



Board Report

File #: 2021-0564, **File Type:** Motion / Motion Response

Agenda Number: 12.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 17, 2021**

SUBJECT: RESPONSE TO MOTION 17 - MODERNIZING THE METRO HIGHWAY PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on the status of the Highway Modernization Program actions.

ISSUE

This Receive and File report responds to Motion 17 authored by Directors Butts and Garcetti titled Modernizing the Metro Highway Program, which directed staff to report back on the 19 recommendations (Attachment A) developed by the Ad-Hoc Board Deputies Highway Department Subcommittee.

BACKGROUND

At its June 2021 meeting, the Board approved Motion 17: Modernizing the Metro Highway Program. The Motion (Attachment B) directed staff to report back on a plan of action on the 19 recommendations included in the June 2020 Board motion (Attachment C) (File #2020-0412) to be followed in development of all future highway projects.

DISCUSSION

In line with the organizational realignment announced by the CEO, Metro's Highway Program and the Grants Management Department, which now report to the Chief Planning Officer, developed this report. Planning & Development staff, consulted and coordinated with Environmental Compliance and Sustainability Department staff (ECSD) and Planning's Goods Movement, Transportation Demand Management (TDM), Active Transportation and Complete Streets units. This report provides activity history and plans of action in response to each of the 19 recommendations with the indication of whether the actions are currently in place or will be added to the efforts in development of Highway improvement projects.

The motion packaged specific requirements in three categories where Metro Highway Programs was recognized as Planner, Funder, and Leader. As Planner, Metro Highway Programs was directed to consider and include, to the extent possible, multimodal improvements during the development of

future Highway Projects. The Motion required that these multimodal improvements consider and support the region's mobility needs and support safe, sustainable, and equitable transportation improvements. Broad multi-modal expertise engagement to consider these types of improvements was recommended.

These requirements and recommendations are currently in place through multi-department coordination when developing highway improvement projects. As projects are being developed, accommodations for all users, whether they walk, bike, roll, take transit or drive are considered when warranted and their benefits are confirmed. These improvements include construction of missing sidewalks, curb ramps, bike lanes, bike refuge areas, pedestrian push buttons, and other project elements. Proposed highway improvement projects will also consider transit service-related work, including the preservation of right of way and allocation of roadway space. Local agencies within the area of effect of highway improvement projects are included on the project development teams. Their input and their relevant projects that can be merged with the proposed project are considered. Examples include inclusion of crosswalk renewals and/or additions, improved pedestrian access, advanced stop lines, leading pedestrian intervals, pedestrian push buttons and cycle detectors, turn lanes at an intersection, and similar projects. Highway staff will expand and improve these practices where possible.

The second outlined area was where Metro was identified as funder. This relates to the multimodality and the updated Measure R and M Guidelines. The revised guidelines (File 2021-0291) were presented to the Board and adopted in June 2021. The updated guidelines allow certain highway funds to consider and accommodate active transportation, transit and TDM projects (either as a component of a highway improvement project, or as stand-alone project) that have "validation of need, defined and documented transportation improvement objectives, and will have performance-based measurable benefits". Inclusion and implementation of the eligible expanded work elements in highway improvement projects will allow for the use of Measure R and M subregional funds as well as available external grant funds.

The third outlined area was where Metro's role was identified as a leader. These recommendations outlined partnering with federal, state, local government and regulatory agencies to shape best practices in highway planning. Metro Highway and Planning teams meet monthly with Caltrans senior management and with FHWA representatives on an as-needed basis to discuss emerging regulations, project specific issues and areas to collaborate. Among the broad range of topics discussed are funding opportunities through various state and federal sources and implementation of SB743, Governor's Executive Orders, and other regulations applicable to the State Highway System improvements. Updates will be provided to the Board and our broader stakeholders on relevant efforts and success in securing state and federal support for Metro's projects.

As stated earlier in this report, representatives of local agencies within the area of effect of the highway improvement projects are engaged at those projects' planning/scoping stages. Local complimentary projects such as pedestrian, bicycle, signal, and safety improvements will be included in the scope of highway projects. If the local agency has funds for those improvements, those funds will be merged into the project.

EQUITY PLATFORM

As we continue this work, highway investments will aim to provide mobility options for all, including those with the greatest mobility needs. Multi-modal considerations are evaluated and applied to projects in the planning process when viable and warranted. Through multimodal consideration in the development of highway improvement projects, unique mobility needs and potential impacts to the surrounding community, including EFCs and marginalized or vulnerable users, can be identified and validated for consideration and either incorporated in the highway project being developed, or considered for implementation as standalone modal projects.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals # 1: Provide high-quality mobility options that enable people to spend less time traveling, by developing multimodal highway improvements; goal #3: Enhance communities and lives through mobility; and goal #4: Transform LA County through regional collaboration and national leadership.

NEXT STEPS

As the Highway department in Planning and Development undertake new projects or as countywide plans are developed, cross-functional collaboration between Highway Programs, Goods Movement, TDM, Active Transportation, Complete Streets units, and others will occur on these efforts. Accomplishments will be reported to the Board.

ATTACHMENTS

Attachment A - Highway Subcommittee Recommendation and Responses

Attachment B - Motion 17

Attachment C - Motion 8

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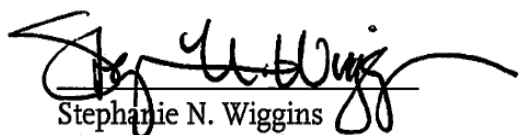
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Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>1 Incorporate staff with multimodal planning expertise in all project development teams to identify opportunities and challenges early and evaluate potential solutions before options are precluded by budget and right-of-way constraints.</p>	<p>Relevant Metro Planning Depts: (Transit, Active Transportation (AT), Complete Streets (CS), Environmental Compliance and Sustainability dept (ECSD); Equity and Race; Shared Mobility; staff of local agencies within the limits of the project; and Caltrans for projects that require State's review/approval</p>	<p>Ongoing</p>	<p>Highway Programs staff consult with various Metro expert discipline team members at the early project development stages to consider inclusion of eligible multimodal planning elements within the scope of highway improvement projects. These coordination practices are described at a high level in the Measure M administrative procedures adopted by the Board. Staff reviews proposed scopes of work with the cities and Metro's Active Transportation, Complete Streets, TDM or other relevant modal departments. The scope of a highway improvement project may include off-freeway improvements benefitting pedestrians and bicyclist or park and ride accommodations. Staff also coordinates with Caltrans, local agency partners, Metro's Environmental Compliance and Sustainability Dept, and the Office of Equity and Race to include relevant and beneficial recommendations in the scopes of highway projects. Examples of this work includes pedestrian improvements in Hawthorne's Moneta Garden Mobility Project, pedestrian and bicycle improvements in Long Beach's Artesia Blvd Improvement Project, and bike lane, sidewalk, curb ramp, ped push button improvements in the SR-91 Shoemaker to Alondra and SR-91 Central to Acacia projects.</p>
<p>2 Ensure that all Metro-led highway planning processes include a multimodal stakeholder participation process that includes review of staff drafts prior to consideration by the Metro Board using existing Metro and/or COG stakeholder advisory committees or a new study-specific committee, as warranted.</p>	<p>Relevant Metro departments based on the scope of the project; staff of subregional authorities and local agencies affected by the project; Caltrans for projects on the State highway system; and other agencies/entities as applicable. Also, engagement of the community during the scoping/ environmental process when warranted/required.</p>	<p>Ongoing</p>	<p>Highway Staff coordinate and consult with multimodal stakeholders in the early stages of the project development process to consider and include appropriate and beneficial multimodal elements in highway/roadway improvement projects. Input and reviews are solicited from cities, schools, local, state and federal agencies, project development team members, COG boards or technical advisory committees, community-based organizations and if applicable Caltrans' pedestrian, bicyclist, sustainability and other relevant functional units. As new highway projects are developed, the participation process can be adapted and modified. For the I-710 (South) project, a corridor-specific TAC in partnership with the COG was developed to engage all affected jurisdictions in the decision-making process. Furthermore, a Task Force with broad-base participation from corridor stakeholders has also been formed that will review the needs of the corridor and help Metro and Caltrans plan for future multimodal investments. Underway is also an I-405 Comprehensive Multimodal Corridor Plan which is coordinating with broad stakeholders and multiple subregions and COGs to develop a 405 plan to enable Metro to apply for SB-1 SCCP Grant funds. Other project specific participation plan processes will be developed as needed.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>3 Include analysis of greenhouse gas emissions resulting from Metro-funded highway projects in forthcoming Metro sustainability and climate action plans, including Moving Beyond Sustainability/ Sustainability Plan 2020</p>	<p>Metro Environmental Compliance & Sustainability Department; Caltrans; Local, State, and Federal Agencies</p>	<p>1-2 Years</p>	<p>AQ analysis is an integral element of the environmental process and technical studies developed under both CEQA and NEPA for all highway projects. It is recognized and understood that GHG production and reductions go beyond the assets Metro controls. Metro staff is collaborating on preparation of an update to the “Moving Beyond Sustainability 10-year Sustainability Strategic Plan” to assess GHG emissions related to Highway investments. Highway staff will continue to coordinate with Metro’s ECSD staff to identify the necessary sustainability considerations including GHG information and incorporate those in the scopes of projects. Staff will also refer to and analyze Caltrans’ August 2020 Greenhouse Gas Emissions and Mitigation Report.</p>
<p>4 Incorporate multimodal recommendation in Metro's upcoming Joint Systemwide Strategic Highway Plan, the Goods Movement Strategic Plan, and any other relevant ongoing strategic planning activities</p>	<p>Metro Countywide Planning; Staff of local agencies, and subregional COGs within the limits of the project.</p>	<p>1-2 Years</p>	<p>Multi-modal investments will be considered in the planning and development of highway projects either by updating the existing elements or adding new components within the area of influence of highway projects. Highway staff will coordinate with Metro Planning to ensure consideration of appropriate multi-modal investments. Staff will also coordinate with local agencies and subregional COGs within the area of influence of highway improvement projects to explore local agency plans for multi-modal investments and combine local and Metro projects where possible.</p> <p>As for inclusion of improvements supporting goods movement, Metro highways has been coordinating with Planning and included goods movement-related improvements on major goods movement corridors such as the I-710 and I-605. Going forward, in light of oppositions to major highway investments and widenings to accommodate the movement of goods, new potential opportunities for regional and interstate movement of goods would need to be assessed, planned and implemented through multi-stakeholder discussions. Although, under current restrictions imposed on highway investments, opportunities for major investment in meaningful goods movement projects are limited. Locally prioritized goods movement projects within the footprint of future highway projects will be considered.</p>

	Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
5	<p>Include technology, policy, and land use strategies to promote sustainable distribution and neighborhood delivery in the Goods Movement Strategic Plan and/or the I-710 Clean Truck Element.</p>	<p>Metro Government Relations; Environmental Compliance and Sustainability; Countywide Planning (Goods Movement); SCAG; COGs/JPAs</p>	<p>Ongoing</p>	<p>In January 2021 the Board adopted the LA County Goods Movement Strategic Plan, which identifies countywide clean truck initiatives, the need to establish trusted relationships with various Local/State/Federal stakeholder, regulatory partners (AQMD), and development of policy and technology improvements for infrastructure and vehicles. Highway Programs, ECSD, Goods Movement and Gov Relations staff have and will continue to identify viable investments for the improved movement of goods across the county and seek funding opportunities to support the timely implementation of projects. Project specific recommendation can be developed through efforts such as the I-710 Task Force or through future Goods Movement Strategic Plan efforts. As eligible state or federal projects or initiatives are developed, coordination with Gov Relations will occur to acquire funding or pursue policy changes. Updates on the progress of efforts, securing of funds, and possible beneficial investments will be presented to the Board.</p>
6	<p>Coordinate implementation of the Countywide Strategic Truck Network and Active Transportation Strategic Plan to ensure a balanced highway/arterial/street network that safely serves pedestrians, bicycles, slow-speed vehicles, buses, rail alignments, automobiles, and goods movement vehicles.</p>	<p>Countywide Planning (various departments) and Shared Mobility Department</p>	<p>1-2 Years</p>	<p>Metro's Countywide Strategic Truck Network (CSTAN) and the Active Transportation Strategic Plan will be updated. Efforts on these items will commence in the next 12-24 months. CSTAN and the ATSP updates will be coordinated by the Planning dept with input by Highway staff and others to ensure all users of the roads are considered. The impact of freight movement on the highway system and arterials in Los Angeles County, and the demand for improved mobility and the efficient movement of goods and people will continue to be evaluated in the development of highway improvement projects.</p> <p>As projects are developed, active transportation elements, pedestrian improvements, and bus and rail alignments will be evaluated. Highway programs will engage Metro Planning and the local agency staff to identify transportation needs and benefits to accommodate the movement of goods off the state highway system.</p> <p>Highway Programs staff will research projects in local plans to identify the possibility of merging those projects into the highway improvements planned at the same locations for efficiency and to minimize multiple construction impacts on the communities within the area of effect of projects. Where local agencies and/or the subregions have funding for those improvements, Metro will require funding participation by local agencies. In the absence on local funds, we will seek other available funds including state and federal grants to help the implementation of the local improvements.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>7</p> <p>Incorporate Transportation Demand Management (TDM) tools and project as components of Metro's mobility and sustainability strategies, with particular emphasis on those that reduce VMT.</p>	<p>Countywide Planning; Environmental Compliance and Sustainability;</p>	<p>Ongoing</p>	<p>As Highway projects are being developed, study and validation of both TSM and TDM as alternatives to "build" options are included in the analysis. Multi-agency coordination and consultation with major employers and others will be necessary to identify opportunities for reduction of vehicular trip demand on the roadway system as well as mode shift to reduce car trips.</p> <p>Metro staff will continue to explore the TDM concept; identify major factors/actions that could support this option; identify the responsible parties for implementation of various TDM elements; engage those parties in discussions when/if possible; and will present recommendations and action plans for all future highway projects to the Board.</p> <p>Metro was recently awarded a Caltrans Sustainable Communities Grant to develop a VMT mitigation framework in line with CEQA. Highway Programs is initiating the study in Fall 2021 and will develop recommendations for avoidance or mitigation of additional VMT in future highway improvement projects.</p>
<p>8</p> <p>Expand funding eligibility for transit and active transportation projects by clarifying that all multimodal project elements within a street right-of-way are eligible for highway funding programs in all applicable guidelines, including Measure R Highway Program Criteria and Measure M Guidelines.</p>	<p>Countywide Planning</p>	<p>Ongoing</p>	<p>The June 2021 Board action through "Modernization of the Highway Program" expanded eligibility for active transportation and transit projects when such investments will produce tangible mobility benefits. Investing Measure M and R subregional funds in other modes such as active transportation (bike and pedestrian improvements) and transit as stand-alone alternative mode projects that could help alleviate vehicle congestion on roadways, will be evaluated on project-by-project basis, to ensure such investment are consistent with the Ordinances and Metro Board directives that would help alleviate roadway congestion.</p> <p>Inclusion of pedestrian and bicycle lanes improvements in and as a components of highway improvement projects will be considered and such improvements will be implemented if conditions are safe and ROW is either available or can be acquired without adverse impacts. Staff will identify eligible investments and will seek Board approval for implementation of those alternatives.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>9</p> <p>Clarify funding eligibility for projects and technologies that support the implementation of TDM strategies in applicable programs.</p>	<p>Countywide Planning and Shared Mobility</p>	<p>Ongoing</p>	<p>Measures R and M sales tax revenues allocated to highway projects are eligible for funding TDM components of highway projects as long as those elements are consistent with the Purpose and Need Statement of the projects and validated as the most viable mobility improvement/congestion relief option in the project planning documents or through other qualified studies. Highway Programs project managers will collaborate with Metro’s Capital Planning group to identify external sources of funds to support expansion of TDM investments, and, to the extent possible, supplement Metro funds.</p> <p>As for the implementation of technologies to improve roadway mobility, Highway Programs is managing countywide signal upgrades/synchronization projects that improve mobility along arterials. Staff is coordinating with the Los Angeles County Department of Public Works and local agencies to improve the Countywide system. Staff is also providing local signal system improvement assistance to cities for improved mobility.</p> <p>At the regional level, Highway Programs is leading various "Integrated Corridor Management" (ICM) projects. These projects are incorporating technology to couple local arterials and heavily congested freeway segments to improve corridor mobility. ICM projects are currently in development along segments of I-210, I-710, I-405 and I-105.</p>
<p>10</p> <p>Ensure that project and program objectives and performance criteria are defined multimodally and equitably (e.g. using person throughput instead of vehicle throughput; safety and vulnerable road users; reduction of VMT).</p>	<p>Metro Environmental Compliance & Sustainability Department; Shared Mobility</p>	<p>Ongoing</p>	<p>Mobility, safety, pedestrian and cyclist access, community impacts and equity are key criteria that are evaluated when developing highway projects. When possible, inclusion and/or improvements to HOV or ExpressLanes will be considered as demand management strategies to reduce VMT. Additionally, statewide implementation of SB743 took effect on July 1, 2020 and Highway Programs staff is coordinating and consulting with Caltrans on all projects to assess VMT. As projects are being developed, staff will evaluate and incorporate multimodal aspects, equity, and evaluation of VMT mitigation measures. Moreover, Highway Programs was awarded a Caltrans Sustainable Communities Grant to develop a VMT mitigation framework in line with CEQA that could be applied to projects. This study is currently in progress. Updates will be provided to the Board.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>11 Replace the use of Level of Service (LOS) with VMT reduction as a criterion in all funding decisions. Coordinate with Caltrans to ensure that Metro's application of VMT performance criteria is consistent with Caltrans</p>	<p>Caltrans; Metro Environmental Compliance & Sustainability Department; Shared Mobility Department</p>	<p>Ongoing</p>	<p>Statewide implementation of SB743 took effect on July 1, 2020. Highway Program staff has been coordinating and consulting with Caltrans on all projects to conduct VMT analysis and determine the impacts of projects and the required mitigation. Staff may also run parallel LOS analysis for informational purposes and determination of performance of State Highways in Los Angeles County.</p> <p>In June 2021, Metro Highway Programs received a grant from the State of California to develop a VMT mitigation program. Metro staff will meet with regional and statewide stakeholders to analyze and demonstrate the validity of various VMT quantification tools and mitigation options including Transportation Demand Management programs, complete street elements, public transit connections, park and ride lots and other improvements. Final findings and recommendations will be published and reported to the board at the conclusion of the 2-year grant effort.</p>
<p>12 Ensure that all discretionary funding programs, including Multiyear Subregional Programs, conform to Metro's Complete Street Policy, which requires all funding recipients to have locally adopted complete street policies. Provide additional technical assistance to local jurisdictions to support compliance, if needed.</p>	<p>Local agencies - including Caltrans when work is on a State conventional highway</p>	<p>1-2 Years</p>	<p>Metro Board, via Motion 17, "Modernization of Highway Programs", allowed flexibilities in the use of the Measures R and M subregional highway funds to be invested in active transportation and other non-highway projects as long as those projects contribute to congestion relief and mobility improvements. The Board emphasized that those investments on alternative transportation projects were permissive and not mandatory (File# 2021-0467).</p> <p>Metro's Planning staff is responsible for the Complete Streets program and will continue to work with local jurisdictions to ensure adoption of local complete streets policies consistent with Metro's program, and the Complete Streets Act of 2008. As of the date of this report, approximately, 58 of 89 LA County jurisdictions are in compliance. This recommendation will be further addressed when staff undertakes an update to the 2014 Complete Streets Policy.</p> <p>Complete Streets with full funding within the footprint of Metro's upcoming highway improvement projects may be combined with Metro's projects for development and implementation.</p>

	Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
13	Require the use of a complete streets checklist for all Metro-funded projects, consistent with Metro's Complete Streets Policy	Countywide Planning	1-2 Years	<p>Upon adoption of the final recommendations for "Modernization of Highway Programs" and final guidelines defining the flexibilities in investing subregional highway funds in alternative transportation projects, the Board emphasized that those investments are permissive and not mandatory (File#2021-0467).</p> <p>Metro's complete streets planning staff will continue to work with local jurisdictions to ensure adoption of local complete streets policies. New projects, as they are developed can consider or include complete streets elements for added mobility benefits. This recommendation will be further addressed when staff undertakes an update to the 2014 Complete Streets Policy.</p>
14	Establish aggregate countywide VMT reduction objectives consistent with statewide regional greenhouse gas emissions targets and ensure funding decisions support the attainment of countywide targets.	Environmental Compliance & Sustainability Department	2-3 Years	<p>Highway Programs staff was awarded a Caltrans Sustainable Communities Grant to develop a VMT mitigation framework in line with CEQA. Highway Programs staff in collaboration with Metro's Environmental Compliance and Sustainability Dept staff, other agencies, COGs, Caltrans District 7, other self-help counties, and subject matter experts/consultants will complete this study by 2024 and publish the study's findings and recommendations. All recommendations agreed to and adopted by the State will be used in development of the future highway improvement projects.</p>
15	Develop comprehensive performance evaluation methods for arterial streets, including mobility, safety, health/sustainability, and equity, and assist local governments with data collection.	Local agencies, county of Los Angeles, Metro Environmental and Sustainability, Office of Race & Equity; Shared Mobility Dept; Caltrans for projects on conventional highways.	Ongoing	<p>Highway Programs Staff has developed subregional arterial data resources that have been shared with and used by local agencies. As a consequence of traffic build up in Los Angeles County, inadequacy of the capacity of the State highway system, escalating recurring and non-recurring congestion, and the recent restrictions on major capacity enhancements/operational improvements on the State Highway System, traffic spillage onto the local streets/arterials continues to occur. Wayfinding navigation platforms direct traffic through local streets and neighborhoods bringing noise and air contamination deeper in local communities. Highway Programs staff will continue working within relevant Metro departments and the local agencies to identify problem areas across the County and prioritize investments in operational improvements to channelize and control traffic on local streets.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response	
16	Engage with Caltrans in the development of SB743 guidelines to responsibly transition highway planning from LOS to VMT.	Relevant Metro departments; Caltrans for projects on the State highway system.	Ongoing	Statewide implementation of SB743 took effect on July 1, 2020. Highway programs staff is coordinating and consulting with Caltrans on all upcoming highway improvement projects to assess changes in VMT and identify the appropriate mitigation measures. Metro Highway Programs and ECSD staff are working specifically on CEQA analysis to ensure least impactful effects of SB743 on Metro efforts. Additionally, Metro Highway Programs is exploring the most effective ways of addressing VMT and running impact analysis via a current study funded by the State of California, a panel of experts comprised on Metro, Caltrans District 7 and headquarters, other agencies, consultants and transportation advocacy groups will be engaged in this study.
17	Research and promote best practices for emerging/increasing uses of arterial streets including first/last mile delivery, curb management, bus transit priority, micro-mobility, and active transportation, including TDM best practices to support emerging modes and/or trip reduction	Countywide Planning	Ongoing	Highway Programs staff will coordinate with various Metro departments and local agencies to assist in the development of practical and beneficial priorities and solutions to the use of local streets to balance the capacity of the infrastructure and the transportation demand. Staff will continue to leverage the Arterial ITS Subcommittee of the Streets & Freeways Committee, SCAG, COG forums, business improvement districts and municipal transit operators to promote best practices. Proper use of the local streets and arterials is critical to maintaining countywide system mobility without creating barriers that would shift the traffic problems to other locations.
18	Offer technical assistance to local jurisdiction on incorporating emerging highway/arterial TDM best practices into their General Plan's Circulation Element.	Relevant Metro departments based on the scope of the project; staff of local agencies affected by the project; Caltrans for projects on the State highway system.	Ongoing	Highway Programs Staff has developed subregional arterial data resources, and procured technical services to assist local governments in development of highway/arterial projects. Currently, highway staff has developed projects for the Cities of Whittier, South Gate, Carson, Compton, Hermosa Beach, San Gabriel and other jurisdictions. Additionally, through the development of the Sustainable Communities Grant, VMT reduction strategies (including TDM) will be evaluated. Staff will pursue and encourage accurate identification of local and regional traffic demand, determination of the effectiveness of various modal investments, development of effective incentive programs, and other credible and practical information, measures, and investments leading to reduction in the use of cars and single driver vehicles. Staff will work with local agencies to correctly identify the issues and potential effective solutions, and support or assist in funding and/or development of viable local projects, and other collaborative work that would help the local agencies to contribute to local and regional mobility.

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>19</p> <p>Maintain the confidence of LA County voters by continuing to advance projects programs included in the Measure R and Measure M expenditure plans.</p>	<p>Relevant Metro departments based on the scope of the project; staff of local agencies affected by the project; Caltrans for projects on the State highway system.</p>	<p>Ongoing</p>	<p>Highway Programs Staff work directly with most of the 88 cities in the county, and all the councils of governments (COG) with arterial or highway Measure R and M programs. Staff assist cities in the development, implementation, and advancement of voter-approved projects and programs in the expenditure plans. In total, there are over 400 active projects that are in various phase of development. Metro staff will provide technical assistance to local agencies for expeditious implementation of local projects funded by Metro. Staff also continues its collaboration with Caltrans, COGs and JPAs to develop and complete effective regional transportation mobility improvement projects.</p> <p>Highway Programs has assumed responsibility the development of a number of local projects on behalf of local agencies – at their request. These projects will be advanced through final design by Metro and will be handed over to the local cities for construction. This practice will accelerate the realization of investment benefits, improve local mobility, enhance the cities infrastructure, preserve the time value of funds, create a steady job market, and fulfill the goals and promises of Metro's sales tax measures.</p> <p>Post-implementation evaluations will be conducted to validate the expected outcomes as well as the trust and confidence of the LA County voters. Metro has taken the lead to develop and advance the following projects, SR57/60 Interchange Improvements, Soundwalls in the City of South Gate, I-405 Auxiliary Lane Improvements, I-605 South off-ramp improvements, I-5 North Managed Lane Improvements, and other various regional and subregional projects.</p>



Metro

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Board Report

File #: 2021-0467, **File Type:** Motion / Motion Response

Agenda Number:

REGULAR BOARD MEETING JUNE 24, 2021

Motion by:

DIRECTORS BUTTS AND GARCETTI

Related to Item 17: Modernizing the Metro Highway Program

We are introducing this Motion to Approve the staff recommendations before us today that arose out of the efforts based on my Chair's Memo dated January 13, 2020; establishing the Ad-Hoc Board Deputies Highway Department Subcommittee to chart a roadmap toward a more future-oriented highway program that reflects the Board's strategic priorities of efficiency (defined multimodally), safety, equity, and sustainability that has now become the Metro Highway Modernization Program.

The scope of the subcommittee's work included reviewing and recommending changes to relevant guidelines, policies, and procedures related to project scoping, prioritization, funding/eligibility, and stakeholder engagement.

The subcommittee's recommendations, which were presented for Board consideration in March 2020, were based on three policy pillars:

1. Active Transportation, transit and TDM projects that reduce Vehicle Miles Travelled must be eligible either as ancillary elements of highway projects or as stand-alone projects.
2. Using Measure R or M subregional highway funds for active transportation / transit capital / TDM projects must be at the discretion of the sub-regional COGs, and
3. The policies that allow use of Measure R or M Subregional Highway funds for active transportation / transit capital / TDM projects are permissive and shall not require use of these funds for the referenced purposed new uses.
 - Neither Metro staff nor the Metro Board shall establish a mandatory Use through guidelines that limit the flexibility allowed in the Measure R and M ordinances and the Highway Modernization policy.

The guidelines being presented today for adoption, as contained in Attachments A and B, reflect these three policy pillars. As the report details, the subcommittee's recommendations were brought before the Board in March of this year and subsequently sent out for review to the Metro Policy Advisory Council, Councils of Governments, cities, Caltrans, and the public.

At each stage, these recommendations were met with support by the respective stakeholders. Further assurances to stakeholders, including restating commitments to deliver Measure R and Measure M projects promised to voters, were provided via a response to comments in Attachment C.

These guideline revisions were just one component of the larger effort to modernize the Metro Highway Program. Additional clarity is needed on the totality of the effort and should be provided via a report from staff on the status of each of the 19 Board-adopted modernization actions.

SUBJECT: AMENDMENT TO MODERNIZING THE METRO HIGHWAY PROGRAM

RECOMMENDATION

APPROVE Amending Motion by Directors Butts and Garcetti that the Board approve the recommendations in Item 17: Modernizing the Metro Highway Program.

WE FURTHER MOVE that the Board amend the list of example eligible projects for subregional programs in Attachments A and B as follows:

“Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies, including associated software, licensing, and related one-time support costs, to the maximum extent permitted by the Measure R or Measure M ordinance.”

WE FURTHER MOVE that the Board direct the CEO to report back in September 2021 on the status of all 19 Board-adopted modernization actions. This report should include clarity on the applicability of expanded eligibility to Measure R and Measure M highway projects that are not explicitly included in the attached guidelines.

Metro

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Board Report

File #: 2020-0412, File Type: Motion / Motion Response

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE

JUNE 17, 2020

EXECUTIVE MANAGEMENT COMMITTEE

JUNE 18, 2020

Motion by:

DIRECTORS BUTTS, BONIN, GARCIA, GARCETTI, and FASANA

Modernizing the Metro Highway Program

On January 13, 2020, Chair Butts appointed a subcommittee of board staff to reconcile conflicting interpretations of policy direction with regard to the Metro Highway Department. His direction to the subcommittee was to “chart a roadmap toward a more future-oriented highway program that reflects the Board’s strategic priorities of efficiency (defined multimodally), safety, equity, and sustainability.” The scope of the subcommittee’s work included reviewing and recommending changes to relevant guidelines, policies, and procedures related to project scoping, prioritization, funding/eligibility, and stakeholder engagement.

In October 2014, the Metro Board adopted the Complete Streets Policy, marking a shift in philosophy from traditional highway capacity projects toward comprehensive, multimodal planning and implementation.

A key policy goal, especially in light of the Covid 19 Pandemic crisis, should aim to reduce vehicle miles travelled by expanding the traditional definition of Metro’s highway program including geometric changes, infrastructure and technologies in public rights of way that support transit, ridesharing and working from home.

In 2016, Measure M continued this trajectory by diversifying the types of projects and programs included in the expenditure plan, incorporating stakeholder input via a “bottom up” planning process, and giving subregions a more direct role in setting funding priorities on an ongoing basis. This decentralization of highway planning and the increasing prevalence of projects on city streets makes it timely to assess the structure, policies, and procedures of the Metro Highway Program to identify opportunities for increased alignment with current board policies, funding priorities, and street design best practices.

The subcommittee focused its recommendations on how the Metro Highway Program can better fulfill Metro’s role as a planner and funder, as well as a leader. These functions are traditionally

associated with planning, rather than construction. The subcommittee expressed confidence in the Highway Program's capabilities for engineering and project delivery of freeway projects. These recommendations are intended to guide the development of highway improvements without altering the project lists approved by voters.

On May 21, 2020, the subcommittee transmitted their final report to the Board Chair for review and consideration by the Board. The report outlines recommended actions that Metro should take to modernize the Highway Program, including broadening its mission, expanding funding eligibility, recommitting to the previously adopted Metro Complete Streets Policy, and updating performance metrics. The report is attached to this motion and is incorporated by reference.

SUBJECT: MODERNIZING THE METRO HIGHWAY PROGRAM

RECOMMENDATION

APPROVE Motion by Directors Butts, Bonin, Garcia, Garcetti, and Fasana that the Board direct the Chief Executive Officer to:

- A. Circulate the recommendations in this report for stakeholder input, including the Policy Advisory Council (PAC), the Technical Advisory Committee (TAC), and Councils of Governments (COGs).
- B. Initiate amendment processes for the Measure R Highway Program Eligibility Criteria and the Measure M Guidelines to clarify eligibility for transit, active transportation, and complete streets improvements, as described in Attachments A and B, and gather stakeholder input on proposed amendments concurrent with A, above; and
- C. Report back to the Planning & Programming Committee in 90 days with a summary of stakeholder input, Metro staff responses to recommendations, and proposed criteria/guideline amendments for the Board's consideration.

ATTACHMENTS

Attachment A - Recommended Improvements to Metro Highway Program

May 21, 2020

TO: James T. Butts, Metro Board Chair
FROM: Metro Board Staff Highway Subcommittee
SUBJECT: Recommended Improvements to Metro Highway Program

ISSUE

In February 2020, Metro Board Chair James Butts created a subcommittee to address various concerns related to the Metro Highway Program raised by board members, cities, councils of governments, and other stakeholders. The subcommittee reviewed relevant plans and policy documents, consulted with Metro staff, and developed recommendations regarding funding guidelines, project eligibility, complete streets, stakeholder involvement, future planning needs, and technical assistance for local jurisdictions. These recommendations are provided herein for the Board's consideration.

BACKGROUND

In 2008 and 2016, Los Angeles County voters supported multimodal funding measures to improve mobility and ease congestion by providing new transportation options. Both measures included major transit and highway capital projects, as well as funding programs for subregional projects. The measures were specific with respect to some improvements (e.g. "SR-57/SR-60 Interchange Improvements") while others were described in more general terms (e.g. "South Bay Highway Operational Improvements"). During the implementation of Measure M subregional programs, several cities and subregional councils of governments have raised the need for consistent policies relating to funding multimodal projects within the highway program. Metro Board Chair James Butts appointed a subcommittee of board staff in February 2020 to provide recommendations for updating the Metro Highway Program. The Chairman's charter was to:

"Chart a roadmap toward a more future-oriented highway program that reflects the Board's strategic priorities of efficiency (defined multimodally), safety, equity and sustainability."

The subcommittee met twice to discuss issues with current Highway Program policies and procedures. A third meeting was canceled in response to COVID-19. Additionally, subcommittee members reviewed dozens of relevant documents, as described in Attachment C.

DISCUSSION

Metro is the primary agency responsible for the planning, funding, constructing, operating, and maintaining Los Angeles County's transportation system. In partnership with Caltrans, the Metro Highway Program works to plan, fund, and provide technical/professional services and construction management/support for major highway capital projects. Since the passage of Measures R and M, the Highway Program has also had responsibility for administering subregional highway programs, in partnership with councils of governments.

In October 2014, the Metro Board adopted the Complete Streets Policy, marking a shift in philosophy from traditional highway capacity projects toward comprehensive, multimodal planning and implementation. In 2016, Measure M continued this trajectory by diversifying the types of projects and programs included in the expenditure plan, incorporating stakeholder input via a "bottom up" planning process, and giving subregions a more direct role in setting funding priorities on an ongoing basis. This decentralization of highway planning and the increasing prevalence of projects on city streets makes it timely to assess the structure, policies, and procedures of the Metro Highway Program to identify opportunities for increased alignment with current board policies, funding priorities, and street design best practices.

The subcommittee focused its recommendations on how the Metro Highway Program can better fulfill Metro's role as a planner and funder, as well as a leader. These functions are traditionally associated with planning, rather than construction. The subcommittee expressed confidence in the Highway Program's capabilities for engineering and project delivery of freeway projects. These recommendations are intended to guide the development of highway improvements without altering the project lists approved by voters.

The subcommittee's recommendations are as follows:

Metro as Planner

Historically, streets have been designed and operated to emphasize movement of motorized vehicles rather than people. The emergence of active transportation and smaller, neighborhood-scale vehicles has broadened the planning objectives for highway and street improvements in response to 21st Century mobility and sustainability objectives. As the primary transportation planning agency in Los Angeles County, Metro's role is to envision how streets and freeways should function as multimodal public facilities in the coming decades to meet the region's mobility needs and support a safe, sustainable, and equitable transportation future, and then work with stakeholders and implementing public and private-sector partners to translate that vision into projects. The Complete Streets Policy recognizes these many uses of the public right-of-way and establishes procedures to ensure their adequate consideration in project development, subject to applicable exceptions. Metro should ensure the agency's multimodal vision for balancing the modal uses of public rights-of-way is integrated into each and every plan, policy, and/or project, regardless of which functional unit is leading the work.

Metro should:

1. Incorporate staff with multimodal planning expertise in all project development teams to identify opportunities and challenges early and evaluate potential solutions before options are precluded by budget and right-of-way constraints.
2. Ensure that all Metro-led highway planning processes include a multimodal stakeholder participation process that includes review of staff drafts prior to consideration by the Metro Board using existing Metro and/or COG stakeholder advisory committees or a new study-specific committee, as warranted.
3. Include analysis of greenhouse gas emissions resulting from Metro-funded highway projects in forthcoming Metro sustainability and climate action plans, including *Moving Beyond Sustainability/Sustainability Plan 2020*.
4. Incorporate multimodal recommendations in Metro's upcoming Joint Systemwide Strategic Highway Plan, the Goods Movement Strategic Plan, and any other relevant ongoing strategic planning activities.
5. Include technology, policy, and land use strategies to promote sustainable distribution and neighborhood delivery in the Goods Movement Strategic Plan and/or the I-710 Clean Truck Element.
6. Coordinate implementation of the Countywide Strategic Truck Network and Active Transportation Strategic Plan to ensure a balanced highway/arterial/street network that safely serves pedestrians, bicycles, slow-speed vehicles, buses, rail alignments, automobiles, and goods movement vehicles.

7. Incorporate Transportation Demand Management (TDM) tools and projects as components of Metro's mobility and sustainability strategies, with particular emphasis on those that reduce Vehicle Miles Traveled (VMT).

Metro as Funder

Metro administers over two-thirds of transportation funding in Los Angeles County, both as the direct recipient of four half-cent sales taxes and the programming agent for multiple state and federal funding sources. Metro should ensure that funding decisions and guidelines are aligned with its multimodal vision.

Metro should:

1. Expand funding eligibility for transit and active transportation projects by clarifying that all multimodal project elements within a street right-of-way are eligible for highway funding programs in all applicable guidelines, including Measure R Highway Program Criteria and Measure M Guidelines. (See Attachments A and B.)
2. Clarify funding eligibility for projects and technologies that support the implementation of TDM strategies in applicable programs.
3. Ensure that project and program objectives and performance criteria are defined multimodally and equitably (e.g. using person throughput instead of vehicle throughput; safety of vulnerable road users; reduction of VMT).
4. Replace the use of Level of Service (LOS) with VMT reduction as a criterion in all funding decisions. Coordinate with Caltrans to ensure that Metro's application of VMT performance criteria is consistent with Caltrans.
5. Ensure that all discretionary funding programs, including Multiyear Subregional Programs, conform to Metro's Complete Streets Policy, which requires all funding recipients to have locally adopted complete streets policies. Provide additional technical assistance to local jurisdictions to support compliance, if needed.
6. Require the use of a complete streets checklist for all Metro-funded projects, consistent with Metro's Complete Streets Policy.
7. Establish aggregate countywide VMT reduction objectives consistent with statewide regional greenhouse gas emissions targets and ensure funding decisions support the attainment of countywide targets.

Metro as Leader

In addition to its statutory authority, Metro is a leader in the transportation sector that other agencies across the nation look to for guidance and best practices. Metro also partners with other agencies at all levels of government and holds considerable influence in these relationships. Metro should promote best practices in highway planning to achieve its vision, and seek to shape guidance from state and federal partners to promote multimodal planning.

Metro should:

1. Develop comprehensive performance evaluation methods for arterial streets, including mobility, safety, health/sustainability, and equity, and assist local governments with data collection.
2. Engage with Caltrans in the development of SB743 guidelines to responsibly transition highway planning from LOS to VMT to advance the goals outlined in this memo.
3. Research and promote best practices for emerging/increasing uses of arterial streets, including first/last mile delivery, curb management, bus transit priority, micromobility, and active transportation, including TDM best practices to support emerging modes and/or trip reduction.
4. Offer technical assistance to local jurisdictions on incorporating emerging highway/arterial and TDM best practices into their General Plan Circulation Element.
5. Maintain the confidence of Los Angeles County voters by continuing to advance projects and programs included in the Measure R and Measure M expenditure plans.

FINANCIAL IMPACT

This action has no immediate financial impact. Any future changes to project scopes or budgets will be subject to Metro's cost containment policies.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended changes to the Metro Highway Program support the following Strategic Plan goals:

Goal 1: Providing high quality mobility options that enable people to spend less time traveling

The Highway Program will support all modes that travel on the State conventional highways and major and minor arterials, provide safer and more convenient travel options, and reduce demand for vehicular travel on congested streets and highways.

Goal 2: Deliver outstanding trip experience for all users of the transportation system

The Highway Program will plan for the safety, comfort, and conveniences of all road users.

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

The Highway Program will invest in projects that support the mobility needs of diverse communities, including those who experience barriers to accessing private vehicles.

Goal 4: Transform LA County through regional collaboration and national leadership

The Highway Program will promote best practices in multimodal planning, stakeholder engagement, and street design amongst local, state, and federal partner agencies.

Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization

The Highway Program will make decisions transparently and in consultation with diverse stakeholders, including local agencies and community members.

ALTERNATIVES CONSIDERED

The Board could choose not to endorse these recommendations and not to make revisions to Measure R and Measure M guidelines. This is not recommended because it would leave current conflicts over highway project eligibility and policy direction unresolved.

NEXT STEPS

These recommendations touch a wide range of staff work. In the coming weeks and months, Metro staff will need to review their roles, responsibilities, existing work plans, and scopes for plans that are underway to ensure that these recommendations are incorporated. Additionally, staff will need to revisit prior commitments, such as the Complete Streets Policy's implementation section, to set new timelines for deliverables that have not been completed on schedule. Metro staff should report back to the Board in 90 days.

ATTACHMENTS

Attachment A – Recommended Revisions to Measure R Highway Program Criteria

Attachment B – Recommended Revisions to Measure M Guidelines

Attachment C – Literature Review

ATTACHMENT A

RECOMMENDED REVISIONS TO MEASURE R HIGHWAY PROGRAM CRITERIA

The following shall replace Measure R Highway Program eligibility criteria in their entirety:

Project Eligibility for Highway Operational Improvements and Ramp/Interchange Improvements

The intent of a Measure R Highway Operational Improvement is to improve multimodal efficiency, safety, equity, and sustainability along an existing State Highway corridor by reducing congestion and operational deficiencies that do not significantly expand the motor vehicle capacity of the system, or by incorporating complete streets infrastructure into the corridor, in accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan. In addition to those eligible projects on the State Highway System, for Measure R, projects located on primary roadways, including principal arterials, minor arterials, and key collector roadways, will be considered eligible for Operational Improvements and for ramp and interchange improvements.

Examples of eligible improvement projects include:

- interchange modifications;
- ramp modifications;
- auxiliary lanes for merging or weaving between adjacent interchanges;
- curve corrections/improve alignment;
- signals and/or intersection improvements;
- two-way left-turn lanes;
- intersection and street widening
- traffic signal upgrade/timing/synchronization, including all supporting infrastructure;
- traffic surveillance;
- channelization;
- Park and Ride facilities;
- turnouts;
- shoulder widening/improvement;
- safety improvements;
- 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 bikeways;
- 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;

- transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies.

Up to 20% of a subregion's Operational Improvement dollars may be used for soundwalls. Landscaping installed as a component of an operational improvement must be limited to no more than 20% of a project's budget. State of good repair, maintenance and/or stand-alone beautification projects are not eligible. Other projects could be considered on a case-by-case basis as long as a nexus to State Highway Operational Improvements can be shown, such as a measurable reduction in Vehicle Miles Traveled.

ATTACHMENT B

RECOMMENDED REVISIONS TO MEASURE M GUIDELINES, SECTION X MULTI-YEAR PROGRAMS (HIGHWAY SUBFUNDS)

The following shall replace subsection 'A. "Highway Efficiency and Operational Improvements" definition:' in its entirety.

Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance multimodal efficiency, safety, equity, and sustainability; improve traffic flow, trip reliability, travel times; and reduce recurring congestion, high-frequency traffic incident locations, and operational deficiencies on State Highways. Similarly, improvements which achieve these same objectives are eligible on major/minor arterials or key collector roadways. Highway subfunds are eligible for pre-construction and construction related project phases as referenced in Sections IX and X and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. State of good repair, maintenance and/or stand-alone beautification projects are not eligible for Highway subfunds. Other projects could be considered on a case-by-case basis as long as a nexus to Highway Efficiency and Operational Improvements can be shown, such as a measurable reduction in Vehicle Miles Traveled.

Examples of Eligible Projects:

- System and local interchange modifications
- Ramp modifications/improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Alignment/geometric design improvements
- Left-turn or right-turn lanes on state highways or arterials
- Intersection and street widening/improvements
- New traffic signals and upgrades to existing signals, including left turn phasing, signal synchronization, and all supporting infrastructure
- Turnouts for safety purposes
- Shoulder widening/improvements for enhanced operation of the roadway
- Safety improvements
- Freeway bypass/freeway to freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- ExpressLanes
- 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 bikeways
- 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
- Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies

The following shall replace subsection ‘C. “Multi-Modal Connectivity” definition:’ in its entirety.

“Multi-Modal Connectivity” definition:

Multi-modal connectivity projects include those projects, which upon implementation, would improve regional mobility and network performance; provide network connections; reduce congestion, queuing or user conflicts; enhance multimodal efficiency, safety, equity, and sustainability; encourage ridesharing; and reduce vehicle miles traveled. Project should encourage and provide multi-modal access based on existing demand and/or planned need and observed safety incidents or conflicts. Subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under “Pre-Construction Activities” title under Readiness in Section IX. State of good repair, maintenance and/or stand-alone beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Transportation Center expansions
- Park and Ride expansions
- Multi-modal access improvements
- New mode and access accommodations
- First/last mile infrastructure

The following shall replace subsection ‘D. “Freeway Interchange Improvement” definition:’ in its entirety.

“Freeway Interchange Improvements” definition:

Freeway Interchange Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance safety by reducing conflicts; improve traffic flow, trip reliability, and travel times; and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways which achieve these same objectives are also eligible under this category. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under “Pre-Construction Activities” title under Readiness in Section IX. In accordance with the Board-adopted policies set forth in Metro’s Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete

streets projects and project elements are eligible for highway subfunds. State of good repair, maintenance improvements and/or stand-alone beautification projects are not eligible for Highway subfunds.

The following shall replace subsection 'E. "Arterial Street Improvements" definition:' in its entirety.

"Arterial Street Improvements" definition:

Arterial Street improvements include those projects, which upon implementation would improve regional mobility and system performance; enhance multimodal efficiency, safety, equity, and sustainability; improve traffic flow, trip reliability, and travel times; and reduce recurring congestion and operational deficiencies. Projects must have a nexus to a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered (i.e., serves major activity center(s), accommodates trips entering/exiting the jurisdiction or subregion, serves intra-area travel) and adopted in the City's general plan. In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under "Pre-Construction Activities" title under Readiness in Section IX. State of good repair, maintenance improvements and/or stand-alone beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Intersection or street widening
- Two-way left-turn or right turn lanes
- New traffic signals and upgrades to existing signals, including left turn phasing
- Sight distance corrections/improve alignment
- Turnouts
- Safety improvements
- 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 bikeways
- 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
- Transportation infrastructure in a street right-of-way that supports the implementation of TDM strategies

ATTACHMENT C

LITERATURE REVIEW

The subcommittee members reviewed precedential documents to establish a baseline understanding of current highway-related policies and practices. Reviewed documents include the following board-approved policies, program guidelines, board actions, administrative procedures, and relevant highway studies (in chronological order):

- Board motion on Status Report on Financial Forecast to Deliver Twenty-Eight by '28 (February 2019)
- Metro's "Vision 2028 Plan" (June 2018)
- City College of New York's Complete Streets Considerations for Freight and Emergency Vehicle Operations (May 2018)
- Board-adopted Measure M Master Guidelines including Substitute Motion (June 2017)
- Measure M Ordinance (June 2016)
- Los Angeles County Strategic Goods Movement Arterial Plan (CSTAN) (May 2015)
- Subregional Mobility Matrices (April 2015)
- Board-adopted Complete Streets Policy (October 2014)
- Recommendations from the Reconvened Measure R Highway Advisory Committee (2014)
- Board-approval of the updated project list of the Measure R Highway Subregional Programs in six subregions (November 2013)
- Clarification Board Item on Project Eligibility for Measure R Highway Operational Improvements and Ramp Interchange Improvements (June 2012)
- Board-adopted 2009 Long Range Transportation Plan for Los Angeles County including Attachment D-1, Clarification on Project Eligibility for Highway Operational Improvement and Ramp/Interchange Improvements, of the Measure R Highway Program Funding Strategy (October 2009)
- 2009 Long Range Transportation Plan Update: Guiding Principles and Financial Assumptions (September 2009 Board Item)
- Measure R Ordinance (2008)
- Proposition C Ordinance (1990)
- "On the Road to the Year 2000 - Highway Plan for LA County" (1987)
- Proposition A Ordinance (1980)