed to account for the City's revised schedule. The Project includes additional east and westbound left turn lanes on Imperial Highway, modifying signal timing and operations, and providing Class II bike lanes north and southbound on Bloomfield Avenue.

Program an additional $1,020,000 for MR315.26 - Studebaker Road at Alondra Boulevard Intersection Improvement Project in FY24-25 for a revised budget of $1,500,000. The Project is completing the design phase, and funds are being programmed to account for increased construction costs due to unit price increases as a result of delays in utility relocations and Memoranda of Understanding needed with third party agencies. The Project includes an additional southbound left turn lane on Studebaker Road, increased left turn lane storage for Studebaker Road, and modifications to signal timing, operations, and improvements to the existing median.

Santa Fe Springs

Program an additional $1,297,371 for MR315.41 - Valley View Ave Intersection at Alondra Blvd Improvements Project for a revised budget of $4,884,371. In addition, reprogram $4,864,500 as follows: $3,567,129 in FY24-25, and $1,297,371 in FY25-26. The Project is in the design phase and funds are being programmed for the City to finalize its 100% PS&E. Additional funds are being programmed to support right-of-way acquisitions needed to deliver the Project improvements and escalated construction costs since the engineer’s estimate was prepared for this Project. The City is reprogramming its original funds to account for its new Project timeline. The Project includes restriping Alondra Boulevard to provide a right/through lane, two through lanes, and dual left turn lanes for both the eastbound and westbound directions. The Project will also widen the south side of Alondra Boulevard and reconstruct a raised median east of the intersection. The road improvements are aimed at improving mobility and safety along the major corridors.

Gateway Cities I-710 South Early Action Projects

A total of $359,347,757 has been programmed for projects in the Gateway Cities subregion. Of this amount, $105.5 million has been spent to date, with 75 active projects currently in various stages of the project development process. This update includes funding adjustments for six projects.

Metro

Program $10,000,000 for I-710 Humphreys Avenue Crossing: A Pedestrian and Bicycle Crossing to Bridge the I-710 Divide in East Los Angeles Project. This is a new project, and funds will be programmed as follows: $200,000 in FY25-26, $1,300,000 in FY26-27, $2,000,000 in FY27-28, $2,300,000 in FY28-29 and $4,200,000 in FY29-30. The Project’s environmental and design phases

will be led by Metro, but construction will be implemented by Caltrans or another entity besides Metro. The Project includes crosswalk and sidewalk upgrades to meet ADA requirements, and upgrades to the Humphreys Bridge.

Program up to $200,000 for I-710 Humphreys Avenue Crossing: A Pedestrian and Bicycle Crossing to Bridge the I-710 Divide in East Los Angeles - Caltrans Oversight. This is a new Metro-led project and funds will be programmed: $200,000 in FY26-27. The project is in the planning phase and funds are being programmed to begin the environmental phase of the project. The Project includes crosswalk and sidewalk upgrades, ADA-compliant elements, and upgrades to the I-710 Humphreys Bridge.

Bell

Program an additional $878,392 for MR306.44 - Gage Avenue Bridge Improvements Project for a revised budget of $1,925,239. Funds will be programmed as follows: $219,598 in FY24-25 and $658,794 in FY25-26. The Project is in the PA&ED phase and funds are being programmed as recommended by the I-710 Technical Advisory Committee to complete the environmental document including traffic and environmental studies. The Project includes standard lane widths, shoulders, sidewalks, and new street lighting that will provide safety improvements to pedestrians.

Lynwood

Reprogram $1,000,000 for MR306.59 - Imperial Highway Capacity Enhancements Project. The funds are being reprogrammed as follows: $1,000,000 in FY24-25, the budget remains the same at $4,626,537. The Project is in the construction phase and funds are being reprogrammed to expand the scope and project limits. The Project includes traffic signal equipment and restriping between State Street and Wright Road along Imperial Highway. The purpose of this Project is to implement a range of improvements to the existing intersections to improve safety and operations.

South Gate

Reprogram $89,594 for MR306.57 - Imperial Highway Improvements Project. The funds are being reprogrammed as follows: $89,594 in FY24-25, the budget remains the same at $966,250. The Project is in the construction phase and funds are being reprogrammed to extend the project limits to add a U-turn pocket on Imperial Highway. The Project includes raised center medians and traffic signal modifications along Imperial Highway. The Project aims to improve mobility, safety, and air quality along Imperial Highway.

Signal Hill

Program $1,404,720 - Willow Street to Cherry Avenue Efficient Traffic Corridors Project. This is a new project and funds will be programmed as follows: $172,500 in FY25-26 and $1,232,220 in FY26-27. The Project is in the Project Approval and Environmental Documentation (PA&ED) phase, and funds are being programmed to be used as seed funding for the HSIP Grant, which requires a 20% match. The Project includes mitigation measures, traffic signal upgrades, and traffic signal coordination.

North County SR-138 Safety Enhancements

A total of $200,000,000 has been programmed for projects in the North County subregion to date. Of this amount, $73.8 million has been spent to date, with 12 active projects currently in various stages of the project development process. This update includes funding adjustments for one existing project.

Reprogram $25,000,000 for MR501.01 - The Old Road - Magic Mountain Parkway to Turnberry Lane. The funds are being reprogrammed as follows: $2,000,000 in FY24-25, $21,000,000 in FY25-26 and $2,000,000 in FY26-27, the budget remains the same at $25,000,000. This Project will be in the construction phase and funds are being reprogrammed to better align with the project timeline. The Project includes realigning and widening the roadway to include bike lanes and sidewalks to provide multimodal improvements on the existing roadway.

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/>. 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. Efforts are ongoing to collaborate with the different subregions, ensuring that equity is considered in the selection, prioritization and completion of projects.

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 Bell, Gardena, Glendale, South Gate, Long Beach, and Lynwood 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 may face cost implications by delaying the required funding agreements, amendments, or time extensions.

NEXT STEPS

Metro staff will timely execute the funding agreements in consideration of multimodal investments within the Measure R Multimodal Highway Subregional Program.

ATTACHMENTS

Attachment A - Measure R Multimodal Highway Subregional Programs - January 2025

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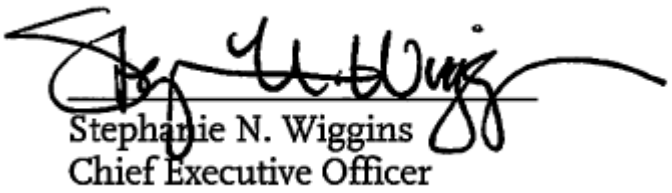

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