



Board Report

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Agenda Number: 7.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE DECEMBER 11, 2024

SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Measure M Active Transportation, programmed revenues, and uses to support discussion on the effective and efficient use of funds.

ISSUE

To support the discussion for the effective and efficient use of funds, this quarterly presentation provides the committee with the status of Metro active transportation activities related to Measure M projects including the LA River Waterway & System Bike Path, the Metro Active Transport Program, Multi-Year Subregional Program, and the First/Last Mile Program.

EQUITY PLATFORM

The Measure M related activities for active transportation include the Active Transportation Strategic Plan (ATSP) and subsequent Metro Active Transport, Transit and First/Last Mile (MAT) Program, as well as two projects in the Measure M Expenditure Plan that will connect the bike path gaps along the Los Angeles River. Metro also engages in First/Last Mile planning for communities to access existing and future major transit stops. Equity is built into Metro's approach to all of these activities.

The 2023 ATSP identified and prioritized a regional active transportation network based on criteria, including overlap with Equity Focus Communities (EFC). Projects in the ATSP regional network are eligible for MAT Program Cycle 2 funding. MAT Cycle 2 project applications will also be evaluated based on factors including robust partnerships with Community Based Organizations (CBO). Project applications that were submitted for MAT Cycle 1 in 2020 were given bonus points for locations within EFCs. All selected projects that are being developed using Cooperative Agreements with Metro include CBO partnerships.

The LA River Project - Central City section directly serves seven EFC census tracts in the communities of Lincoln Heights, Chinatown, and Boyle Heights. Approximately 23% of the population in this area lives under the poverty line and more than 22% of the working-age population does not use cars as a primary mode of transportation. This path will not only be used for recreational purposes but also serve as a low-cost transportation option for those who have limited car ownership. The LA River Project - San Fernando Valley section directly serves two EFCs in the community of Reseda. It is being delivered by the City of Los Angeles.

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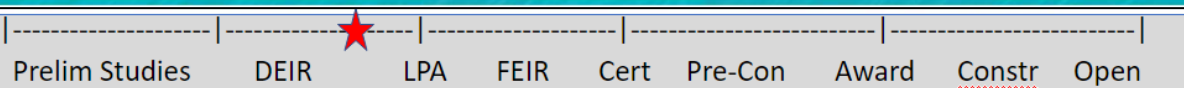
Metro is making it easier to walk, bike, and roll.

ACTIVE TRANSPORTATION UPDATES

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

DECEMBER 11, 2024

LA River Waterway & System Bike Path (Central Cities)



- > Project Environmental Clearance and Design led by Metro
- > Environmental and Design Progress
 - Currently in Draft EIR phase (30% design completed on all alternatives)
 - Selection of a single alternative and start of 60% design (subject to comments from both USACE and LADWP)
- > Recent coordination meetings with LA County Public Works and USACE
- > Potential to phase the project by segment
- > Agreements with Third Parties
 - MCA with the City of Vernon is being revised as result of LA County Public Works coordination
 - Agreements with the County and City of LA, LADWP, Railroads, and Caltrans in progress
- > O&M lead and Construction Entity, yet to be determined



Complete LA River Bike Path (San Fernando Valley)

- > LA Bureau of Engineering is Lead Agency
- > 13 miles of bikeway gap closures
 - 9 segments from Vanalden Ave to Forest Lawn Dr
 - Design to be complete by 2027; Construction to be complete by 2029
- > \$60M in Measure M funding; funding agreement executed in June 2024
- > City of LA awarded an additional \$34M in ATP funding and seeking remaining funding
- > City of LA anticipates construction between FY 2025 and FY 2029
- > Per Metro Board direction, City to assume all phases of development, including operations and maintenance (in partnership with US Army Corps of Engineers)



Project Corridor Map



Segment of LA River Bike Path completed in 2014

Multiyear Subregional Program (MSP)

- > South Bay Subregion: \$12.7 M programmed for Active Transportation Projects in September
 - \$12.1 M for 3 new projects
 - South Bay Local Travel Network in Carson
 - South Bay Local Travel Network and Related Safety Enhancements in Lomita
 - Northeast Hawthorne Mobility Improvement Project
 - \$0.6 M for additional funding for North Redondo Beach Bikeway Extension
- > Westside Cities Subregion: \$17.4 M programmed for Active Transportation Projects in October
 - \$7.2 M for additional funding for 9 previously programmed projects
 - \$10.2 M for 2 new projects:
 - Move Culver City Eastern Segment Project
 - Westwood Boulevard Safety and Mobility Project
- > North County Subregion: \$2 M new funding programmed for Active Transportation Projects and reshuffling of existing project funding in December
 - Full or partial deobligation of \$17.3 M for 7 projects in Santa Clarita, Lancaster and Palmdale
 - Reprogramming of \$17.3 M and new programming of \$2 M to 2 projects in Unincorporated LA County and Palmdale

Metro Active Transport Program



Metro Active Transport Program Cycle 1 Projects (approved in 2021)

> \$63.1M approved in 2021 for Cycle 1

Map ID	FLM Projects	Completion (est.)
1	Hollywood/Highland	2026
2	Hollywood/Vine	2026
3	East LA Civic Center **	2027
4	Aviation/LAX**	2029
5	26th St/Bergamot	2026
6	Sepulveda**	2028
7	Slauson	2027
8	Western/Slauson**	2028
9	Culver City * **	2025
10	Downtown Long Beach	2028
11	Santa Monica/La Brea (W. Hlwd)*	2025

Map ID	AT Corridor Projects	Completion (est.)
1	Avalon/MLK/Gage**	2026
2	Randolph ATC	2026
3	Redondo Beach Blvd**	2027
4	1st-Riggin-Potrero Grande	2026
5	Huntington-Main/Fremont ATC	2027

*Under Construction

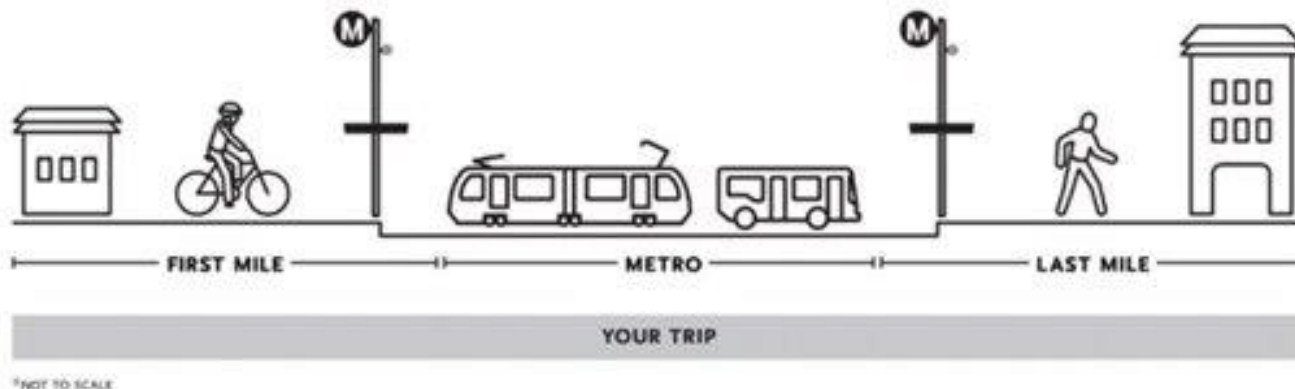
**Metro is leading early design

> Cycle 2 Solicitation

- Applications Due in Winter 2025
- \$75 million anticipated to be available
- Projects in EFCs and those with CBO partnerships will be prioritized

First/Last Mile Program

- > FLM improvements expand the reach of transit, enhance safety, enhance the customer experience for transit riders and count toward the Measure M 3% contribution requirement for local jurisdictions with rail transit projects.
- > Current FLM Plans:
 - Eastside Phase 2 (completed fall 2024)
 - North Hollywood to Pasadena BRT (underway, complete mid 2025)
 - C Line Extension (early 2025)
- > FLM planning uses a consistent, intentional community engagement process that centers the needs and voices of transit riders and marginalized communities
- > Metro has an established track record of CBO partnership on FLM plans/projects
- > Metro prioritizes discretionary resources (e.g. MAT program) to projects serving the greatest needs



Thank you



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