



Board Report

File #: 2023-0618, File Type: Program

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 15, 2023

SUBJECT: 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the programming of up to \$216,817,000 in Regional Transportation Improvement Program funds to the proposed projects and the program amendments shown in Attachment A.

ISSUE

In August 2023, the California Transportation Commission (CTC) adopted the 2024 State Transportation Improvement Program (STIP) Fund Estimate (FE), which provides new formula funding capacity over the five-year STIP period from Fiscal Year (FY) 2025 through FY 2029. Metro is charged with preparing and managing the Regional Transportation Improvement Plan (RTIP) for Los Angeles County. The RTIP must be adopted by the Board prior to the December 15, 2023, RTIP submittal deadline to the CTC to program funds in the 2024 STIP.

BACKGROUND

The STIP is a five-year capital improvement program for transportation projects that is updated every two years. The CTC adopted the previous STIP in 2022. The STIP contains two portions:

- The Interregional Transportation Improvement Program (ITIP) accounts for 25% of the total STIP and is developed by Caltrans.
- The RTIP accounts for 75% of the total STIP and is developed by County Transportation Commissions, such as Metro.

The RTIP is the subject of the recommendations of this report.

DISCUSSION

Relationship to the 2022 STIP

The 2022 STIP FE identified a zero-funding share for the Los Angeles County RTIP but allowed Metro to advance up to \$57,061,000 from future Los Angeles County funding shares. The Metro

Board approved the 2022 RTIP in November 2021 and the CTC approved the 2022 RTIP in March 2022. The 2022 RTIP advanced a total of \$57,034,000 for planning, programming, and monitoring (PPM) and two State Route 710 Mobility Improvement Projects (MIPs) -- the LAC+USC Medical Center Mobility Improvements (Valley Blvd Improvements) and the Soto Street Widening Project from Multnomah Street to Mission Road. The funds that the CTC approved for the MIPs were slightly lower than Metro requested due to insufficient programming capacity statewide. The advanced funds are subtracted from Los Angeles County's 2024 STIP funding share.

Proposed 2024 RTIP

The 2024 STIP FE includes \$216,817,000 for Los Angeles County, of which \$12,900,000 may be programmed for PPM.

For the 2024 RTIP, Metro staff proposes to program up to \$216,817,000 and to amend existing programming. To develop the proposed RTIP, Metro staff applied the Evaluative Criteria Framework, which was reintroduced to the Board through a November 16, 2022, Board communication. The Framework is a tool to match appropriate state and federal fund sources to eligible and ready projects stemming from established Metro priorities, plans, and policies. The Framework's six parameters aim to direct grant funds to projects that are: Metro's highest and most critical priorities such as Measure M; responsive to grant program criteria such as expenditure deadlines; and consistent with plans and policies such as the Metro Equity Platform, Metro Long Range Transportation Plan, and Southern California Association of Governments Regional Transportation Plan.

Metro staff proposes programming funds for a new future zero-emission bus (ZEB) acquisition project and PPM. Metro staff also proposes amendments to the amounts and schedules of existing programming to support the delivery of previously programmed projects. This includes additional funding to restore the two MIP projects' original funding requests and later scheduling for the Multimodal Mobility Improvements (SR-138 Segment 4) project. The proposed 2024 RTIP is in Attachment A. The project descriptions for all projects in the RTIP are in Attachment B.

DETERMINATION OF SAFETY IMPACT

Approval of the 2024 RTIP will have no negative impact to the safety of Metro patrons or employees.

FINANCIAL IMPACT

Adoption of the 2024 RTIP would have no negative impact to the agency. The 2024 RTIP fulfills prior and anticipated funding commitments for transportation projects in Los Angeles County.

Impact to Budget

The 2024 RTIP includes funding for FY 2025 through FY 2029 and has no impact to the FY 2024

budget.

EQUITY PLATFORM

The majority of proposed new 2024 RTIP programming is for ZEB acquisition. Metro's transition to ZEB technology will be implemented systemwide to eliminate tailpipe emissions and significantly reduce noise that has significant negative environmental effects on people living and working near bus corridors and on people that depend on Metro's service for their travel needs. The Metro Zero Emission Bus Rollout Plan approved by the Board in March 2021 analyzed disadvantaged communities in Metro's service area using CalEnviroScreen 3.0, which identifies communities that are disproportionately burdened by multiple sources of pollution. The analysis shows that the majority of Metro bus routes traverse disadvantaged communities. The plan's Disadvantaged Communities Prioritization Strategy prioritizes the deployment of ZEBs to routes and service blocks that serve larger percentages of disadvantaged communities.

The proposed amendments are necessary to deliver projects that will provide multimodal improvements in communities that demonstrate high need in different ways. The two MIP projects were programmed in the 2022 RTIP and include active transportation and safety improvements. Both projects are in Metro Equity Focus Communities (EFCs) and are in the engagement, planning, and development stages led by the City and County of Los Angeles. The Multimodal Mobility Improvements (SR-138 Segment 4) project was originally conceived in 2001 and programmed in the 2018 RTIP as a highway widening project prior to the establishment of Metro's Equity Platform. Since then, Caltrans (the implementing agency) has conducted community engagement which resulted in converting the project from a highway widening project to a multimodal improvements project, including sidewalks, traffic calming measures, and bike lanes. While the project does not overlap with EFCs, it does overlap with the state's CalEnviroScreen and Low Income Communities (at or below 80 percent of the statewide median income) metrics and demonstrates a community engagement process that responds to community concerns and mitigates negative impacts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 to "provide high-quality mobility options that enable people to spend less time traveling" by obtaining funding to support the delivery of transportation improvements that support the safety and performance of the highway system and expand high-quality transit options.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the staff recommendation for the 2024 RTIP. This option is not recommended as it would force Los Angeles County to surrender up to \$216,817,000 in formula funds available through the 2024 STIP period. Additionally, failure to adopt the 2024 RTIP could cause delay for the projects proposed.

NEXT STEPS

With Board approval, staff will proceed with and monitor the following steps to secure the 2024 LA

County RTIP:

- December 15, 2023 - Submit 2024 RTIP request to CTC
- February 1, 2024 - CTC holds Southern California 2024 STIP Hearing
- March 1, 2024 - CTC publishes staff recommendations
- March 21-22, 2024 - CTC adopts 2024 STIP

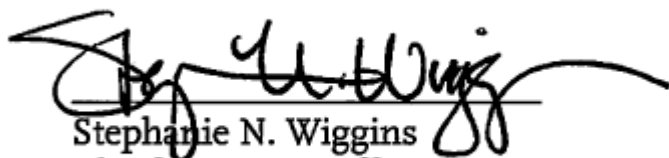
ATTACHMENTS

Attachment A - 2024 LA County RTIP

Attachment B - 2024 LA County RTIP Project Descriptions

Prepared by: Shelly Quan, Manager, Transportation Planning, (213) 547-4303
Patricia Chen, Senior Director, (213) 922-3041
Mark Yamarone, Executive Officer, (213) 418-3452
Laurie Lombardi, Senior Executive Officer, (213) 418-3251
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

2024 Los Angeles County Regional Transportation Improvement Program

(\$000s)

The table summarizes the projects programmed in the 2022 RTIP and the carryover, amendments, and new programming proposed for the 2024 RTIP which has new funding capacity in FY 25 through FY 29.

Existing Programming	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total
Highway							
SR 71 (North Segment)	20,000						20,000
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
SR 138 Segment 13	75,100						75,100
LA City Soto St. Complete Streets, Multnomah-Mission				24,600			24,600
LA County USC Medical Center Mobility Improvements			8,895	16,855			25,750
Planning, Programming & Monitoring	2,836	3,425	3,342	3,342			12,945
Subtotal Highway	109,886	10,425	12,237	44,797			177,345
Transit							
Buses Project #2		40,749					40,749
East San Fernando Valley Transit Corridor Project	202,139						202,139
Subtotal Transit	202,139	40,749					242,888
TOTAL EXISTING	312,025	51,174	12,237	44,797			420,233
Proposed Programming	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total
No Amendments							
SR 71 (North Segment)	20,000						20,000
SR 138 Segment 13	75,100						75,100
Planning, Programming & Monitoring	2,836	3,425	3,342	3,342			12,945
East San Fernando Valley Transit Corridor Project	202,139						202,139
Buses Project #2		40,749					40,749
Subtotal No Amendments	300,075	44,174	3,342	3,342			350,933
Amendments to Schedule/Funding							
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950		7,000				18,950
LA City Soto St. Complete Streets, Multnomah-Mission			26,330				26,330
LA County USC Medical Center Mobility Improvements			9,432	17,872			27,304
Subtotal Amendments	11,950		42,762	17,872			72,584
Proposed New Projects							
Bus Acquisition #3					200,633		200,633
Planning, Programming & Monitoring					8,630	4,270	12,900
Subtotal New Projects					209,263	4,270	213,533
NET NEW PROGRAMMING			2,267	1,017	209,263	4,270	216,817

2024 LA County RTIP Project Descriptions

The following project descriptions are provided to give an overview of existing, amended, and new projects in the proposed 2024 RTIP. Additional project detail and performance information will be included in the 2024 RTIP submittal to the CTC.

- The SR-71 North Segment has funds programmed in FY 24 for construction to convert SR-71 between Mission Boulevard and the I-10 from a four-lane expressway to an eight-lane freeway, inclusive of two High Occupancy Vehicle lanes. Once complete, it will provide continuous improvements over 4 miles of the corridor.
- The Multimodal Mobility Improvements (SR-138 Segment 4) project currently has funds programmed in FY 25 which will be amended to FY 26 for construction of sidewalks, curb ramps, traffic calming measures, traffic signal, drainage improvements, and bike lanes on SR-138 in Littlerock from 70th Street East to 0.1 miles east of 77th Street East.
- The SR-138 Segment 13 has funds programmed in FY 24 for construction on SR-138 and SR-18 of two travel lanes in each direction and a direct connector from eastbound SR-138 to eastbound SR-18 on embankment. The completion of this segment will help complete approximately 17 miles of continuous improvements over the corridor.
- The LA City Soto Street Complete Streets, Multnomah-Mission project has funds programmed in FY 27 which will be amended to FY 26 to add one lane on Soto Street between Multnomah Street and North Mission Road; widen existing sidewalks; construct Class II bike lane in both directions; and install pedestrian lighting, a new striped median, and shoulders on both sides of the street. The 2024 RTIP proposes to amend programming to increase the funds to the original 2022 RTIP request amount.
- The LA County USC Medical Center Mobility Improvements project has funds programmed in FY 26 for design and FY 27 for construction of multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. The 2024 RTIP proposes to amend programming to increase the funds to the original 2022 RTIP request amount.
- The East San Fernando Valley Transit Corridor – Southern Segment has funds programmed in FY 24 for construction of 6.7 miles of Light Rail Transit service in the eastern San Fernando Valley along Van Nuys Boulevard.

- The Buses Project #2 has funds programmed in FY 25 for a bus and bus infrastructure project. This project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations and ensure Metro's fleet is in a state of good repair. The project scope includes 58 zero-emission buses (ZEBs), as well as possible bus chargers and charging infrastructure.
- Bus Acquisition #3 is a new project proposed for funding in FY 28. The project supports ongoing fleet replacement and transition to ZEBs. The project scope will include 100 ZEBs.
- Planning, Programming, and Monitoring (PPM) funds are currently programmed in FY 25 through FY 27 for Metro planning activities. The 2024 RTIP proposes programming new PPM funds in FY 28 and FY 29.



2024 Regional Transportation Improvement Program

Planning and Programming Committee

November 15, 2023

File No. 2023-0618

Agenda Item #



Metro

Recommendation

APPROVE the programming of up to \$216,817,000 in Regional Transportation Improvement Program funds to the proposed projects and the program amendments shown in Attachment A.

Background

County RTIPs are 75% of the State Transportation Improvement Program (STIP):

- Every two years, Metro prepares and approves the RTIP for LA County.
- The 2024 RTIP programs the county's RTIP formula shares for the period from FY 25 through FY 29.
- The California Transportation Commission (CTC) adopts the LA County RTIP through its 2024 STIP process.



Metro

2024 RTIP Programming Priorities

Consistent with Evaluative Criteria Framework:

- Funding Program Alignment/Readiness
- Low Risk Tolerance for Use of Formula Funds
- Transportation Equity and Geographic Balance
- Consistent with Board Policies and Directives, LRTP, and RTP

RTIP Capacity

Adopted 2020 RTIP	Adopted 2022 RTIP	Proposed 2024 RTIP
\$0 County Shares	\$0 County Shares	\$216,817,000 County Shares
\$46,340,000 Max Target Advance (from future shares)	\$57,034,000 Max Target Advance (from future shares)	\$0 Max Target Advance (from future shares)

Proposed 2024 RTIP

Proposed Programming	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total
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