



Board Report

File #: 2025-0376, **File Type:** Program

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE
MAY 14, 2025**

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. REALLOCATING a Measure M Metro Active Transport, Transit and First/Last Mile (MAT) project funding award for the Western/Slauson project to a new project, Crenshaw Boulevard First/Last Mile Improvements, in the amount of \$3,379,169.89;
- B. WAIVING program eligibility and competitive selection procedures specific to awarding funding to Crenshaw Boulevard First/Last Mile Improvements; and
- C. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

The Board’s approval is required to reallocate funding from the Western/Slauson MAT project to the Crenshaw Boulevard First/Last Mile Improvements project. This action is prompted by a request from the grantee, the City of Los Angeles, (city) to secure needed funding for the Crenshaw Boulevard First/Last Mile Improvements project.

BACKGROUND

The MAT Program is included as line item 47 in the Measure M Expenditure Plan and allocates \$857.5 million (2015 dollars) for investment in active transportation infrastructure over 40 years.

The Board approved the first MAT Program funding cycle process and selection criteria in January 2020 , and the project selection and programming of \$63,100,000 in Measure M MAT Program funds in January 2021 . The Western/Slauson MAT project was awarded \$3,606,043 from FY21-FY25 to improve safety and access to bus stops at the intersection of Western Avenue and Slauson Avenue by deploying a broad range of first/last mile improvements including landscaping and shade, curb

ramps, high visibility crosswalks, improved sidewalks, and bicycle friendly intersections.

Crenshaw Boulevard First/Last Mile Improvements will be part of a the unique Destination Crenshaw project that will improve pedestrian and bicyclist safety and access to multiple K Line stations along Crenshaw Boulevard while also incorporating art installations, open space, and community gathering space. When complete, it will serve as a high-visibility gateway and community asset for South Los Angeles.

Last month, Metro received a request from the city to reallocate funding awarded for the Western/Slauson project. In order to accommodate this request, staff is seeking Board action to reallocate funds, waive program requirements, and authorize the CEO to negotiate and execute agreements, noting intent for agreement terms to assure that Western/Slauson will be delivered with other funding as described further below. The amount of the recommended reallocation is \$3,379,169.89, representing the original award to Western/Slauson reduced by expenditures to date.

DISCUSSION

Reallocating MAT funds will result in high value, high quality improvements consistent with the intent of the MAT program. Funding support for Crenshaw Boulevard First/Last Mile Improvements will facilitate delivery of a high-visibility complete street and cultural hub in advance of the 2028 Olympic Games.

Accommodating the city's requests, while it supports a high-value project consistent with the goals of the MAT program, is outside the process approved by the Board in 2020. Specifically, Cycle 1 of the MAT program was based on an "invitation to apply" model with pre-selected and ranked project locations based on the Board-adopted Active Transportation Strategic Plan . Crenshaw Boulevard First/Last Mile Improvements, which will serve as a first/last mile project for K Line stations at Leimert Park and Hyde Park, was not an eligible project location at the time of the original competitive process; Therefore, the recommendation also includes an action to waive applicable eligibility requirements. Staff recommends this approach as appropriate because it will reallocate funds to the same grantee (city of Los Angeles), who is providing assurance the original awarded project will be fully funded and completed, and because all project elements delivered with MAT funds will be eligible improvements.

Staff will additionally negotiate and execute a revised Funding Agreement. Of note, city staff have indicated a commitment to subsequently fund and complete the Western/Slauson project. As part of negotiations, staff will develop agreement provisions to formalize this commitment and pursue other options to preserve the value of work completed to date on the Western/Slauson project.

DETERMINATION OF SAFETY IMPACT

Projects funded through the MAT program are intended to improve safety for people walking, biking, and rolling to transit stations. The implementation of the project associated with this action will improve safety along the Crenshaw Boulevard corridor and for people accessing K Line stations.

FINANCIAL IMPACT

The recommended action will have no direct financial impact as it is reallocating previously programmed funds. The city’s commitment to secure additional funding to complete the Western/Slauson project will result in successfully leveraging Metro resources to result in additional walk, bike, and safety improvements.

As part of subsequent negotiations associated with this action, staff will determine a schedule for the Crenshaw Boulevard First/Last Mile Improvements project that may result in changes to the yearly programmed funds. Any such changes will be reported to the Board in subsequent MAT program updates. The Cost Center manager and Chief Planning Officer are responsible for the budgeting funds as needed for future years.

Impact to Budget

In FY25, \$3,937,521.00 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.

Since MAT projects are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

The source of funds for these projects is Measure M Active Transportation 2%. This fund source is not eligible for Metro bus and rail operating and capital expenditures. Taking this action will not impact Metro’s finances as the funding is already dedicated to active transportation and first/last mile projects implemented by local jurisdictions.

EQUITY PLATFORM

The recommended action reallocates funding for improvements centered at the intersection of Western Avenue and Slauson Avenue to instead deliver improvements along Crenshaw Boulevard. Census tracts surrounding Western/Slauson are predominantly in the high need tier for Metro Equity Focused Communities. The table below provides a high-level summary of equity considerations for the two project areas inclusive of share of low income households, and Black, Indigenous, and Persons of Color (BIPOC) Households.

PROJECT	% low income	% BIPOC	Very high need EFC census tracts	High need EFC census tracts
Western/Slauson	59%	97%		06037232500, 06037237202
Crenshaw Boulevard First/Last Mile Improvements	60%	70%	06037234600	06037234901, 06037235202, 06037234901

Of note, the city has indicated intent to subsequently fund and deliver the Western/Slauson project.

In finalizing agreements for the reallocated project, Metro will formalize the city's commitment to the Western/Slauson project inclusive of preserving Community Based Organization (CBO) and other stakeholder participation. Finally, while MAT funding for Crenshaw Boulevard First/Last Mile Improvements will deliver core, eligible active transportation and safety improvements, the larger project of Destination Crenshaw with additional funding sources is intended to serve as a cultural and artistic celebration and gathering place for Los Angeles' black community.

In Cycle 1 of the MAT Program, eligible projects were invited to apply for the MAT program based on a screening and ranking process intended to target high need locations based on indexes of socio-economic and environmental disadvantage.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program advances several Strategic Plan Goals including:

- *Goal #1:* High-quality mobility options - advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.
- *Goal #2:* Outstanding trip experiences for all - will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- *Goal #3:* Enhancing communities and lives - includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- *Goal #4:* Transform LA County through collaboration and leadership - prompts new partnership models with agencies to deliver projects.

ALTERNATIVES CONSIDERED

The Board may consider not approving the reallocation. This is not recommended as it would fail to

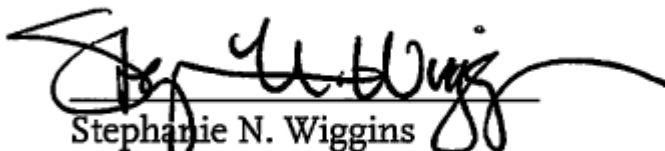
accommodate a funding need for a high-visibility project in advance of the 2028 Olympic Games. Further, this action is intended to leverage available MAT funding by completing the Western/Slauson project with other resources. As such, not reallocating funds as recommended would forestall this opportunity.

NEXT STEPS

Upon approval, staff will provide an updated programming table for MAT Cycle 1 in a Board Box and will further report this action in upcoming Board updates on the MAT program. Staff will negotiate and execute a Funding Agreement, inclusive of a discreet scope of work for MAT funded improvements for Crenshaw Boulevard First/Last Mile Improvements as part of the Destination Crenshaw project and provisions to assure completion of the Western/Slauson project.

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