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Agenda - Final

Wednesday, October 19, 2022

10:30 AM

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Planning and Programming Committee

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Eric Garcetti, Vice Chair

James Butts

Jacquelyn Dupont-Walker

Fernando Dutra

Hilda Solis

Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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323.466.3876

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The Committee Meeting begins at 10:30 AM Pacific Time on October 19, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 19 de Octubre de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

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Board Administration

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CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5, 6, 7, and 8.

Consent Calendar items are approved by one vote unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

5. SUBJECT: FIRST/LAST MILE PROJECT PRIORITIZATION

[2022-0265](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING First/Last Mile (FLM) Project Prioritization Methodology (Attachment B); and
- B. ADOPTING Prioritized Project Lists (Attachment A) for previously adopted FLM plans for the following plans:
 - 1. Aviation/96th Street Station, adopted June 27, 2019 (File #2019-0170)
 - 2. East San Fernando Valley, adopted December 3, 2020 (File #2019-0431)
 - 3. Gold Line Foothill Extension 2B, adopted June 27, 2019 (File #2019-0170)
 - 4. Purple Line Extension Sections 2 & 3, adopted May 28, 2020 (File #2020-0111)

Attachments: [Attachment A - Priority Project Lists](#)
 [Attachment B - Project Prioritization Methodology](#)
 [Attachment C - Support Letter](#)
 [Presentation](#)

6. SUBJECT: TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND PROGRAM CONTRACT

[2022-0465](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year firm fixed price Contract No. PS88917000 to UrbanTrans Consultants, Inc., to develop a new regional Transportation Demand Management Master Plan and Program in the amount of \$1,463,580, subject to resolution of all properly submitted protest(s) if any.

- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - October 2017 Board Motion 36](#)
[Attachment D - TDM Program and New Projects Presentation](#)

7. SUBJECT: MARIACHI PLAZA L LINE (GOLD) STATION JOINT DEVELOPMENT [2022-0574](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with East Los Angeles Community Corporation (Developer or ELACC) to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Mariachi Plaza in Boyle Heights with up to 60 units of affordable housing, ancillary ground floor community space and a community garden (Project).

- Attachments:** [Attachment A - Site Map](#)
[Attachment B - Cultural Preservation Plan Presentation](#)

8. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION [2022-0633](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING programming an additional \$966,589 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all

necessary agreements for approved projects.

Attachments: [Attachment A - Active Transportation First Last Mile Connections Project List](#)

NON-CONSENT

9. SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM [2022-0646](#)

RECOMMENDATION

APPROVE the ATP Point Assignment Method Planning Supplement, as described in Attachment A.

Attachments: [Attachment A - Point Assignment Method Presentation](#)

10. SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B [2022-0626](#)

RECOMMENDATION

RECEIVE AND FILE the update on funding and next steps for the Rail to River Active Transportation Corridor - Segment B Project.

11. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS [2022-0690](#)

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2022-0710](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2022-0265, File Type: Plan

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 19, 2022

SUBJECT: FIRST/LAST MILE PROJECT PRIORITIZATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING First/Last Mile (FLM) Project Prioritization Methodology (Attachment B); and
- B. ADOPTING Prioritized Project Lists (Attachment A) for previously adopted FLM plans for the following plans:
 - 1. Aviation/96th Street Station, adopted June 27, 2019 (File #2019-0170)
 - 2. East San Fernando Valley, adopted December 3, 2020 (File #2019-0431)
 - 3. Gold Line Foothill Extension 2B, adopted June 27, 2019 (File #2019-0170)
 - 4. Purple Line Extension Sections 2 & 3, adopted May 28, 2020 (File #2020-0111)

ISSUE

In 2019 and 2020, the Metro Board of Directors adopted multiple FLM plans for future rail lines and stations. Each plan directed staff to report back to the Board with recommended next steps that are consistent with procedures and commitments in the FLM Guidelines (Guidelines). The Board subsequently adopted the Guidelines (May 2021, File #2020-0365), which committed and described a project prioritization process focusing on safety. The Project Prioritization Methodology (Attachment B) has been completed and applied to the above-referenced FLM plans, resulting in Prioritized Projects Lists for each plan.

Board approval of the Prioritized Project Lists in this report would amend previously Board-approved FLM plans - which was called for in the Guidelines - and facilitate local jurisdiction implementation of certain priority projects identified in those plans. Local jurisdictions may choose to implement the priority projects to receive credit toward the 3% local contribution, pending negotiation of necessary agreements, and based on terms established in the FLM Guidelines.

BACKGROUND

The adopted Guidelines note that a prioritization methodology has been piloted on past FLM plans. The Guidelines further prompted the development and application of a consistent methodology for prioritizing projects included in all FLM plans.

Each FLM plan identifies FLM projects within a ½-mile walkshed and 3-mile bike-shed radius of a station. The Project Prioritization Methodology was developed to emphasize the safety, access, and comfort of transit customers walking and wheeling to a station.

DISCUSSION

Project Prioritization Methodology

Consistent with the FLM Guidelines, the methodology prioritizes safety-focused projects on primary pathways (streets). Primary pathways are identified in the FLM plans and are generally those directly intersecting the stations. This focus ensures alignment with Metro's goals to expand the reach of transit by addressing riders' journeys to the station and providing safe, accessible, and continuous pathways. The prioritization methodology further allows for flexibility by providing an option for local agencies to seek additional priority projects based on specified criteria such as demonstrated and significant community support.

The prioritization methodology is consistent with FLM policies adopted by the Metro Board and developed with input from local jurisdictions with FLM plans.

The Project Prioritization Methodology consists of the following methods:

1. **Method 1: Walk/Wheel projects within one-half mile of a station**
 - a. On Primary Pathway as defined in an adopted FLM Plan; and
 - b. Improve safety for walk and wheel users through Safety-Focused Project types
2. **Method 2: Wheel projects between one-half mile and three miles of a Station**
 - a. On Primary Pathway to the extent delineated in an adopted FLM Plan; and
 - b. Improve safety for wheel users through Safety-Focused Project types; and
 - c. Connect directly to a key destination and/or other wheel network facilities located between one-half and up to three miles from a new rail transit station.
3. **Method 3: Local Flexibility**
 - a. Projects considered under this method must be included in the adopted FLM Plan and be justified with respect to one or more criteria such as community support or alignment with local plans.

The complete Project Prioritization Methodology is provided in Attachment B.

Method 3 allows local flexibility for unique circumstances on a case-by-case basis and is subject to discrete and well-defined criteria. This category intends to provide a way for jurisdictions, as implementing partners, to integrate their own active transportation activities and needs while maintaining a focus on Metro's core objectives around station access and elevating community

desires, as captured in the FLM Plans. Metro solicited and evaluated proposed projects under this method from local jurisdictions. Projects meeting the criteria are included in the priority projects lists as Attachment A. Note that some projects have been included as conditional priorities, and staff will work with respective jurisdictions to verify that criteria have been met. One support letter was received in relation to Method 3 proposals, and is included as Attachment C. All projects considered for prioritization must be included in the adopted FLM Plan, except where a substitution is proposed consistent with Method 3, and where the proposed project provides comparable intent and benefit to a project in the adopted plan.

Final priority project lists for each plan are included as Attachment A. Adoption of these lists by the Board allows local jurisdictions to identify and commit individual projects for implementation and completes a committed next step as part of the adoption of the FLM Guidelines. All jurisdictions affected by this prioritization step were briefed and provided input opportunities at multiple stages. This prioritization step follows prior work on developing FLM plans which features and integrates substantial community input (see “Equity Platform” discussion below for more detail).

Methodology Development

Following the Board adoption of the Guidelines, staff developed a draft Prioritization Methodology and circulated it to relevant jurisdictions, including a review and comment opportunity. The input was subsequently incorporated into a final methodology. The first two methods were then applied to the FLM plans, with the opportunity for local jurisdictions to apply the third method for local flexibility.

DETERMINATION OF SAFETY IMPACT

Adopting the Prioritized Projects Lists will have no direct safety impact; however, the methodology to determine Prioritized Projects Lists and the specific projects on each list focus on projects to improve safety conditions for transit riders. Local jurisdictions are solely responsible for the design and implementation of the priority projects, at their option.

FINANCIAL IMPACT

The Guidelines limit 3% local contribution availability to priority projects identified in FLM plans. Implementing FLM projects for 3% credit carries a financial risk to Metro as it directs resources away from delivery of the core transit project. The completed FLM Plans covered in this report identified projects costing approximately \$19 million per station. As recommended here, the availability of 3% credit to Priority Projects reduces the risk to Metro by approximately half.

Impact to Budget

FLM planning work including an effort to develop this project prioritization, is included in the adopted Metro budget at Project Number 405306.

EQUITY PLATFORM

FLM Plans consider and elevate equity considerations at all stages. Of note, this includes a partnership with Community Based Organizations (CBOs) during the plan development and conducting grassroots and participatory outreach that centers and elevates transit riders’ needs. CBO

partnership is standard practice in developing all Metro FLM plans, as they provide invaluable expertise and knowledge of local contexts, especially in under-served communities. Partnership with CBOs in developing FLM plans has included a standard chartering process and fair compensation. As such, the resultant project list within each FLM plan captures key needs and desires for high need and under-served communities. Of note for this report, Metro partnered with Pacoima Beautiful and Safe Moves to develop the East San Fernando Valley FLM Plan and with ActiveSGV for the Gold Line Foothill Extension 2B FLM Plan. The specific prioritization step described in this Board Report elevates the most critical needs by focusing on the safety, accessibility, and comfort of people navigating to and from transit stations. If implemented, the resulting priority projects provide a dignified environment that serves the needs of Metro's patrons.

All future Metro rail station areas have different existing conditions and needs. Needs are typically greatest in locations with historic disinvestment in community scale infrastructure, which correlate closely with Equity Focus Communities (EFCs). Of the 24 planned Metro Rail stations in question for FLM project prioritization, 18 stations are in or within a half-mile of EFCs. The FLM planning process identifies and addresses these needs such that higher-need station locations will typically yield a more extensive project list. This prioritization methodology does not specifically redirect resources to higher need locations because it is primarily conceived as an opportunity for all jurisdictions with a 3% obligation to have an option and incentive to implement FLM projects. However, the methodology, as applied at the end of the FLM planning process does yield results whereby there are typically more projects identified and more investment opportunities where needs are greatest.

Once constructed, projects identified in the Prioritized Projects Lists, such as enhanced sidewalk elements and improved lighting, can reduce disproportionate harm to vulnerable demographic groups from unsafe and inaccessible streets around Metro rail stations. These groups are also expected to see air and noise pollution reduction.

If local jurisdictions choose to implement projects, residents within station areas may face construction impacts, including added congestion and delay for drivers. During the planning process, local jurisdictions will employ community engagement with the public, including partnerships with community-based organizations, to inform project design, implementation, and mitigation of adverse impacts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action furthers Strategic Plan Goal #2: Outstanding trip experiences for all. FLM projects facilitated by the project prioritization will improve customers' experiences accessing existing and future rail stations and high-ridership bus stops by walking, biking, or other rolling modes.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the FLM Prioritized Projects Lists. This option is not recommended as it would perpetuate an unclear process and expectations for Measure M transit projects concerning FLM implementation. Further, the Prioritized Project Lists, provide clarity for jurisdictions on the projects eligible for satisfying the 3% local contribution requirement. Reconsidering this and other key concepts would further result in a delay in implementing the FLM

program and could necessitate ad hoc decisions on individual projects.

NEXT STEPS

Staff intends to provide Prioritized Project Lists to local jurisdictions who may pursue 3% local contribution negotiations for FLM priority projects at their option, subject to the Measure M Guidelines and FLM Guidelines requirements. In subsequent phases, the scope and definition of priority projects will be detailed and may be adjusted by agreement between Metro staff and the respective jurisdictions. Staff will verify conditional priority projects in coordination with local jurisdictions. Priority project lists may be updated or revised by the Board in the future in light of varying transit project timelines and associated 3% contribution discussions.


Local jurisdictions will lead future phases of identified priority projects and will be responsible for implementation, inclusive of further community engagement, design, construction, and maintenance.

ATTACHMENTS

- Attachment A - Prioritized Projects Lists
- Attachment B - Project Prioritization Methodology
- Attachment C - Support Letter

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Stephanie N. Wiggins
Chief Executive Officer

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
10/19/22

The following worksheets summarize Metro's **Aviation/96th Street** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Aviation/96th Street First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station

Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1A)	Arbor Vitae St.	Pedestrian and Cyclist Lighting	Aviation Bl to Portal Av	1
2	✓ (1A)	Arbor Vitae St.	Landscape and Shade Trees	Aviation Bl to Portal Av	1
3	✓ (1A)	Arbor Vitae St.	Access Ramps	Aviation Bl	1
4	✓ (1A)	Arbor Vitae St.	High Visibility Crosswalks	Aviation Bl	1
5	✓ (1B)	Arbor Vitae St.	Pedestrian and Cyclist Lighting	Portal Av to Airport Bl	1
6	✓ (1B)	Arbor Vitae St.	Landscape and Shade Trees	Portal Av to Airport Bl	1
7	✓ (1B)	Arbor Vitae St.	Access Ramps	Bellanca Av and Airport Bl	1
8	✓ (1B)	Arbor Vitae St.	High Visibility Crosswalks	Bellanca Av and Airport Bl	1
9	✓ (1B)	Arbor Vitae St.	Bus Stop Improvements	Bellanca Av (2 locations)	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station

Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Additional Priority Projects					
10	Tier 1	Century Blvd	New or improved crosswalks	Along corridor	
11	Tier 1	Century Blvd	New or improved sidewalks	Along corridor	
13	Tier 1	Century Blvd	Curb improvements	Along corridor	
14	Tier 1	Century Blvd	Pedestrian and Bike Lighting	Along corridor	
15	Tier 1	Century Blvd	Bike Facility or Amenity	Along corridor	
16	Tier 1	Century Blvd	Bus Stop Improvements	Along corridor	

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station					
Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1A)	Arbor Vitae St.	Bicycle Lane (Class II)	Aviation Bl to Portal Av	1
2	✓ (1B)	Arbor Vitae St.	Protected Bicycle Lane (Class IV)	Portal Av to Airport Bl	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station					
Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	Tier 2	Arbor Vitae St	Bike facility or Amenity	Sepulvda Blvd to Aviation Blvd	3
4	Tier 1	Century Blvd	Bike facility or Amenity	Along corridor	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR**10/19/2022**

The following worksheets summarize Metro's **East San Fernando Valley Transit Corridor** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **East San Fernando Transit Corridor First/Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

East San Fernando Valley - Sylmar/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (2)	San Fernando Rd	Landscape & Shade	Oro Grande St to Sayer St and Hubbard St to Huntington St (0.85 miles)	1
2	✓ (3)	San Fernando Rd	Signalized Crossings	At S Lazard St & Huntington St	1
3	✓ (4)	San Fernando Rd	Pedestrian & Cyclist Lighting	Hubbard St to Huntington St	1
4	✓ (7)	Hubbard St	Landscape & Shade	Laurel Canyon Blvd to 5th Ave (1.25 miles)	1
5	✓ (8)	Hubbard St	Pedestrian & Cyclist Lighting	Jackman Ave to 4th St (0.61 miles)	1
6	✓ (9)	Hubbard St	Curb Extensions	At 1st St & 2nd St	1
7	✓ (10)	Hubbard St	Bus Stop Improvements	Truman St & 1st St/Frank Modugno Dr	1
8	✓ (11)	Hubbard St	Curb Extensions	4th St	1
9	✓ (12)	Frank Modugno Drive/ 1st St	Pedestrian & Cyclist Lighting	Sayre St to Orange Grove Ave (0.47 miles)	1
10	✓ (14)	San Fernando Rd/ Frank Modugno Drive/ 1st St	Landscape & Shade	Oro Grande St to Huntington St (0.088 miles)	1
11	✓ (15)	1st St	Curb Ramps	Huntington St	1
12	✓ (16)	San Fernando Rd	Curb Extension	Astoria St	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sylmar/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	San Fernando Rd	Protected Bicycle Lane (Class IV)	Hubbard St to San Fernando Mission Blvd (0.57 miles)	1
2	✓ (3)	Hubbard St	Bicycle Lane (Class II)	Laurel Canyon Blvd to Glenoaks Blvd (1.50 miles)	1
3	✓ (14)	Hubbard St	Bicycle Lane (Class II)	Glenoaks Blvd to Eldridge Ave (1.50 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sylmar/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
4	(#2)	San Fernando Rd	Striped Lanes	Bleeker St to Hubbard Ave	3
5	(#7)	East Canyon Chanel	Off-Street Path	Rincon Ave to Bleeker St	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

East San Fernando Valley - Maclay Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (5)	San Fernando Rd	Pedestrian & Cyclist Lighting	San Fernando Mission Blvd to Brand Blvd	1
2	✓ (6)	San Fernando Rd	Landscape & Shade	Huntington St to Wolfskill St	1
3	✓ (7)	San Fernando Rd	Signalized Crossing	At Kalisher St	1
4	✓ (8)	San Fernando Rd	Curb Ramps	At Kalisher St	1
5	✓ (14)	Maclay Ave	Pedestrian & Cyclist Lighting	Hollister St to 4th St	1
6	✓ (15)	Maclay Ave	Landscape & Shade	Hollister St to 1st St	1
7	✓ (19)	Brand Blvd	Pedestrian & Cyclist Lighting	Hollister St to 4th St	1
8	✓ (20)	Brand Blvd	Curb Extension	At 1st St	1
9	✓ (21)	Brand Blvd	Curb Extension	At Hollister St, Coronel St, Pico St, Celis St,	1
10	✓ (22)	Brand Blvd	Curb Extension	At Library St	1
11	✓ (23)	1st St	Pedestrian & Cyclist Lighting	Alexander St to Brand Blvd	1
12	✓ (24)	1st St	Curb Extension	At Harding Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Maclay Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	San Fernando Rd	Protected Bicycle Lane (Class IV)	Kittridge St to Wolfskill St (0.13 miles)	1
2	✓ (2)	Brand Blvd	Bicycle lanes (Class II) & Bicycle Friendly Street (Class III)	O'Melvany Ave to Truman St, Truman St to Mission City Trail & Mission City Trail to 4th St (0.85 miles)	1
3	✓ (4)	Maclay Ave	Bicycle Friendly Streets (Class III) & Bicycle lanes (Class II)	Amboy St to Truman St, Truman St to 1st St & 1st St to 4th St (0.92 miles)	1
4	✓ (5)	Maclay Ave	Bicycle Lane (Class II)	4th St to 8th St (1 mile)	1
5	✓ (7)	1st St	Bicycle Friendly Street (Class III)	Brand Blvd to Harding (0.40 miles)	1
6	✓ (12)	Brand Blvd / Macneil St.	Bicycle Friendly Street (Class III)	4th St to 8th St (1.03 miles)	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ESFV Transit Corridor - Paxton Station

Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	San Fernando Rd	Landscape & Shade	Pacoima Wash to Filmore St	1
2	✓ (2)	San Fernando Rd	Bus Stop Improvements	Paxton St	1
3	✓ (3)	San Fernando Rd	Pedestrian & Cyclist Lighting	Desmond St to Filmore St	1
4	✓ (4)	San Fernando Rd	Signalized Crossing	At Filmore St	1
5	✓ (5)	San Fernando Rd	Signalized Crossing	At Desmond St	1
6	✓ (6)	San Fernando Rd	Curb Extension	At 118 Freeway Access Ramp	1
7	✓ (7)	San Fernando Rd	Curb Extension	At 118 Freeway Access Ramp	1
8	✓ (8)	Paxton St	Landscape & Shade	Kewen Ave to San Fernando Rd	1
9	✓ (9)	Paxton St	Pedestrian & Cyclist Lighting	Telfair Ave to Bradley Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ESFV Transit Corridor - Paxton Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (4)	Paxton St	Bicycle Lane (Class II)	Arleta Ave to Foothill Blvd (2.80 miles)	1, 2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Paxton Station

Priority Project ID	Previous FLM Priority Project? (Project ID)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
2	(#1)	Telfair Ave	Bike-Friendly St	Pacoima Wash to Filmore	3
3	(#2)	Pacoima Wash	Off-Street Path	Telfair Ave to Bradley Ave/4th St	3
4	(#3)	Bradley Ave	Bike-Friendly St	Pacoima Wash to Filmore	3
5	(#5)	Desmond St	Bike-Friendly St	Telfair Ave to San Fernando Rd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	San Fernando Rd	Landscape & Shade	Filmore St to Pierce St	1
2	✓ (2)	San Fernando Rd	Bus Stop Improvements	Van Nuys Blvd	1
3	✓ (3)	San Fernando Rd	Pedestrian & Cyclist Lighting	Filmore St to Pierce St	1
4	✓ (4)	San Fernando Rd	New or Improved Sidewalks	Segment south of Filmore St	1
5	✓ (5)	Van Nuys Blvd	Landscape & Shade	From Norris Ave to Kewen Ave	1
6	✓ (6)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	From Norris Ave to Kewen Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	San Fernando Rd to Glenoaks Blvd (0.78 miles)	1
2	✓ (8)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	Glenoaks Blvd to Foothill Blvd (0.75 miles)	2
3	✓ (10)	San Fernando Rd.	Shared-use/ Off Street Path (Class I)	Brandford St to Lankershim Blvd (1.34 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Laurel Canyon Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Laurel Canyon Blvd	Landscape & Shade	Paxton St to Terra Bella St	1
2	✓ (2)	Laurel Canyon Blvd	Curb Ramps	At Carl St, Pierce St, Gager St, Gain St, Remington St	1
3	✓ (3)	Laurel Canyon Blvd	Access Ramps	At Filmore St	1
4	✓ (6)	Laurel Canyon Blvd	Pedestrian & Cyclist Lighting	Filmore St to Pierce St	1
5	✓ (7)	Laurel Canyon Blvd	New or Improved Sidewalks	Van Nuys Blvd to Remington St	1
6	✓ (8)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	I-5 Freeway underpass to Kewen Ave	1
7	✓ (9)	Van Nuys Blvd	Bus Stop Improvements	Laurel Canyon and Haddon Ave	1
8	✓ (10)	Van Nuys Blvd	Landscape & Shade	From I-5 Freeway to Kewen Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ESFV Transit Corridor - Laurel Canyon Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (4)	Laurel Canyon Blvd	Bicycle Lane (Class II)	Terra Bella St to Paxton St (1.09 miles)	1
2	✓ (5)	Laurel Canyon Blvd	Bicycle Lane (Class II)	Terra Bella St to Peoria St & Paxton to Rinaldi St (3.85 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ESFV Transit Corridor - Laurel Canyon Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects *Pending verification of safe and continuous connection between the project and the station					
3	(#1)	Pierce St	Bike-Friendly St.	I-5 to Haddon Ave	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Arleta Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Bordeaux Ave to 1-5 freeway	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	Arleta Ave	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Bordeaux Ave to 1-5 freeway	1
4	✓ (4)	Arleta Ave/Devonshire St	Pedestrian & Cyclist Lighting	Filmore St to Pierce St	1
5	✓ (5)	Arleta Ave/Devonshire St	Landscape & Shade	Pacoima Diversion Channel to Terra Bella St	1
6	✓ (6)	Arleta Ave/Devonshire St	New or Improved Sidewalks	Pacoima Diversion Channel	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Arleta Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WALK - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
7	(#16)	Filmore St	Pedestrian Bridge	Filmore St, Pacoima Diversion Channel	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Arleta Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Arleta Ave/Devonshire St	Protected Bicycle Lane (Class IV)	Terra Bella St to Arleta Ave & Arleta Ave to Filmore St (0.96 miles)	1
2	✓ (3)	Arleta Ave	Protected Bicycle Lane (Class IV)	Devonshire St to Paxton Ave (0.17 miles)	1
3	✓ (8)	Arleta Ave	Protected Bicycle Lane (Class IV)	Paxton St to Fox St & Terra Bella St to Osborne St (1.22 miles)	2
4	✓ (9)	Arleta Ave	Bicycle Lane (Class II)	Osborne St to Tujunga Wash (1 mile)	2
5	✓ (11)	Arleta Ave	Bicycle Friendly Street (Class III)	Fox St to Brand Blvd (0.37 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Woodman Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Bordeaux Ave to Gledhill St	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	Woodman Ave	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Bordeaux Ave to Gledhill St	1
4	✓ (4)	Van Nuys Blvd	Access Ramps	Plummer St	1
5	✓ (6)	Woodman Ave	Landscape & Shade	Filmore St to Plummer St	1
6	✓ (7)	Woodman Ave	Pedestrian & Cyclist Lighting	Filmore St to Plummer St	1
7	✓ (10)	Woodman Ave	Curb Extension	Plummer St	1
8	✓ (11)	Woodman Ave	Access Ramps	Filmore St	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Woodman Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	Nordhoff St and Tupper St	1
2	✓ (2)	Van Nuys Blvd	Landscape & Shade	Gledhill St to Parthenia St	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Gledhill St to Parthenia St	1
4	✓ (4)	Nordhoff St	Landscape & Shade	Kester to Woodman Ave	1
5	✓ (5)	Nordhoff St	Signalized Crossing	Wakefield Ave	1
6	✓ (6)	Nordhoff St	Pedestrian & Cyclist Lighting	Cedros Ave to Wakefield Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
7	(#8)	Terra Bella St	Residential Traffic Calming	Nordhoff St to Woodman Ave	3
8	(#9)	Terra Bella St	Street Lights	Nordhoff St to Wakefield Ave	3
9	(#10)	Terra Bella St	Street Trees	Nordhoff St to Woodman Ave	3
10	(#11)	Terra Bella St	Pedestrian Lights	Nordhoff St to Woodman Ave	3
11	(#12)	Terra Bella St	Curb Extensions	Tupper St	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (3)	Nordhoff St	Bicycle Lane (Class II)	Sylmar Ave to Moonbeam Ave (0.12 miles)	1
2	✓ (10)	Nordhoff St	Bicycle Lane (Class II)	405 freeway to Balboa (1.70 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	(#1)	Pacoima Wash	Off-Street Path	Plummer St to Parthenia St	3
4	(#2)	Terra Bella St	Striped Lanes	Nordhoff St to Woodman Ave	3

*Note - Inclusion as a priority project does not alter or reduce mitigation requirements for Metro.

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Roscoe Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	Roscoe Blvd	1
2	✓ (2)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Parthenia St to Lorne St	1
3	✓ (3)	Van Nuys Blvd	Landscape & Shade	Parthenia St to Lorne St	1
4	✓ (5)	Roscoe Blvd	Landscape & Shade	Willis Ave to Lennox Ave	1
5	✓ (6)	Roscoe Blvd	Pedestrian & Cyclist Lighting	Willis Ave to Lennox Ave	1
6	✓ (7)	Roscoe Blvd	Signalized Crossing	At Wakefield Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Roscoe Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Roscoe Blvd	Protected Bicycle Lane (Class IV)	Van Nuys Blvd to Woodman Ave (0.91 miles)	1
2	✓ (10)	Roscoe Blvd	Protected Bicycle Lane (Class IV)	Woodman Ave to Laurel Canyon Blvd (2.07 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Roscoe Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	(#4)	Parthenia St	Protected Lanes	Pacoima Wash to Van Nuys Blvd	3
4	(#5)	Chase St	Striped Lanes	Pacoima Wash to Van Nuys Blvd	3
5	(#7)	Willis Ave	Bike-Friendly St	Chase St to Lanark St	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys/MetroLink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Cohasset St to Lorne St	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	At Keswisck St and Saticoy St	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Cohasset St to Lorne St	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys Metrolink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys Metrolink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Additional Priority Projects					
1	(#4)	Keswick/Raymer St	Bike-Friendly St	Kester Ave to Van Nuys Blvd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys Metrolink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
2	(#1)	Pacoima Wash	Protected Lanes	Raymer St to Van Nuys Blvd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sherman Way Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Pacoima Wash to Hart St	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	Sherman Way	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Pacoima Wash to Hart St	1
4	✓ (5)	Van Nuys Blvd	Signalized Crossing	Gault St	1
5	✓ (7)	Sherman Way	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
6	✓ (8)	Sherman Way	Landscape & Shade	Kester Ave to Hazeltine Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sherman Way Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Sherman Way	Protected Bicycle Lane (Class IV)	Kester Ave to Hazeltine Ave (1 mile)	1
2	✓ (7)	Sherman Way	Protected Bicycle Lane (Class IV)	Hazeltine Ave to Laurel Canyon Blvd & Kester Ave to Balboa Blvd (5 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Vanowen Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Hart St to Kittridge St	1
2	✓ (2)	Van Nuys Blvd	Landscape & Shade	Hart St to Kittridge St	1
3	✓ (3)	Van Nuys Blvd	Bus Stop Improvements	Vanowen St	1
4	✓ (4)	Vanowen St	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
5	✓ (5)	Vanowen St	Landscape & Shade	Kester Ave to Hazeltine Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Vanowen Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Victory Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	At Victory Blvd and Sylvan St	1
2	✓ (2)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Kittridge St to Sylvan St	1
3	✓ (3)	Van Nuys Blvd	Landscape & Shade	Kittridge St to Sylvan St	1
4	✓ (4)	Victory Blvd	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
5	✓ (5)	Victory Blvd	Landscape & Shade	Kester Ave to Hazeltine Ave	1
6	✓ (7)	Sylvan St	Landscape & Shade	Vesper Ave to Van Nuys Blvd	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Victory Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Victory Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
1	(#1)	Friar St	Bike-Friendly St	Friar St Between Hazeltine and Kester	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys MOL Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	Bessemer St to Aetna St	1
2	✓ (2)	Van Nuys Blvd	Landscape & Shade	Hatteras St to Sylvan St	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Hatteras St to Sylvan St	1
4	✓ (8)	Bessemer St	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
5	✓ (9)	Bessemer St	Landscape & Shade	Kester Ave to Hazeltine Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys MOL Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	Orange Line Busway to Burbank Blvd (.58 miles)	1
2	✓ (6)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	Burbank Blvd to LA River (1.10 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys MOL Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Add Priority Projects					
3	(#3)	Cedros Ave	Bike-Friendly St	Kester Ave to Metro Orange Line	3
4	(#5)	Vesper Ave / (Hatteras st)/ Cedros Ave	Bike-Friendly St	Metro Orange Line to Burbank Blvd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

East San Fernando Valley - Special Cases					
Walk or Wheel Project	Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits
Sylmar/San Fernando Station					
Walk Project	2	✓ (3)	San Fernando Rd	Signalized Crossings	At S Lazard St & Huntington St
Wheel Project	3	✓ (6)	San Fernando Rd/ Frank Modugno Dr/ 1st St	Bicycle Friendly Street (Class III)	Polk St to Harding St (1 mile)
Maclay Station					
Walk Project	5	✓ (10)	Maclay Ave	Curb Extension	At 4th St
Paxton Station					
Walk Project	4	✓ (5)	San Fernando Rd	Signalized Crossing	At Desmond St
Nordhoff Station					
Walk Project	4	✓ (5)	Nordhoff St	Signalized Crossing	Wakefield Ave

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B**10/19/22**

The following worksheets summarize Metro's **Gold Line Foothill Extension 2B** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Gold Line Foothill Extension 2B First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (27)	Glendora Avenue	New/Improved Crossings	Glendora Village Plaza (250 ft south of Meda Ave)	1
2	✓ (27)	Glendora Avenue	New/Improved Crossings	375 ft. north of Foothill Blvd	1
3	✓ (34)	Glendora Avenue	New/Improved Crossings	Foothill Blvd	1
4	✓ (60)	Glendora Avenue	Pedestrian/Cyclist Lighting	Foothill Blvd to Route 66	1
5	✓ (40)	Glendora Avenue	Street Furniture	Foothill Blvd to Route 66	1
6	✓ (27)	Glendora Avenue	New/Improved Crossings	Carroll Avenue	1
7	✓ (35)	Glendora Avenue	Bus Stop Improvements	Ada Avenue	1
8	✓ (35)	Glendora Avenue	New/Improved Crossings	Ada Avenue	1
9	✓ (40)	Glendora Avenue	Street Trees	Ada Avenue to Route 66	1
10	✓ (37)	Glendora Avenue	New/Improved Crossings	Gold Line ROW	1
11	✓ (49)	Glendora Avenue	New/Improved Crossings	Route 66	1
12	✓ (52)	Glendora Avenue	New/Improved Sidewalks	Gold Line ROW to Colorado Ave	1
13	✓ (39)	Ada Avenue	New/Improved Sidewalks	Grand Avenue to Vermont Avenue	1
14	✓ (30)	Ada Avenue	New/Improved Crossings	Vermont Avenue	1
15	✓ (40)	Ada Avenue	New/Improved Sidewalks	Glendora Avenue to Cullen Avenue	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (45)	Ada Avenue	Pedestrian/Cyclist Lighting	Glendora Avenue to Cullen Avenue	1
17	✓ (38)	Grand Ave	New/Improved Crossings	Foothill Bl	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (27)	Glendora Avenue	Protected Bicycle Lane (Class IV)	Sierra Madre Avenue to Bennett Avenue	2
2	✓ (55)	Glendora Avenue	Protected Bicycle Lane (Class IV)	Foothill Blvd to Route 66	1
3	✓ (54)	Glendora Avenue	Protected Bicycle Lane (Class IV)	Route 66 to Arrow Highway	1, 2
4	✓ (38)	Gold Line ROW	Shared Use/Off-Street Path (Class I)	Foothill Blvd to Carroll Ave	1
5	✓ (48)	Foothill Blvd	Protected Bicycle Lane (Class IV)	Citrus Ave to Grand Ave	2
6	✓ (33)	Foothill Blvd	Bicycle Lane (Class II)	Grand Ave to Vista Bonita Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - San Dimas Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓(39)	Bonita Avenue	Landscape and Shade Trees	Arrow Highway to Cataract Avenue	1
2	✓ (39)	Bonita Avenue	New/Improved Crossings	Cataract Avenue	1
3	✓(45)	Bonita Avenue	Landscape and Shade Trees	San Dimas Avenue to East City Limit	1
4	✓ (38)	Bonita Avenue	New/Improved Crossings	Iglesia Street	1
5	✓ (54)	Bonita Avenue	New/Improved Sidewalks	Walnut Avenue to East City Limit	1
6	✓ (50)	San Dimas Avenue	New/Improved Crossings	Bonita Avenue	1
7	✓ (45)	San Dimas Avenue	New/Improved Sidewalks	Bonita Avenue to Gold Line ROW	1
8	✓ (50)	San Dimas Avenue	New/Improved Crossings	Railroad Track	1
9	✓ (40)	San Dimas Avenue	New/Improved Crossings	Commercial Street	1
10	✓ (43)	San Dimas Avenue	New/Improved Sidewalks	Metrolink RR to Avenue Domingo	1
11	✓ (34)	Puddingstone Dr	New/Improved Crossings	San Dimas Av	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - San Dimas Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (54)	Bonita Avenue	Protected Bicycle Lane (Class IV)	Arrow Highway to 200' East of Cataract Ave	1, 2
2	✓ (50)	Bonita Avenue	Bicycle Lane (Class II)	San Dimas Av to Iglesia Street	1
3	✓ (42)	Bonita Avenue	Bicycle Lane (Class II)	Iglesia St to Walnut Avenue	1
4	✓ (54)	Bonita Avenue	Protected Bicycle Lane (Class IV)	Walnut to East City Limit	1, 2
5	✓ (45)	San Dimas	Bicycle Lane (Class II)	5th Street to Bonita Avenue	1
6	✓ (45)	San Dimas	Bicycle Lane (Class II)	Bonita Avenue to Arrow Highway	1
7	✓ (42)	San Dimas	Bicycle Lane (Class II)	Arrow Highway to Puddingstone Drive	1, 2
8	✓ (44)	San Dimas	Bicycle Lane (Class II)	Puddingstone Drive to Via Verde	2
9	✓ (19)	Puddingstone Dr	Shared Use/Off Street Path (Class I)	San Dimas Av to Puddingstone Dr	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (25)	Station	Bus Stop Improvements	Arrow Hwy and Fairplex Dr	1
2	✓ (53)	Second St	New/Improved Sidewalks	D St to E St	1
3	✓ (44)	Live Oak Wash	New/Improved Crossings	White Avenue	1
4	✓ (29)	Live Oak Wash	New/Improved Crossings	D St	1
5	✓ (49)	E St	New/Improved Crossings	Bonita Ave	1
6	✓ (47)	E St	New/Improved Crossings	Third St	1
7	✓ (42)	E St	New/Improved Crossings	Second St	1
8	✓ (51)	E St	New/Improved Sidewalks	Second St to Arrow Hwy	1
9	✓ (45)	E St	New/Improved Crossings	First St	1
10	✓ (41)	Fairplex Dr	New/Improved Sidewalks	Arrow Hwy to Metrolink ROW	1
11	✓ (36)	Fairplex Dr	Landscape and Shade Trees	Arrow Hwy to Metrolink ROW	1
12	✓ (41)	Fairplex Dr	Pedestrian and Cyclist Lighting	Arrow Hwy to Metrolink ROW	1
13	✓ (40)	Fairplex Dr	New/Improved Crossings	Metrolink RR	1
14	✓ (45)	Bonita Ave	New/Improved Crossings	Glenfield Ave	2
15	✓ (59)	Bonita Ave	Pedestrian and Cyclist Lighting	B St to East city Limit	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (29)	White Ave	New/Improved Crossings	Grove St	1
17	✓ (44)	White Ave	New/Improved Crossings	Bonita Ave	1
18	✓ (49)	White Ave	Pedestrian and Cyclist Lighting	Bonita Ave to First St	1
19	✓ (35)	White Ave	Landscape and Shade Trees	Bonita Ave to First St	1
20	✓ (24)	White Ave	New/Improved Crossings	First St	1
21	✓ (40)	White Ave	Pedestrian and Cyclist Lighting	First St to Arrow Hwy	1
22	✓ (30)	White Ave	Landscape and Shade Trees	First St to Arrow Hwy	1
23	✓ (35)	White Ave	New/Improved Sidewalks	First St to Arrow Hwy	1
24	✓ (61)	Arrow Hwy	New/Improved Sidewalks	Wheeler Ave to White Ave	1
25	✓ (41)	Arrow Hwy	Landscape and Shade Trees	A St to White Ave	1
26	✓ (40)	Arrow Hwy	New/Improved Crossings	E St	1
27	✓ (41)	Arrow Hwy	Pedestrian and Cyclist Lighting	E St to White Ave	1
28	✓ (40)	Arrow Hwy	New/Improved Crossings	Metrolink RR	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (40)	Live Oak Wash	Shared Use/Off-Street Path (Class I)	White Ave to D St	2
2	✓ (60)	E St	Protected Bicycle Lane (Class IV)	Eight St to Arrow Hwy	1
3	✓ (38)	Fairplex Dr	Protected Bicycle Lane (Class IV)	Arrow Hwy to Puddingstone Dr	1, 2
4	✓ (60)	Bonita Av	Bicycle Lane (Class II)	West City Limit to D St	1, 2
5	✓ (50)	Bonita Av	Bicycle Lane (Class II)	D St to E St	1
6	✓ (55)	Bonita Av	Bicycle Lane (Class II)	E St to East City Limit	1, 2
7	✓ (60)	White Av/Fruit St	Bicycle Lane (Class II)	Baseline Rd to Eight Street	2
8	✓ (54)	White Av	Bicycle Lane (Class II)	Eight St to Gold Line ROW	1
9	✓ (40)	White Av	Bicycle Lane (Class II)	First St to Arrow Hwy	1
10	✓ (35)	White Av	Protected Bicycle Lane (Class IV)	First St to Arrow Hwy	2
11	✓ (35)	White Av	Shared Use/Off-Street Path (Class I)	Arrow Hwy to South City Limit	1
12	✓ (41)	Arrow Hwy	Protected Bicycle Lane (Class IV)	E St to White Av	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Pomona North					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓(52)	Garey Av	Pedestrian/Cyclist Lighting	Harrison Av to Bonita Av	1
2	✓ (54)	Garey Av	New/Improved Sidewalks	Bonita Av to Arrow Hwy	1
3	✓(39)	Garey Av	Landscape and Shade Trees	Bonita Av to Arrow Hwy	1
4	✓ (59)	Garey Av	Pedestrian/Cyclist Lighting	Bonita Av to Arrow Hwy	1
5	✓ (39)	Garey Av	Seating	Bonita Av to Arrow Hwy	1
6	✓ (41)	Garey Av	New/Improved Crossings	Bonita Av	1
7	✓ (44)	Garey Av	New/Improved Crossings	Arrow Hwy	1
8	✓ (44)	Bonita Av	New/Improved Sidewalks	Fulton Rd to 900 ft. west of Garey Av	1
9	✓ (54)	Bonita Av	Pedestrian/Cyclist Lighting	Fulton Rd to Garey Av	1
10	✓ (39)	Bonita Av	Landscape and Shade Trees	Fulton Rd to Garey Av	1
11	✓ (52)	Bonita Av	Landscape and Shade Trees	Garey Av to Melbourne Av	1
12	✓ (33)	Thompson Creek	New/Improved Crossings	White Av	2
13	✓ (42)	Fulton Rd	New/Improved Crossings	Arrow Hwy	1
14	✓ (37)	Fulton Rd	New/Improved Crossings	La Verne Av	1
15	✓ (36)	Fulton Rd	New/Improved Crossings	Bonita Av	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Pomona North					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (40)	Fulton Rd	Landscape and Shade Trees	Bonita Av to La Verne Av	1
17	✓ (50)	Fulton Rd	Pedestrian/Cyclist Lighting	Bonita Av to La Verne Av	1
18	✓ (35)	Fulton Rd	New/Improved Crossings	RR Track	1
19	✓ (39)	Garey Av	New/Improved Crossings	RR Track	1
20	✓ (39)	Garey Av	Bus Stop Improvements	RR Track	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Pomona North					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (60)	Garey Av	Protected Bicycle Lane (Class IV)	White Oak Dr to Harrison Av	1, 2
2	✓ (59)	Garey Av	Protected Bicycle Lane (Class IV)	Harrison Av to La Verne Av	1
3	✓ (55)	Garey Av	Protected Bicycle Lane (Class IV)	La Verne Av to Alameda St	2
4	✓ (60)	Bonita Av	Protected Bicycle Lane (Class IV)	Fulton Rd to Carnegie Av	1, 2
5	✓ (35)	Thompson Creek	Shared Use/Off-Street Path (Class I)	Garey Av to Bonita Av	1, 2
6	✓ (35)	Fulton Rd	Protected Bicycle Lane (Class IV)	Bonita Av to Arrow Hwy	1
7	✓ (35)	Thompson Creek	Shared Use/Off-Street Path (Class I)	Arrow Hwy to White Av	1, 2
8	✓ (43)	Metrolink Parking Lot	Shared Use/Off-Street Path (Class I)	N/A	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (46)	College Av	New/Improved Crossings	6th St	1
2	✓ (51)	College Av	New/Improved Crossings	1st St	1
3	✓ (62)	College Av	New/Improved Sidewalks	1st St to Arrow Hwy	1
4	✓ (42)	College Av	Landscape and Shade Trees	1st St to Arrow Hwy	1
5	✓ (62)	College Av	Pedestrian/Cyclist Lighting	1st St to Arrow Hwy	1
6	✓ (54)	College Av	New/Improved Crossings	Green St	1
7	✓ (56)	College Av	New/Improved Crossings	Arrow Hwy	1
8	✓ (46)	College Av	Pedestrian/Cyclist Lighting	Blaisdell Park to San Jose Av	1
9	✓ (41)	College Av	New/Improved Sidewalks	Blaisdell Park to San Jose Av	1
10	✓ (57)	Harvard Av	New/Improved Crossings	1st St	1
11	✓ (44)	1st St	Bus Stop Improvements	Harvard Av	1
12	✓ (61)	1st St	New/Improved Crossings	Indian Hill Bl	1
13	✓ (38)	1st St	New/Improved Crossings	Village Plaza Walkway	1
14	✓ (46)	1st St	Landscape and Shade Trees	College Av to Columbia Av	1
15	✓ (32)	1st St	New/Improved Crossings	Claremont Bl	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (46)	1st St	New/Improved Crossings	Columbia Av	1
17	✓ (27)	1st St	New/Improved Crossings	Mills Av	1
18	✓ (48)	Bonita Av	New/Improved Crossings	Indian Hill Bl	1
19	✓ (53)	Bonita Av	New/Improved Sidewalks	Carnegie Av to Indian Hill Bl	1
20	✓ (37)	Green St Extension	New/Improved Sidewalks	Bucknell Av	1
21	✓ (37)	Green St	New/Improved Crossings	Indian Hill Bl	1
22	✓ (47)	Green St	Landscape and Shade Trees	Indian Hill Bl to College Av	1
23	✓ (26)	Oakdale Dr	New/Improved Crossings	Arrow Hwy	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont

Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (56)	College Av	Bicycle Lane (Class II)	6th St to Bonita Av	1
2	✓ (62)	College Av	Protected Bicycle Lane (Class IV)	1st St to Arrow Hwy	1
3	✓ (51)	College Av	Bicycle Lane (Class II)	Arrow Hwy to San Jose Av	1, 2
4	✓ (54)	1st St	Shared Use/Off-Street Path (Class I)	College Av to Pacific Electric Trail	1, 2
5	✓ (53)	Bonita Av	Protected Bicycle Lane (Class IV)	Carnegie Av to Indian Hill Bl	1, 2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
10/19/2022

The following worksheets summarize Metro's **Purple (D Line) Extension Transit Project Section 2&3** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Purple (D Line) Extension Transit Project Section 2&3 First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Wilshire/Rodeo

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Wilshire Blvd	High Visibility Crosswalk	Linden Dr to Wetherly Dr	1
2	✓ (2)	Wilshire Blvd	Bus Stop Improvements	Linden Dr to Wetherly Dr	1
3	✓ (3)	Wilshire Blvd	Pedestrian and Cyclist Lighting	Linden Dr to Wetherly Dr	1
4	✓ (4)	Wilshire Blvd	Seating	Linden Dr to Wetherly Dr	1
5	✓ (6)	Wilshire Blvd	Landscaping and Shade Trees	Linden Dr to Wetherly Dr	1
6	✓ (7)	Beverly Dr	Curb Extensions	Park Way to Olympic Blvd	1
7	✓ (8)	Beverly Dr	High Visibility Crosswalk	Park Way to Olympic Blvd	1
8	✓ (9)	Beverly Dr	New or Improved Sidewalk	Park Way to Olympic Blvd	1
9	✓ (10)	Beverly Dr	Bus Stop Improvements	Park Way to Olympic Blvd	1
10	✓ (11)	Beverly Dr	Seating	Park Way to Olympic Blvd	1
11	✓ (13)	N. Santa Monica Blvd	High Visibility Crosswalk	Bedford Dr to N Alpine Dr	1
12	✓ (14)	N. Santa Monica Blvd	Bus Stop Improvements	Bedford Dr to N Alpine Dr	1
13	✓ (15)	N. Santa Monica Blvd	Pedestrian and Cyclist Lighting	Bedford Dr to N Alpine Dr	1
14	✓ (17)	N. Santa Monica Blvd	Landscaping and Shade Trees	Bedford Dr to N Alpine Dr	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Wilshire/Rodeo

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
1	✓ (1)	Beverly Dr	Protected Bicycle Lane (Class IV)	Santa Monica Blvd to Olympic Blvd	1
2	✓ (2)	Beverly Dr	Bicycle-friendly Intersection	Wilshire Blvd, Charleville Blvd, Gregory Way, Santa Monica Blvd	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Century City/Constellation					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Constellation Blvd	New or Improved Sidewalk	Century Park East and Century Park parking garage entrance	1
2	✓ (2)	Constellation Blvd	Bus Stop Improvements	Avenue of the Stars	1
3	✓ (3)	Constellation Blvd	Pedestrian and Cyclist Lighting	Around Station	1
4	✓ (5)	Constellation Blvd	Landscape and Shade Trees	Avenue of the Stars	1
5	✓ (6)	Constellation Blvd	Traffic Calming	Century Park East and Century Park parking garage entrance	1
6	✓ (7)	Constellation Blvd	High Visibility Crosswalk	Century Park East and Century Park parking garage entrance	1
7	✓ (8)	Avenue of the Stars	High Visibility Crosswalk	Constellation	1
8	✓ (9)	Avenue of the Stars	Traffic Calming	Along corridor	1
9	✓ (10)	Avenue of the Stars	Pedestrian and Cyclist Lighting	Around Station	1
10	✓ (11)	Avenue of the Stars	Bus Stop Improvements	Constellation Blvd & Santa Monica Blvd	1
11	✓ (12)	Avenue of the Stars	Seating	Near Station	1
12	✓ (13)	Avenue of the Stars	Landscape and Shade Trees	Constellation Blvd	1
13	✓ (22)	Santa Monica Blvd	High Visibility Crosswalk	Avenue of the Stars, Century Park E, Fox Hills Dr, Cornstalk Ave, Warnall, Ave, Benecia Ave, Ensley Ave, and Club View Dr.	1
14	✓ (23)	Santa Monica Blvd	Bus Stop Improvements	Along Corridor	1
15	✓ (25)	Santa Monica Blvd	Landscape and Shade Trees	Median at Avenue of the Stars	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Century City/Constellation					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
1	✓ (1)	Constellation Blvd	Protected Bicycle Lane (Class IV)	Along Corridor	1
2	✓ (3)	Constellation Blvd	Bicycle Friendly Intersection	Century Park West, Avenue of the Stars, Century Park East	1
3	✓ (4)	Santa Monica Blvd	Protected Bicycle Lane (Class IV)	Pandora Ave to Moreno Dr	1
4	✓ (5)	Santa Monica Blvd	Bicycle Friendly Intersection	Century Park West, Club View Dr, Avenue of the Stars, Century Park East, Moreno Dr, Lasky Dr	1
5	✓ (6)	Avenue of the Stars	Protected Bicycle Lane (Class IV)	Along Corridor	1
6	✓ (7)	Avenue of the Stars	Bicycle Friendly Intersection	Santa Monica Blvd, Constellation Blvd	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Century City/Constellation					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
7	(#11)	Club View Dr	Class III Sharrows with street calming	Along corridor	3
8	(#15)	Warnall Ave	Class III Bike Boulevard with street calming	Along corridor	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Wilshire Blvd	Bus Stop Improvements	Veteran Ave, Westwood Blvd, Glendon Ave	1
2	✓ (2)	Wilshire Blvd	Pedestrian and Cyclist Lighting	Along corridor	1
3	✓ (3)	Wilshire Blvd	Seating	At controlled intersections	1
4	✓ (5)	Wilshire Blvd	Landscape and Shade Trees	South side of the street and street corners	1
5	✓ (6)	Wilshire Blvd	High Visibility Crosswalk	Westwood Blvd, Glendon Ave, Malcom Ave, 1-405 on ramp	1
6	✓ (7)	Wilshire Blvd	New or Improved Sidewalk	South side of Wilshire Blvd	1
7	✓ (8)	Westwood Blvd	High Visibility Crosswalk	Wilshire Blvd, Kinross Ave, Weyburn Ave, Ashton Ave	1
8	✓ (9)	Westwood Blvd	Bus Stop Improvements	Wilshire Blvd	1
9	✓ (10)	Westwood Blvd	Pedestrian and Cyclist Lighting	Along corridor	1
10	✓ (11)	Westwood Blvd	Seating	Corners and midblock	1
11	✓ (13)	Westwood Blvd	New and Improved Sidewalk	Not given	1
12	✓ (14)	Westwood Blvd	Landscape and Shade Trees	South of Wilshire Blvd	1
13	✓ (15)	Gayley Ave	High Visibility Crosswalk	Lindbrook Dr, Kinross Ave, Weyburn Ave, Le Conte Ave, new midblock x-ing at Levering Ave, scramble at Wilshire Blvd	1
14	✓ (16)	Gayley Ave	Curb Extensions	Lindbrook Dr, Kinross Ave, Weyburn Ave	1
15	✓ (17)	Gayley Ave	New or Improved Sidewalk	Consider decorative paving seen on Lindbrook/Westwood	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (18)	Gayley Ave	Pedestrian and Cyclist Lighting	Along corridor	1
17	✓ (20)	Gayley Ave	Bus Stop Improvements	North of Le Conte Ave	1
18	✓ (21)	Gayley Ave	Landscape and Shade Trees	Along corridor	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
1	✓ (1)	Westwood Blvd	Protected Bicycle Lane (Class IV)	Le Conte Ave to Massachusetts Ave	1
2	✓ (2)	Westwood Blvd	Bicycle Friendly Intersection	Lindbrook Dr, Wilshire Blvd, Rochester Ave, Ohio Ave	1
3	✓ (6)	Gayley Ave	Protected Bicycle Lane (Class IV)	Wilshire Blvd to Veteran Ave	1
4	✓ (7)	Gayley Ave	Bicycle Friendly Intersection	Wilshire Blvd, Le Conte Ave, Lindbrook Dr	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
5	(#3)	Ohio Ave	Class IV protected bike lane	Westgate Ave to Westwood Blvd	3
6	(#5)	Ohio Ave	Bicycle-friendly intersection	Kelton Ave, Westwood Blvd	3
7	(#8)	Wilshire Blvd	Bicycle-friendly intersection & hub	Veteran Ave, Gayley Ave, Westwood Blvd (hub at station)	3
8	(#11)	Rochester Ave	Class III Bike Boulevard with street calming	East from Veteran Ave	3
9	(#12)	Rochester Ave	Bicycle-friendly intersection	Vetern Ave, Midvale Ave, Westwood Blvd	3
10	(#16)	Broxton Ave	Class III Bike Boulevard with street calming	Le Conte Ave to Kinross Ave	3
11	(#18)	Midvale/Kenton Ave	Class III Bike Boulevard with street calming	Wilshire Blvd to Santa Monica Blvd	3
12	(#19)	Weyburn Ave	Bicycle-friendly intersection	Weyburn Pl to Gayley Ave	3
13	(#23)	Le Conte Ave	Biycle-friendly intersection	Gayley Ave, Hilgard Ave	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (8)	Wilshire Blvd	High Visibility Crosswalks	Barrington Ave to I-405	1
2	✓ (9)	Wilshire Blvd	Bus Stop Improvements	Barrington Ave to I-405	1
3	✓ (10)	Wilshire Blvd	Pedestrian and Cyclist Lighting	Barrington Ave to I-405	1
4	✓ (12)	Wilshire Blvd	Landscape and Shade Trees	Barrington Ave to I-405	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
1	(#1)	Ohio Ave	Class IV Protected Bike Lane	Barrington Ave to Sepulveda Blvd	3
2	(#2)	Ohio Ave	Bicycle-friendly intersection	Sawtelle Blvd	3
3	(#7)	Federal Ave/San Vincente Blvd/Bringham Ave	Class II bike lane	South of Wilshire Blvd	3
4	(#8)	Federal Ave/San Vincente Blvd/Bringham Ave	Class IV protected bike lane	Wilshire Blvd to Darlington	3
5	(#9)	Federal Ave/San Vincente Blvd/Bringham Ave	Bicycle-friendly intersection	Bringham Ave	3
6	(#10)	Veteran Ave	Class II bike lane	New bike lane to connect new bike boulevard on Rochester Ave	3
7	(#11)	Veteran Ave	Bicycle-friendly intersection	Kinross Ave, Wilshire Blvd, Rochester Ave, Weyburn Ave	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

PROJECT PRIORITIZATION METHODOLOGY

BACKGROUND

First/Last Mile (FLM) Planning is performed on all of Metro’s proposed rail corridors after the Locally Preferred Alternative (LPA) alignment is selected. Potential pedestrian and wheeled projects are identified for each rail station through analysis that considers technical data, walk audits and community input. For each rail station a “walk and wheel zone” is analyzed up to one half-mile from the station platform. A broader area is also analyzed for longer wheel trips (cyclists, scooters, etc.) up to three miles from the station platform.

The FLM Planning process results in a list of potential walk and wheel projects for each station, typically more extensive than what can be initially built. Selected FLM projects will follow the Metro FLM Toolkit Improvements & Icons developed in August 2021 and are referenced in the Appendix at the end of this Memo. Walk and wheel projects are more often implemented in phases due to their geographic extent and available funding. One of the anticipated sources for initial priority FLM walk and wheel projects implementation for new rail stations is “Measure M 3% Local Contribution” funding. Please refer to the [Measure M Ordinance](#) (page 14) and the [Measure M Guidelines](#) (page 20).

Metro’s intent in facilitating implementation of prioritized projects is to contribute to a ‘complete street’ on a particular pathway connecting to a rail station. A complete street provides a combination of safety and comfort improvements that will encourage customers of all ages and abilities to walk or wheel to a transit station. As such, in arriving at an FLM scope for the 3% Cooperative Agreement, local agencies should consider projects as a group in order to meet this goal, and should avoid disconnected, discontinuous improvements that do not contribute to a cohesive pathway serving the station. Priority projects must contribute to safe and continuous pathways to the station. As such, projects on streets that do not directly connect to stations will only be considered if a connection to the station is present in existing conditions or otherwise committed.

Given finite resources, each station’s FLM potential projects must be prioritized so Metro and participating local jurisdictions have a honed list of projects that will address the safety and comfort of its customers who are walking and wheeling to a rail station. The specific methodology for prioritizing FLM projects for implementation in conjunction with new rail corridors has been determined based on 1) consistency with FLM policies adopted by Metro’s Board, 2) the results from testing alternative methodologies on prototypical stations, and 3) input from local jurisdictions.

FLM projects and Metro transit projects are distinct and defined within the [First/Last Mile Guidelines](#) (page 8), noting that the transit project will contain some FLM type elements such as sidewalk restoration or curb cuts within the project boundary.

PRIORITIZATION GOALS

Four goals provide a foundation for establishing a prioritization methodology for application along new rail corridors. The following goals for prioritizing FLM improvements are a synthesis of objectives from Metro’s [First/Last Mile Strategic Plan](#), the adopted [First/Last Mile Guidelines](#) and a review of completed First/Last Mile Plans. First/Last Mile improvements refers to both walk and wheel projects.

First/Last Mile Prioritization goals are:

1. Improve Primary Pathways that lead to new rail stations for people walking and wheeling.
2. Advance safety for pedestrians and wheel users.
3. Connect wheeled customers to the broader wheel network.
4. Allow for local flexibility in project priorities if these FLM goals are upheld, achieved more effectively, and/or have strong community support

Project Prioritization

METHODOLOGY

Each station’s list of potential FLM projects would be evaluated against the four goals for prioritizing projects.

If a project is considered prioritized, then it could be implemented at the discretion of the local jurisdiction. This methodology prioritizes projects for safety on Primary Pathways, that connect walk customers to the rail station and connect wheel customers to the rail station and wheel network; that contribute to more complete streets; and that, where appropriate, provide flexibility to accommodate local factors. The evaluation can be performed by reviewing the list of eligible project types as specified for each goal in *Table 1*. It’s important to note that the methodology does not consider costs of individual projects, nor how projects might be bundled for greater efficiency or impact. All projects considered for prioritization must be included in the adopted FLM Plan, except where a substitution is proposed/considered consistent with Method 3, and where the proposed project provides for comparable intent and benefit to a project in the adopted plan.

Eligible projects are established by any of the three methods described below. Note that Method 3 (which provides for local flexibility) must be proposed by the local agency and is subject to Metro’s approval.

METHOD 1 – Walk/wheel projects within one-half mile of station

- on Primary Pathway as defined in an adopted FLM Plan; AND
- improve safety for walk and wheel users through Safety-Focused Project types (as defined in the Appendix and illustrated in *Figures 1-3*)

METHOD 2 – Wheel projects between one-half mile and three miles of the station

- on Primary Pathway to the extent delineated in an adopted FLM Plan; AND
- improve safety for wheel users through Safety-Focused Project types (as defined in the Appendix and illustrated in *Figures 1-3*); AND
- connect directly to a key destination and/or other wheel network facilities located between one-half mile and up to three miles from a new rail transit station

METHOD 3 – Local Flexibility

Metro’s First/Last Mile program is based on partnership with local jurisdictions who construct and maintain projects and is further intended to reflect and elevate desires of the community as captured in the FLM planning process. FLM prioritization allows for projects that meet local and community needs to be considered. All projects considered under this method must be included in the adopted FLM Plan except where a substitution/modification is proposed (third bullet below).

Justification must be consistent with one or more of the following criteria:

- Project shows strong evidence in the FLM Plan of community support, such as projects addressing a community’s top 25% key issues/concerns within a station area (how support is tabulated vary by station area/project depending on community engagement approach and documentation)
- Project is identified in an adopted local active transportation, street safety or related plans/projects AND connects to a station or an existing, safe facility that connects to station
- Project substitutes for or modifies a project in the adopted FLM plan AND demonstrates comparable benefit and intent as the plan project (e.g., provide for comparable bike connection on a different street)
- Project provides walk and wheel benefits that can be achieved more efficiently, cost effectively, and attempts to reduce construction impacts if implemented concurrently with a related project (e.g., including pedestrian lighting when adding street lighting), noting the incremental cost savings, will be considered

ATTACHMENT B – PROJECT PRIORITIZATION METHODOLOGY

- Project provides a safe and comfortable route with the same or similar connection to the station as the Primary Pathway when a facility cannot be integrated on that Primary Pathway due to right of way constraints or discontinuous street grid; (e.g., Bicycle Boulevards and Neighborhood Enhanced Network (NEN) Streets in the City of Los Angeles)
- Project on a Secondary Pathway, that is identified in the adopted FLM plan, and station connection is safer than the facility proposed on a Primary Pathway. Prioritization order should be by bicycle facility classification: Class I, IV, II, then III, and Secondary Pathways should be prioritized over a parallel Non-Secondary Pathway

To be considered, a project must be proposed by the jurisdiction and be provided to Metro in advance of Board adoption of an FLM Plan/Prioritized Project List (unless replacing an infeasible project). Metro retains discretion to disallow due to a variety of factors, notably cost.

Table 1: Project Prioritization Overview

First/Last Mile Toolkit Pedestrian Improvements & Wheel Facility Projects	Prioritized Projects	Additional Projects (Subject to Flexibility Provision)
Safety-Focused Projects		
	Curb Extension	
	Curb Ramps	
	High Visibility Crosswalk	
	New or Improved Sidewalk	
	Pedestrian & Cyclist Lighting	
	Roundabout	
	Signalized Crossing	
	Traffic Calming	
	Wheel Facility (Class I, II, IV)	
	Bicycle-Friendly Intersection <i>When a part of a Prioritized Project listed above, will also be deemed a priority</i>	
	Landscape & Shade Trees	
	Shade Structure	
	Seating <i>(not including seating at Bus Stops)</i>	
	Bus Stop Improvements	
Other Amenities		
	Multimodal Mobility Hub	
	Opportunity Improvement	
	Plaza/Parklet	
	Street/Roadway Lights	
	Wayfinding Signage	
	Bicycle Repair Station	
	Short Term Bicycle Parking	
	Other Furnishings	

See Appendix Definitions and Figures 1 – 3 for First/Last Mile Toolkit project/icon definitions and images

Appendix

DEFINITIONS

This appendix provides definitions and additional background information for terms used throughout the Project Prioritization Methodologies Memo. The following pages include excerpts from the recently adopted Metro FLM Project Toolkit (2021), with definitions and photo examples for First/Last Mile projects and icons.

Adopted Local Transportation Plans/Projects – includes adopted (adopted by governing body) citywide or specific plan transportation, active transportation, mobility, bicycle or pedestrian plans and location-specific plans for streetscape, vision zero, safety and active transportation projects.

Bicycle Boulevards – as defined in the *NACTO Urban Bikeway Design Guide*

“Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.”

Community Priority - Strong evidence of community support, within the FLM plan, or identified as top 25% of projects identified in community engagement.

Complete Streets – as defined in *Metro’s Complete Streets Policy*

“A comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. Complete Streets is a high-level policy direction that helps redefine how transportation agencies approach streets and highways so that the outcome is a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance, and operations work, the street network will gradually become safer and more accessible for travelers of all ages and abilities.”

Key Destinations – should be regional in nature and include publicly-accessible locations such as: educational institutions including colleges and high schools; hospitals and medical centers; major shopping centers; major job centers; and regional parks, recreational centers and open space.

Neighborhood Enhanced Network Streets – examples include Bicycle Boulevards and Neighborhood Enhanced Network (NEN) Streets in the City of Los Angeles [Mobility Plan 2035](#). These NEN/bicycle boulevard streets include Safety-Focused features such as speed and volume management to slow and limit motor vehicles, vehicle turning restrictions, signs and pavement markings and other features.

Other Furnishings – furnishings that do not provide seating, as defined below; including trash and recycling receptacles, bike racks, post boxes, display cases, public art, etc.

Other Wheel Facilities – can include wheel facilities that are included in a adopted plan and have a commitment to be constructed.

Primary Pathway – as delineated in an adopted FLM Plan, a Primary Pathway is a major station access route, typically intersecting the station. Other terminology may be used, including “pathway arterial.”

Safety-Focused Projects are defined to allow for a comfortable and safe environment for pedestrians and wheel users and include the following:

- Dual ADA-compliant access curb ramp at street corner
- Single ADA access curb ramp where dual ramps cannot be accommodated, or at mid-block crossing
- High-visibility crosswalk at street corner or mid-block crossing
- Signalized crossing, traffic signal installed for new walk/wheel crossing at corner or mid-block
- Pedestrian or wheel signal improvements that measurably improve crossing safety, such as HAWK signals, protected right and left turns, mid-block signalized crossings, leading pedestrian interval (LPI), bicycle-priority signals, scramble or all-cross intersections.
- New sidewalk where none exists today, to replace unused driveways, or widen pathway for safety and comfort, curb extensions
- Street trees that buffer pathway from curbside travel lane and/or shade pathway or shade structure
- Parkways designed to buffer pathway
- New pedestrian lighting or wheel facility lighting
- Seating or street furnishings that provides periodic places for disabled or elderly to rest along pathway
- Traffic calming strategies, including roundabouts and bicycle-friendly intersection improvements
- Linear wheel project (e.g., protected bike lane) that connects wheeled customers to the broader wheel network
- Bike friendly intersection, when paired with linear wheel project

Seating – seating that qualifies for safety prioritized projects must provide periodic places for disabled persons or the elderly to rest along a pathway

Secondary Pathway – as delineated in an adopted FLM Plan, a Secondary Pathway is a route that typically does not connect to a station directly but extends from Primary Pathways to more localized destinations. Other terminology may be used, including “pathway feeder.”

Strong Evidence of Community Support – safety, comfort and other project ideas that were supported by a majority of the public during the various community engagement activities including public workshops, pop-up events, walk audits, stakeholder interviews, community advisory committee meetings, on-line and intercept surveys.

Walk Project - projects that are primarily focused on pedestrian safety, accessibility, and comfort (e.g., crosswalk enhancements, curb extensions)

Wheel Project - project that safely accommodates bicyclists or other wheeled active transportation users. Typically refers to linear projects such as bike lanes but also includes spot treatments such as bike friendly intersections.

Figure 1. Graphic symbols and definitions for FLM Improvement Projects.

First/ Last Mile Improvement Icons

Pedestrian Corridor Improvements

 <p>Landscape & Shade Plantings that provide shade and improve the walking environment.</p>	 <p>New or Improved Sidewalk Construction of new sidewalks or widening or upgrades of existing sidewalks.</p>	 <p>Pedestrian & Bike Lights Person-scaled lighting for comfort and safety.</p>
 <p>Street Lights Street-scaled lighting for comfort and safety.</p>	 <p>Traffic Calming Measures to reduce traffic speeds, including speed humps, chicanes, and other treatments.</p>	 <p>Wayfinding Signage Improves navigation to transit stations and local destinations.</p>

Pedestrian Spot Improvements

 <p>Bus Stop Improvements Includes shelter, bench, and other amenities.</p>	 <p>Curb Extension Curb extensions that shorten the crossing distance and slow traffic at intersections or at mid-block locations.</p>	 <p>Curb Ramps Facilitates street crossings for mobility device users.</p>
 <p>High Visibility Crosswalk Installation of new or upgraded crosswalks in high-visibility pattern.</p>	 <p>Multimodal Mobility Hub Site that can incorporate multiple transportation options, such as bikeshare, carshare, and transit stops and information.</p>	 <p>Opportunity Improvement To be used in place of an improvement that does not already have an icon. <i>For example: pedestrian refuge</i></p>
 <p>Overpass Improvements Measures to improve comfort and safety on overpasses, such as new sidewalks, wayfinding, shade, and lighting.</p>	 <p>Plaza/Parklet Public open space to accommodate walking and rolling mode movement or public gathering space in locations that were former roadway space.</p>	 <p>Roundabout Neighborhood traffic circle intersection measure used to reduce traffic speeds.</p>
 <p>Shade Structure Canopy to provide shade, may accompany plazas or parklets.</p>	 <p>Signalized Crossing Could include traffic signals and mid-block crossing signals.</p>	 <p>Street Furniture Public benches, trash receptacles, and other amenities.</p>
 <p>Underpass Improvements Measures to improve comfort and safety in underpasses, such as new sidewalks, wayfinding, and lighting.</p>		

Wheel Spot Improvements

 <p>Bicycle-Friendly Intersection Improvements to accommodate bicycle access and safety at intersections, such as 4-way stops, bike signals, or bike boxes.</p>	 <p>Bicycle Repair Station Provides tools for basic bicycle maintenance.</p>	 <p>Short Term Bicycle Parking Racks that provide secure bicycle parking on public sidewalks or on-street areas.</p>
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Metro

Figure 2. Photo examples paired with graphic symbols for FLM Pedestrian Improvement projects.

First/Last Mile Improvements Toolkit

Lorem Ipsum

Pedestrian Corridor Improvements

Lorem Ipsum



Landscape & Shade
Lorem Ipsum



New or Improved Sidewalk
Lorem Ipsum



Pedestrian & Bike Lights
Lorem Ipsum



Street Lights
Lorem Ipsum



Traffic Calming
Lorem Ipsum



Wayfinding Signage
Lorem Ipsum

Pedestrian Spot Improvements

Lorem Ipsum



Bus Stop Improvements
Lorem Ipsum



Curb Extension
Lorem Ipsum



Curb Ramps
Lorem Ipsum



High Visibility Crosswalk
Lorem Ipsum



Multimodal Mobility Hub
Lorem Ipsum



Opportunity Improvement
Lorem Ipsum



Overpass Improvements
Lorem Ipsum



Plaza/Parklet
Lorem Ipsum



Roundabout
Lorem Ipsum



Shade Structure
Lorem Ipsum



Signalized Crossing
Lorem Ipsum



Street Furniture
Lorem Ipsum



Underpass Improvements
Lorem Ipsum



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Figure 3. Photo examples paired with graphic symbols for Wheel Facilities by class type for FLM Improvement Projects.

First/Last Mile Improvements Toolkit

Lorem Ipsum


Wheel Facilities

Lorem Ipsum



Shared-Use/Off Street Path (Class I)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans



Protected Bicycle Lane (Class IV)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans



Bicycle Lane (Class II)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans



Bicycle-Friendly Streets (Class III)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans

Wheel Spot Improvements

Lorem Ipsum



 **Bicycle-Friendly Intersection**
Lorem Ipsum



 **Bicycle Repair Station**
Lorem Ipsum



 **Short Term Bicycle Parking**
Lorem Ipsum



Metro

10



MIKE BONIN

City of Los Angeles
Councilmember, Eleventh District

September 16, 2022

Mr. Jacob Lieb
Senior Director, First/Last Mile Planning
LA Metro Countywide Planning and Development
One Gateway Plaza
Los Angeles, CA 90012

RE: First/Last Mile Project Submissions in Council District 11

Dear Mr. Lieb,

On behalf of Councilmember Mike Bonin, I would like to express our office's support for the projects outlined below as part of the Purple Line Extension First/Last Mile Plan and Aviation/96th St First/Last Mile Plan. These projects have strong community support and increase access and safety for people walking and bicycling to access Purple Line Extension stations and the Aviation/96th St. They either close key gaps in the Westside subregional bike network that feeds into the station areas or provide critical linkages for people walking and taking the bus to connect with rail. All are eligible based on the criteria of the Metro Board-adopted First/Last Mile Policy.

- Century City/Constellation Station
 - Santa Monica Blvd Protected Bike Lane on Santa Monica Blvd between S Sepulveda to Moreno (Modification to Bike Project 1)
 - Bicycle Friendly Intersection on Santa Monica Blvd & Westholme/Prosser (Modification to Bike Project 3)
- Westwood/VA Hospital Station
 - Westwood Protected Bike Lane on Westwood Blvd south to National (Modification to Bike Project 1)
 - Ohio Ave PBL/Bike Friendly Street on Ohio Ave from Westgate to Westwood (Modification to Bike Project 3)
 - Ohio Ave gap closure from Ohio West of SMB to Ohio East of SMB (Modification to Bike Project 3)
 - San Vicente to Federal bike gap closure FROM San Vicente Blvd south of Bringham through Federal to Ohio (Modification to Bike Project 8)
 - Bicycle Friendly Intersection on San Vicente Blvd at Wilshire (Modification to Bike Project 10)

Westchester Office

7166 W. Manchester Boulevard
Los Angeles, CA 90045
(310) 568-8772
(310) 410-3946 Fax

City Hall

200 N. Spring Street, Room 475
Los Angeles, CA 90012
(213) 473-7011
(213) 473-6926 Fax

West Los Angeles Office

1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8461
(310) 575-8305 Fax



- Aviation/96th St (Airport Metro Connector) Station
 - 98th St Bus Stops on 98th St (Modification to New 98th St Tier 2 Project)
 - Arbor Vitae/Westchester Bike Lane on Arbor Vitae/Westchester from Sepulveda Westway to Aviation (Modification to Arbor Vitae Tier 2 Project)
 - Century Blvd Streetscape on Century Blvd from Airport Blvd to La Cienega Ave (Modification to Century Blvd Tier 1 Project)
 - Aviation Blvd Walk/Wheel Connection on Aviation Blvd from Arbor Vitae to Century (Modification to Aviation Blvd Tier 1 Project)

These projects are critical to creating a comprehensive suite of First/Last Mile solutions that ensures people of all ages and abilities can access stations. Ensuring Metro prioritizes these projects as part of the Purple Line Extension First/Last Mile Plan and Aviation/96th St First/Last Mile Plan will increase overall community support for the plans and increase transit ridership over time.

Our office supports these projects and urges you to include them as high priorities in their respective First/Last Mile Plans. If you have any questions about these projects, I can be reached at eric.bruins@lacity.org.

Regards,



ERIC BRUINS

Deputy Chief of Staff, 11th District



Next stop: vibrant communities.

First/Last Mile

Project Prioritization Methodology

Planning and Programming Committee

October 19, 2022

File ID 2022-0265



First/Last Mile (FLM) Project Prioritization

Action: Approve Recommendations

Recommendations:

- A. RECEIVE AND FILE First/Last Mile (FLM) Project Prioritization Methodology; and
- A. ADOPT Prioritized Project Lists (Attachment A) for previously adopted FLM plans for the following plans:
 - i. Aviation/96th Street Station, adopted June 27, 2019 (File # 2019-0170)
 - ii. East San Fernando Valley, adopted 12/03/2020 (File # 2019-0431)
 - iii. Gold Line Foothill Extension 2B, adopted 06/26/2019 (File # 2019-0170)
 - iv. Purple Line Ext. Sections 2 & 3, adopted 05/28/2020 (File # 2020-0111)

FLM Guidelines

- Board approved Guidelines in May 2021 (File # 2020-0365)
- Guidelines stated:
 1. Only priority projects are eligible for 3% credit
 2. Priority projects are:
 - On primary pathways
 - Intended to improve safety and accessibility
 - Account for local priorities
 3. Specific, consistent project prioritization methodology to be developed and applied to completed and upcoming plans

Follow-Up Actions from FLM Guidelines

- Project prioritization methodology developed and circulated to local jurisdictions for comment
- Methodology applied to FLM plans
- Resulting Project Priority Lists circulated to jurisdictions
- Local flexibility proposed projects submitted, evaluated, and added where consistent with criteria

Questions, Discussion



Board Report

File #: 2022-0465, File Type: Contract

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 19, 2022

SUBJECT: TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND PROGRAM CONTRACT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year firm fixed price Contract No. PS88917000 to UrbanTrans Consultants, Inc., to develop a new regional Transportation Demand Management Master Plan and Program in the amount of \$1,463,580, subject to resolution of all properly submitted protest(s) if any.

ISSUE

COVID-19 has clearly changed mobility needs. Many employers have widely adopted telecommuting. Although daily commute support is still necessary, there is also an opportunity to expand Metro's TDM Program effort to other mobility needs, such as leisure and personal errands.

The proposed regional TDM Master Plan and Program (Program) will consolidate all the existing transit software products, programs, and messaging into one Mobility as a Service (MaaS) system. It will provide functional assistance for users to access the multi-modal mobility options provided by Metro and other mobility service providers. The Program initiatives will be consistent with the Metro Vision 2028 Strategic Plan goals.

BACKGROUND

In October 2017, the Board approved Motion 36 (Attachment C), directing staff to explore and implement a markedly expanded role for Metro as a leader in Transportation Demand Management (TDM) in Los Angeles County by creating a regional TDM Program.

In response to the October 2017 motion, a re-envisioned regional TDM policies and initiatives team has been established. This team has proceeded to enhance the existing TDM Program and implement new projects to encourage constituents in the region to transition out of their cars. (Attachment D)

Metro currently operates a regional Rideshare program through its five County Transportation

Commission (CTC) partnerships. The Rideshare program aims to assist large employers (over 250 employees) to comply with the SCAQMD Rule #2202 regarding reducing carbon emissions and vehicle miles traveled (VMT). The Rideshare program offers travel subsidies, promotional events, and an extensive benefits program to help incentivize program participants.

During the pandemic, non-regulated employers, such as small businesses, business improvement districts (BIDs), and even residential property managers, reached out to the Metro TDM team for guidance and assistance in assisting employees and constituents with mobility challenges. Staff provided assistance on telecommuting policies and logistics support, post-pandemic recovery mobility plans, etc. Multiple workshops were also conducted for this effort. This emphasized a need for Metro to expand TDM support services to not only focus on large businesses' employees transportation coordination but also re-envision a program that comprehensively serves all constituents in the region.

Due to the continuously evolving mobility demand since the pandemic's beginning, staff will expand the TDM Program to cover many other mobility needs.

DISCUSSION

The COVID-19 pandemic reshaped how people interact and their perception of mobility in our region. The increase of telecommuting and alternative services like micro-mobility and mobility-on-demand made it apparent that TDM needs to expand its function and outreach to commuters in the County, especially people in communities who are not currently informed or understand the availability of mobility options in addition to transit service. As a result, a new comprehensive TDM Master Plan and Program campaign needs to be developed that focuses on dissolving the deep-rooted "car-culture" and transitioning our region away from single-passenger mobility. By providing mobility resources, innovative solutions, and educational materials the Program will encourage constituents in the region to choose the mode that works best on a trip-by-trip basis.

The TDM Master Plan and Program campaign was developed out of a need for a more equitable approach to transit in the region. The Program is tasked with identifying underserved and Equity Focused Communities (EFC) and engaging them through workshops, both in virtual and in-person, to help structure transit and other mobility options that reflect the unique travel needs of that specific community.

Consulting Service Contract

The TDM Master Plan and Program contract will support staff in developing a long-term Program with innovative solutions based on existing best practices and new ideas to address the future mobility demand in the region, as well as recommending policies with performance measures to accomplish the overall congestion reduction goal adopted in the Vision 2028 Strategic Plan. The contract will support the Program in four phases:

1. Evaluation: The consultant will evaluate current TDM programs and needs, including policies, products, and performance data to identify necessary improvements and new innovative

solutions.

2. Recommendation: Make recommendations on TDM policies, programs, products, outreach efforts, and innovative solutions that will motivate mobility behavior change in the region.
3. Development: The consultant service will also support the development of TDM functional products in both virtual and capital platforms.
4. Implementation: Plan and implement TDM functional products and adopted policies, which includes educating constituents on how to use the products, comply with policies, and monitor the Program performance.

New Program Approach

The program aims to develop a comprehensive functional TDM program that addresses mode change and expands knowledge of mobility options to all constituents in the region through a new “Six P’s” approach: Policy, Programs, Products, Promotions, Performance, and Progress.

- Policy - Recommend and adopt policies based on regional needs and public input. Focus on reducing congestion by motivating mode change to achieve the goal of reduction in background traffic by 15% before 2028
- Programs - Design programs that provide easy access to various mobility options with a multi-modal integration approach on trip planning. Improve interaction between commuters, transit, and all other mobility options.
- Products - Develop new functional products to enhance non-driving travelling experience. Products will be aimed to empower constituents by better understanding their mobility options with real-time broadcast information. Increase accessibility to transportation options for all constituents in the region.
- Promotions - A comprehensive promotion campaign to edify constituents on benefits from using transit products and other mobility options. Promotions include incentive programs and targeted outreach effort to different communities. Enhance experiences to get around efficiently without driving hassle to encourage transportation mode change.
- Performance - Establish key performance indicators (KPIs), included but not limited to, vehicle miles travelled (VMT) reduction, transit ridership, average vehicle ridership (AVR) and even Greenhouse Gas (GHG) reduction etc.. to monitor the Program performance outcome. Identify the efficiency level of new products, policies, and necessary improvements.

- Progress - Once the Program has set performance KPIs, the consultant will work with staff to develop long-term progress goals and adjustments protocols.

Metro is investing substantial resources to develop a robust transportation system in the County. This includes both mega-sized infrastructure projects - bus and rail services - and new innovative mobility options - Metro Micro, Metro Vanpool, Metro Bike Share and more. This Program will make further progress for our constituents to learn and utilize new mobility options to get around effectively.

DETERMINATION OF SAFETY IMPACT

The Program will not have any safety impacts. All consultants and subcontractors must attend Metro Safety Training before working if they have to work at any Metro station. Any equipment installation will be coordinated with Metro's Track Allocation program to ensure that proper assistance and support is present.

FINANCIAL IMPACT

The total estimated project cost is \$1,463,580.37, including five years of annual operating costs. First year expenses are budgeted through the FY23 budget process in cost center 4320, project 405547, Rideshare Services. The cost center manager and executive officer in charge of TDM will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action will be Proposition C 25%. This fund is not eligible for bus and rail operating expenses.

EQUITY PLATFORM

All community engagement activities, both virtual and in-person, will be supported by Metro translation service and other accessibility services to support participants with limited English proficiency and disabilities. The Program can also partner with community-based organizations (CBO) to provide these supporting services and assist in engaging different communities. Taking an education-based approach to outreach will stimulate local engagement, ensuring not only the promotion of transit but also respond to the unique cultures and needs of the communities.

Additionally, any on-site kiosks, TDM mobile app and web toolkits are capable of being translated into seven languages: Armenian, Chinese (simplified and traditional), Japanese, Korean, Russian, Spanish, and Vietnamese. This will allow for multilingual transactions and benefit marginalized communities with limited English proficiency. The program will be more inclusive, allowing more patrons to utilize TDM tools and access multi-modal mobility options.

This procurement was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Program at Metro facilities and stations will support:

- a. Goal 1: Provide high-quality mobility programs that enable people to spend less time traveling. Developing a comprehensive regional TDM system will encourage commuters who rely on vehicles to transition to other transportation modes for commuting.
- b. Goal 2: Deliver outstanding trip experiences for all transportation system users. TDM tools and innovative solutions will provide real-time traveling information and ride-guide for all commuters adding to the user experience and making it easier for them to access multi-modal transportation.
- c. Goal 3: Enhance communities and lives through mobility and access to opportunity. The regional TDM program will expand to communities that previously did not have these functions available.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the contract for Metro's TDM Master Plan and Programs. This is not recommended as the Program will educate and reach out to more potential riders on how to use Metro products and adapt to the multi-modal mobility lifestyle to enhance the quality of life in the region. The award of this contract is necessary to craft policy, programs, and products to meet Metro goals.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS88917000 with UrbanTrans Consultants, Inc., for the TDM Master Plan and Programs.

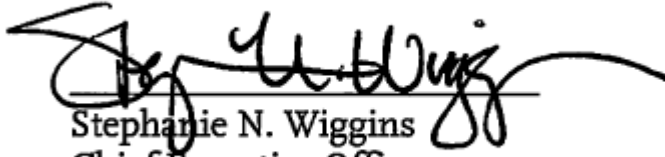
The Program development is intended to start promptly at contract execution with the implementation of the Program anticipated to start in FY23 Q2. Staff will report back to the Board with performance measures and Program progress annually.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Motion Item 36, October 2017
- Attachment D - TDM Program and New Projects

Prepared by: Aaron Voorhees, Principal Planner, TDM Programs, (213) 922-5657
Jacquilyne Brooks de Camarillo, Manager, Countywide Planning & Development, (213) 922-3034
Frank Ching, DEO, Transportation Demand Management, (213) 922-3033
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

TDM MASTER PLAN AND PROGRAMS/PS88917000

1.	Contract Number: PS88917000	
2.	Recommended Vendor: UrbanTrans Consultants, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates :	
	A. Issued: May 3, 2022	
	B. Advertised/Publicized: May 3, 2022	
	C. Pre-Proposal Conference: May 12, 2022	
	D. Proposals Due: June 1, 2022	
	E. Pre-Qualification Completed: July 26, 2022	
	F. Conflict of Interest Form Submitted to Ethics: June 14, 2022	
	G. Protest Period End Date: October 25, 2022	
5.	Solicitations Picked up/Downloaded: 80	Bids/Proposals Received: 2
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: Aaron Voorhees	Telephone Number: (213) 922-5657

A. Procurement Background

This Board Action is to approve Contract No. PS88917000 for Transportation Demand Management (TDM) Master Plan and Programs to assist Metro in developing and implementing an informational campaign. The services will focus on gathering information about TDM industry best practices and behavior change theory regarding transportation decisions that lead to increased utilization of non-drive alone modes including telecommuting, vanpooling, carpooling, bicycling, walking, and taking public transit. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 18, 2022, revised the critical dates, and extended the proposal due date to June 8, 2022.

A virtual pre-proposal meeting was held on May 12, 2022, and was attended by 12 participants representing 10 companies. There were 18 questions asked and responses were released prior to the proposal due date.

A total of 80 firms downloaded the RFP and were included in the plan holders list. A total of two proposals were received on June 8, 2022 from the following firms:

1. McCormick-Busse, Inc. (DBA MBI Media)
2. UrbanTrans Consultants, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning & Development, Shared Mobility & TDM Policy, and Real Estate Property Management departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|---|-----|
| • Experience of Team Members | 25% |
| • Understanding of the Scope of Services and Approach | 25% |
| • Effectiveness of Project Management Plan | 30% |
| • Cost Proposal | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar TDM advisor services procurements. Several factors were considered when developing these weights, giving the greatest importance to Effectiveness of Project Management Plan.

During the period of June 14, 2022 to June 21, 2022 the PET independently evaluated and scored the technical proposals. Both firms were determined to be within the competitive range. The PET determined that oral presentations were not needed and on June 22, 2022, UrbanTrans Consultants, Inc. was determined to be the highest ranked proposer.

Qualifications Summary of Firms within the Competitive Range:

UrbanTrans Consultants, Inc.

UrbanTrans Consultants, Inc. (UTC) specializes in TDM and works on plans, policies, and programs that integrate TDM into shared use mobility strategy and implementation, active transportation, and the larger multimodal transportation network. UTC's proposal demonstrated the team has experience working with national Metropolitan Planning Organizations and working with large scale events such as the 2015 Toronto Pan American Games and 2015 Parapan American Games.

UTC demonstrated experience in dealing with complex projects similar in nature to the tasks on this project's scope of services. UTC also demonstrated a solid understanding of the deliverables and expectations that Metro is looking for in this project.

UTC’s proposal showcased a diverse team of professionals addressing each varying aspect of the project deliverables, from communication to technology implementation. The proposal also clearly showed how the work will be allocated to staff and distributed amongst the most appropriate and qualified staff for the task.

McCormick-Busse, Inc. (DBA MBI Media)

McCormick-Busse, Inc. (MBI) is a strategic communications firm, with more than 32 years of experience, is headquartered in Covina, CA. MBI is a strategic communication, community relations, and marketing firm with experience in the transportation industry, as well as the public sector.

MBI demonstrated knowledge and experience working on an international level with the London 2012 games and the Mobility Concept Plan for LA28. MBI’s proposal also laid out plans for mitigating risk related to costs, quality, scheduling, and document management.

MBI assembled a small team with direct experience in the core competency areas required for this project. However, MBI’s project manager did not demonstrate relevant experience in TDM projects and there was no clear availability of technical experts in the field of TDM Planning identified in their proposal.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	UrbanTrans Consultants, Inc.				
3	Experience of Team Members	84.00	25.00%	21.00	
4	Understanding of the Scope of Services and Approach	85.32	25.00%	21.33	
5	Effectiveness of Project Management Plan	80.00	30.00%	24.00	
6	Cost Proposal	100.00	20.00%	20.00	
7	Total		100.00%	86.33	1
8	McCormick-Busse, Inc.				
9	Experience of Team Members	73.32	25.00%	18.33	
10	Understanding of the Scope of Services and Approach	70.68	25.00%	17.67	
11	Effectiveness of Project Management Plan	67.23	30.00%	20.17	
12	Cost Proposal	33.90	20.00%	6.78	
13	Total		100.00%	62.95	2

C. Cost Analysis

The recommended cost has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis, cost analysis, and negotiations. Staff successfully negotiated a savings of \$13,597.00.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	UrbanTrans Consultants	\$1,477,177.38	\$1,000,000.00	\$1,463,580.37
2.	McCormick-Busse, Inc.	\$4,359,609.54		

Due to the unique attributes of the project, Metro underestimated the level of effort that such a program would require. The variance between the ICE and the final negotiated cost is an inadvertent underestimation of the labor hours required for the following tasks: TDM Long Range Transportation Plan (LRTP), Market Report, Education and Outreach Strategy, Software Maintenance, and KPI Evaluation. The ICE was not reflective of the innovative approach to the work proposed by UTC. Additionally, the higher cost reflects the rapid inflation caused by the COVID-19 Pandemic that has resulted in a rise of labor and material costs for most services.

D. Background on Recommended Contractor

The recommended firm, UrbanTrans Consultants, Inc., headquartered in Denver, CO with a local office in El Segundo, CA, has been in business over 20 years and provides services in TDM planning, engagement, marketing, and implementation. UTC is a woman-owned Metro certified SBE/DBE firm with experience in preparing regional TDM plans and partnering with regional agencies to implement TDM strategies and campaigns for measurable behavior change.

The proposed team is comprised of staff from UTC and four subcontractors. The prime and subcontractors provide balanced knowledge and experience in the transit and public sector.

DEOD SUMMARY

NAME OF PROJECT/CONTRACT NUMBER

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to SBE Certified Small Businesses Only.

UrbanTrans Consultants, Inc., an SBE Prime, made a 65.65% commitment, performing the work with its own workforces. UrbanTrans also listed four (4) major firms, Nelson/Nygaard, AECOM, Behaviour Design Services, and Cambridge Systematics, as non-SBE subcontractors on this project.

	SBE Subcontractor	% Committed
1.	UrbanTrans Consultants, Inc. (SBE Prime)	65.65%
	Total SBE Commitment	65.65%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2017-0715, File Type: Informational Report

Agenda Number: 36.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2017

Revised Motion by:

Garcetti, Dupont-Walker and Butts

October 18, 2017

Countywide Transportation Demand Management

MTA should be a national leader in working with local jurisdictions to promote transit use, active transportation, and other multi-modal travel.

MTA is leading a great expansion of mobility options in Los Angeles County, including the rail and bus transit system, bikeshare, first-last mile links, and groundbreaking technology-based new mobility services, including U-Pass and On-demand Microtransit Pilot Programs. A robust and comprehensive countywide Transportation Demand Management (TDM) program would maximize the benefits of these investments in LA County's transportation systems.

TDM focuses on reducing single-occupancy vehicle trips by making other transportation options more attractive. TDM promotes sustainable transportation options such as transit, carpooling, vanpooling, bicycling and walking. TDM strategies boost transit ridership, promote telecommuting, reduce single-occupancy vehicle trips, and reduce greenhouse gas emissions. MTA can serve as the facilitator of a countywide TDM program that encourages and supports local jurisdictions in initiating, developing, and implementing their own TDM initiatives.

Currently, there is an absence of a robust and comprehensive countywide TDM promotion and coordination program in Los Angeles County. As the countywide transportation agency, MTA is ideally suited to lead this effort. A robust TDM program will enable MTA to leverage its historic transportation investments to further change travel behavior and help the region ease congestion and meet statewide greenhouse gas emissions reduction goals. This would build on MTA's ongoing Congestion Reduction activities, including 511, promoting carpooling through ExpressLanes, creating vanpools, etc.

MTA can promote TDM strategies through many different methods--by coordinating local TDM objectives, creating a comprehensive TDM marketing strategy, measuring the effectiveness of multi-modal solutions, and other strategies. While some cities already have existing TDM programs or initiated efforts to establish TDM programs, many more cities in LA County could implement effective TDM programs with support from MTA.

Some jurisdictions, including the City of Los Angeles, have identified a need to make major updates to their TDM ordinances to incentivize sustainable transportation solutions more broadly through their development review processes and establish more robust monitoring and evaluation protocols.

The goal of the State of California is to reduce greenhouse gas emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. Currently, automobiles are the single largest source of emissions in Los Angeles. Los Angeles County residents approved Measure M in November 2016 to create more mobility options. MTA can do more to support local jurisdictions to meet state goals, and to create a seamless user experience throughout Los Angeles County that will create more MTA rail and bus riders, encourage carpooling and vanpooling, and boost countywide active transportation usage.

**SUBJECT: REVISED MOTION BY DIRECTORS GARCETTI AND
DUPONT-WALKER AND BUTTS**

TRANSPORTATION DEMAND MANAGEMENT

WE, THEREFORE, MOVE that the Board direct the CEO to:

- A. Prepare a list of TDM best practices of California agencies and jurisdictions, including but not limited to the Bay Area Metropolitan Transportation Commission;
- B. Inventory current MTA funding sources for planning or implementing TDM programs and projects at the county or local level;
- C. Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to:
 1. Countywide TDM guidelines to help municipalities create and implement TDM policies by establishing best practices for TDM application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards;
 2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling;
 3. Facilitating regular discussions between Transportation Management Organizations in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices;
 4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for MTA to effectively promote and coordinate TDM strategies in Los Angeles County;
 5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes;

6. Strategies to promote telecommuting;
 7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel;
 - a. Seeking legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options. This legislation should explore ways to provide significant tax-credit benefits for the use of transit, vanpooling, bicycling, and all other sustainable transportation modes;
 - b. Should legislation be successfully secured, a first priority for resources created by this program would be the establishment of an MTA TDM Implementation Demonstration Program. The TDM Demonstration Program would target selected jurisdictions for early implementation of best-practice TDM strategies, along with appropriate financial incentives. MTA may give special priority to any multi-jurisdictional TDM program proposal.
 8. Managing compliance with the State of California's Parking Cash-Out law for worksites within Los Angeles County;
 9. Considering consolidation of MTA's various TDM functions into a single group and/or creating a Countywide TDM Coordinator position tasked with coordinating MTA's TDM efforts, including identifying additional staffing needs;
- D. Incorporate into MTA's 2018 state legislative program for MTA to seek legislation that would strengthen MTA's ability to carry out a countywide TDM program; and
- E. Report back to the Planning and Programming Committee on all the above in 420 150 days.

KUEHL AMENDMENT: to include that the EAPP Program (which includes ATAP and BTAP) be amended to include a pay-per-boarding model similar to the U-Pass Program at a fare-per-boarding (FPB) rate approved by the Office of Management and Budget (either as a pilot program or as a new payment option under BTAP)

Attachment D - TDM Program and New Projects.

- Establishing a new Transportation Management Association (TMA) Network led by Metro staff. There had not previously been a regional TMA network. By creating one, Metro provided the TMAs with an opportunity to work together and also created a partnership with the TMAs. This partnership was leveraged heavily for the Travel Rewards Pilot Project as five projects are the result of TMA partnerships with Metro.
- Developing a new TDM Toolkit virtual tool that includes TDM Best Practices, resources, ordinance guidelines, and information on implementing TDM policies such as telecommuting and parking cash-out. After initial outreach to Cities and meetings with TMAs, TDM staff found that there was a need for more support, tools and resources such as guidelines, best practices and a virtual toolkit that can quickly provide those things to cities and TMAs.
- Implementing a new community-based Ride-matching Program for carpool and vanpool. This new tool was recommended by cities, TMAs and large employers' employee transportation coordinators (ETCs) through our outreach effort. By matching commuters from their neighborhoods rather than only matching them through employers will create opportunities to also reach commuters who are not currently working for policies regulated companies. These commuters do not have access to a Ridematching tool or any transportation coordination support from their employers. This tool can also match neighbors who? ride together and connect them to transit stops. It can create a carpool that goes to a train station or mobility hub, instead of a carpool that goes directly to the destination. It increases access to mobility options for everyone, including transit dependents and improving first/last mile challenges in different neighborhoods.
- Convening annual TDM workshops for County stakeholders and employers to provide policies, such as the South Coast Air Quality Management District's (SCAQMD) Rule #2202 and compliance and other technical support. Both workshops require certain SCAQMD criteria to be met in order to meet certification standards. Meeting these guidelines allows the ETCs to submit this certification as part of the annual Trip Reduction Plan (TRP) requirements, under their Rule 2202 Employee Commute Reduction Program (ECRP). These classes have grown from about 50 attendees to over 200, pre-pandemic. The most recent September workshop garnered about 180 attendees Staff recently embarked onto a five-county partnership in offering a certification regulatory compliance related workshop: Metro/OCTA/VCTC/SBCTA/RCTC. These workshops are highly rated as relevant and helpful by our customers, TMAs and ETCs.
- Starting up a new TDM Mini-Grant Program. The mini grant program is to provide funding support for small projects that incentivize and motivate mode change in the county. Cities, TMAs, and CBOs may apply for funds ranging

from \$10,000 to \$50,000 to conduct incentive-based programs that will shift mode change. Through research, staff has learned that the City of Sacramento found success in mini-grant funding for small projects. The data from the Travel Rewards Research Project can be used as a template for cities, TMAs, and CBOs to implement when applying for funding.

- The Travel Rewards Research Project. TDM and OSI staff are working together on a research project focused on determining the return on investment (ROI) on various incentive programs as seen through the lens of behavioral science. Currently, most employers, cities, government agencies and TMAs simply run programs to incentivize mode change with only anecdotal evidence. The Research project will provide detailed data and show which incentives are most effective.
- Providing telecommute and post-pandemic recovery mobility support services and workshops. As mentioned above, the pandemic has changed mobility needs in our region. Staff conducted multiple workshops and ongoing support service to advise employers.
- Developing a quarterly TDM Newsletter for all jurisdictions in the County. The newsletter is specifically for TDM staff in each city. It keeps the cities informed about best practices, resources, and TDM news as well as updates on Metro and other mobility services providers. The mailing list has been updated post-COVID and also has been used as a list for invitations to TDM workshops as well as a contact list for other departments who need to send information out to cities.

Recommendation

Authorize the CEO to execute a contract to UrbanTrans Consultants, Inc to Develop a Regional TDM Master Plan and Program

The contract will support the Program in four (4) phases:

- Evaluation: evaluate current TDM and assess needs/gaps
- Recommendation: innovative solutions to motivate behavior change
- Development: TDM functional products (virtual and capital platforms)
- Implementation: implementation plan

Background

- In October 2017, Metro Board approved Motion 36 directing staff to expand Metro's role as a leader in TDM in the County by creating a Regional TDM Program.

Metro Vision 2028

The TDM Master Plan and Program initiatives will be consistent with Metro's Vision 2028 Strategic Plan Goals.



The New “6-Ps” Approach

Leisure trips, personal errands, tourism shall also be target of the new Program

- **Policy:** Based on regional needs and public input
- **Programs:** Provide easy access to all mobility options, multi-modal
- **Products:** Products that enhance the multi-modal experience
- **Promotions:** A campaign to develop a new car-free culture
- **Performance:** KPIs, identify efficiencies and build on successes
- **Progress:** Establish long term progress goals and adjustment protocols



Timeline

March 2020

- The COVID-19 Stay at Home Order changed mobility needs in the County.
- Fewer employees are commuting to work daily due to telecommuting.

Fall 2022

- With the Board approval, kick-off to develop a new TDM Program.
- Five years contract to 2027.

Summer
2028

- TDM program and products for everyone in Los Angeles County.
- Continue motivating mobility mode change among county residents ***beyond*** 2028.





Board Report

File #: 2022-0574, File Type: Contract

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 19, 2022

SUBJECT: MARIACHI PLAZA L LINE (GOLD) STATION JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with East Los Angeles Community Corporation (Developer or ELACC) to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Mariachi Plaza in Boyle Heights with up to 60 units of affordable housing, ancillary ground floor community space and a community garden (Project).

ISSUE

In 2018, the Board of Directors authorized the execution of an ENA with the Developer in support of the Joint Development (JD) project located at the Mariachi Plaza L Line (Gold) Station (Station). Since that time, the Developer has advanced predevelopment activities, including design development, community engagement, and preparation of an entitlements package. To complete the remaining predevelopment activities, including submitting the Project for entitlements and negotiating the term sheet, Joint Development Agreement (JDA), and ground lease, an extension of the ENA Term, which is set to expire on December 30, 2022, is necessary.

BACKGROUND

The joint development site consists of a 27,025 square foot (0.62 acre) parcel at the northwest corner of Pennsylvania and Bailey ("Parcel A" on Attachment A - Site Plan) and a 6,000 square foot lot to the east across Bailey Street ("Parcel B").

Mariachi Plaza is adjacent to the joint development Project to the southwest. The plaza is referenced as a historical landmark and art and cultural center in the community of Boyle Heights at the cross streets of First Avenue and Boyle Street across from the Boyle Hotel. The plaza includes the Metro Station and an adjacent City-owned area which houses a kiosk designed to replicate Plaza Garibaldi in Mexico City. Boyle Heights derives a large part of its identity as the epicenter for Mariachi culture in Los Angeles, with roots dating back to the 1930s and direct ties to the Mexican state of Jalisco. The plaza serves as a physical space for mariachi musicians to convene and play

and continues to preserve the traditional artifacts of Mariachi culture. Metro's portion of the plaza also includes a stage area where third-party, Metro-permitted events take place, such as a community market, health and wellness events, and the Annual Mariachi Festival.

DISCUSSION

Community Engagement

The Developer has continued its community engagement program to refine the Project with community input as detailed in the ENA. This includes providing ongoing joint development presentations to the Boyle Heights Design Review Advisory Committee (DRAC) and the Boyle Heights Neighborhood Council (BHNC), technical capacity building workshops to prepare tenants for applications for affordable housing, and other community update meetings.

During the initial phases of the ENA period, several iterations of the Project's design went before the DRAC. Throughout this process, the Developer adhered to the primary goals of providing affordable housing and needed community services. In February 2022, ELACC presented the Project to the DRAC. The meeting concluded with the committee approving the submittal of the Project entitlement application to the City.

In June 2022, the Developer provided an update of Project activities to the BHNC, followed by a question-and-answer session. The Developer pledged to return to the BHNC with future informational updates.

Design and Entitlements

As a result of the community-focused processes with the DRAC, BHNC, and other community stakeholders, design alterations were made, including a reduction of the height of the building from five to four stories and the addition of terracing elements to make it more in scale with the adjacent plaza. Open space opportunities were created on the roof and ground floor community space was introduced to the development program.

The Project's design and development program approved by the DRAC includes twenty-six studio units, eighteen one-bedroom units, eight two-bedroom units and seven three-bedroom units for households between 30% and 50% of the area median income (AMI).

Transitional aged youth will be served by this Project with 30 units subsidized with project-based vouchers. The remaining 29 units will be available to households earning up to 50% of AMI. There will be one manager's unit to oversee day-to-day operational activities, providing a total of 60 dwelling units.

Approximately 4,500 square feet of ground floor community serving space will be provided that incorporates mariachi music, culture, events, and lessons available to the public. Lastly, a community garden of approximately 6,000 square feet will be developed and operated across the street at the southeast corner of Bailey Street and Pennsylvania Avenue.

Following DRAC approval of the design, Metro staff completed an internal review of the Developer's entitlement packet, which will allow the developer to submit the entitlement and CEQA applications to the City's Planning Department for consideration. As this is an expedited process anchored around the affordable housing component, a project approval determination from the City should be issued by the first quarter of 2023. Meanwhile, Metro staff and ELACC are actively negotiating deal points within the Term Sheet, which will form the basis of JDA and ground lease documents that will be the subject of a future Board action.

Cultural Preservation Plan

In addition to the outreach commitments identified in the ENA, the Developer has composed a draft Cultural Preservation Plan (Attachment B) in response to community and stakeholder concerns. The Cultural Preservation Plan developed by ELACC in collaboration with local stakeholders provides a strategy to avoid displacement of local mariachis, preserve the culture of mariachis who utilize Mariachi Plaza as an employment hub, and increase opportunities for low-income mariachis in housing, employment, and services.

To achieve this, The Cultural Preservation Plan focuses on "place keeping" opportunities for mariachis. The plan identifies ELACC's programmatic services for community wealth building as a road map to grow housing and financial literacy for mariachis, low-income families, and income qualifying stakeholders. ELACC has committed to actively work with the mariachi community to qualify for onsite and nearby housing opportunities and cultural enrichment programs, as well as to establish dedicated space within the new development to conduct music lessons and promote mariachi culture to the community at-large. Outreach events identified in the plan have commenced and will continue through project construction.

Mariachi Plaza Maintenance and Programming Update

In the May 2022 Regular Board Meeting, the board received an update on the adjacent Metro and City-owned Mariachi Plaza (which is not part of the Joint Development). The update included a discussion on a community survey that was conducted in English and Spanish between November 20 and December 23, 2021. The next steps included: 1) the formation of a round table meeting with key community members and business owners; and 2) negotiating an agreement between the City and Metro for the holistic management of Mariachi Plaza permitting, event management, maintenance, security and repairs.

In preparation for the round-table event, Metro reached out to businesses and Community Based Organizations (CBOs) between August 4 and August 31, 2022, to encourage participation. Metro hosted its first-round table event on August 31, 2022, in which key community members and business owners expressed their concerns and interests around topics such as parking, security, homelessness, maintenance, the plaza permitting process and future round table events. The Metro Real Estate Team will continue these discussions to understand how these topics can be addressed thoroughly and in a timely manner.

EQUITY PLATFORM

Construction of the Project will deliver affordable housing, enhanced public infrastructure, jobs and other transit-supportive amenities within an Equity Focused Community, benefitting community members adjacent to the Project as well as other lower income Los Angeles County residents in need of affordable housing. In pursuing the Project, the Developer and Metro staff will continue to actively engage with and be responsive to all stakeholders through a coordinated community outreach process that will involve multiple public engagement opportunities. The Developer will continue building on the years of prior community outreach for this Project, consistent with the ENA and commitments identified in the Cultural Preservation Plan.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA term during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration if and when negotiations result in proposed terms for a JDA and ground lease.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA and the Project is included in the adopted FY23 budget in Cost Center 2210, Project 401018.

Impact to Budget

There is no impact to the FY23 budget. The ENA executed in 2018 required the Developer to pay Metro a non-refundable fee of \$50,000, as well as a \$50,000 deposit to cover third-party expenses. The Developer must replenish that deposit when it reaches a balance of less than \$25,000.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan Goal #2 to provide outstanding trip experiences for all users of the transportation system and Goal #3, to enhance community and lives through mobility and access to opportunity.

NEXT STEPS

Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing a one-year extension of the term with an option to extend the term for one additional year, if deemed necessary by Metro. Staff will provide a progress update to the Board prior to exercising the extension. Staff will continue working with the Developer to finalize negotiations on key terms and conditions of a JDA and GL and will return to the Board for approval upon completion of deal negotiations. In addition, staff and the Developer will continue to conduct Developer-led community outreach meetings regarding the scope of design, progress of the Project and ongoing interface with the mariachis and other interested community groups during the ENA's extended term. Presentations will also be given to the BHNC as further progress is made.

ATTACHMENTS

Attachment A - Site Map

Attachment B - Cultural Preservation Plan

Prepared by: Carey Jenkins, Senior Director, Countywide Planning & Development, (213) 547-4356.
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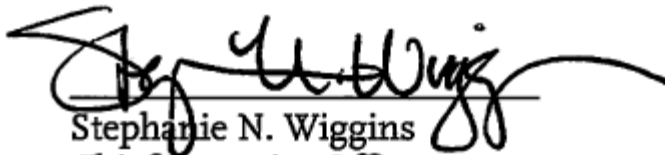
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Stephanie N. Wiggins
Chief Executive Officer

Attachment A -

Mariachi Plaza
Joint Development Site Map



Parcel A

Size: 0.62 acres

Proposed Use: 60 units of affordable housing
up to 4,500 SF community space



Parcel B

Size: 0.13 acres

Proposed Use: community garden



Mariachi Plaza Gold Line Station and Plaza

Size: 0.70 acres



Mariachi Plaza Gold Line Station Entrance



EAST LA COMMUNITY CORPORATION

2917 EAST 1ST STREET, SUITE 101
LOS ANGELES, CA 90033

Cultural Preservation Plan – Lucha Reyes

Introduction: Placekeeping Mariachis in Boyle Heights

Boyle Heights derives a large part of its identity as the epicenter for Mariachi culture in Los Angeles with roots, dating back to the 1930s and direct ties to the Mexican state of Jalisco. Its most iconic and visible landmark is Mariachi Plaza. The plaza serves as a physical space for mariachi musicians to convene and play and continues to preserve the traditional artifacts of Mariachi culture. As new development arises in culturally significant areas of Boyle Heights, local residents have viewed Mariachi Plaza as the barometer of cultural preservation – often using the plaza as a symbolic and literal platform to amplify voices in the community.

The prioritization of public and community spaces that continue the historical narrative of the neighborhood will become increasingly more important as demographic populations change and grow. Immigrant communities like Boyle Heights value cultural emblems. In our capacity as an affordable housing developer, we strive to add to that rich cultural fabric in the financial tools that we offer, the tenants that we uplift, and our community-driven development projects.

Plan Objective and Goals

The objective of this Cultural Preservation Plan is to identify a strategy to preserve the culture of mariachi musicians who utilize Mariachi Plaza as an employment hub. In partnership with LA Metro, ELACC's goal is to increase opportunities for low-income mariachis in housing, employment, and services through the development and construction of Lucha Reyes Apartments. This goal will be achieved by utilizing ELACC's programmatic services that bridge community wealth resources and uplift access to housing and financial literacy for mariachis, low-income families and income qualifying stakeholders.

As the cost of housing rises, there is a risk of mariachis finding other avenues for employment and housing that could result in Boyle Height's losing its rich cultural value. ELACC previously explored the feasibility of setting aside units for mariachis living in the area or who use the plaza for employment opportunities. While Fair Housing laws restrict this specific set-aside, ELACC is committed to an ongoing outreach strategy that emphasizes the mariachis, low-income families, and other income eligible stakeholders throughout the project's development timeline. Part of our due diligence as the developer is to inform the community on qualifications and the overall application process for this project. Our goal is to increase local residents' capacity to successfully apply for the Lucha Reyes Apartments and/or other affordable housing developments in Boyle Heights/East Los Angeles.

The Cultural Preservation Plan is premised on the understanding that in order for mariachis to remain a significant part of cultural life in Boyle Heights, three critical concerns must be addressed.

- 1) Alleviate housing insecurity so that a) local mariachis are not forced out to move and b) that if they are housed locally, the housing costs represent a small

proportion of their expense.

- 2) Preserve and expand the physical space that may be “owned” by mariachis.
- 3) Support programming that compliments the mariachis.

Tenant Outreach and Marketing

ELACC is committed to the following ongoing activities to achieve housing security for mariachis and income qualifying stakeholders of Lucha Reyes. These activities will occur during the pre-development period through lease-up.

- With the assistance of LA Metro, implement a Tenant Marketing Plan that creates a focused approach to the immediate Boyle Heights area and those that utilize Mariachi Plaza. The marketing plan will use a variety of methods to encourage local individuals and families, especially mariachis, to secure low-cost housing. Marketing and outreach methods will include:
 - Workshops
 - Participation in community events (e.g., booths)
 - Signage and advertising
 - Social media
 - Pop-up events



Shown above: Lucha Reyes open space visioning workshop

- Metro will help to provide best practices and appropriate language for the Tenant Marketing Plan. Metro Sign-off would be a component of the overall Ground Lease approval process.
- Work with organizational partners in Boyle Heights to identify available housing programs and housing opportunities available to mariachi families.
- Directly engage mariachis who come to the Plaza for employment to ensure that they are aware of the following services:
 1. affordable housing rentals; and 2. home ownership opportunities. Home ownership candidates will be connected to ELACC's Community Wealth Department for guidance on 1st time home ownership. Also, qualifying mariachis who meet ELACC's program criteria will be connected with foreclosure and malicious eviction prevention resources.
- Offer quarterly workshops on how to apply for Affordable Housing in the area during the pre-development and construction phases (Spanish language provided). This would occur early enough in the process to allow mariachis and other workshop attendees to have the required tax returns, financial and related documentation necessary to be a qualified candidate for housing at Lucha Reyes Apartments.
- Connect mariachis with county affordable housing resources (LACDA, HACLA, etc.)



ELACC EFFORTS TO DATE

Over the past several years, ELACC has hosted workshops to increase community awareness of affordable housing opportunities and the technical capacity for searching and applying for low-cost housing. Workshops were held in December 2021 (Spanish), March 2022 (Spanish) and additional workshops are scheduled for 2022 in , August and November.

These opportunities are promoted via a text listserve managed by ELACC's Community Wealth Services department as well as other social media channels.

Shown above: Mariachi Plaza June 2018 Affordable Housing 101 workshop; Green space visioning workshop; Mariachi Plaza November 2018 Community Benefits Meeting at Hollenbeck Youth Center.

Physical Space Dedicated to Benefit Mariachis

Community Room

ELACC is designating approximately 4,500 square feet in the ground floor of Lucha Reyes Apartments as a community room for mariachis. This space will be available for use via a Memorandum of Understanding with a local mariachi group so that they can use the venue as a rehearsal/meeting space in exchange for free or low-cost music classes to our tenants and community at large. By having this space accessible to mariachis adjacent to the plaza, ELACC also hopes that the space can serve as a resource center that connects the local artistic community with resources/aid/technical support. In addition to having a physical space, ELACC will also create a public bulletin board on the exterior façade of the community room to post important resources and information and highlight a few local “mariachis of the month” so that potential clients can reach out to mariachis for hire.

Plaza Safety

ELACC is a strong advocate for Plaza safety, and in our due diligence as the developer of Lucha Reyes we support place-keeping mariachis at the Plaza. For example, from January – March 2022, ELACC attended several meetings with the Organizacion De Mariachis Independientes De California (OMICAL). During these stakeholder meetings, the mariachis elevated serious safety concerns about Mariachi Plaza and ELACC helped them brainstorm the best strategies to elevate their concerns to appropriate parties. Because of these meetings, OMICAL met with both Kevin de Leon’s office and the LAPD to elevate their safety concerns. Since then, the Senior Lead Officers of the Hollenbeck Division assured the mariachis that their legal status should not be a deterrent to

reporting suspicious activities, explained how policing in the area works, and who to contact for immediate assistance.

Programming provided by ELACC

Following up on our meetings with the OMICAL mariachis this ENA period, ELACC will host additional workshops/meetings with mariachis this fall/winter.

- The first meeting will be an overview of the programming and services offered from our Community Wealth department.
- A second meeting will be scheduled in the fall to poll the local mariachi community on the plaza and other mariachi groups to assess the services and resource referrals that would be beneficial to them.

A third meeting will be scheduled before the end of this ENA period that will be tailored to the survey results gathered from meeting #2 and to assess any further needs identified through this community engagement process.



Shown above: Mariachi Plaza Project Introduction Workshop

ELACC will facilitate community programming that supports the needs of mariachis in partnership with local mariachi groups and the surrounding community. Examples of programming includes but is not limited to:

- Offering free tax preparation services and/or other financial literacy services to Mariachis.
- Assist in providing linkages of social service programming. Connecting mariachis with the appropriate agencies or CBOs.
- Fundraising and/or opportunities of Mariachi Plaza' annual Santa Cecilia festival.
- Small business coaching.
- Financial literacy workshops & counseling, access to credit-building tools and incentivized saving programs (such as matched savings programs).
- Information on small social lending circles ("cundina"), a rotating savings/lending group where participants leverage individual funds to build credit and fulfill short-term saving goals. This program is administered through a partnership with Mission Asset Fund (MAF). Beginning fall 2022, ELACC will kick-off a \$2,500 small business microloan program through our MAF partnership, which will be shared with the mariachi community so they can apply.

SUMMARY PLAN AND SCHEDULE

Action	Partners	2022		2023				2024				→	
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
General Workshop: How to Apply for Affordable Housing (AH)	General Outreach	8/18	11/22										
Mariachi Meeting	OMICAL/Other Mariachi Groups		11/22										
General Workshop: How to Apply for AH	General Outreach			2/23									
Mariachi Meeting	OMICAL/Other Mariachi Groups			2/23									
General Workshop: How to Apply for AH	General Outreach				5/23								
General Workshop: How to Apply for AH	General Outreach					8/23							
General Workshop: How to Apply for AH	General Outreach						11/23						
Mariachi Meeting: How to Apply for AH	OMICAL/Other Mariachi Groups						11/23						
General Workshop: How to Apply for AH	General Outreach							2/24					
General Workshop: How to Apply for AH	General Outreach								5/24				
General Workshop: How to Apply for AH	General Outreach									8/24			
General Workshop: How to Apply for AH	General Outreach											11/24	



Next stop: building communities.

Mariachi Plaza Joint Development

Planning and Programming Committee

October 19, 2022

Legistar File 2022-0574



Recommendations

CONSIDER:

- A. AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with East Los Angeles Community Corporation (Developer or ELACC) to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Mariachi Plaza in Boyle Heights with up to 60 units of affordable housing, ancillary ground floor community space and a community garden.

Mariachi Plaza Site Overview



Parcel A

Size: 0.62 acres

Proposed Use: 60 units of affordable housing
up to 4,500 SF community space



Parcel B

Size: 0.13 acres

Proposed Use: community garden



Mariachi Plaza Gold Line Station and Plaza

Size: 0.70 acres



Mariachi Plaza Gold Line Station Entrance



Mariachi Plaza Background/Status

- Metro entered into an ENA with Developer in March 2018
- ENA set to expire December 30, 2022
- Proposed project includes:
 - > 60 units of affordable housing at 30-50% AMI
 - > 4,500 sq. ft. ground floor community space
 - > Community garden
- Project complexity has required extensive analysis, community outreach, design review and coordination, and entitlements
- Following Boyle Heights Design Review Advisory Committee (DRAC) approval in Spring 2022, Developer preparing City entitlement and CEQA applications to City of LA

Community Outreach

Outreach to-date

- Boyle Heights Design Review Advisory Committee (DRAC)
- Boyle Heights Neighborhood Council (BHNC)
- Affordable housing technical capacity building workshops
- Community survey, focus groups and CBO round table

Draft Cultural Preservation Plan

- Mariachi-focused outreach and engagement through:
 - Tenant Marketing Plan
 - Partnerships with other CBOs and financial institutions
 - Direct engagement/quarterly workshops with mariachis
 - Programming support
 - Community space focused on mariachi activity

Next Steps

- 2022:** Execute Amendment to ENA
Submit CEQA and Entitlement Application
- 2023:** Finalize negotiations of key terms and conditions of Joint Development Agreement (JDA) and ground lease for Board approval
- 2024:** Developer secures funding; Execute ground lease; start construction
- On-going:** Stakeholder updates



Board Report

File #: 2022-0633, **File Type:** Program

Agenda Number: 8.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2022**

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE
CITIES SUBREGION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming an additional \$966,589 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the Westside Cities Subregion and implementing agencies to revise the scope of work, schedule, and amend the project budget.

This update includes changes to projects which have received prior Board approval. Funds are programmed through Fiscal Year (FY) 2024-25. The Board’s approval is required to update the project lists (Attachments A), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2021, the Metro Board of Directors approved Westside Cities Subregion's first MSP Five-Year Plan and programmed funds in the Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51). Since the approval of the Five-Year Plan, five projects have executed the agreements with Metro and started the projects.

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$31.5 million was forecasted for programming for Fiscal Year (FY) 2017-18 to FY 2024-25. The January 2021 Board action approved programming of \$26.2 million. Therefore, \$5.3 million was available to the Subregion for programming as part of this annual update.

DISCUSSION

Metro staff continued working closely with the Westside Cities Council of Governments (WCCOG), its consultant, and the implementing agencies for this annual update. To confirm project eligibility and establish the program nexus during project reviews, Metro requested, among other things, detailed scopes of work, project location information, schedules, total estimated expenses, and links between the provided information and funding requests. Staff expects the collection of these project details in advance of Metro Board action to enable timely execution of project Funding Agreements for approved projects. For those proposed projects with funds programming in FY 2024-25 and beyond, Metro accepted higher level, relevant project details for the review process. Through an annual process, Metro staff will work with the WCCOG and the implementing agencies to update and refine project details. Those projects are proposed for conditional approval as part of this action. Final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51)

This update includes funding adjustments to five existing projects as follows:

Beverly Hills

- Merge projects MM4801.02, MM4801.03 and MM4801.04 to La Cienega Purple Line Station - Pedestrian and Wayfinding FLM Improvements and reprogram previously approved funds as follows: \$1,614,158 in FY 2022-23. The funds will be used for the project's Plans Specifications and Estimates (PS&E) and construction phases.

Culver City

- Reprogram \$842,496 to FY 2022-23 for MM4801.05 - Overland Class II and IV with Pedestrian Improvements. The funds will be used for the project's PS&E and construction phases.
- Reprogram \$100,000 to FY 2023-24 for MM4801.06 - Micro transit/First Last Mile Service Program. The funds will be used for the project's equipment and vehicle purchases.

LA City

- Reprogram \$8,406,584 as follows: \$1,681,317 in FY 2023-24 and \$6,725,267 in FY 2024-25 for MM4801.11 - Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor. The funds will be used for the project's PS&E and construction phases.

Santa Monica

- Program additional \$966,589 in FY 2024-25 for MM4801.15 - Wilshire Active Transportation Safety Project. The funds will be used for the project's PS&E and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Westside Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2022-23, \$9.59 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Westside Cities subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Cities within the defined Westside Cities subregional boundary of the Measure M program contain Equity Focus Communities in jurisdictions, including Culver City, Santa Monica, West Hollywood, and the City of Los Angeles. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds or scope of work and schedule changes for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures and may delay the development and delivery of projects.

NEXT STEPS

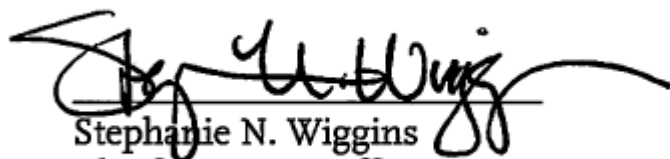
Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2022-23. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Active Transportation 1st/Last Mile Connection Program Project List

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer

Westside Cities Subregion

Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2021-22	FY2022-23	FY2023-24	FY2024-25
1	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega Purple Line Station - Pedestrian and Wayfinding FLM Improvements	PS&E Construction	chg	1,614,158		1,614,158	-		1,614,158	-	
2	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction	chg	842,496		842,496			842,496	-	
3	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle	chg	100,000		100,000	-		-	100,000	
4	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction		742,495		742,495	742,495	-	-	-	
5	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction		2,561,297		2,561,297	-	-	-	2,561,297	
6	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction		4,393,838		4,393,838			4,393,838		
7	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction		3,168,000		3,168,000	-	3,168,000	-	-	
8	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction	chg	8,406,584		8,406,584	-	-		1,681,317	6,725,267
9	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction		711,471		711,471	-	550,000	-	161,471	
10	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000	-	-	150,000	350,000	
11	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	-	804,000	-	-	
12	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction	chg	1,096,000	966,589	2,062,589	-	128,000	-	968,000	966,589
13	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	Construction		1,211,000		1,211,000	-	-	1,211,000	-	
Total Programming Amount						\$ 26,151,339	\$ 966,589	\$ 27,117,928	\$ 742,495	\$ 4,650,000	\$ 8,211,492	\$ 5,822,085	\$ 7,691,856

**Board Report**

File #: 2022-0646, **File Type:** Policy**Agenda Number:** 9.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2022****SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE the ATP Point Assignment Method Planning Supplement, as described in Attachment A.

ISSUE

The Active Transportation Program (ATP) Point Assignment Method adopted by the Board in October 2021 (File# 2021-0587) guides Metro staff in the evaluation and selection of projects for the Southern California Association of Governments (SCAG) regional ATP Cycle 6 competition. The adopted Point Assignment Method preceded the development and adoption of SCAG's Regional ATP Cycle 6 Guidelines, which now delegate the selection of non-infrastructure, quick-build projects, and planning projects to the SCAG region's county transportation commissions, including Metro. Because the adopted Point Assignment Method is intended to evaluate projects with direct infrastructure (capital) or non-infrastructure (program) outcomes, it is not well-suited for application to planning projects. Therefore, SCAG recommends a separate Point Assignment Method for planning projects. To adequately evaluate planning projects under the regional ATP Cycle 6 competition, Metro should adopt a Planning Supplement to its existing Point Assignment Method.

BACKGROUND

The ATP is a competitive state funding program administered by the California Transportation Commission (CTC) that offers two sequential opportunities to fund LA County projects - first, through a statewide competition and second, through a regional competition within the SCAG Metropolitan Planning Organization (MPO) region, which encompasses LA County. All LA County candidate projects that are not awarded funding through the statewide competition, which allocates 50% of available funding, are considered in the regional MPO competition, which allocates 40% of available funding overall and is distributed based on the population of each of the state's large MPOs.

For the regional competition, Senate Bill 99 requires SCAG to select projects in consultation with its member county transportation commissions. SCAG accomplishes this requirement by combining up to 20 points assigned by member counties with up to 100 points from the statewide competition score for each ATP project application to generate an updated project score. Each county receives a

population-based share of SCAG's regional competition funds and determines how projects are funded through the adoption of a Point Assignment Methodology. For LA County, Metro elects to use a methodology that is based on only 10 points in order to maintain much of the statewide competition's scoring process, which is thorough, detailed, and largely consistent with Metro's active transportation priorities and policies.

ATP Cycle 6 will award a total of \$1.7 billion across all competitions over Fiscal Years (FY) 2024-2027. From the regional MPO competition, SCAG will provide LA County a total share of \$192.1 million for use as follows:

- \$182.5 million for infrastructure projects (selected using the current adopted Point Assignment Method)
- \$9.6 million for non-infrastructure (programs), quick-build, and planning projects (with non-infrastructure and quick-build projects selected using the current adopted Point Assignment Method and planning projects selected using the proposed Planning Supplement)

The purpose of the staff recommendation is to provide a better suited framework for assigning points at the regional MPO competition level for projects in the latter category of funding.

DISCUSSION

The current Board-adopted Point Assignment Method was intended to be applied to infrastructure and non-infrastructure projects, which were the only projects that county transportation commissions were responsible for evaluating and selecting in prior cycles. SCAG has historically managed the evaluation and selection of planning and quick-build projects. For ATP Cycle 6, SCAG has delegated the responsibility over these project types to the counties.

Because quick-build projects result in capital improvements similar to infrastructure projects, they can be evaluated under the adopted Metro Point Assignment Method. Planning projects do not directly implement capital improvements and therefore are not well-evaluated under the adopted Point Assignment Method.

Metro staff developed the proposed Planning Supplement to mirror as closely as possible the current adopted Point Assignment Method and to leverage application content already submitted by applicants. The proposed Planning Supplement continues to require compliance with Metro's Complete Streets Policy and assigns points based on status as a Metro Equity Focus Community (EFC) and level of community engagement. Where the current adopted Point Assignment Method assigns points to projects that support first/last mile improvements, the proposed Planning Supplement would assign points to plans that will analyze and be informed by safety data. This contrast is consistent with the objectives of Metro's first/last mile planning efforts, the Metro Street Safety, Data Sharing, and Collaboration Policy adopted by the Board in June 2022 (File #: 2022-0340), and trends in state ATP scoring emphasis. The proposed Planning Supplement is found in Attachment A.

DETERMINATION OF SAFETY IMPACT

The recommendations in this report will provide policies to facilitate the award of funds to improve safety, comfort, and convenience to the 75-88 percent of Metro customers accessing major transit facilities via active transportation.

FINANCIAL IMPACT

Impact to Budget

Approving the staff recommendations will have no impact on the FY 2023 Budget.

EQUITY PLATFORM

Overall, the proposed Planning Supplement is consistent with the currently adopted Point Assignment Method, which sought to build upon and refine how Metro staff prioritizes equity in the selection of projects for funds from the ATP's regional MPO competition.

By prioritizing and giving preferential points for plans located within EFCs, the proposed Planning Supplement aims to direct resources to plans that will identify ways to improve accessibility and safety for people walking, rolling, and riding transit; improve/create alternatives to driving; and support improved health outcomes in high need communities. By requiring Complete Streets compliance, the policies aim to encourage local agencies to adopt policies that will set the stage for future actions that consider the mobility of all users of the road, including those who walk or roll.

By prioritizing and giving preferential points for plans with robust community engagement, the proposed Planning Supplement aims to direct resources to plans that incorporate equity into the plan development process.

Metro staff recognizes that not all jurisdictions are currently in compliance with the Complete Streets Policy, and some non-compliant jurisdictions may include EFCs. The implication is that projects from those jurisdictions will be barred from receiving additional points from the regional competition. To mitigate the potential for harm, Metro staff identified all three non-compliant jurisdictions in EFCs and reached out to these three jurisdictions to provide targeted support and resources to help them come into compliance. This included information on the policy, templates, and a review of proposed policies or resolutions.

Metro staff regularly provides updates on the ATP to the Metro Technical Advisory Committee and Streets and Freeways Subcommittee, and through this process, introduced the proposed Planning Supplement. Additionally, Metro staff developed these policies with an eye toward creating consistency with other Metro programs and state ATP requirements that were developed through a series of public community meetings.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This report seeks approval of policy that will support Vision 2028 Goal 1, Initiative 1.1: To expand the transportation network and increase mobility for all users, Metro will target infrastructure and service investments toward those with the greatest mobility needs. The proposed policy incorporates equity

platform practices into decision-making that will help direct active transportation investments to communities with the highest needs.

ALTERNATIVES CONSIDERED

The Board could elect not to adopt the proposed Planning Supplement to the Point Assignment Method and instead direct Metro staff to apply the current adopted Point Assignment Method to planning projects. Metro staff does not recommend this alternative because the adopted Point Assignment Method was intended for infrastructure projects.

The Board could elect not to adopt the proposed Planning Supplement and direct Metro staff to not assign additional points to planning projects. Metro staff does not recommend this alternative as it removes Metro's opportunity to prioritize plans that align with Metro's policies and priorities.

The Board could elect to defer the adoption of the proposed Planning Supplement to a later date. Metro staff does not recommend this alternative because SCAG requires each county transportation commission to submit a final project list by January 30, 2023. Metro staff must begin the evaluation process using the adopted Point Assignment Method and proposed Planning Supplement no later than November 2022 to ensure analysis is completed, and any funding issues are resolved timely.

NEXT STEPS

Upon Metro Board approval of the proposed Planning Supplement, Metro staff will carry out the regional MPO competition evaluation according to the schedule below. Metro staff will report back to the Board on the results of the statewide and regional competitions after the completion of ATP Cycle 6 in summer 2023.

Upcoming Important Dates:

- October 21, 2022 - CTC announces statewide competition funding recommendations
- December 7, 2022 - CTC adopts statewide competition awards
- November 2022 to January 30, 2023 - Metro staff evaluates remaining unfunded projects and submits regional project list to SCAG
- June 28, 2023 - CTC adopts regional MPO competition awards

ATTACHMENTS

Attachment A - Point Assignment Method Planning Supplement

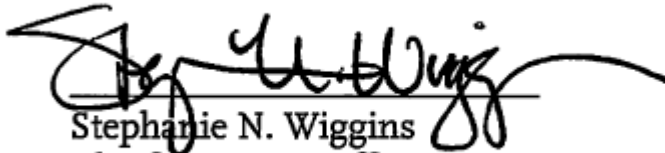
Prepared by: Shelly Quan, Principal Transportation Planner, Countywide Planning & Development, (213) 547-4303

Patricia Chen, Senior Director, Countywide Planning & Development, (213) 922-3041

Michael Cano, Executive Officer (Interim), Countywide Planning & Development, (213) 418-3010

Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 547-4215



Stephanie N. Wiggins
Chief Executive Officer

ATP Cycle 6 Point Assignment Method Planning Supplement

For ATP Cycle 6, the Metro Board already adopted a point assignment method for infrastructure and non-infrastructure projects (File #2021-0587), which Metro staff can use for non-infrastructure and quick-build projects that are now under Metro's purview to evaluate and select in the regional competition that follows the statewide competition. Metro is now responsible for evaluating and selecting planning projects in this cycle. This Planning Supplement is largely similar to the existing adopted Point Assignment Method but includes criteria that are more applicable to planning projects.

The proposed Planning Supplement maintains the Metro requirement for Complete Streets Policy compliance and location within Metro Equity Focus Communities. It also maintains the criterion for robust community engagement with a slight adjustment to emphasize community engagement as an equity opportunity in the plan's development. In evaluating a plan's community engagement scope, Metro staff will consider whether the plan employs strategies to reach Black, Indigenous, and other communities of color. This consideration is consistent with equity guidance published by the California Transportation Commission, which was informed by input from Metro's Office of Equity and Race.

Instead of a first/last mile bonus, the proposed Planning Supplement includes a criterion for using safety data to ensure that the plans selected for funding use safety data to understand where death and serious injuries are occurring and use that understanding to inform plan goals, strategies, or actions. This criterion is consistent with the objectives of Metro's first/last mile planning efforts, the Metro Street Safety, Data Sharing, and Collaboration Policy adopted by the Board in June 2022 (File #: 2022-0340), and trends in state ATP scoring emphasis.

The proposed scoring method for planning projects is shown in Table 1.

Table 1: ATP Cycle 6 Point Assignment Method Planning Supplement	Points
Project sponsor must have an adopted Complete Streets Policy or other qualifying document to be considered for any points.	
A. Equity Focus Communities	3
B. Community Engagement <ul style="list-style-type: none"> a. Plan will employ strategies to reach Black, Indigenous, and other communities of color; linguistically isolated individuals; and people with disabilities, and/or b. Plan will be developed in partnership with or engage with Community Based Organizations, and/or c. Plan is supported by local stakeholders 	3
C. Safety Data	4
Total (Up to)	10



Next stop: access to opportunity.

State Active Transportation Program
Planning and Programming Committee
October 19, 2022
File No. 2022-0646
Agenda Item #9



Recommendation

APPROVE the Active Transportation Program (ATP) Point Assignment Method Planning Supplement, as described in Attachment A.

Table 1: ATP Cycle 6 Point Assignment Method Planning Supplement	Points
Project sponsor must have an adopted Complete Streets Policy or other qualifying document to be considered for any points.	
A. Equity Focus Communities	3
B. Community Engagement <ul style="list-style-type: none">a. Plan will employ strategies to reach Black, Indigenous, and other communities of color; linguistically isolated individuals; and people with disabilities, and/orb. Plan will be developed in partnership with or engage with Community Based Organizations, and/orc. Plan is supported by local stakeholders	3
C. Safety Data	4
Total (Up to)	10

ATP Background

What: State funding for projects to increase bicycling and walking

Why: To improve air quality, reduce greenhouse gas emissions, improve safety and health for human-powered transportation, with a focus on disadvantaged communities

Who: All 88 LA County cities, LA County, non-gov agencies, and Metro submit applications;

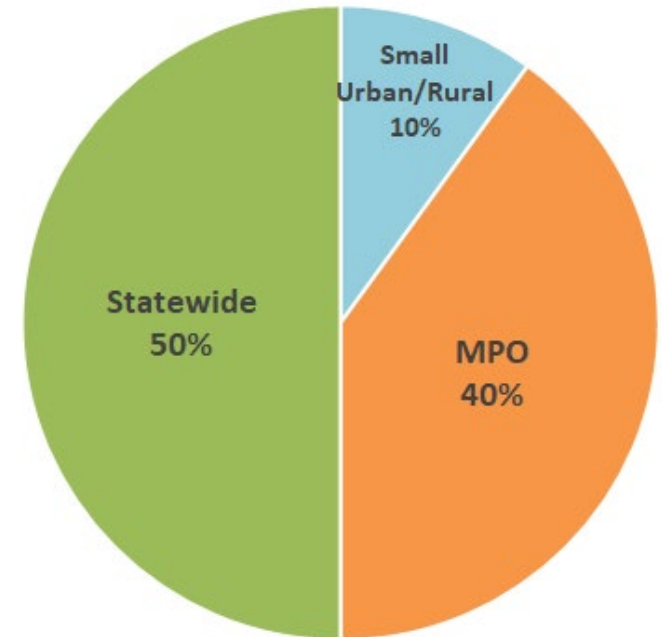
CTC administers ATP; Metro works with SCAG to distribute MPO funds

When: Cycle every 2 years.

Currently in Cycle 6.



Funds Distributed through 3 Components:



ATP Cycle 6 total: \$1.7 B

Regional MPO Competition

After Statewide Competition, Metro selects projects in **Regional MPO Competition**. Two project categories:

	Implementation	Planning & Capacity Building
Project Types	<ul style="list-style-type: none">• Infrastructure• Combination infrastructure/ non-infrastructure	<ul style="list-style-type: none">• Quick build• Non-infrastructure• Plans
Funding Available	\$182.5 M	\$9.6 M

Point Assignment Method guides project selection



Point Assignment Method

- Board adopted a point assignment method in October 2021
- SCAG recommends **a separate method for planning projects**

Project Type	Implementation	
	Quick Build Non-infrastructure	Planning
Point Assignment Method Criteria	Adopted October 2021:	Proposed Supplement:
	Complete Streets Compliance	
	Equity Focus Communities	
	• Consistency with Local/Regional Plans	• Community Engagement
	• First/Last Mile	• Safety Data



File #: 2022-0690, File Type: Oral Report / Presentation

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2022**

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

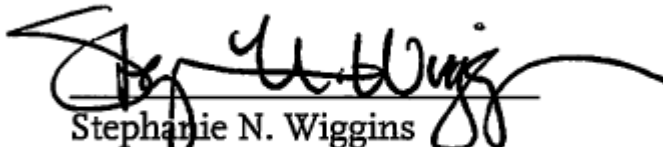
ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Prepared by: Allison Yoh, EO, Countywide Planning & Development (213) 922-4812
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer

Countywide Planning Major Project Updates

October 2022: Quarterly Update



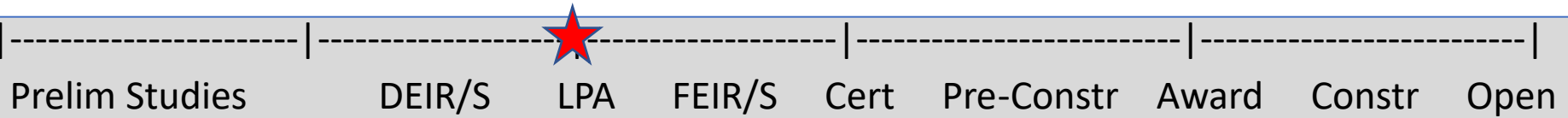
> Major Pillar Projects

- A) West Santa Ana Branch
- B) Eastside Transit Corridor Phase 2
- C) Sepulveda Transit Corridor
- D) C (Green) Line Extension to Torrance

> Other Projects in Planning and Development

- North Hollywood to Pasadena
- N. San Fernando Valley BRT
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- Vermont Transit Corridor
- E. San Fernando Valley Shared ROW
- Crenshaw North Extension
- Centinela Grade Separation
- Arts District/6th Street Station

West Santa Ana Branch Transit Corridor



Recent Activities

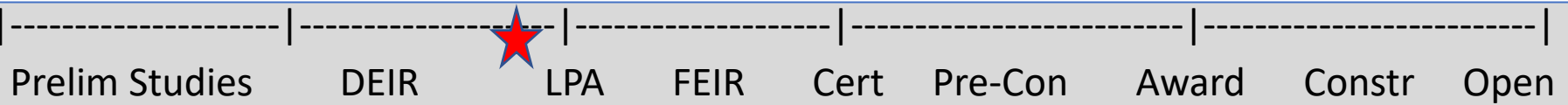
- **September 2022:** Board received an update on environmental status, project risks, advanced engineering work and cost estimates
- Continuing to meet with cities and key agencies/stakeholders (e.g., Caltrans, CPUC and USACE) to address comments including cut & cover analysis
- 9 MCAs executed and 1 remaining (Cerritos)

Next Actions

- **October 2022:** Confirm Project definition (critical path)



Eastside Transit Corridor Phase 2

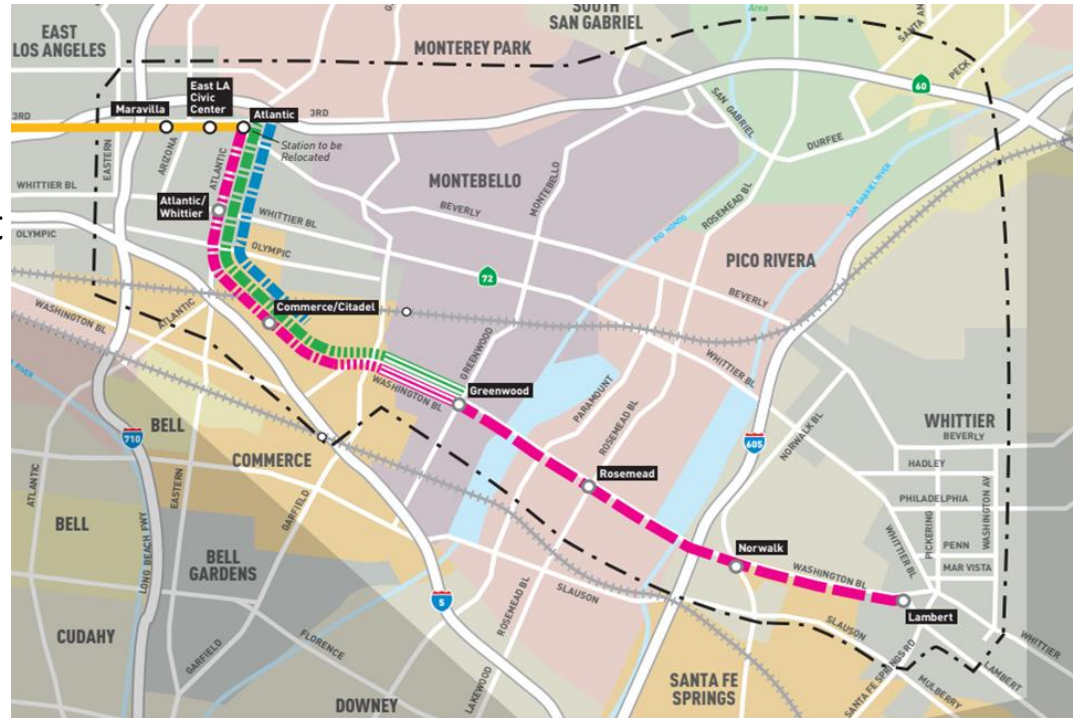


Recent Activities

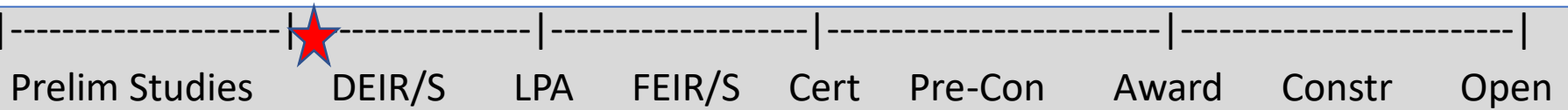
- Recirculated Draft EIR was released June 30th with a 60-day comment period ending on August 29, 2022
- Four (4) Public Hearings
 - East Los Angeles – July 21 (in-person)
 - Montebello – July 30 (in-person)
 - Virtual – Aug. 11
 - Whittier – Aug. 17 (in-person)

Next Actions

- Return to the Board for contract modifications for professional service to advance engineering activities for alternate project delivery and reinitiate National Environmental Policy Act (NEPA) study
- Board to select a Locally Preferred Alternative (LPA) Winter 2022/23



Sepulveda Transit Corridor



Recent Activities

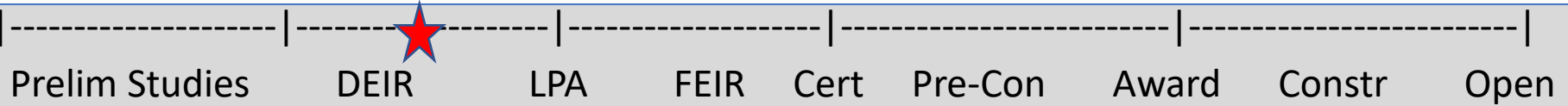
- Ongoing engagement with third party agencies, including FTA and Caltrans
- Project coordination with I-405 Express Lanes Project
- Coordination of alternatives designs and environmental review

Next Actions

- Continue to develop designs and prepare for environmental technical studies
- Continue preparation for winter community update meetings



C (Green) Line Extension to Torrance

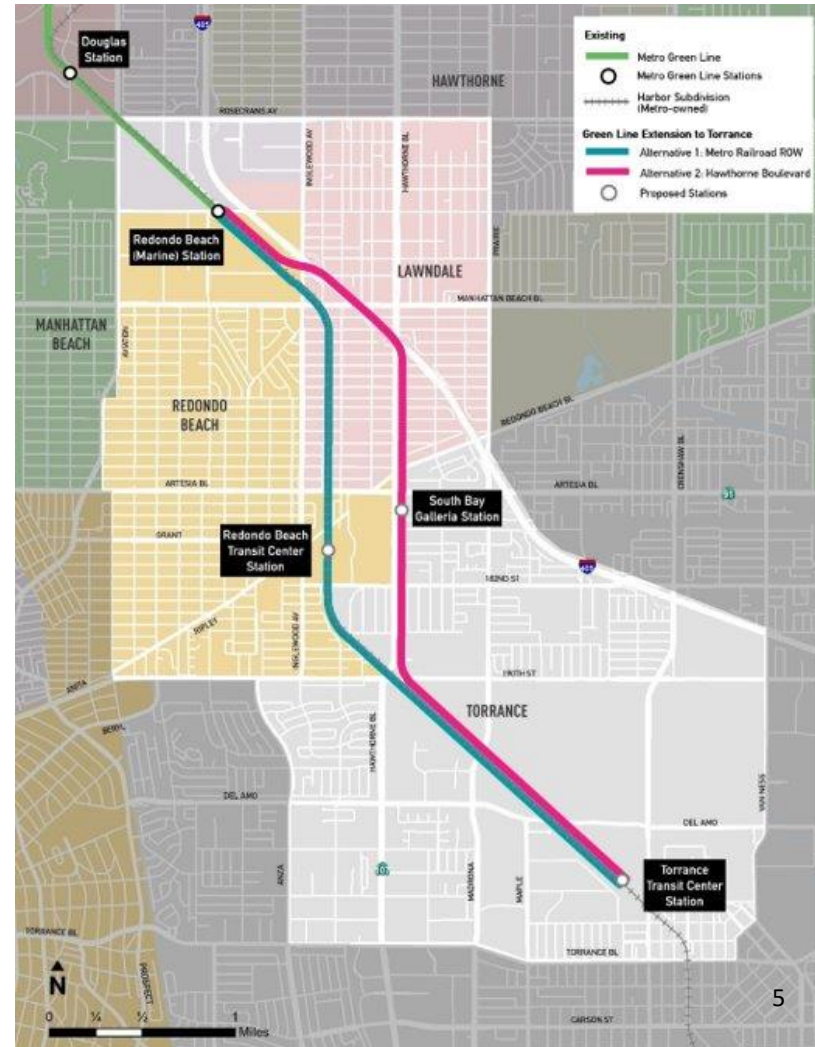


Recent Activities

- Finalizing conceptual engineering plans and preparing environmental analysis
- Summarizing input gathered from community events
- Continuing coordination with community groups, cities, BNSF, Caltrans, utilities, and property owners

Next Actions

- Release Draft EIR: Winter 2023
- Board selection of Locally Preferred Alternative (LPA): Spring 2023

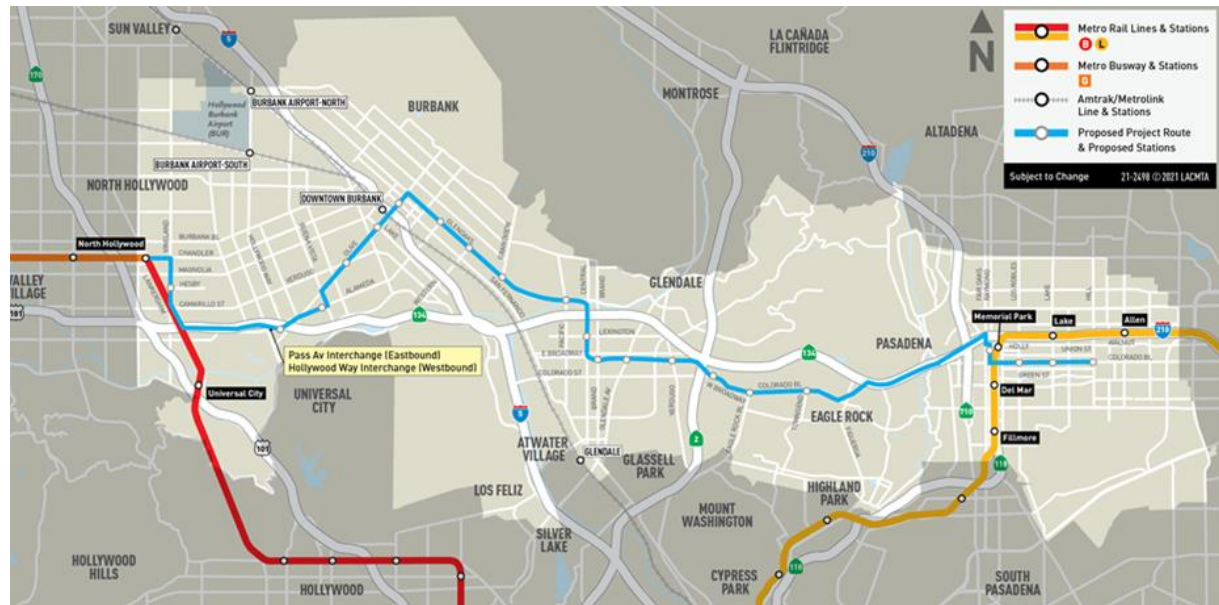


North Hollywood to Pasadena BRT



Recent Activities

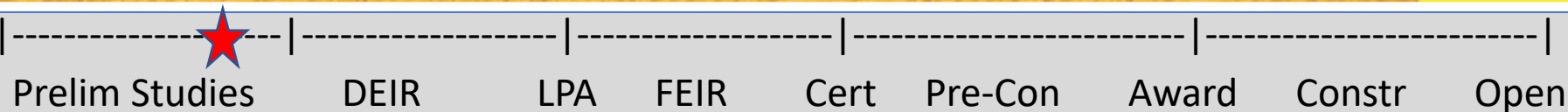
- Preliminary engineering underway
- Preparing for First/Last Mile work
- Advancing project design (e.g., bus lanes, stations, transit signal priority, etc.)



Next Actions

- Seek Board approval of a contract modification to conduct additional technical work and a First/Last Mile Plan (January 2023, anticipated)
- Prepare final design procurement for anticipated release in early 2023

North San Fernando Valley BRT Improvements



Recent Activities

- Continue key stakeholder engagement
- September 29, 2022: Community meeting (virtual) to present Project Business Case and Racial Equity Analysis per SB288 statutory exemption requirements
- Continue evaluation of proposed BRT Network Improvements in coordination with NextGen

Next Actions

- October 2022: CSUN student engagement and SFVCOG briefing meeting
- November/December 2022 (anticipated): Board action on recommended BRT network improvements and authorization to file a Notice of Exemption



Rail to River Active Transportation Corridor

Segment B



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Constr

Award

Constr

Open

Recent Activities

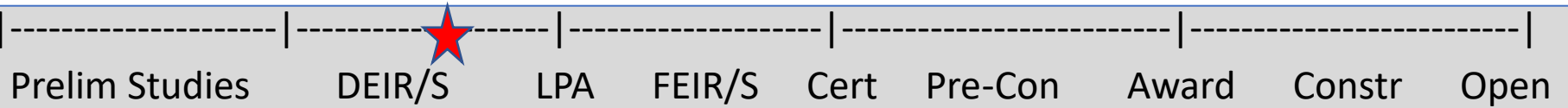
- August 2022: Metro Board
 - Approved maintaining Randolph as the preferred alignment
 - Directed staff to return with a funding plan
- October 2022: Update to Board on funding plan



Next Actions

- Continue to support Metro Active Transportation (MAT) grants awarded to Cities in the corridor
- Initiate the process for further design and environmental clearance for Segment B

Los Angeles River Path



Recent Activities

- Coordination with stakeholders
 - Project Development Team
 - LA River Working Group
 - Elected Official briefings
 - Public Meetings (Sep 29, Oct 01)
- Technical work for Draft EIR
- Evaluation of bicycle/pedestrian bridge options over US-101

Next Actions

- Project pop-ups at various community events continue through October
- Upcoming engagement with Project Development Team (PDT)



Vermont Transit Corridor



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Con

Award

Constr

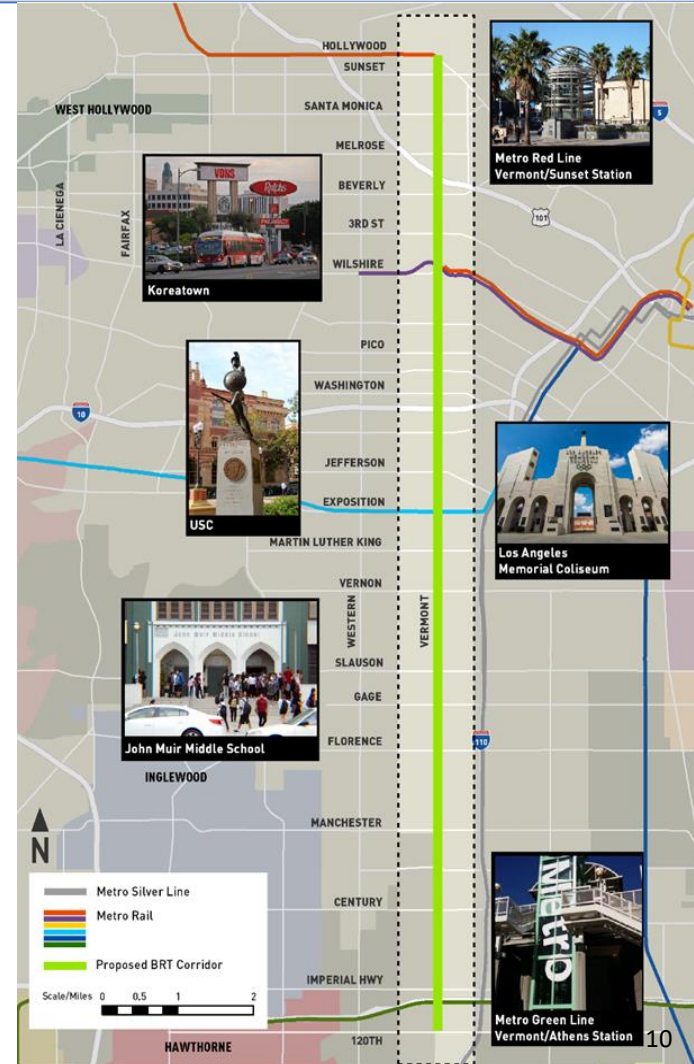
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Recent Activities

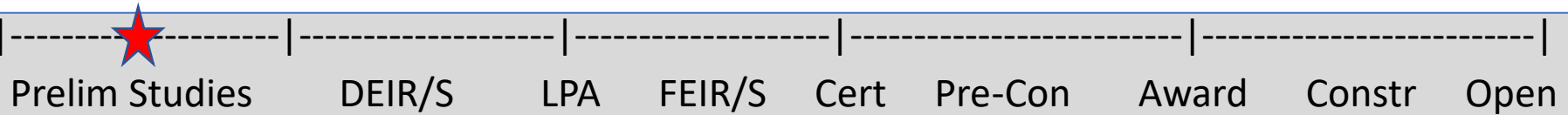
- Continue community and stakeholder engagement
- September 2022: Metro motion to advance a three-pronged strategy for immediate-, mid- and long-term improvements

Next Actions

- Issue RFP for planning & environmental studies informed by CPP feedback and September 2022 Board Motion
- Coordinate with Service Planning on potential near-term, quick build improvements for local bus service



East San Fernando Valley Shared ROW Study



Recent Activities

- Finalizing completion of Phase 1
 - Initial grade crossing analysis
 - Alignment review of potential ROW impacts of a 4-track configuration
- Study briefings with Metrolink staff, San Fernando City Council, Metro Board staff, and ESFV-area staff (LA Council Offices, City of LA)
- Technical meetings with City of San Fernando and Metrolink



Next Actions

- November/December 2022 (tent.): Report back to the Board with update on Phase 1 findings and seek authorization for Phase 2

Crenshaw Northern Extension



Recent Activities

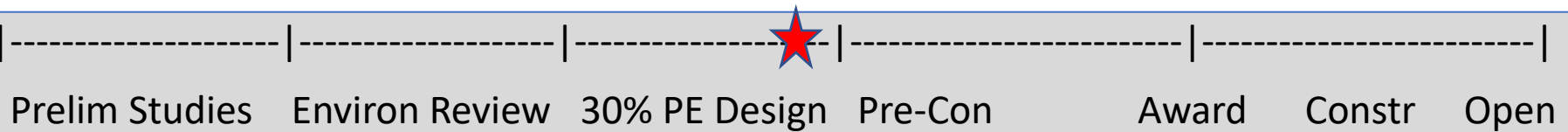
- Refining Advanced Conceptual Engineering to confirm project definition
- Reviewing public comments from June meetings and Summer online survey to inform project development

Next Actions

- Initiate Travel Demand Forecasting and environmental analysis in preparation of Draft EIR



Centinela Grade Separation



Recent Activities

- August 2022: Completed Draft 30% Plan Set
- Ongoing design and utility coordination
 - City of Inglewood, CPUC, LADPW, LASD, LAFD, SCE, SCG, AT&T, Lumen/Qwest, Zayo, MCI Verizon, Spectrum
- Construction coordination with Crenshaw/LAX project and Airport Metro Connector



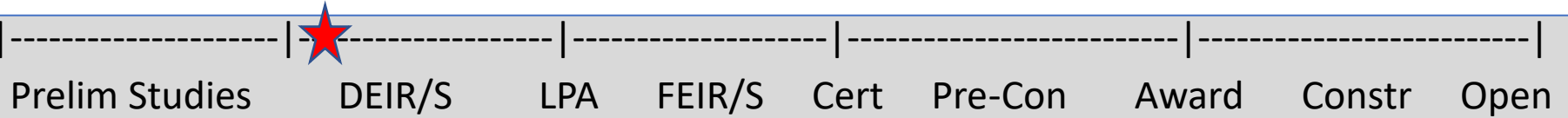
Next Actions

- Complete Final 30% Plan Set, ROM cost estimates, and filing of CEQA Statutory Exemption
- Early 2023: Board update of funding plan and project delivery options



Sample Rendering of Centinela Grade Separation (Source: HDR)

Arts District / 6th Street Station



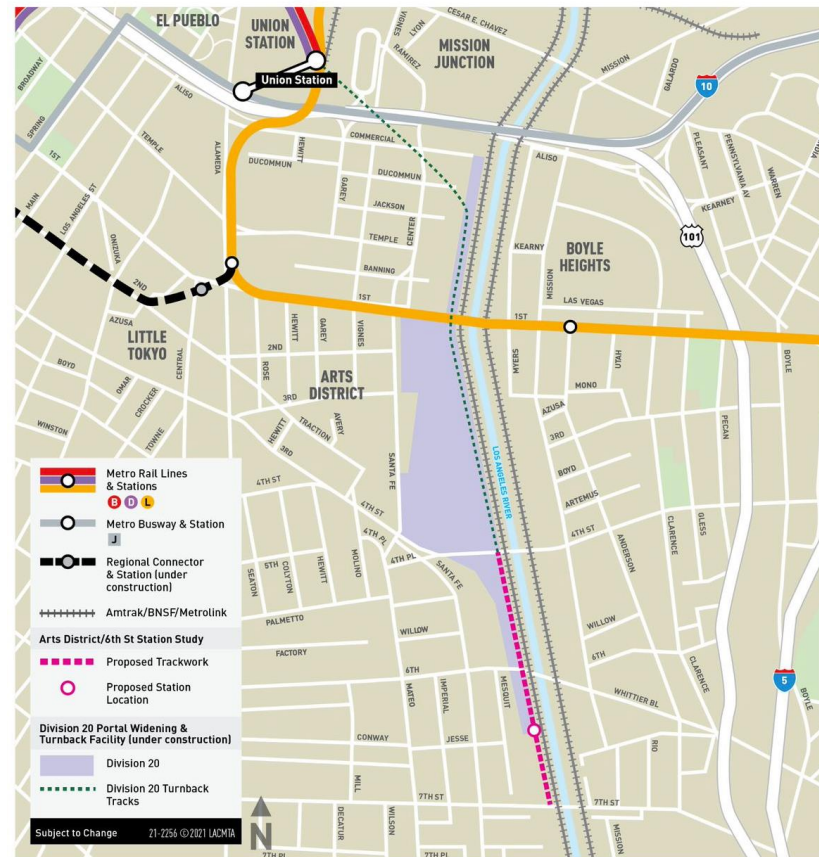
Recent Activities

- Advancing conceptual station design, especially related to construction staging
- Developing ROM capital cost and ridership estimates

Next Actions

- Coordination with BNSF and Amtrak is critical to Draft EIR release
- Winter 2022/2023: Draft EIR Release

Arts District/6th St Station
Study Area



Measure M Expenditure Plan

Groundbreaking to Opening Dates

Measure M
Opening Dates
3-Year Window

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	Measure M Opening Dates 3-Year Window																															
NoHo to Pasadena																																					FY 2022 - 2024																								
North SFV BRT																																						FY 2023 - 2025																							
Planning		LA River Path																																					FY 2025 - 2027																						
Planning		West Santa Ana Branch (Phase 1)								WSAB (Phase 1+Slauson) Approved by Board																																									FY 2028 - 2030										
Planning		Vermont Corridor																																								FY 2028 - 2030																			
Planning		Green Line Extension to Torrance																																								FY 2030 - 2032																			
Planning		Sepulveda Transit Corridor (Phase 1)																																													FY 2033 - 2035														
Planning		Eastside Transit Corridor Phase 2																																								FY 2035 - 2037																			
Planning		West Santa Ana Branch (Phase 2) - Slauson to LAUS																																													FY 2041 - 2043														
Planning		Crenshaw North																																													FY 2047 - 2049														
																								Sepulveda Transit Corridor (Phase 2)																																					FY 2057 - 2059