



Board Report

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Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE

APRIL 16, 2025

EXECUTIVE MANAGEMENT COMMITTEE

APRIL 17, 2025

SUBJECT: METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM
CYCLE 1 PROGRAMMING UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of additional funding capacity in the amount of \$6,400,000 from the Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) to add funds to seven projects previously funded in MAT Cycle 1; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Due to higher than projected sales tax revenues in 2020 and 2021, \$11.9 million authorized for the Cycle 1 solicitation is available to program. Staff recommends programming \$6.4 million of these additional funds to existing Cycle 1 projects that are adding new beneficial scope elements. These projects include elements that improve safety, were identified through community engagement, and/or were originally not funded due to lack of funding availability at the time. These also include three projects that are relevant to the 2028 Olympic Games.

..Background

BACKGROUND

The MAT Program is included in the Measure M Expenditure Plan and allocates \$857 million (in 2015 dollars) for investment in active transportation infrastructure over 40 years. The initial MAT solicitation as authorized by the Board in January 2020 anticipated awarding a total of \$75 million in Cycle 1. However, due to concerns about a potential reduction in sales tax revenue because of the COVID-19 pandemic in 2021, the Board approved awarding a lesser amount of \$63.1 million to 16 projects, consistent with cash flow adjustments for comparable Measure M programs at that time.

Sales tax revenues were higher than projected in 2020 and 2021 when the projects were programmed so the original \$75 million is therefore available to MAT Cycle 1. At this time, \$63.1 million is currently obligated to awarded projects or expended, leaving \$11.9 million in unobligated funds. Most MAT projects include early work to plan and design projects with considerable community input, so after Cycle 1 projects had advanced further in planning/scoping and design, staff developed and implemented a process to maximize the use of these available funds and achieve program objectives. The result of this process is a recommendation to add \$6.4 million of these funds to several existing Cycle 1 projects and adding the remaining \$5.5 million of unobligated funds to Cycle 2.

DISCUSSION

The Cycle 1 solicitation split funding evenly between active transportation corridor projects (five in total) and first/last mile projects (11 in total). Many of the projects that were awarded funding received less than was requested and adjusted project scopes accordingly.

In September 2024, staff queried all MAT Cycle 1 grantees regarding interest and ability to amend project scopes and cost estimates to add new project elements. Staff evaluated all requests based on the following questions:

- Will additional funding be used to better prioritize people walking, biking, or accessing transit?
- Will additional funding allow for bicycle and pedestrian improvements not funded by the original grant to address a need identified during community engagement and/or project scoping/conceptual design?
- Will additional funding allow for an upgrade in materials and/or design adjustments/reconfiguration of the project to improve safety above and beyond what can be achieved with existing funding?
- Will the improvements afforded by the larger funded project reduce points of conflict between vehicles, transit vehicles, bicycles, and pedestrians?

Justification for additional funding was evaluated by the degree to which the requested scope enhances the project based on responses to the questions and the level of engagement and scoping that informed the identified needs. Additional consideration was given to the ability, through this action, to expedite delivery of projects that support the Mobility Concept Plan for the 2028 Games, as noted in Attachment A. New cost estimates and the degree of progress made on the project to date were also considered, along with whether the project received less funding than originally requested in 2021. All new elements also needed to be closely tied to the original project scope (e.g. improvements within the footprint of the project or project elements that were in the original application from 2020 but cut due to the reduction in funding that took place). No single project could result in a total funding award greater than the maximum allowed for each category (\$8 million for active transportation corridors and \$5 million for first/last mile projects).

Metro staff received six requests to add scope to first/last mile projects and four requests to add

scope to active transportation corridor projects. Based on the considerations described above, staff recommends programming additional funds in the amount of \$6.4 million to four of these first/last mile projects and three active transportation corridor projects (Attachment A). Staff recommend programming these additional funds and scope now to expedite amendments to existing funding agreements for projects that are already in the planning, design or construction phase. The additional funding will not change the timeline of projects and will proceed on the previously agreed-upon timeline. The remaining \$5.5 million will be made available to augment Cycle 2 funding, for which the call for projects is currently underway.

DETERMINATION OF SAFETY IMPACT

The programming of \$6.4 million in additional funds to these seven MAT Cycle 1 projects will result in improved safety for pedestrians, bicyclists, and people accessing transit. All seven requests are adding features that better prioritize space for exclusive use by pedestrians or bicyclists, upgrade materials to improve durability and safety on pedestrian and bicycle routes above and beyond what can be achieved with the original grant award, and reduce conflict points between vehicles, pedestrians, and bicyclists.

FINANCIAL IMPACT

Most MAT Cycle 1 projects were originally programmed for funding in FY 2022 to FY 2025 to include all phases of project development. Some of the projects received Board approval to extend their programming years. Most spending thus far has been for planning and design, and as projects enter the construction phase, the expenditures of Measure M funds should increase considerably in the coming years.

This action will increase available MAT Cycle 1 funds to these seven projects in FY 2025. The full life cycle of programming for all MAT Cycle 1 projects is shown in Attachment B with the additional funds added to each project's FY25 programmed funding. Project sponsors have three years from the programming year to spend funds before they lapse. These projects will be budgeted in the Metro Active Transport project (#473001) for reimbursement payments to MAT projects being implemented by local jurisdictions. Since these are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

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 MAT Program is purposed with creating safe and dignified routes for Metro riders who are walking to or from Metro stations. The MAT program initially chose projects based on a screening and

ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage. Projects within Equity Focus Communities (EFC) were assigned additional points as part of the evaluation process. Supporting these projects with additional funds will uphold the initial dedication to addressing infrastructure inequities in EFCs.

Of the seven projects receiving additional funding in this action, five are in or immediately adjacent to EFCs including South LA, Van Nuys, Commerce, Bell, and Huntington Park . This additional funding will improve quality of safety infrastructure for vulnerable road users like pedestrians and bicyclists, many of whom are regular transit users. Many households in EFCs do not have access to a car and would benefit from safer options for travel within neighborhoods and accessing transit to meet daily needs. The additional project elements, moreover, were largely developed with the input of local community participation during project scoping. For those projects that Metro led early planning and scoping using cooperative agreements, community engagement included partnerships with CBOs and involved community meetings, pop-up events, and walk audits with community members and translation services where applicable.

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 could elect to program all additional Cycle 1 funds to the Cycle 2 solicitation and not provide these additional funds to existing Cycle 1 grantees. This action is not recommended as Cycle 1 projects are more likely to be delivered within the next two years (i.e. before the 2028 Games) and contain project elements that have already been developed during project scoping. Adding these funds to Cycle 2 only would reduce the ability for existing grantees to deliver higher quality projects.

NEXT STEPS

Upon approval by the Board, the project Funding Agreements will be executed or amended with the new funding amounts and details of the project scope. The additional funding will not change the timeline of projects and will proceed on the previously agreed-upon timeline. The remaining funding will be made available for the Board to program as part of the MAT Cycle 2 program. Cycle 2 applications were due to Metro on April 7, 2025, and staff expect to bring the Cycle 2 programming action to the Metro Board in July 2025.

ATTACHMENTS

Attachment A - MAT Cycle 1 Funding Adjustments

Attachment B - MAT Cycle 1 Programming Table

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ATTACHMENT A: MAT CYCLE 1 FUNDING ADJUSTMENTS

Table 1: Recommended Funding Augmentation

Project Location/ Corridor	Grantee	Added Scope	Original Request	Original Award	Additional Funding
Avalon/MLK Gage	City of LA	Signals, LPs, speed humps, ADA ramps, signage, striping, bollards for full protected bike lanes. <i>Project is a component of 2028 Games Mobility Concept Plan</i>	\$7,104,662	\$5,823,724	\$2,200,000
Redondo Beach Blvd	Redondo Beach*/ LA County/ Lawndale	Raised crosswalks, full height bicycle lane protection, bicycle signals, and protected corners and intersections	\$8,000,000	\$6,600,000	\$1,400,000
Randolph	Commerce*/ Huntington Park/ Bell/ LA County	Upgrade path material from asphalt to concrete, incorporate pedestrian lighting that was removed when grant award was reduced, and plant street trees along pathway. <i>Games-Relevant, supports completion of Segment B of the Rail to River AT Corridor Project</i>	\$8,000,000	\$6,703,891	\$1,300,000
Culver City Station	Culver City*/ City of LA	Concrete protected bike lane on westside of Robertson Blvd; provide stormwater treatment, slip lane removal/fill in slip lane at or along bike lane; add pigment to bike lane on eastside of Robertson Blvd	\$1,900,000	\$2,281,529 <i>(\$400,000 deobligated in 2024)</i>	\$400,000**
Slauson Station	LA County	Sidewalk improvements to separate pedestrians and vehicles	\$5,000,000	\$3,606,043	\$500,000
La Brea/Santa Monica Blvd	West Hollywood	Add pedestrian lighting in physical gaps not covered in original scope	\$750,000	\$488,141	\$300,000
Sepulveda Station (G Line)	City of LA	Sidewalks, crosswalks, curb ramps, curb extensions, street trees, bike facilities, bike signals, bike parking, bus shelters, lighting and wayfinding <i>Games-Relevant, Sepulveda Dam Recreation Area Venue</i>	\$4,000,000	\$3,581,689	\$300,000
					\$6,400,000
<i>Funding available because of temporary funding reduction from COVID-19 sales tax uncertainty</i>					\$11,900,000
<i>To be added to the amount available to award to projects for MAT Cycle 2 in July 2025</i>					\$5,500,000

*Lead project sponsor

** The additional funding to the City of Culver City does not replace the previously deobligated funds and will not be used for the project elements which were removed. The additional funding amount will be used to fund critical safety and sustainability needs.

ATTACHMENT A: MAT CYCLE 1 FUNDING ADJUSTMENTS

Table 2: Funding Augmentation Proposals Not Recommended

Name	Sponsor	Project ID No.	Project Item Proposal	Funding Request	Justification
Long Beach	City of Long Beach	C1201	Proposed improvements include shade trees, green stormwater treatments (i.e., bioswales), wayfinding signage, and raised pedestrian crossings.	N/A	The city did not provide the estimated costs for the additional proposed scope elements, therefore it was not possible to determine the requested amount for augmentation funds.
Hollywood and Highland/ Hollywood and Vine	City of Los Angeles	C1205, C1204	ADA-accessibility improvements, including new curb ramps.	\$1,254,600	The proposed scope elements did not go beyond what is required for local standard compliance activities and would provide no additional benefit beyond the current grant scope.
Huntington-Main	City of South Pasadena	C1105	Asphalt pavement grind & overlay to support Class II Bike Lane installation and thermoplastic striping.	\$1,943,840	This project received the full funding amount that it requested in 2020; it did not have its funding reduced at the time of award, as was the case for other AT Corridor projects. Scope augmentation proposal is mostly for pavement resurfacing on the road, which does not only benefit active transportation users.

Metro Active Transport Program

Cycle 1 Augmentation



**Program of Projects - First/Last Mile Attachment B
MAT Program Cycle 1**

MAT Cycle 1: First/Last Mile

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY23	FY24	FY25*	FY26	FY27	FY28	Total
1	City of Los Angeles		C1204	Hollywood/Highland		\$ 116,260	\$168,740	\$3,312,701				\$ 3,597,701
	This project aims to improve pedestrian and bicycling connections to the Hollywood/Highland B Line Stations in Hollywood.											
2	City of Los Angeles		C1205	Hollywood/Vine		\$ 117,923	\$167,077	\$3,312,701				\$ 3,597,701
	Same project description as above, for the Hollywood/Vine B Line station area.											
3	Los Angeles County		D1209	East LA Civic Center		\$ 298,250	\$176,875	\$426,875				\$ 902,000
	This project will improve access for pedestrians and cyclists to the A Line (Previously L line) East Los Angeles Civic Center station.											
4	City of Los Angeles		D1206	LAX-Aviation		\$ 551,908	\$1,453,838	\$1,575,944				\$3,581,690
	This project will improve pedestrian and wheeled access to the C Line (Green) and future LAX/Crenshaw Line transfer station.											
5	Santa Monica		C1211	Olympic/26th		\$ 893,510						\$ 893,510
	This project, located at the intersection adjacent to and the blocks immediately north of the 26th St/Bergamot Station on the E Line (Expo), will improve pedestrian and bicycle facilities for riders traveling to and from the station.											
6	City of Los Angeles		D1207	Sepulveda OL	CHG	\$551,908	\$1,453,838	\$1,875,943				\$3,881,689
	This project will improve safety, access, and mobility to the Sepulveda station on the G Line (Orange) through bicycle and pedestrian improvements.											
7	Los Angeles County		C1210	Slauson	CHG	\$702,482	\$1,949,995	\$2,357,521				\$5,009,998
	This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue Line First/Last Mile Plan (2018)											
8	City of Los Angeles		D1208	Western/Slauson		\$555,561	\$1,463,823	\$1,586,659				\$3,606,043
	This project will improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave. The project site overlaps with part of the Active Transportation Rail to River Corridor											
9	Culver City	Los Angeles	C1201/D1203	Culver City	CHG	\$ 2,121,529	\$160,000	\$400,000				\$2,681,529
	This project, jointly developed with Culver City and the City of Los Angeles, will improve pedestrian and bicycle access to the Culver City E line station.											
10	Long Beach		C1202	Downtown LB (6th Street)				\$250,000	\$250,000	\$2,004,999	\$2,004,999	\$4,509,998
	The 6th St. project will improve safety through bicycle and pedestrian facilities. The project extent leads directly to the 5th Street Station on the A Line (Blue), and is blocks from the nearby Pacific Station											
11	West Hollywood		C1212	Santa Monica/La Brea	CHG	\$488,141		\$300,000				\$788,141
	This project will improve pedestrian safety and access to bus stops near the intersection of Santa Monica Blvd and La Brea Avenue.											
				TOTAL		\$6,397,472	\$6,994,186	\$15,398,343	\$250,000	\$2,004,999	\$2,004,999	\$33,050,000
	(*) Additional funds added to Projects 6,7,9, 11											

**Program of Projects - Active Transportation Corridors Attachment B
MAT Program Cycle 1**

MAT Cycle 1: AT Corridors

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY23	FY24	FY25*	FY26	FY27	FY28	Total
1	Los Angeles		D1102	Avalon/MLK/Gage	CHG	\$1,295,000	\$2,264,362	\$4,464,362				\$8,023,724
	The proposed project would connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage Ave, MLK Blvd, and Avalon Blvd.											
2	City of Commerce	Huntington Park, Bell, LACPW	C1101	Randolph	CHG	\$452,513	\$6,251,378	\$1,300,000				\$8,003,891
	Provides high quality mobility improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and Cities of Commerce, Bell, Huntington Park and Maywood											
3	Redondo Beach	LACPW, Lawndale	D1104	Redondo Beach Blvd	CHG	\$ 540,000	\$2,850,000	\$4,610,000				\$8,000,000
	Install improved and new Bike and Pedestrian Facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east.											
4	Monterey Park	Montebello, LACPW, Rosemead	C1103	1st-Riggini-Potrero Grande			\$10,000	\$395,000	\$5,961,225			\$ 6,366,225
	Expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities for a variety of road users in unincorporated South San Gabriel, Monterey Park, Montebello, and Rosemead.											
5	South Pasadena		C1105	Huntington-Main/Fremont				\$ 912,600	\$ 4,977,660	\$ 165,900		\$ 6,056,160
	Improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along the Huntington-Main Corridor by improving 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street.											
				TOTAL		\$2,287,513	\$11,375,740	\$11,681,962	\$10,938,885	\$165,900		\$36,450,000
	(*) Additional funds added to Projects 1, 2, 3											



Metro is making it easier to walk, bike, and roll
METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM
CYCLE 1 PROGRAMMING UPDATE

PLANNING & PROGRAMMING COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE



April 2025

File# 2024-1101

Staff Recommendations

CONSIDER:

- A. APPROVING the programming of \$6,400,000 from the Measure M Metro Active Transport, Transit and First/Last Mile Program (MAT Program) as additional funding to seven projects previously funded in MAT Cycle 1; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects



Background

- > The Board authorized \$75M for the MAT Cycle 1 Solicitation in January 2020 but approved a lesser amount of \$63.1M in January 2021 due to concerns about a potential reduction in sales tax funding; many projects received less funding than requested
- > Sales tax revenues during the period of programming were not reduced as anticipated so there remains an additional \$11.9M to program from Cycle 1
- > These funds must be programmed for Active Transportation uses and staff developed and implemented a process to maximize the use of funds to achieve program goals

Discussion

- > Staff recommends programming an additional \$6.4M from available MAT Cycle 1 funding to seven projects:

Project	Lead Sponsor	Added Scope	New Funding
Avalon/MLK/Gage	City of LA	Protected bike lanes, bike signals, signage and associated improvements	\$2.2M
Redondo Beach Blvd	Redondo Beach	Protected bike lanes, bike signals protected intersections, and associated improvements	\$1.4M
Randolph	Commerce	Concrete path, pedestrian lighting, street trees	\$1.3M
Culver City Station	Culver City	Robertson Blvd bike lane, slip lane removal, stormwater treatment	\$400K
Slauson Station	LA County	Pedestrian improvements	\$500K
La Brea/Santa Monica Blvd	West Hollywood	Pedestrian lighting	\$300K
Sepulveda Station	City of LA	Pedestrian and bicycle improvements	\$300K

Equity

- Of the seven projects receiving additional funding in this action, five are in or immediately adjacent to Equity Focus Communities
- Several projects were developed with the input of local community participation through partnerships with Community-Based Organizations



Next Steps

- > Upon approval, Funding Agreements will be executed or amended with the new funding amounts and details of the project scope
- > Additional funding does not change the timeline of projects, which will proceed on original schedule
- > Remaining funding will be made available as part of Cycle 2 programming