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Agenda - Final

Wednesday, May 18, 2022

10:30 AM

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Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Ara Najarian, Vice Chair

Kathryn Barger

James Butts

Hilda Solis

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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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REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- 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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A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



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The Committee Meeting begins at 10:30 AM Pacific Time on May 18, 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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Instrucciones para comentarios publicos en vivo:

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La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 18 de Mayo de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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Written Public Comment Instruction:

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Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

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

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

CONSENT CALENDAR

5. **SUBJECT: MATCH REQUIREMENT FOR FEDERAL TRANSIT ADMINISTRATION LOW OR NO EMISSION PROGRAM AND BUSES & BUS FACILITIES PROGRAM GRANT APPLICATIONS** [2022-0239](#)

RECOMMENDATION

APPROVE the programming of \$108.79 million in state and local funds to commit local match for Metro's grant applications to the Federal Transit Administration (FTA) to procure up to 160 battery-electric buses and supportive charging infrastructure and for related workforce development activities, as detailed in the funding plan in Attachment A.

Attachments: [Attachment A - Funding Plan](#)
[Attachment B - Project Eligibility and Evaluation Criteria](#)

6. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION** [2022-0198](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming of an additional \$550,000 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (Attachment A);
2. programming of an additional \$3,449,000 within the capacity of Measure M MSP - Transit Program (Attachment B);
3. inter-program borrowing and programming of an additional \$2,400,000 from the Subregion's Measure M MSP - Active Transportation Program to the Highway Efficiency Program (Attachment C); and

-
- B. REPROGRAMMING of projects previously approved 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 and/or amendments for approved projects.

Attachments: [Attachment A - Active Transportation Program Project List](#)
 [Attachment B - Transit Program Project List](#)
 [Attachment C - Highway Efficiency Program Project List](#)

**7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM
 UPDATE - SAN GABRIEL VALLEY SUBREGION**

[2022-0234](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

- 1. programming of an additional \$150,000 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement Program, (Attachment A);
- 2. programming of an additional \$6,452,974 within the capacity of Measure M MSP - Active Transportation Program (Attachment B);
- 3. inter-program borrowing and programming of an additional \$8,395,000 from Measure M MSP - Active Transportation and Highway Demand Based Programs to the First/Last Mile and Complete Streets Program (Attachment C); and
- 4. programming of \$1,000,000 within the capacity of Measure M MSP - Highway Demand Based Program (Attachment E); and

- B. REPROGRAMMING of projects previously approved in order 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 - Bus System Improvement Program Project List](#)
 [Attachment B - Active Transportation Program Project List](#)
 [Attachment C - First Last Mile and Complete Streets Program Project List](#)
 [Attachment D - Highway Efficiency Program Project List](#)
 [Attachment E - Highway Demand Based Program Project List](#)

NON-CONSENT

8. SUBJECT: I-710 SOUTH CORRIDOR PROJECT

[2022-0100](#)

RECOMMENDATION

CONSIDER:

- A. Alternative 1, the “No Build” alternative, as the new Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document; and
- B. RECEIVING AND FILING overview of 710 Task Force and development of the I-710 South Corridor Investment Plan in place of the previous I-710 South Corridor Project.

9. SUBJECT: I-710 SOUTH CORRIDOR MOTION

[2022-0355](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Mitchell, and Dutra that:

Given that the 710 Task Force will very soon be finalizing the project’s Vision Statement, Guiding Principles, and Goals, the Chief Executive Officer shall report back on the Task Force’s recommendations for these project directives in June 2022 for Board consideration and approval.

Given the 710 Task Force’s pending Vision Statement, Guiding Principles, and Goals, we, further direct that the 710 South Corridor Project shall be renamed, in consultation with the 710 Task Force and corridor stakeholders, in order to be more inclusive of the priorities and approaches that will be advanced in the future of this project, with attention to more than just the freeway, with a new name to be presented to the Board for consideration and approval in September 2022.

Given that capacity expansion freeway widening will not get support from Caltrans or the U.S. EPA, we adopt as Board policy that capacity expansion freeway widening will no longer be in the project.

We, therefore, further direct the Chief Executive Officer to:

- A. Develop and Implement a project Investment Plan, which:
 - 1. Incorporates feedback from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments, and community stakeholders;

-
2. Aligns initiatives with funding opportunities, including:
 - a. An Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022; and
 - b. A Mid- and Long-Term Investment Plan for initiatives that can reasonably apply for Federal and State funding opportunities in out years;
 3. Leverages applicable Measure R and Measure M funds to maximize deliverables and Federal and State funding matches;
 4. Provides a suite of major investments that can be completed no later than 2028;
 5. Identifies Federal funding opportunities that can be incorporated into the Infrastructure Investment and Jobs Act "Grants Strategy and 5-Year Implementation Plan" currently under development for presentation to the Metro Board;

B. Engage the California Department of Transportation and State Transportation Agency, California Air Resources Board, California Energy Commission, and the U.S. Departments of Energy and Transportation and U.S. Environmental Protection Agency, to develop guidance around the Mid- and Long-Term Investment Plan.

C. Engage city, county, and regional partners, including the South Coast Air Quality Management District and Los Angeles Cleantech Incubator, to organize and support local initiatives as part of the project's Investment Plan; and

D. Report back in September 2022 on the development and implementation of this Investment Strategy, including the minimum of three initiatives applying for available State and Federal funding in Calendar Year 2022.

10. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

[2022-0094](#)

RECOMMENDATION

APPROVE the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim \$51,241,974 in fiscal year (FY) 2021-22 LCTOP grant funds for the Crenshaw/LAX Transit Corridor Operations Project and/or the Fareless System Initiative (FSI) Pilot;

- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendment with the California Department of Transportation.

Attachments: [Attachment A - Resolution to Execute LCTOP Project](#)

11. SUBJECT: UPDATE ON MARIACHI PLAZA [2022-0105](#)

RECOMMENDATION

RECEIVE AND FILE status update on Mariachi Plaza.

Attachments: [Attachment A - Directors Solis and Dupont-Walker Motion #2020-0816](#)
[Attachment B - Mariachi Plaza Report](#)
[Attachment C - Mariachi Plaza Survey Map](#)
[Presentation](#)

12. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS [2022-0235](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2022-0307](#)

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 #: 2022-0239, File Type: Application

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2022

SUBJECT: MATCH REQUIREMENT FOR FEDERAL TRANSIT ADMINISTRATION LOW OR NO EMISSION PROGRAM AND BUSES & BUS FACILITIES PROGRAM GRANT APPLICATIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the programming of \$108.79 million in state and local funds to commit local match for Metro's grant applications to the Federal Transit Administration (FTA) to procure up to 160 battery-electric buses and supportive charging infrastructure and for related workforce development activities, as detailed in the funding plan in Attachment A.

ISSUE

The FTA is accepting applications for grant awards from the Low or No Emission (Low-No) Program and the Buses and Bus Facilities Program before the May 31, 2022 deadline. A grant award of up to \$104 million from the approximately \$1.72 billion available nationwide will support Metro's implementation of Phase 2 of the Zero Emission Bus Rollout Plan that the Board approved in March 2021 (Legistar File 2020-0636) and related workforce development activities.

Board approval is needed to commit funds according to FTA's non-federal funding match requirement. The proposed funding commitment of \$108.79 million is in addition to the \$58.35 million for the procurement of zero-emission buses and charging infrastructure included in Los Angeles County's 2022 Regional Transportation Improvement Program (RTIP) that the Board approved in December 2021 (Legistar File 2021-0666) and in the 2022 State Transportation Improvement Program (STIP) that the California Transportation Commission (CTC) approved in March 2022. Metro will submit an application for the Low-No program to procure 160 buses and supportive charging infrastructure and related workforce development activities, and submit an application for the Buses and Bus Facilities program to procure 80 battery electric buses and supportive charging infrastructure and related workforce development activities as detailed in the funding plan in Attachment A. The FTA will announce projects selected for grant awards by August 15, 2022.

BACKGROUND

The FTA issued a combined Notice of Funding Opportunity (NOFO) for the Low-No and Buses and

Bus Facilities programs on March 4, 2022 making available about \$1.47 billion nationwide for grant awards. The Federal Fiscal Year (FFY) 2022 Consolidated Appropriations Act signed into law on March 15, 2022 provided an additional \$250 million, increasing the total amount available to \$1.72 billion. As a result, approximately \$1.18 billion and \$545 million in FFY 2022 funds are available for Low-No and Buses and Bus Facilities grant awards, respectively. Applicants may submit a low- or no-emissions project to only one or both programs. The FTA will exercise its discretion to determine under which program a proposed project will receive funding if submitted for consideration under both programs. Of note, the FTA will award a minimum of 25% of the amount available for the Low-No Program to low-emission projects other than zero-emission vehicles and related facilities. Similarly, the FTA will award a minimum of 15% of the amount available for the Buses and Bus Facilities Program to projects located in rural areas. Attachment B summarizes the FTA's project eligibility and evaluation criteria for both grant programs.

DISCUSSION

Based on consultation between Operations and Countywide Planning & Development (CPD), staff recommends submitting grant applications for both the Low-No and the Buses and Bus Facilities programs to procure zero-emission buses and supportive charging infrastructure, as well as to retrain our workforce in the maintenance and operation of such assets.

With the FTA limiting the total grant amount an applicant can receive from the Buses and Bus Facilities Program from all its applications selected for award to no more than 10% of the total funding available nationwide, our agency's grant request of \$52.08 million from this program is sized close to this limit. This application would include a local match commitment of \$75.02 million for a total cost of \$127.1 million. With the FTA not limiting the total amount of Low-No grant award an applicant may receive, our agency's Low-No grant request of \$104.16 million will fund twice as much the scope included in our grant application for the Buses and Bus Facilities Program. This application would include a local match commitment of \$150.04 million for a total cost of \$254.2 million. The funding breakdown for each application is included in Attachment A. This grant request emphasizes our agency's need for federal funding assistance to support transitioning to a full zero-emission bus fleet.

Board approval of the commitment of \$108.79 million in state and local funds for our agency's grant applications is required to secure funding from these programs as the FTA will consider the availability of the non-federal cost share as evidence of the applicant's financial commitment to implement the proposed project(s) in its evaluation process to select projects for funding awards. The FTA requires applicants to submit evidence of the availability of non-federal funds (includes sources and corresponding amounts) for their project(s) or indicate if these funds will need to be secured if the project is selected for funding.

The proposed non-federal funding commitment (in addition to the \$58.35 million in state funds already committed by the Board and the CTC), and grant award(s) from the FTA, will support implementing Phase 2 of our agency's Zero Emission Bus Rollout Plan that focuses on the electrification of Divisions 9 and 18 and the procurement and deployment of zero-emission battery-electric buses to replace buses powered by compressed natural gas (CNG) that have reached the end of their useful life. Due to the funding limitations of the FTA's grant programs, and to increase the

competitiveness of our agency's grant applications to be selected for grant awards, our grant requests are to pay for the incremental cost to procure battery-electric buses and supportive charging infrastructure, with 5% of the total grant request in each application proposed for related workforce development activities.

To increase our chances for being selected for grant awards and address the NOFO, the scopes of our agency's grant applications are scalable as the FTA may choose to award smaller amounts than requested.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no direct impact on the safety of Metro customers or employees.

FINANCIAL IMPACT

Transitioning Metro's CNG bus fleet to zero-emission battery-electric buses and supporting charging infrastructure is more expensive than replacing CNG buses and fueling infrastructure. Recent rough order of magnitude estimates that accompanied the Board adoption of the Rollout Plan in 2021 indicate that the cost of battery-electric supportive charging infrastructure is, on average, about \$620,000 per bus more compared to the infrastructure needed for the operation of CNG powered buses. Staff has identified state and local funds to support the replacement of CNG buses upon their retirement with battery-electric buses, but additional funding is needed. Also, the one-time cost of installing the charging infrastructure requires additional funding to ensure the viability of the deployment of battery-electric buses in revenue service. Grant awards from the FTA will help address these funding needs and support implementing Phase 2 of Metro's Zero Emission Bus Rollout Plan.

CPD, in consultation with the Office of Management & Budget (OMB), has identified non-federal funding of \$108.79 million to use as match for the two FTA grant applications from Transportation Development Act (TDA) and Proposition C funds available for use at the Board's discretion. The proposed non-federal funding match adds to the \$58.35 million that the Board and the CTC already committed in the 2022 RTIP/STIP for the procurement of zero emission buses and infrastructure programmed for FY 2023 (\$17.1 million) and FY 2025 (\$41.25 million). The proposed TDA and Proposition C funds are operations eligible.

Impact to Budget

Approving the recommended action will authorize staff to commit and leverage with federal funds additional local and state funds available for use at the Board's discretion for the procurement of zero-emission battery-electric buses and supportive charging infrastructure. These buses will replace CNG buses that are already scheduled for retirement based on the useful life.

EQUITY PLATFORM

Metro's transition to zero-emission bus technology will be implemented systemwide, therefore eliminating tailpipe emissions and significantly reducing noise that have significant negative environmental effects on residents living and working near the bus corridors, as well as on

commuters that depend on Metro's service for their travel needs. Grant awards by the FTA for the capital investments included in the grant applications will provide some of the funding needed to complete the electrification of Divisions 9 and 18, both of which service bus routes that primarily operate in Equity Focus Communities. The proposed bus electrification activities will reduce environmental burdens and support healthier life outcomes in communities that are predominantly home to minorities and those with relatively high percentages living below the poverty line. The proposed investments are not anticipated to have any long-term negative impacts. Any service changes or construction impacts will be minimal and temporary, mostly confined to Metro properties and communicated to the public using best practices as necessary, including language translation and accessible communications methods.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support achieving Goal 1 to provide high-quality mobility options that enable people to spend less time travelling by investing in a world-class bus system that is reliable, convenient, and attractive to more users for more trips. It also supports Goal 4 to transform Los Angeles County through regional collaboration and national leadership by transforming its entire bus system and supporting infrastructure to be zero emission.

ALTERNATIVES CONSIDERED

The Board may decide to not approve the match funding or submitting the grant applications to the FTA. Staff does not recommend this alternative as it will result in a missed opportunity to secure federal grants that support addressing Metro's funding needs for the full electrification of our agency's bus fleet. The Board may also decide to approve committing a lower amount in non-federal funds than requested. Staff do not recommend this alternative as it will reduce the number of buses our agency can ask the FTA to fund and have a negative impact on the competitiveness of our applications for grant awards.

NEXT STEPS

Staff will submit the two grant applications to the FTA by the May 31, 2022 deadline and include this Board Report and minutes of actions taken at the board meeting as evidence of the availability and commitment of the non-federal funds for the proposed projects. Staff will report to the Board if the FTA selects our application(s) for grant award and submit other grant applications of similar scope.

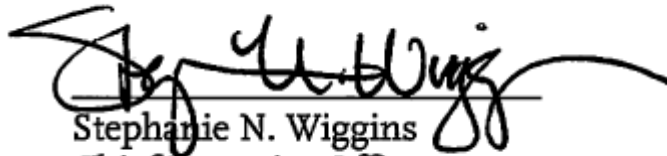
ATTACHMENTS

Attachment A - Funding Plan
Attachment B - Project Eligibility and Evaluation Criteria

Prepared by: James Andrew, Manager, Countywide Planning & Development, (213) 547-4306
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

**Funding Plan for Battery-Electric Buses, Charging Infrastructure and
Workforce Development Grant Applications**

Table 1A: Funding Sources for FTA Buses and Bus Facilities Grant Application

Funding Source	Commitment	Request	Total
2022 RTIP/STIP (FY 23)	\$17,096,000		\$17,096,000
TDA/ Proposition C	\$57,924,000		\$57,924,000
FTA Buses & Bus Facilities Grant		\$52,080,000	\$52,080,000
TOTAL	\$75,020,000	\$52,080,000	\$127,100,000

Table 1B: Use of Funds for FTA Buses and Bus Facilities Grant Application

Scope	Non-Federal	Federal	Total
80 40-ft Battery-Electric Buses	\$44,640,000	\$29,760,000	\$74,400,000
Supporting Charging Infrastructure	\$29,760,000	\$19,840,000	\$49,600,000
Supporting Workforce Development	\$620,000	\$2,480,000	\$3,100,000
TOTAL	\$75,020,000	\$52,080,000	\$127,100,000

Table 2A: Funding Sources for FTA Low or No Emission Grant Application

Funding Source	Commitment	Request	Total
2022 RTIP/STIP (FY 25)	\$41,249,000		\$41,249,000
TDA/ Proposition C	\$108,791,000		\$108,791,000
FTA Buses & Bus Facilities Grant		\$104,160,000	\$104,160,000
TOTAL	\$150,040,000	\$104,160,000	\$254,200,000

Table 2B: Use of Funds for FTA Low or No Emission Grant Application

Scope	Non-Federal	Federal	Total
160 40-ft Battery-Electric Buses	\$89,280,000	\$59,520,000	\$148,800,000
Supporting Charging Infrastructure	\$59,520,000	\$39,680,000	\$99,200,000
Supporting Workforce Development	\$1,240,000	\$4,960,000	\$6,200,000
TOTAL	\$150,040,000	\$104,160,000	\$254,200,000

Project Eligibility and Evaluation Criteria

Project eligibility for the Low-No Program includes:

- 1) purchasing or leasing low or no emission buses;
- 2) constructing or leasing facilities and related equipment for low or no emission buses,
- 3) constructing new facilities to accommodate low or no emission buses; and
- 4) rehabilitating or improving existing facilities to accommodate low or no emission buses.

To be recommended for funding from the Low-No Program, projects must demonstrate significant reductions in carbon emissions, energy consumption and harmful emissions.

Project eligibility for the Buses and Bus Facilities Program includes capital projects for:

- 1) replacing, rehabilitating, purchasing or leasing buses, vans, and equipment; and
- 2) rehabilitating, purchasing, constructing or leasing bus-related facilities regardless of propulsion type or emissions.

To be recommended for funding from the Buses and Bus Facilities Program, projects must improve the condition of the transit system to deliver reliable service, improve resilience of transit facilities, and/or enhance access and mobility for disadvantaged populations and people with disabilities.

For either program, 5% of the requested grant award for zero emission buses and infrastructure must be for related workforce development activities, including those provided through registered apprenticeships and other joint labor-management training programs. Planning, preventive maintenance and operations activities are ineligible for funding.

For grant applications related to zero emission vehicles under either program, the FTA requires applicants to submit a Zero Emission Fleet Transition Plan. To address this requirement, Operations staff updated our agency's Draft Zero Emission Bus Program Master Plan to ensure it addresses all of the six elements that the FTA requires, including demonstrating a long-term fleet management plan with a strategy on how our agency intends to use the federal and other funding sources included in the grant applications and for future acquisitions of buses and charging infrastructure. Board approval of the staff recommendation will support implementing our agency's Zero Emission Bus Master and Rollout plans, with the battery-electric buses that are proposed to be procured in our grant applications scheduled to be delivered in Fiscal Years (FY) 2024 and 2025.

The FTA will give funding priority to projects that create good-paying jobs with the "free and fair choice to join a union", include workforce representatives in the development of the Zero Emission Fleet Transition Plan, identify the use of labor-management

ATTACHMENT B

partnerships for training, and use registered apprenticeship training to support skilling of incumbent and entry-level workers.

The FTA will also prioritize projects that create significant community benefits relating to the environment and have considered climate change and environmental justice during their planning and design.

The FTA will give funding priority consideration to applications that advance racial equity in two areas: (1) planning and policies related to racial equity and overcoming barriers to opportunity; and (2) investments that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. Additionally, the FTA will evaluate how projects proposed for grant award benefit “historically disadvantaged communities”, including “areas of persistent poverty”, and support President Biden’s overall Justice40 Initiative.



Board Report

File #: 2022-0198, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2022

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming of an additional \$550,000 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (Attachment A);
2. programming of an additional \$3,449,000 within the capacity of Measure M MSP - Transit Program (Attachment B);
3. inter-program borrowing and programming of an additional \$2,400,000 from the Subregion's Measure M MSP - Active Transportation Program to the Highway Efficiency Program (Attachment C); and

B. REPROGRAMMING of projects previously approved 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 and/or amendments 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 North County subregion and implementing agencies to revise the scope of work and schedule and amend project budgets.

This update includes changes to projects which have received Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2024-25. The Board's approval is required to program additional funds and update the project lists (Attachments A, B and C), which

serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In February 2019, the Metro Board of Directors approved the North County subregion's first MSP Five-Year Plan and programmed funds in: 1) Measure M MSP - Active Transportation Program (expenditure line 52); 2) Measure M MSP - Transit Program (expenditure line 64); and 3) Measure M MSP - Highway Efficiency Program (expenditure line 81).

DISCUSSION

Metro staff worked closely with the North County Transportation Coalition Joint Powers Authority (NCTC JPA) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e. project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure the timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2023-24 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the NCTC JPA and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, 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.

The changes in this annual update include \$6,399,000 in additional programming for two new projects and funding adjustments for six existing projects.

Active Transportation (expenditure line 52)

This update includes programming for one new project and funding adjustments to four existing projects as follows:

Palmdale

- Program \$550,000 in FY23 for MM4501.20 - SR-138 (Palmdale Blvd.) Sidewalk Gap Closure Phase II Project. The funds will be used to complete the Project Initiation Documents (PID), Project Approval/Environmental Document (PAED) and Plans Specification and Estimates (PS&E) phases of the project.

Santa Clarita

- Merge projects MM4501.11 and MM4501.14 to Valencia Industrial Center Bicycle and Pedestrian Improvements Project and reprogram previously approved funds as follows: \$1,419,700 in FY23. The funds will be used to complete the PS&E, right-of-way (ROW) and

construction phases of the project.

- Reprogram \$683,600 to FY24 for MM4501.19 - Saugus Phase II: Bouquet Canyon Trail Central Park to Haskell Canyon Project. The funds will be used to complete the PS&E phase of the project.

Los Angeles County

- Reprogram \$3,600,000 as follows: \$50,000 in FY20, \$300,000 in FY21, \$300,000 in FY22, \$300,000 in FY23, \$400,000 in FY24 and \$2,250,000 in FY25 for MM4501.13 - Lake Los Angeles Pedestrian Plan Implementation Phase 1 Project. The funds will be used to complete the PS&E, ROW and construction phases of the project.
- Reprogram \$2,210,000 as follows: \$125,000 in FY 23, \$585,000 in FY 24 and \$1,500,000 in FY25 for MM4501.16 - 30th Street West Active Transportation Improvements Project. The funds will be used to complete the PS&E, ROW and construction phases of the project.

Transit Program (expenditure line 64)

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

Santa Clarita

- Reprogram \$892,000 to FY 23 for MM4502.02 - Valencia Industrial Center Bus Stop Improvement Project. The funds will be used to complete the PS&E, ROW and construction phases of the project.

Metro/Metrolink

- Program an additional \$3,449,000 in FY25 for MM4502.06 - Metrolink Antelope Valley Line. A total programmed amount of \$19,624,000 will be used for the environmental, PS&E and construction phases of the project that Metro and Metrolink have been tasked to lead.

Highway Efficiency Program (expenditure line 81)

This update includes programming for one new project as follows:

Palmdale

- Program \$2,400,000 in FY25 for MM5504.04 - SR-14/Avenue S Interchange Improvements Project. The funds will be used to complete the PID and PAED phases of the project.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

In FY 2021-22, \$7.11 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401), \$3.46 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102), and \$100,000 is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475504). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The North County subregion consists of Equity Focus Communities (EFCs), including those located in the cities of Lancaster and Palmdale, as well as the City of Santa Clarita and adjacent unincorporated area of Los Angeles County. The report seeks board approval to fund eligible Measure M MSP projects. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines during the eligibility review process, cities provide documentation that demonstrates community support, project need, and transportation benefits. 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 the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP

projects for the North County subregion. This is not recommended as the proposed projects were developed by the subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS


Metro staff will continue to work with the subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

Attachment A - Active Transportation Project List
Attachment B - Transit Program Project List
Attachment C - Highway Efficiency Program Project List

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Stephanie N. Wiggins
Chief Executive Officer

**North County Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 52)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
1	Lancaster	MM4501.05	Sierra Hwy: Avenue J to Avenue L	Construction		\$ 1,240,486		\$ 1,240,486		\$ 1,240,486				
2	Palmdale	MM4501.06	Avenue R Complete Street & Safe Routes to School Proj	PS&E, ROW Construction		2,695,140		2,695,140	1,695,140	1,000,000				
3	Palmdale	MM4501.20	SR-138 (Palmdale Blvd) Sidewalk Gap Closure Phase II	PID, PAED PS&E	new	-	550,000	550,000				550,000		
4	Santa Clarita	MM4501.09	Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park *	PS&E ROW		738,000		738,000					738,000	
5	Santa Clarita	MM4501.10	Sierra Highway Sidewalk Improvements: Scherzinger Lane to Skyline Ranch Road	PS&E Construction		624,000		624,000	51,000	573,000				
6	Santa Clarita	MM4501.11/ MM4501.14	Valencia Industrial Center Bicycle and Pedestrian Improvements	PS&E, ROW Construction	chg	1,419,700	-	1,419,700				1,419,700		
7	Santa Clarita	MM4501.17	Newhall Area Bicycle Facility	PS&E Construction		650,000		650,000		650,000				
8	Santa Clarita	MM4501.18	Saugus Phase I: Bouquet Canyon Trail to Central Park	PS&E, ROW Construction		666,900		666,900			666,900			
9	Santa Clarita	MM4501.19	Saugus Phase II: Bouquet Canyon Trail Central Park to Haskell Cyn	PS&E	chg	683,600		683,600					683,600	
10	LA County	MM4501.12	Elizabeth Lake Road Bikeways	PS&E ROW	Complete	20,741		20,741	20,741					
11	LA County	MM4501.13	Lake Los Angeles Pedestrian Plan Implementation Phase 1: 170th St. E, Avenue N, 165th St. E, Avenue N-8, 180th St. E, Avenue P-8, 160th St. E, Avenue Q	PS&E ROW Construction	chg	3,600,000		3,600,000	50,000	300,000	300,000	300,000	400,000	2,250,000
12	LA County (Lancaster)	MM4501.16	30th Street West Active Transportation Improvements	PS&E, ROW Construction	chg	2,210,000		2,210,000				\$ 125,000	\$ 585,000	\$ 1,500,000
Total Programming Amount						\$ 14,548,567	\$ 550,000	\$ 15,098,567	\$ 1,816,881	\$ 3,763,486	\$ 966,900	\$ 2,394,700	\$ 2,406,600	\$ 3,750,000

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**North County Subregion
Measure M Multi-Year Subregional Plan - Transit Program (Expenditure Plan 64)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25		
1	Palmdale	MM4502.01	Palmdale Transportation Center Transit and Infrastructure Design Project	PS&E		\$ 2,000,000		\$ 2,000,000	\$ 100,000	\$1,025,000	\$ 875,000					
2	Santa Clarita	MM4502.02	Valencia Industrial Center Bus Stop Improvement	PS&E, ROW Construction	chg	892,000		892,000				892,000				
3	Santa Clarita	MM4502.03	Vista Canyon Bus Service Expansion	Vehicles/ Equipment		2,180,000		2,180,000				1,090,000	1,090,000			
4	Santa Clarita	MM4502.04	Vista Canyon Transportation Center	ROW Construction		3,216,000		3,216,000	1,728,000	1,488,000						
5	LA County	MM4502.04	Vista Canyon Transportation Center - Transit Capital Jurisdictional Share	Construction		2,000,000		2,000,000	1,000,000	1,000,000						
6	LA County	MM4502.05	North County Bus Stop Improvements: Santa Clarita and Antelope Valley	PS&E Construction		2,855,260		2,855,260	708,000	1,178,990	968,270					
7	Metro/ Metrolink	MM4502.06	Metrolink Antelope Valley Line	Environmental PS&E Construction	chg	16,175,000	3,449,000	19,624,000	4,170,961	2,429,039		6,150,000	3,425,000	3,449,000		
Total Programming Amount								\$29,318,260	\$3,449,000	\$32,767,260	\$7,706,961	\$7,121,029	\$1,843,270	\$8,132,000	\$4,515,000	\$3,449,000

**North County Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 81)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
1	Palmdale	MM5504.01	SR-138 Palmdale Blvd. SR-14 Ramps	Construction		\$ 3,351,220		\$ 3,351,220		\$2,234,147	\$1,117,073			
2	Palmdale	MM5504.04	SR-14/Avenue S Interchange Improvements *	PID PAED	new	\$ -	2,400,000	\$ 2,400,000						\$2,400,000
3	North County Transportation Coalition	MM5504.02	SR-14 Capacity Enhancement/Operational Improvement **	TBD		4,700,000		4,700,000			2,000,000	1,350,000	1,350,000	
4	Lancaster	MM5504.03	SR-138 Avenue G Interchange Project (Measure R #MR330.03 shortfall)	ROW Construction		4,350,143		4,350,143			4,350,143			
Total Programming Amount						\$ 12,401,363	\$ 2,400,000	\$ 14,801,363	\$ -	\$2,234,147	\$7,467,216	\$1,350,000	\$1,350,000	\$2,400,000

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

** Pending identification of a specific project after initial investigations and consultation with Caltrans and Metro.



Board Report

File #: 2022-0234, **File Type:** Program

Agenda Number: 7.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2022**

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming of an additional \$150,000 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement Program, (Attachment A);
2. programming of an additional \$6,452,974 within the capacity of Measure M MSP - Active Transportation Program (Attachment B);
3. inter-program borrowing and programming of an additional \$8,395,000 from Measure M MSP - Active Transportation and Highway Demand Based Programs to the First/Last Mile and Complete Streets Program (Attachment C); and
4. programming of \$1,000,000 within the capacity of Measure M MSP - Highway Demand Based Program (Attachment E); and

B. REPROGRAMMING of projects previously approved in order 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 San Gabriel Valley subregion and implementing agencies to revise the scope of work and schedule.

This update includes changes to projects which have received prior Board approval and funding

allocation for new projects. Funds are programmed through Fiscal Year (FY) 2025-26. The Board's approval is required to update the project lists (Attachments A, B, C, D and E), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In May 2019, the Metro Board of Directors approved San Gabriel Valley Subregion's first MSP Five-Year Plan and programmed funds in: 1) Active Transportation Program (expenditure line 54); and 2) Bus System Improvement Program (expenditure line 58); 3) First/Last Mile and Complete Streets (expenditure line 59); and 4) Highway Efficiency Program (expenditure line 82).

DISCUSSION

Metro staff continued working closely with the San Gabriel Valley Council of Governments (SGVCOG) and the implementing agencies on project eligibility reviews of the proposed scope of work change and schedule changes in projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e., project location and limits, length, elements, phase(s), total expenses and funding request, schedule, etc. This level of detail will ensure the timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2023-24 and beyond, Metro accepted a high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the SGVCOG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, 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.

The changes in this annual update include the programming of four new projects and funding adjustments for two previously approved projects.

Bus System Improvement Program (expenditure line 58)

This update includes the programming of one new project as follows:

SGVCOG

- Program \$150,000 as follows: \$50,000 in FY 23 and \$100,000 in FY 24 for MM4702.03 - East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I. The funds will be used to complete the Plans Specification and Estimates (PS&E) and construction phases of the project.

Active Transportation Program (expenditure line 54)

This update includes funding adjustments to two existing projects and programming of one new project as follows:

LA County

- Reprogram \$4,278,500 as follows: \$2,139,250 in FY 22, and \$2,139,250 in FY 23 for MM4701.05 - Huntington Drive Bike Lanes Project. The funds will be used to complete the construction phase of the project.

Monrovia

- Reprogram \$3,880,000 as follows: \$388,000 in FY24 and \$3,492,000 in FY25 for MM4701.06 - Monrovia Active Community Travel Vinculum. The funds will be used to complete the PS&E and construction phases of the project.

SGVCOG

- Program \$6,452,974 as follows: \$550,000 in FY 23, \$820,000 in FY24, \$4,000,000 in FY25 and \$1,082,974 in FY26 for MM4701.10 - East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I. The funds will be used to complete the PS&E and construction phases of the project.

First/Last Mile and Complete Streets (expenditure line 59)

This update includes programming of one new project as follows:

SGVCOG

- Program \$8,395,000 as follows: \$400,000 in FY 23, \$4,804,714 in FY24, and \$3,190,286 in FY25 for MM4701.10 - East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I. The funds will be used to complete the PS&E and construction phases of the project.

Highway Demand Based Program (expenditure line 60)

This update includes programming of one new project as follows:

SGVCOG

- Program \$1,000,000 in FY24 for MM5501.01 - Diamond Bar Boulevard SR-60 Eastbound On-ramp Improvement Project. The funds will be used to complete the construction phase of the project.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the San Gabriel Valley subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2021-22, \$7.11 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401), and \$3.46 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The San Gabriel Valley subregion consists of 31 cities and unincorporated communities in Los Angeles County. Equity Focus Communities (EFCs) are concentrated in Pasadena, Azusa (both along I-210), Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello and Industry (along SR-60). The report seeks board approval to fund eligible Measure M MSP projects. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines during the eligibility review process, cities provide documentation that demonstrates community support, project need, and transportation benefits. 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 development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the San Gabriel Valley subregion. This is not recommended as the proposed projects were developed by the subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

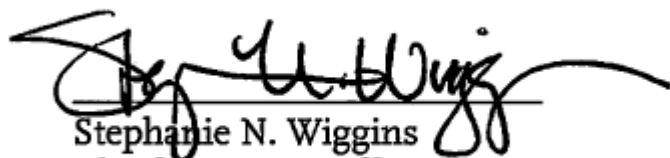
Metro staff will continue to work with the subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

- Attachment A - Bus System Improvement Program Project List
- Attachment B - Active Transportation Program Project List
- Attachment C - First/Last Mile and Complete Streets Program Project List
- Attachment D - Highway Efficiency Program Project List
- Attachment E - Highway Demand Based Program Project List

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Stephanie N. Wiggins
Chief Executive Officer

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Bus System Improvement Program (Expenditure Line 58)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY2022-23	FY 2023-24	FY 2024-25	FY 2025-26		
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	PS&E Equipment Purchase/Lease Construction		\$286,316		\$286,316	\$ 60,383	\$ 225,933						
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	PS&E Equipment Purchase/Lease Construction		211,158		\$211,158			82,352	128,806				
3	SGVCOG	MM4702.03	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction	new	-	150,000	\$150,000			50,000	100,000				
Total Programming Amount								\$497,474	\$150,000	\$647,474	\$ 60,383	\$ 225,933	\$ 132,352	\$ 228,806	\$ -	\$ -

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 54)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices	Construction		\$ 636,800		\$ 636,800		\$ 636,800				
2	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction		582,075		582,075	527,533	54,542				
3	Industry	MM4701.04	City of Industry East-West Bikeway Project	PS&E Construction		1,492,500		1,492,500	50,000	380,000	720,000	342,500		
4	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction	chg	4,278,500		4,278,500		2,139,250	2,139,250			
5	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction	chg	3,880,000		3,880,000				388,000	3,492,000	
6	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway	PS&E		1,428,876		1,428,876	298,104	1,130,772				
7	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction		388,050		388,050		35,000	211,830	141,220		
8	Temple City & LA County	MM4701.09	Eaton Canyon Wash Bike Trail	PS&E ROW Construction		1,990,000		1,990,000		1,436,800	553,200			
9	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction	new	-	6,452,974	6,452,974			550,000	820,000	4,000,000	1,082,974
Total Programming Amount						\$14,676,801	\$6,452,974	\$21,129,775	\$ 875,637	\$5,813,164	\$4,174,280	\$1,691,720	\$7,492,000	\$1,082,974

San Gabriel Subregion
Measure M Multi-Year Subregional Plan - First/Last Mile and Complete Streets (expenditure line 59)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY2022-23	FY 2023-24	FY 2024-25	FY 2025-26	
1	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors	PS&E Construction		\$ 1,741,250		\$ 1,741,250	\$ 45,000	\$ 575,000	\$1,121,250				
2	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project	PS&E Construction		652,975		652,975	652,975						
3	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction		686,945		686,945	686,945						
4	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancements	PS&E Construction		1,741,250		1,741,250	1,741,250						
5	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project *	PS&E Construction		2,985,000		2,985,000				2,985,000			
6	Duarte	MM4703.06	Pedestrian Access and Bicyclist Safety Improvements, Phase II	Construction		1,620,855		1,620,855		648,342	972,513				
7	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E		895,500		895,500	406,691	488,809					
8	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction	new	-	8,395,000	8,395,000			400,000	4,804,714	3,190,286		
9	San Dimas	MM4703.08	San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista *	PS&E Construction		895,500		895,500				895,500			
10	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	PS&E Construction		5,671,500		5,671,500		512,284	829,451	4,329,765			
Total Programming Amount															
						\$16,890,775	\$8,395,000	\$25,285,775	\$3,532,861	\$2,224,435	\$3,323,214	\$13,014,979	\$3,190,286	\$ -	

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (expenditure line 82)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	SGVCOG (ACE)	MM5505.01	State Route 60 and Lemon Avenue	Construction	complete	\$ 5,273,500		\$ 5,273,500	\$ 5,273,500					
Total Programming Amount						\$ 5,273,500	\$ -	\$ 5,273,500	\$ 5,273,500	\$ -	\$ -	\$ -	\$ -	\$ -

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Demand Based Program (expenditure line 60)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	SGVCOG	MM5501.01	Diamond Bar Boulevard SR-60 Eastbound On-ramp Improvement Project	Construction	new	-	1,000,000	1,000,000				\$1,000,000		
Total Programming Amount						\$ -	\$1,000,000	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$ -



Board Report

File #: 2022-0100, File Type: Project

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2022

SUBJECT: I-710 SOUTH CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. Alternative 1, the “No Build” alternative, as the new Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document; and
- B. RECEIVING AND FILING overview of 710 Task Force and development of the I-710 South Corridor Investment Plan in place of the previous I-710 South Corridor Project.

ISSUE

Staff has worked with Caltrans through a lengthy process to develop the I-710 South Corridor Project, resulting in three final project alternatives that were considered by the Metro Board for the I-710 South Corridor Project: Alternative 1 (the “No Build” alternative) and “Build” Alternatives 5C and 7. At the March 2018 meeting, the Board approved Alternative 5C as the Locally Preferred Alternative (LPA) for the project to advance in the environmental process. Three years later, EPA decided to require a hotspot analysis for the for LPA 5C due to their concerns over air quality conformity for the project. This delay rendered the data supporting Alternative 5C-and the entire environmental document -stale and in need of re-validation. Even if the EPA decided to support the environmental document and determine the project met air quality conformity standards in May 2021, staff would have had to re-validate most of the traffic, safety, and air quality data contained in the document before any component of the project-including the EAP projects-could progress. The process to re-validate that environmental data to allow any of the component projects to proceed would take at least 18 months to complete.

At the May 2021 meeting the Board decided to suspend further work on the environmental clearance of the I-710 South Corridor Project LPA due to environmental, community impact and displacement concerns raised by local communities, Caltrans, and the EPA. The Board also directed staff to pursue an alternative path to developing a better program of projects for the I-710 South Corridor by re-engaging impacted communities and stakeholders to develop a more multimodal, equitable and

sustainable approach to addressing the transportation and community challenges created by the heavy movement of people and goods through the I-710 South Corridor.

In response to this direction, Metro and Caltrans initiated the I-710 South Corridor Task Force (710 Task Force¹) in September 2021, comprising members of local communities, community-based organizations and advocates, transportation agencies, the Ports of LA and Long Beach, goods movement industry, labor, business, academic, and regulatory partners. Given the progress of the task force engagement, the validity of the existing 710 S. alternative 5C LPA designation requires reconsideration.

BACKGROUND

Following years of project development, community outreach and technical analysis, staff presented three alternatives to the Board at its March 1, 2018, meeting and recommended the Board select Alternative 5C as the LPA for the I-710 South Corridor Project Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/DEIS) (File #2017-0849, Attachment B). The three alternatives presented were as follows:

- **Alternative 1:** The “No Build” alternative, which served as the baseline against which every alternative developed was evaluated. The “No Build” alternative is required by CEQA and NEPA and it reflects a future scenario where the proposed project is not built.
- **Alternative 5C:** A “Build” alternative which featured widening I-710 to 5 mixed flow lanes in each direction; improvements at I-710 interchanges with I-405, State Route (SR) 91 and I-5 and local interchange between Ocean Boulevard and SR 60; truck by-pass lanes. This alternative also included programmatic elements for the corridor comprising a Near Zero/Zero Emission Truck Technology Deployment Program, Community Health Benefits Grant Program, Congestion Relief Program and a Transit Enhancements Program.
- **Alternative 7:** A “Build” alternative which featured two dedicated lanes in each direction for clean technology trucks from Ocean Boulevard in Long Beach to the intermodal railroad yards in Commerce/Vernon, plus improvements at I-710 interchanges with I-405, State Route (SR) 91 and I-5 and local interchange between Ocean Boulevard and SR 60. This alternative also included programmatic elements for the corridor comprising a Near Zero/Zero Emission Truck Technology Deployment Program (NZ to ZE Truck Program), Community Health Benefits Grant Program, Congestion Relief Program and a Transit Enhancements Program.

The Board approved staff’s recommendation to select Alternative 5C as the LPA and directed staff to work with Caltrans to finalize the project’s environmental document.

The Board’s actions were responsive to 1) concerns that Alternative 5C would not meet desired outcomes for air quality, equity, mobility, and sustainability; 2) a public lack of support from regulatory agencies on the project-level air quality conformity determination for Alternative 5C; and 3) a changing policy landscape at the state and federal level under which freeway widening projects,

especially through communities with environmental justice concerns, are not supported.

In response to the Board's direction, Metro and Caltrans staff conceived the creation of a 710 Task Force, initiated in September 2021, to re-engage impacted communities in a new process more aligned with current Board, state, and federal priorities and designed to bring community representatives and advocates to the table as partners in developing the future multimodal, sustainable and equitable vision and investment plan for improving the I-710 South Corridor.

Regarding the close out of the suspended I-710 South Corridor Project EIR/EIS, Caltrans is the lead agency responsible for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Under CEQA, Caltrans will certify the I-710 South Corridor Project with the requirements of CEQA for a No Project determination. Under NEPA assignment, Caltrans, as lead agency, will document and explain its decision regarding the selected Preferred No Build Alternative.

DISCUSSION

Considerations

Metro staff and Caltrans District 7 support the approval of the No Build alternative as the LPA, for the following reasons:

- The two build alternatives (5C and 7) found in the suspended environmental document face insurmountable policy issues and regulatory barriers - as currently constituted, the I-710 South Corridor Project will not meet federal air quality conformity requirements and, consequently, will not receive a ROD.
- The Board has suspended all further work to advance Alternative 5C.
- The Board has provided direction to receive a new set of recommendations from the 710 Task Force in place of Alternative 5C
- The displacement of people and businesses in disadvantaged, minority communities through widening the I-710 South freeway as part of Alternative 5C runs contrary to current Board, state, and federal sentiment.

Findings

Selecting the No Build alternative would be responsive to the Board's concerns related to community, property, equity, and environmental/air quality impacts. This determination also allows Caltrans and Metro to focus on:

- Bringing proper closure to the now-suspended I-710 South Corridor Project environmental process and opening the opportunity for the 710 Task Force to develop the I-710 South Corridor Investment Plan (710 IP) in its place.
- Working with community leaders to develop a more robust and inclusive community engagement strategy and Task Force infrastructure to support public input into the development of the 710 IP.
- Generating more sustainable, equitable, and multimodal transportation projects and

programs to move people and goods through the corridor and improve the quality of life for impacted members of corridor communities.

- Reducing Vehicle Miles Traveled (VMT), greenhouse gases and diesel particulate matter in the corridor as a result of the implementation of the 710 IP.

Status of Early Action Program Candidate Projects

As described in the Background section, after the Board action to adopt Alternative 5C as the LPA, staff identified a draft set of EAP candidate projects that were components of and tied to the entire scope of Alternative 5C. These projects were never formally adopted, nor were they fully considered by the GCCOG due to ongoing concerns raised by EPA over the air quality conformity determination for the environmental document EIR/EIS. The EAP candidate projects were never considered to be projects independent of, or severable from, Alternative 5C.

The now-suspended environmental document would have environmentally cleared the EAP candidate projects as an initial stage, not phase, of the full Alternative 5C buildout. By selecting the “No Build” option, all previously considered EAP candidate projects are nullified as is the remainder of the Alternative 5C scope, including freeway widening.

Any future projects recommended by the 710 Task Force for Board consideration-including any proposed improvements to the freeway-will need to be evaluated through a new environmental process which will take a minimum of 24 months, depending on the scope of the project or projects. Some of the engineering design work performed as part of the EIR/EIS could still be salvaged as a foundation for the new environmental process if those freeway operational improvements originally identified in Alternative 5C are considered and re-approved through the 710 Task Force process.

Moving forward with new environmental documentation for any improvements proposed by the 710 Task Force process should the Board approve the 710 IP is the only feasible path forward to funding and implementing new improvements to the I-710 South Corridor.

Other I-710 South Corridor-related Projects and Funding Opportunities

Other projects related to the I-710 South Corridor, but separate from Alternative 5C, are still viable for advancement. These projects currently being led by the I-710 South Corridor cities as well as the “early action” soundwalls and Integrated Corridor Management projects led by Metro will not be affected by the ‘No Build’ decision as they each have separate environmental documents and approvals and have demonstrated independent utility.

Additionally, 710 Task Force member organizations are concurrently developing projects for implementation that will likely provide benefits to the I-710 South Corridor. Examples of these projects include:

- On-dock rail expansion at the Ports of Los Angeles (POLA) and Long Beach (POLB), designed to shift the movement of containers through the region from truck to train.
- Development of a joint Goods Movement Training Campus by POLA and POLB that will provide workforce development skills and training in zero-emission port equipment operations.
- Incentive funding opportunities for ZE truck deployment as a result of the clean truck fund rate implemented by POLA and POLB in April 2022.
- A micro-mobility transit service pilot program sponsored by the Southeast Los Angeles Collaborative and the METTRANS Transportation Consortium.
- Local Active Transportation and First / Last Mile projects developed by jurisdictions in the corridor.

Furthermore, the GCCOG is nearing completion of its Ad Hoc Committee process that will provide a comprehensive report on GCCOG recommendations for the I-710 Task Force to evaluate as part of the 710 IP. Staff will work with the GCCOG to provide the opportunity to present this final report at the June 2022 710 Task Force meeting and work with the GCCOG to integrate these recommendations into the final 710 IP in alignment with the Vision and Goals set forth by the Task Force.

Staff intends to engage Task Force members and the GCCOG to identify near-term projects that will be seeking discretionary grant funding in upcoming federal and state cycles of grant programs funded through the Bipartisan Infrastructure Legislation (BIL), Senate Bill 1 (SB 1) and other opportunities. Staff will report back on this effort at the June Board meeting.

Overview of 710 Task Force: Development of the I-710 South Corridor Investment Plan

The 710 Task Force is currently finalizing its Vision and Goals for the I-710 South Corridor and will seek a consensus vote at the June 2022 meeting. With this milestone decision, the Task Force will then be working to generate multimodal strategies responsive to advancing the vision and goals, a program of projects to implement the multimodal strategies, and a strategic Investment Plan that identifies local, regional and state funding opportunities-and legislative/policy initiatives-so that Metro and Caltrans can leverage the \$1.09 billion in Measure R and M funding LA County voters earmarked and entrusted would help fund an I-710 South Corridor program of projects aligned with Board, regional, state and federal policies to improve regional mobility, air quality, public health, access to opportunity and the quality of life for residents in impacted corridor communities.

The target date for the 710 IP report to be delivered to the Board is in early 2023, but staff anticipates near term funding opportunities as contemplated above or as part of the Zero-Emission Truck Working Group will advance before the final report is delivered to the Board. More information on the status of the 710 Task Force will be presented at the June Board meeting.

DETERMINATION OF SAFETY IMPACT

Approval of the new LPA will not impact the safety of Metro's customers or employees.

EQUITY PLATFORM

This action supports Metro's effort to center equity in all future decision-making, budget allocation, and community engagement activities for the Project(s) along the I-710 South Corridor. Through the 710 Task Force process, staff is currently working with stakeholders, including residents most impacted by potential projects along the corridor who will serve on the new Community Leadership Committee, to collaboratively develop an investment plan to implement priority multimodal projects and programs. The 710 Task Force process is key to achieving equitable outcomes for the I-710 South Corridor communities and users.

Program elements proposed and vetted by stakeholders will be considered and may be advanced in support of equitable outcomes. Transparent communication with the stakeholders and the public will help build consensus and trust moving forward and hopefully strengthen the communities' support for future improvements. Without this action and subsequent timely planning and investment to address the current corridor conditions, the I-710 South Corridor users and corridor communities will continue to experience pollution, congestion, unsafe traffic conditions, spillage of freeway traffic onto local neighborhoods, and other negative impacts of the anticipated escalating traffic demand in the corridor.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro staff collaboration with local, regional, state, and federal agencies, as well as the local communities to develop an innovation and investment strategic plan to implement the prioritized projects for the I-710 South Corridor and a long-term vision to improve I-710 is consistent with 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.

Goal 4: Transform LA County through regional collaboration by partnering with the GCCOG, Caltrans, impacted communities, and regional stakeholders to identify the needed improvements and take the lead in developing and implementing the Projects.

ALTERNATIVES CONSIDERED

The Board could decide to not approve No Build as the LPA at this time. This is not recommended as it would create uncertainty amongst corridor stakeholders regarding the final disposition of Alternative 5C and, in turn, make it more difficult for Metro and Caltrans staff to build community trust, a critical element in the ultimate success of the 710 Task Force effort.

NEXT STEPS

Staff will work with Caltrans, the CEQA/NEPA lead agency, to complete the necessary documentation and coordination with regional, state, and federal agencies to finalize the No Build determination.

Metro and Caltrans will also continue to lead the 710 Task Force to develop a collective vision and goals for the corridor, generate multimodal strategies to address these goals, identify projects that

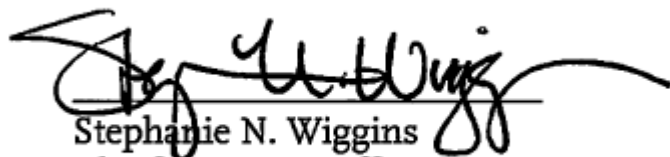
advance the multimodal strategies, and create an I-710 South Corridor Investment Plan to implement the prioritized projects.

The 710 Task Force outcomes will be presented to the Board in early 2023, with updates provided periodically during this process. Staff will seek Board adoption of an I-710 South Corridor Investment Plan at that time.

Staff will return in June with an update on the progress of the 710 Task Force, including a process for incorporating recommendations for near and long-term strategies, projects and programs into the development of the I-710 South Investment Plan, and a request for additional funds to support the Task Force efforts.

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Stephanie N. Wiggins
Chief Executive Officer

Investment in the I-710 South Corridor: From "No Build" to a New Vision

Background: I-710 South Corridor Project

- > March 2018 – Metro Board of Directors adopts Alternative 5C as the Locally Preferred Alternative (LPA) on 3/1/18
 - Motion 5.1 – Funding and ZE Technology Evaluation as part of Phased-in ZE Truck Program
 - Motion 5.2 – Development of Early Action Program (EAP)
 - Candidate projects are to be considered under parameters set forth by Board to limit impacts on local communities
 - Candidate projects to be identified with Gateway Cities COG (never formalized)

- > May 2021 – New Board Direction provided due to EPA requirement of a hotspot analysis for air quality conformity determination, concerns about community and environmental impacts, and equity and climate change policy considerations.
 - Suspend work on the Final Environmental Document
 - Re-evaluate project elements to meet policy objectives
 - Re-engage communities and corridor stakeholders to develop a new vision that is multimodal and sensitive to community needs – a process which became the 710 Task Force
 - Re-evaluate EAP candidate projects through new process

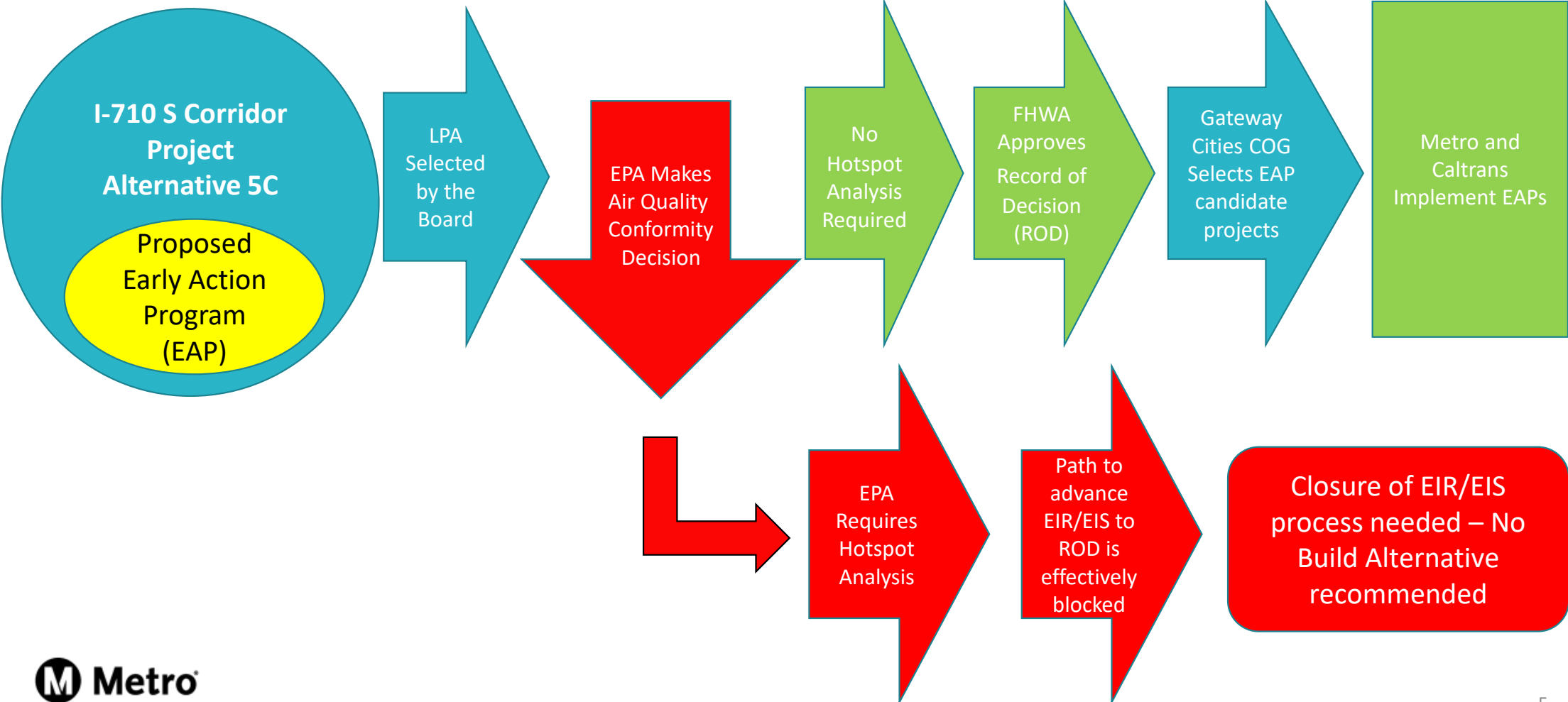
Background - 710 Task Force

- > Created to re-engage impacted communities in a new process more aligned with current Board, State, and Federal priorities
 - EPA has met with community groups and supports this process
 - Caltrans declared that it no longer supports the prior EIR scope and wants to see a new approach to better engage and address concerns from the communities in the project development.
 - Need to develop a multimodal approach to investment in the communities and transportation options within the corridor.

- > Metro and Caltrans have asked the Task Force to develop the overall vision and goals for the I-710 South Corridor and create an Investment Plan, including implementation strategies, to report to the Metro Board for consideration in early 2023

I-710 South Corridor Project: Why the No Build Alternative is Needed

Original Pathway to Implement LPA 5C Early Action Projects under EIR/EIS



No Build Alternative – Rationale

Considerations:

- The two build alternatives (5C and 7) found in the suspended environmental document face insurmountable policy issues and regulatory barriers - as currently constituted, the I-710 South Corridor Project will not meet federal air quality conformity requirements and, consequently, will not receive a ROD.
- The Board has suspended all further work to advance Alternative 5C.
- The Board has provided direction to receive a new set of recommendations from the 710 Task Force in place of Alternative 5C
- The displacement of people and businesses in disadvantaged, minority communities through widening the I-710 South freeway as part of Alternative 5C runs contrary to current Board, state, and federal sentiment.

No Build Alternative – Rationale

Selecting the No Build Alternative:

- Responsive to the Board's concerns related to community, property, equity, and environmental/air quality impacts.
- Brings proper closure to the now-suspended I-710 South Corridor Project environmental process
- Opens the opportunity for the 710 Task Force to develop the I-710 South Corridor Investment Plan (710 IP)

Metro and Caltrans can then focus on:

- Working with community leaders to develop a more robust and inclusive community engagement strategy and Task Force infrastructure to support public input into the development of the 710 IP
- Generating more sustainable, equitable, and multimodal transportation projects and programs to move people and goods through the corridor and improve quality of life for impacted members of corridor communities.
- Reducing Vehicle Miles Traveled (VMT), greenhouse gases and diesel particulate matter in the corridor as a result of the implementation of the 710 IP

No Build Alternative – Implications

Implications

- All previously considered EAP candidate projects are nullified
- Any previously considered improvements will have a chance to be considered through 710 Task Force process, if consistent with the Task Force-approved Vision, Goals and Multimodal Strategies
- Any projects/programs recommended by the 710 Task Force and ultimately approved by the Metro Board will need to be evaluated through a new environmental process
- EAPs that are already approved and environmentally cleared (e.g., Shoemaker Bridge, ICM, 710 Soundwalls) will not be affected by this decision

Other I-710 S. Corridor Related Projects And Near-Term Funding Opportunities

Near Term Opportunities

- Other projects related to the I-710 S. Corridor (not part of Alt. 5C) can and will advance
- Task Force member organizations concurrently developing projects for implementation
 - POLA/POLB initiatives
 - METTRANS/SELA Collaborative micro-mobility pilot program
 - Local community projects (First/Last Mile, Active Transportation, etc.)
- Gateway Cities 710 Ad Hoc Committee recommendations
 - To be presented to the Task Force in June 2022
 - To be evaluated and incorporated as part of the 710 IP
- SB1 and BIL (near-term) opportunities/coordination

Next Steps

- Work with Caltrans to complete the necessary documentation (6-8 months)
- Coordination with regional, state, and federal agencies to finalize the No Build determination and collaboration/support on I-710 South Corridor Investment Plan
- Return to the Board in June with:
 - Update on Task Force progress
 - Recommendations for near- and long-term strategies, projects and programs
 - Request for additional funds to support the Task Force efforts
- Incorporate Gateway Cities COG recommendations into 710 Task Force work
- Continue to lead the 710 Task Force to develop an I-710 South Corridor Investment Plan to implement the prioritized projects
- Task Force outcomes will be presented to the Board in early 2023



Board Report

File #: 2022-0094, File Type: Resolution

Agenda Number: 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2022

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim \$51,241,974 in fiscal year (FY) 2021-22 LCTOP grant funds for the Crenshaw/LAX Transit Corridor Operations Project and/or the Fareless System Initiative (FSI) Pilot;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendment with the California Department of Transportation.

BUTTS AMENDMENT: Since LCTOP is eligible for Crenshaw Startup and Operations as well as the FSI Pilot Program, I would move to request a report back in August on the Operations funding outlook beyond Fiscal Year 23 and how LCTOP can help forestall the expected operations deficit specifically as it pertains to Crenshaw.

ISSUE

The LCTOP, a California cap-and-trade program established in 2014, provides public transportation agencies operating and capital assistance funds to reduce greenhouse gas emissions and improve mobility, prioritizing projects serving disadvantaged communities. The State issued the FY 2021-22 LCTOP guidelines in February 2022 and required agencies to claim these formula grant funds by March 25, 2022. A complete grant package includes an adopted Board resolution that provides recipient project information and certifies that Metro will comply with all LCTOP conditions and requirements. The State accepted draft resolutions with the March claim submittal but requires a signed Board Resolution to complete the grant request package and provide funding. Therefore, staff seeks Board approval of the Resolution contained in Attachment A.

BACKGROUND

Each year, the State makes LCTOP formula grant funds available through a process administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resources Board (CARB) and the State Controller's Office (SCO).

On February 18, 2022, the State notified eligible agencies of their FY 2021-22 fund allocation amounts, including \$46,942,839 apportioned to Metro. In addition, 16 Los Angeles County municipal operators requested to transfer to Metro \$4,299,135 of their FY 2021-22 LCTOP fund allocations in exchange for more flexible local funds.

On April 22, 2021, the Board approved the staff recommendation (File #2021-0038) to use FY 2020-21 LCTOP funds to fund pre-revenue service and a portion of the first year of operations of the Crenshaw/LAX Transit Corridor and/or the FSI Pilot. Staff recommended funding the Crenshaw/LAX Transit Corridor Operations Project and/or FSI Pilot because their characteristics aligned well with grant program eligibility criteria and strongly supports Metro's commitment to further reduce greenhouse gas emissions by expanding transit usage among Los Angeles County's residents and employees. Staff received support for both the Crenshaw project and FSI Pilot during and in response to community engagement opportunities. The State ultimately approved the use of FY 2020-21 LCTOP funds on the Crenshaw/LAX Transit Corridor and/or the FSI Pilot. The FY 2021-22 LCTOP funds can be used on the scope approved by the State last year.

DISCUSSION

To claim the grant award, Metro must submit a request describing the proposed transit expenditures to be funded using the LCTOP allocation. The complete application package must include a Board resolution that: 1) authorizes the CEO or their designee to claim \$51.2 million in FY 2021-22 LCTOP funds; 2) identifies the project(s) to be funded with the LCTOP funds; 3) accepts the transfer of FY 2021-22 LCTOP funds to Metro by the 16 municipal operators; and 4) authorizes the CEO or their designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. Staff proposes to align these LCTOP funds with the Crenshaw/LAX Transit Line operations and/or the FSI Pilot.

LCTOP Program Funding

The LCTOP, created by California Senate Bill 862 (2014), provides proceeds from California's Cap-and-Trade Program to support transit agency investment in various projects intended to further reduce greenhouse gas emissions. In FY 2021-22, \$192.2 million was allocated to LCTOP statewide.

Transit agencies receiving funds from the LCTOP must submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities;

- Operational expenditures that increase transit mode share; and
- Expenditures related to the purchase of zero-emission buses, including electric buses and the installation of the necessary equipment and infrastructure to operate and support zero-emissions buses.

Additional Project Eligibility Criteria

In addition to maximizing benefits to state-recognized Disadvantaged Communities (DACs), low-income communities, and/or low-income households, all projects must be consistent with the lead agency's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility.

Metro-Specific Considerations in Selecting LCTOP Projects

Staff considered various factors in the analysis that resulted in the recommendation to use FY 2021-22 LCTOP funding on the Crenshaw/LAX Transit Corridor Operations Project and/or the FSI Pilot. Staff analyzed three potentially viable proposed grant uses collected during prior years' LCTOP efforts and current year information requests from Metro's Senior Leadership Team and other internal subject matter experts. Staff analysis also included teams from various Metro departments evaluating potential LCTOP recipient projects against alignment with Metro's Strategic Vision, project and program costs, funding availability, feedback collected via community engagement, and the extent to which allocating to a project improves the balance between Metro's financial commitments and funding availability. Staff recommends the Crenshaw/LAX Transit Corridor Operations Project and/or the FSI Pilot because of its alignment to LCTOP eligibility requirements and a higher likelihood of meeting targets for project readiness and for priority populations served. Additionally, the project was approved in a prior LCTOP grant cycle, making it more likely than other potentially viable uses to be approved, again, by the State.

The Crenshaw/LAX Transit Corridor Operations Project will provide a new high-capacity transit line for Los Angeles County transit riders. This new service will enable the reduction of air pollutants and toxic air contaminant emissions by shifting single occupant vehicle drivers to transit. The Crenshaw/LAX Transit Line will serve populations in areas that meet the State's definition for disadvantaged and low-income communities. All eight of the new service's transit stations are located in such defined areas.

The FSI Pilot is expected to provide immediate financial relief to many of Los Angeles County's most vulnerable. The Pilot provides an opportunity to assess how a fareless system could support equity and may give insights into the effects of fares on initiatives to

- reduce congestion,
- increase transit ridership,
- decrease greenhouse gas emissions,

- increase access to opportunity for more residents, or
- reduce fare evasion penalties, which disproportionately impact low-income riders.

Staff recommends using this grant to fund the Crenshaw/LAX Transit Corridor Operations and/or FSI Pilot project because their characteristics align well with the grant program eligibility criteria and strongly support Metro's commitment to further reduce greenhouse gas emissions by expanding transit usage among Los Angeles County's residents and employees. Staff received support for both the Crenshaw/LAX project and FSI Pilot during and in response to community engagement opportunities.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Adoption of the LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP funds would positively impact the agency's budget by making \$51.2 million available to Metro.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the FY23 budget, as LCTOP funds are scheduled to be disbursed to Metro in July 2022 for use in FY23.

EQUITY PLATFORM

Senate Bill 535 (de Leon, 2012) and Assembly Bill 1550 (Gomez, 2016) established criteria for meeting the LCTOP requirement to prioritize serving disadvantaged communities. The California Environmental Protection Agency (CalEPA) provides tools for identifying Disadvantaged Communities based on geographic, socioeconomic, public health, and environmental hazard criteria.

Metro, as the lead agency, must select and document the appropriate information to show that a proposed project meets all DAC and other population requirements. The State's criteria prioritize serving DACs and low-income communities. The LCTOP funds would fund operations for high quality transit that serves DACs, low-income communities, and Equity Focus Communities. All eight new stations on the Crenshaw/LAX rail line are within and adjacent to Equity Focus Communities as defined by Metro, as well as DACs and low-income communities as defined by SB 535 and AB 1550.

The proposed LCTOP grant funding will help Metro fund the operations of the Crenshaw/LAX Transit Corridor Project, which is an 8.5-mile rail transit service line that will benefit the impacted communities by providing improved access for the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. The new transit line is expected to improve mobility for Equity Focus Communities by increasing transit options and improving system reliability by increasing access to Metro's rail and bus services that connect to educational, employment, and recreational opportunities. The goal of the FSI Pilot Program is to achieve greater equity by reducing

distance barriers, improving access to transit for all communities, and improving educational opportunities. Improved access to transit improves school attendance and academic performance, and could increase participation in extracurricular activities and employment and increases the probability of students becoming long-term transit riders. Increased transit ridership adds social and environmental benefits to the LA region.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Vision 2028 Strategic Goal #1 to provide high-quality mobility options that enable people to spend less time traveling

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk the loss of Metro's FY 2021-22 LCTOP fund allocation amount of \$46.9 million and the \$4.2 million in LCTOP funds transferred by 16 municipal operators to Metro.

NEXT STEPS

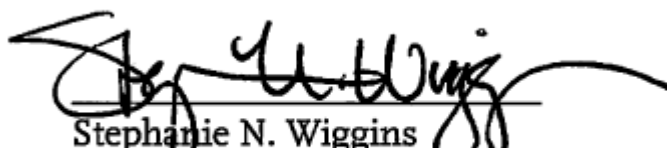
- June 1, 2022: Caltrans and CARB approve and submit project list to State Controller's Office.
- June 30, 2022: State Controller's Office releases approved project list.

ATTACHMENTS

Attachment A - Resolution to Execute LCTOP Project, Certifications and Assurances and Authorized Agent Forms

Prepared by: Wendy San, Transportation Planner, Countywide Planning & Development, (213) 922-4681
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority
Board Resolution**

**Authorization for the Execution of the Certifications and Assurances and
Authorized Agent Forms for the Low Carbon Transit Operations Program
(LCTOP) for the Following Project:**

**Crenshaw/LAX Transit Corridor Operations Project and/or Fareless System
Initiative Pilot - \$51,241,974**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, sixteen Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$4,299,135 in PUC 99314 FY2021-22 LCTOP funds to Metro for Metro's FY 2021-22 LCTOP Project; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or their designee; and

WHEREAS, Metro wishes to implement the following LCTOP project listed above;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.



Los Angeles County
Metropolitan Transportation Authority

Metro

NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or their designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2021-22 LCTOP funds:

Project Name: Crenshaw/LAX Transit Corridor Operations Project and/or Fareless System Initiative Pilot

LCTOP Funds Requested: \$51,241,974 comprised of Metro's allocation of \$46,942,839 and PUC 99314 allocations transferred to Metro from 16 Los Angeles County LCTOP Contributing Sponsors totaling \$4,299,135 for Metro's FY 2021-22 LCTOP Project.

Description: Operations of the Crenshaw/LAX Transit Corridor light rail service, combined, as approved, with Metro's Fareless System Initiative Pilot.

Benefit to Priority Populations: The project alignment will operate through both disadvantaged communities as defined by SB 535 (2012) and/or low-income communities as defined by AB 1550 (2016). In addition, all eight new light rail stations are located within areas that meet the State's definition for disadvantaged and/or low-income communities. Therefore, the project will enable reduction of air pollutants and toxic air contaminant emissions as defined by the State by providing greater access to the regional transit system.

Contributing Sponsors: Antelope Valley Transit Authority, City of Arcadia, City of Burbank, City of Claremont, City of Commerce, City of Culver City, City of Gardena, City of La Mirada, Long Beach Transit, City of Montebello, City of Norwalk, City of Pasadena, City of Redondo Beach, City of Santa Clarita, City of Santa Monica and City of Torrance.



Los Angeles County
Metropolitan Transportation Authority

Metro

CERTIFICATION

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, May 26, 2022.

By: _____
Interim Board Secretary, Los Angeles
County Metropolitan Transportation
Authority

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro



Board Report

File #: 2022-0105, File Type: Informational Report

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE APRIL 20, 2022

SUBJECT: UPDATE ON MARIACHI PLAZA

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status update on Mariachi Plaza.

ISSUE

At the December 2020 Regular Board Meeting, the Board of Directors approved Directors' Solis and Dupont-Walker's Board motion to a) provide recommendations to streamline the management of Mariachi Plaza; and b) develop a cultural preservation strategy for Mariachi Plaza (Attachment A). Concerns were also raised about the maintenance and operations of Mariachi Plaza, which is partially owned by Metro and partially by the City of Los Angeles (COLA). In May 2021, staff provided an update on the maintenance and security of Mariachi Plaza, as well as noting the next steps to clarify and update agreements with COLA and to perform outreach about the use of Mariachi Plaza. This board report provides an update on those efforts.

BACKGROUND

Mariachi 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 old brick Boyle Hotel. In addition, it is a seamless pedestrian plaza covering multiple parcels connecting Metro's Mariachi Plaza L Line (Gold) station and the COLA owned area (including a kiosk which is a replica of Plaza Garibaldi in Mexico City).

Metro's Mariachi Plaza L Line (Gold) station was opened in 2009 and includes escalators, elevators, and stairways that lead down to the mezzanine level and platform level of the station. Metro's portion of the plaza also includes a stage area where third-party Metro permitted events to take place, such as a community market, health and wellness events, and the Annual Mariachi Festival.

DISCUSSION

Community Survey

Lee Andrews Group ("Consultant") was selected to conduct an assessment and analysis survey and

provide a report on the community's needs and uses of Mariachi Plaza. The survey was conducted in English and Spanish between November 20 and December 23, 2021, by Street Team Members (Promotoras). Survey questions included why the participant goes to Mariachi Plaza and what it means to them, what type of programming there should be and how programming decisions should be made, and how to best keep the community informed. The Mariachi Plaza Cultural Preservation Needs Assessment Community Survey Report ("Report"), which includes all the questions and responses, is contained in Attachment "B".

In total, 585 surveys were collected from ten (10) events held at Mariachi Plaza and other local events within a quarter mile of the Plaza. Participants accessed the survey either online, in-person or by scanning a QR code from their mobile device. As an incentive to solicit participation, a random drawing for three (3) gift cards (2-\$50 and 1-\$100) was held. Three (3) winners were randomly selected.

The top three survey participants were residents, transit riders and youth. The top reasons people visit Mariachi Plaza are to attend live events, because they live in the community and to purchase from street vendors. Safety, cleanliness and programming were the top three areas for improvement.

Of the 585 surveys collected, 68 participants (12% of all participants) identified themselves as an artist/performer/musician. This group of participants were then asked six (6) additional questions related to housing, homelessness, and access to affordable housing. Approximately 28% of the respondents indicated finding housing was a challenge and that they had been unhoused in the prior two years.

To enhance the survey collection efforts, the Consultant conducted two (2) focus groups by random selection from the 585 original participants. The focus groups were held in person and virtually on January 14, 2022, and January 28, 2022. They consisted of Mariachi performers, Mariachi students, Artists, community members, and teachers from the Boyle Heights area.

The Report recommends that as Metro investigates potential improvement efforts to be made at Mariachi Plaza, the meaningful engagement and input of stakeholders, residents and business owners who work and live near Mariachi Plaza is essential. Recommendations from the report include:

1. Community Engagement and Coordination

- The development of a community roundtable, consisting of residents, small business owners, artists, performers, and musicians for input on events on Mariachi Plaza.
- Improved coordination for use of the Mariachi Plaza kiosk and stage such as a single point of contact for permitting.
- Improved coordination of responsibility for public safety at Mariachi Plaza, such as meetings between all public safety agencies responsible to discuss community concerns.

2. Access and Affordability

- Partnering with elected officials who represent Mariachi Plaza to host events to discuss access and housing affordability programs with local stakeholders, this could include

- Housing non-profits in Los Angeles.
 - Housing non-profits in Los Angeles
 - Immigrants' rights non-profits in Los Angeles
 - Public agencies with housing access and affordability programs in Los Angeles
- Providing support services for Mariachi's and cultural space for Mariachi's through the joint development community space.

Mariachi Plaza remains a landmark of historical importance and cultural significance. It maintains a place of meaning for those who frequent the Plaza and for those that reside within the Boyle Heights community. Through continued engagement, Metro can support efforts to ensure that the cultural and historical integrity of Mariachi Plaza is maintained.

COLA Coordination

In March, 2022, a land survey of Mariachi Plaza was completed identifying property boundary lines between COLA and Metro (Attachment C). It was determined that the total square footage (sq.ft) of Mariachi Plaza is 74,892.6 sq.ft. The COLA portion is 41,105.6 sq.ft. (54.89%) and the Metro portion is 33,787 sq.ft. (45.11%). The Record of Survey is currently under review for recordation with the County of Los Angeles Records office.

Discussions have begun with the COLA to prepare an agreement defining areas of responsibility for a holistic approach to permitting, maintenance, repair and use of Mariachi Plaza.

Programming

Permit issuance for events has resumed within the Plaza following COVID-19 Pandemic, City and County guidelines for outdoor activities. Metro staff will work to develop a community roundtable, consisting of residents, small business owners, artists, performers, and musicians for input on future programming for Mariachi Plaza.

Maintenance and Security

Metro Facilities Maintenance continues to provide improvements, regular maintenance, and repairs within the plaza. Metro Security continues to provide extra contract security services seven (7) days a week at the mezzanine, platform, and plaza areas.

Joint Development

On February 10, 2022, the Boyle Heights Design Review Advisory Committee (DRAC) met to provide comment on the updated schematic design submittal for the joint development project proposed adjacent to the Plaza. The project developer, East Los Angeles Community Corporation (ELACC), and its consultants presented an updated design responding to previous feedback on the proposed project. The new design calls for a reduction in height to four stories while maintaining the proposed 60 units of affordable housing. The ground floor will include 5,000 square feet of community space and an adjacent community garden at the corner of Bailey Street and Pennsylvania Avenue. The new design also provides tenants of the development with a rooftop amenity deck that will provide open air access designed to maximize safety and security. At this meeting, members of the DRAC gave generally positive feedback on the revised design elements and recommended to proceed to present the project at the Boyle Heights Neighborhood Council - Planning and Land Use Committee (PLUC).

On March 7, 2022, the PLUC received a similar presentation from the ELACC team. After considerable deliberation and before the PLUC was able to render a recommendation on the project, the meeting lost its quorum. ELACC has expressed a commitment to maintain an open dialogue with the Neighborhood Council and present the project when scheduled as it simultaneously continues its entitlement process with the City's Planning Department.

As part of the ongoing feedback this project has received, ELACC is in the process of completing its Cultural Preservation Plan as requested by the Metro Board. Once it is completed and reviewed by Metro staff, it will provide tangible guidelines on how to maintain the art, influence, and cultural significance of the mariachi community and other creative arts members in and around the Plaza. The guidelines will identify options for outreach, technical assistance, business development, residential tenant screening and other needed services by those who access the Plaza regularly, including Mariachis.

At its December 2020 meeting, the Board authorized an extension to the ENA until June 15, 2021, and provided options for three additional six (6) month periods, contingent on staff reporting back to the Board prior to the exercise of any of those options. Based on continued progress, staff notified the Board and executed the first option in December 2021. Both ELACC and Metro staff have concluded a certain number of deliverables specific to entitlements and financing requirements still need to be addressed thus requiring another six month extension in June 2022.

EQUITY PLATFORM

Metro's Equity Platform is being addressed through improvements, consistent management and organized use of Mariachi Plaza for Mariachi performers, artists, educational institutes, community groups and members from the Boyle Heights area.

The survey performed by the consultant was to engage the local businesses and community members in providing feedback for activities held at Mariachi Plaza. Results from the survey will be used to address and implement programming, safety, security and cleanliness for the users of Mariachi Plaza with historical and community connections to Boyle Heights. Based on Metro's goal to provide equitable options to the businesses and local community of Boyle Heights, implementation of enhanced programming and electronic permitting process will allow the community to more easily schedule and receive permits for mariachi performers, cultural artists, community events, local church and school events.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 2 to provide outstanding trip experiences for all and Goal #3, to enhance community and lives through mobility and access through opportunities

NEXT STEPS

Next steps will include formation of a round table meeting format held by the COLA and Metro with the community surrounding Mariachi Plaza and negotiating an agreement between COLA and Metro for the holistic management of Mariachi Plaza permitting, event management, maintenance, security,

and repairs.

ATTACHMENTS

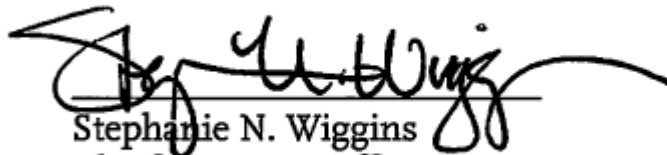
Attachment A -Directors Solis and Dupont-Walker Motion #2020-0816, Cultural Preservation at Mariachi Plaza

Attachment B - Mariachi Plaza Cultural Preservation Needs Assessment Community Survey Report & Survey Results, Prepared by Lee Andrews Group

Attachment C - Mariachi Plaza Survey Map

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



Stephanie N. Wiggins
Chief Executive Officer

**Board Report**

File #: 2020-0816, **File Type:** Motion / Motion Response**Agenda Number:** 12.1.

**REGULAR BOARD MEETING
DECEMBER 3, 2020****Motion by:****DIRECTORS SOLIS AND DUPONT-WALKER**

Related to Item 12: Mariachi Plaza Joint Development

Cultural Preservation at Mariachi Plaza

Metro and the East Los Angeles Community Corporation (ELACC) are currently parties to an Exclusive Negotiations Agreement and Planning Document (ENA) for the development of a mixed-use, affordable housing project located in Boyle Heights adjacent to Mariachi Plaza. The current proposal includes 60 units for homeless transitional aged youth and households earning between 30% and 50% of the area median income, as well as retail space, a mariachi cultural center, and a community garden. ELACC was engaged in 2018 following an extensive outreach process led by Metro which resulted in development guidelines for the Metro-owned properties.

Since the last extension to the ENA was approved by the Metro Board of Directors in August 2020, stakeholders have raised concerns about preserving Mariachi Plaza as a performance space and ensuring that mariachis can maintain their livelihoods after construction of the project. Concerns were also raised about the maintenance and operations of Mariachi Plaza itself, part of which is located on Metro property with the remaining portion located in City of Los Angeles right-of-way. To address these concerns, Metro should prioritize cultural preservation as part of all joint development projects proposed near Mariachi Plaza, explore strategies to comprehensively manage Mariachi Plaza, and engage Boyle Heights stakeholders such as nearby business owners, property owners, tenants, and local organizations including the Mariachi Plaza Festival Foundation.

SUBJECT: CULTURAL PRESERVATION AT MARIACHI PLAZA**RECOMMENDATION**

APPROVE Motion by Directors Solis and Dupont-Walker that the Board direct the Chief Executive Officer to report back at the May 2021 Planning and Programming Committee meeting with:

- A. Recommendations to streamline the management of Mariachi Plaza as it relates to event

programming and maintenance. Metro should collaborate with the City of Los Angeles and Boyle Heights stakeholders to identify potential management frameworks.

- B. A cultural preservation strategy for Mariachi Plaza developed in partnership with the City of Los Angeles, and local Boyle Heights stakeholders. The strategy should consider data on the use of the plaza, including the number of artists and musicians that utilize the plaza for performances, in order to ensure that the history and cultural significance of Mariachi Plaza is preserved, celebrated and uplifted.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to collaborate with the East Los Angeles Community Corporation to explore strategies to meet the housing needs of the immediate neighborhood, especially people experiencing homelessness, and to report back at the May 2021 Planning and Programming Committee prior to execution of any further extension options.



MARCH 21, 2022

Mariachi Plaza Cultural Preservation Needs Assessment Community Survey Report

SUBMITTED BY

Lee Andrews Group

700 S. Flower Street, Suite 1275 Los
Angeles, CA 90017
(213) 891-2965



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BACKGROUND

Mariachi Plaza is as a historical and cultural landmark in the community of Boyle Heights. Located at the cross streets of First Avenue and Boyle Street, across from the old brick Boyle Hotel, the plaza is also a place where artists/performers/musicians gather for employment opportunities. Mariachi Plaza sits above one of Metro's light rail stations that is surrounded by affordable housing developments, White Memorial Medical Center, and a thriving corridor of small businesses such as restaurants, coffee shops and bars.

Mariachi Plaza is a pedestrian plaza that includes both City of Los Angeles and Metro properties. It connects the use of Metro's station plaza and the City of Los Angeles owned area (including a kiosk which is a replicate of Plaza Garibaldi in Mexico City). Metro's light rail subway station was opened in 2009 and includes escalators, elevators, and stairways that lead down to the mezzanine level and platform level of the station. Metro's plaza also includes a stage area where third-party, Metro permitted events take place, such as the farmers market, health/wellness events, and the annual Mariachi Festival and Celebration for Santa Cecilia, Patron Saint of the Musicians in November.

The community of Boyle Heights has a rich cultural history that has been home to Jewish, Japanese and now to a predominately Mexican American community. The increase in housing costs are prime concerns for the residents who live in the neighborhoods immediately adjacent to Mariachi Plaza.

East Los Angeles Community Corporation is considering a housing development on a Metro vacant owned lot adjacent to Mariachi Plaza. The proposed project would include a total of 60 units. This includes 59 units of affordable housing, 1 manager unit, retail, mariachi resource/community center, community garden and parking.

Metro is in the process of conducting an assessment and analysis of the community's needs at Mariachi Plaza. Through this process, Metro and Lee Andrews Group collaborated to conduct community surveys would meet the following objectives:

- Understanding the history and cultural significance of Mariachi Plaza in Boyle Heights
- Understanding the current and future needs of the mariachi musicians and other local artists as it related to their use of the plaza, as well as their housing needs
- Understanding the community needs and uses of the Plaza for special events

In recognition of the rich history surrounding this site and concerns regarding housing affordability, it was vital to thoughtfully engage stakeholders to understand the needs of the community.

APPROACH

In collaboration with Metro, Lee Andrews Group developed a Project Management Plan (PMP) that outlined the project approach and schedule. This collaboration included the design of a bilingual (English and Spanish) survey to assess the needs of the community. Additionally, in coordination with Metro, Lee Andrews Group developed a stakeholder list of individuals and groups to conduct outreach and promote awareness of the survey, future projects and community engagement opportunities. These stakeholders included:

- Los Angeles County Supervisor Hilda Solis
- Los Angeles City Council Member Kevin De Leon
- California State Senator Maria Elena Durazo
- California Assembly Member Miguel Santiago
- Ben Johnson, City of Los Angeles, Performing Arts Program Director
- Los Angeles Department of Water and Power
- Los Angeles Sanitation
- Boyle Heights Resiliency Hub
- Mariachis- OMULA, OMICAL
- Various groups who established Mariachi Relief Funds
- Festival Foundation (Frank Villalobos/Barrio Planners) and Azure Development proposed affordable housing project at southeast corner of First Street and Boyle Ave.
- The Mariachi Conservatory
- Self-Help Graphics
- The Boyle Heights Arts Conservatory
- Proyecto Pastoral
- Fideicomiso Comunitario Tierra Libre
- Residents and business owners within 750 ft
- First Street Business Association
- East LA Community Corporation (ELACC)
- Boyle Heights Neighborhood Council
- Boyle Heights Planning and Land Use Committee
- Design Review Advisory Committee (DRAC)
- Boyle Heights Community at Large

Surveys were conducted between November 20, 2021 and December 22, 2021. The surveys were conducted in-person and collected digitally via tablets on Survey Monkey, through QR codes and providing participants with the option of handwritten response. Surveys were collected at Mariachi Plaza and at various community events. To encourage participation, Lee Andrews Group incentivized participation by offering gift cards.

Lee Andrews Group hired residents through the Promotora program to facilitate participation from the community. This approach provided for a cost-effective method to gather input from the community at Mariachi Plaza and community events.

Surveys were collected at the following events and/or dates:

- November 20th – YMCA Turkey Giveaway
- November 21st – Mariachi Festival
- November 23rd Mariachi Festival
- December 3rd – Mariachi Plaza Station
- December 5th – 5th Annual Christmas Parade
- December 10th Mariachi Plaza Station
- December 11th – 1st Annual Boyle Heights Tree Lighting Ceremony
- December 16th – YMCA Toy Giveaway
- December 22nd – Mariachi Station and Mercadito
- December 23rd – Mariachi Station and Mercadito



As a result of these efforts, 585 surveys were collected. Of the 585 surveys, 277 were in English and 308 were in Spanish. A total of 12 questions were asked to all participants and 18 questions were asked of participants that identified themselves as artist/performer/musician after question 11. Please note that one of the questions related to contact information of the surveyed participants. The list of questions and responses are included in Appendix A.

Of the 585 surveys collected, 68 participants (12% of all participants) identified themselves as an artist/performer/musician. This group of participants were then asked six additional questions related to housing, homelessness and access to affordable housing.

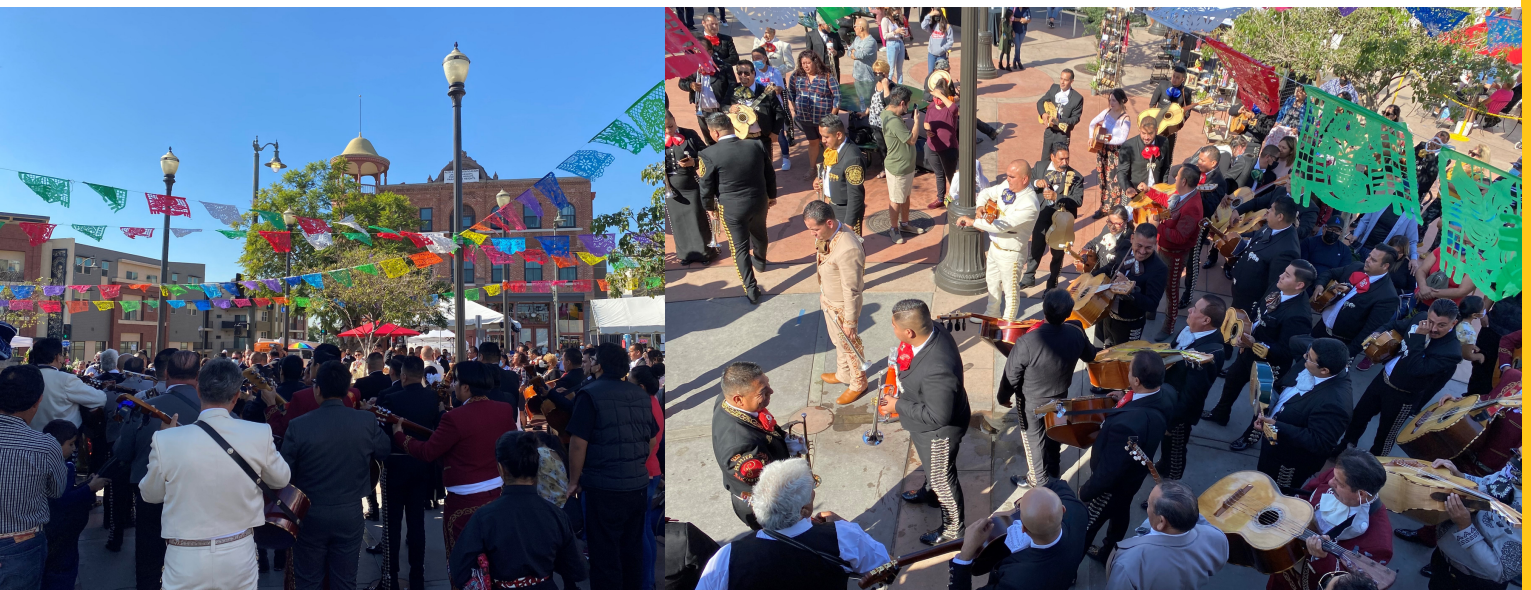
Additionally, two focus groups were conducted to further engage the Mariachi community in a discussion and solicit additional feedback. The focus groups were hosted on two separate Fridays in January 2022. The first was hosted on January 14, 2022, and the second was hosted on January 28, 2022. Twenty individuals were invited to participate. There was a total of 11 participants.

Focus Group One (January 14, 2022)

- Mariachi Musician from Boyle Heights
- Artist from San Fernando
- Mariachi Musician from Boyle Heights

Focus Group Two (January 28, 2022)

- Mariachi Musician Organizer from Omical
- Mother of Mariachi students from Boyle Heights
- Mariachi Musician from Boyle Heights
- Mariachi Teacher from Garfield High School



SUMMARY OF FINDINGS

As a result of the surveys, the following key findings were identified

- The three top reasons that people visit Mariachi Plaza are to attend live events, because they live in the community and to purchase from street vendors
- Culture, history and mariachis were the most popular responses when survey participants were asked what Mariachi Plaza meant to them
- The three most popular choices for events and activities to take place at Mariachi Plaza were cultural events (such as Dia de Los Muertos), live music and food vendors
- Safety, cleanliness and programming were the top three responses participants gave when asked what participants would improve at Mariachi Plaza
- 71 out of 585 survey participants has applied for permits at Mariachi Plaza, of those 76% indicated that the process was user-friendly
- Residents from Boyle Heights, Artists/Performers/Musicians and Small Business Owners were the top three choices when survey takers were asked who should make decisions about special events and activities
- With respect to the community space available at the new housing development, the most supported options included support services for Mariachis and the community, other (reference sub bullet below) and cultural space focused on Mariachis
- Responses for other included incubator and support services, food, library, Aztec dancers, entertainment (extension of the Plaza), and wellness programs
- With respect to how Metro should inform the community of upcoming events at Mariachi Plaza, the top three responses were Telemundo, Univision and Facebook
- The top three survey participants were residents, transit riders and youth



The focus of the surveys then turned to the 68 respondents who were musicians, performers or artists.

- 72% of participants indicated that finding adequate and affordable housing as a challenge
- 37% indicated that their housing situation had remained the same, while 35% indicated that it had improved, and 28% indicated that it had changed negatively
- 28% of participants shared that they had been unhoused in the previous two years
- 72% responded that that they have permanent housing now
- 38% indicated that availability, financial assistance/government programs and information where and how to apply for affordable housing would make affordable housing more accessible
- Participants indicate Other as the most popular choices when it came to where they look for housing. These responses included:
 - All of the above (Craigslist, Laundromats, and Newspapers)
 - Zillow/Redfin
 - Neighborhood Postings
 - Word of mouth
 - Friends
 - El Clasificado

Of the 68 participants who were musicians, performers and artists, a total of 20 people were randomly selected to participate in the Focus Groups. 11 of these individuals participated in the two focus groups facilitated by Lee Andrews groups. Some of the key findings from these two focus groups were:

- Most of the focus group participants had not applied for affordable housing or subsidized housing and live in sub-par conditions
- Mariachis frequent Mariachi Plaza to congregate with other Mariachis and to look for employment
- Only one of the focus group participants did not live in Boyle Heights, but he commutes from San Fernando Valley to Mariachi Plaza to look for work

The focus groups served as a venue to have deeper conversation and provide greater context to the housing insecurities and challenges faced by mariachis and other performers. Some of the reasons that they shared as to why they did not apply for affordable housing included lack of sufficient credit scores, lack of legal status or documentation and not having access to information.

Themes

Through engagement with nearly 600 respondents, some key themes emerged.

- Mariachi Plaza continues to be culturally significant to the community
- Safety and cleanliness are concerns to stakeholders surveyed
- There is interest in having community input when permitting third party events at Mariachi Plaza
- Support services for Mariachis at the new proposed development is strongly supported
- The use of Spanish media is key towards informing the community about events at Mariachi Plaza

When addressing the additional questions with the 68 participants who identified as artists, performers and musicians, the concerns regarding housing affordability and access to affordable housing programs were significantly identified. This is further supported by the feedback received in the two focus groups.



Recommendations

As the proposed development moves forward, it is key that Metro meaningfully continues to engage stakeholders, residents and business owners who work and live near Mariachi Plaza. Lee Andrews Group recommends the following:

- The development of a community roundtable, consisting of residents, small business owners, artists, performers and musicians for input on events on Mariachi Plaza
 - This roundtable could also assist with improving communication with the community regarding cleanliness and upkeep of Mariachi Plaza, which were raised as concerns
- Improved coordination for use of the Mariachi Plaza kiosk and stage such as a single point of contact for permitting
 - The process could also include:
 - Online permitting process (website and QR code)
 - Information on how to apply for a permit at the kiosk
 - Information in English and Spanish

- Improved coordination of responsibility for public safety at Mariachi Plaza, such as meetings between all public safety agencies responsible to discuss community concerns and confusion over whose jurisdiction, this could also include
 - Community meeting with residents, small business owners, artists, performers and musicians to discuss safety at Mariachi Plaza

With respect to the issues raised in the surveys and focus groups, such as access and affordability, the following recommendations are provided:

- Partnering with elected officials who represent Mariachi Plaza to host events to discuss access and housing affordability programs with local stakeholders, this could include Housing non-profits in Los Angeles
 - Housing non-profits in Los Angeles
 - Immigrants' rights non-profits in Los Angeles
 - Public agencies with housing access and affordability programs in Los Angeles

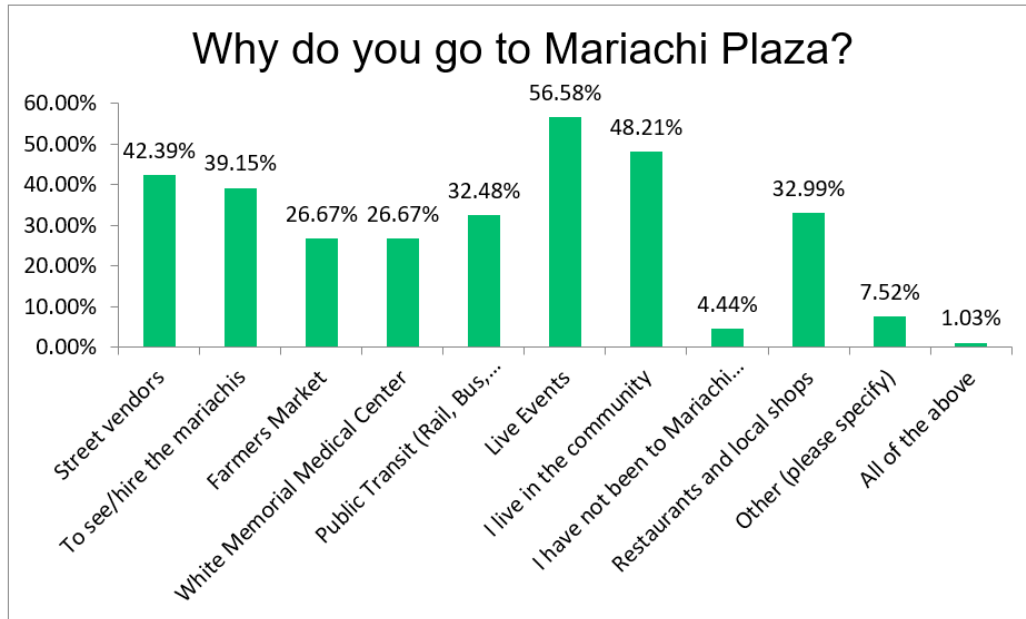
Conclusion

Mariachi Plaza remains a landmark of historical importance and cultural significance. It maintains a place of meaning for those who frequent the Plaza and for those that reside within the Boyle Heights community. The opportunity to continue building goodwill and establish partnerships with local stakeholders exists. Through continued engagement, Metro can support efforts to ensure that the cultural and historical integrity of Mariachi Plaza are maintained.

Appendix A: Survey Results

The questions and responses for the survey are included below.

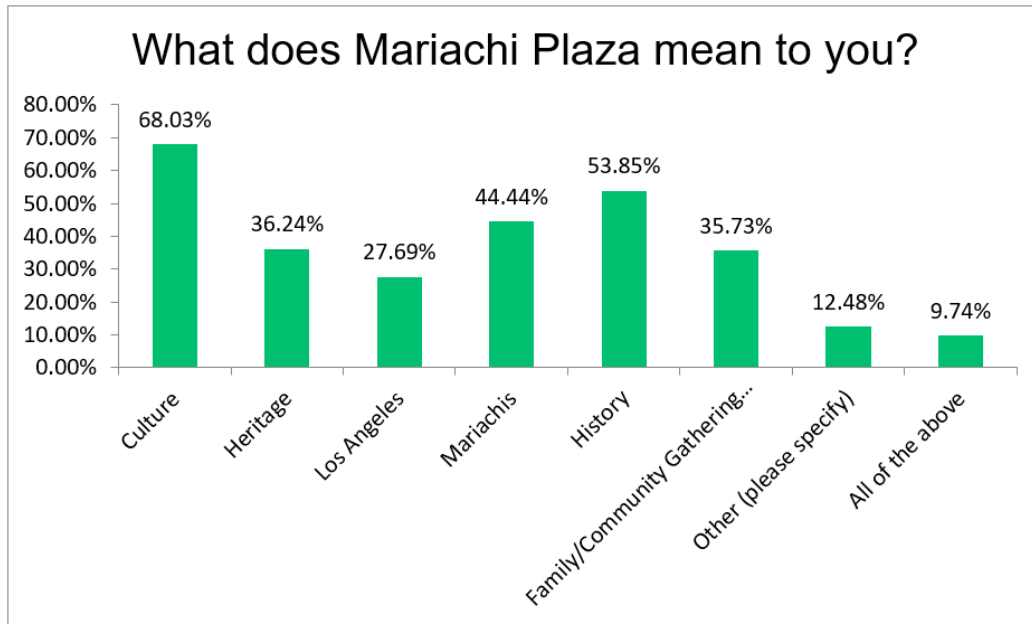
Question 1.



There were 585 responses to this question. Other responses included:

- To go to work
- To hang out/sight seeing
- To look for work

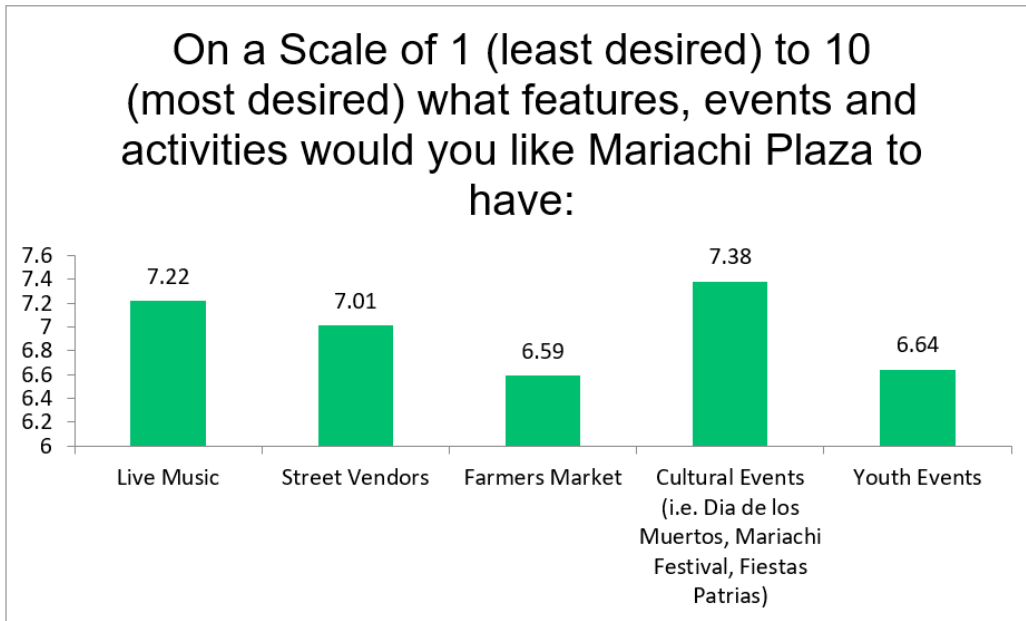
Question 2.



There were 585 responses to this question. Other responses included:

- Work
- I have not been there
- All the above

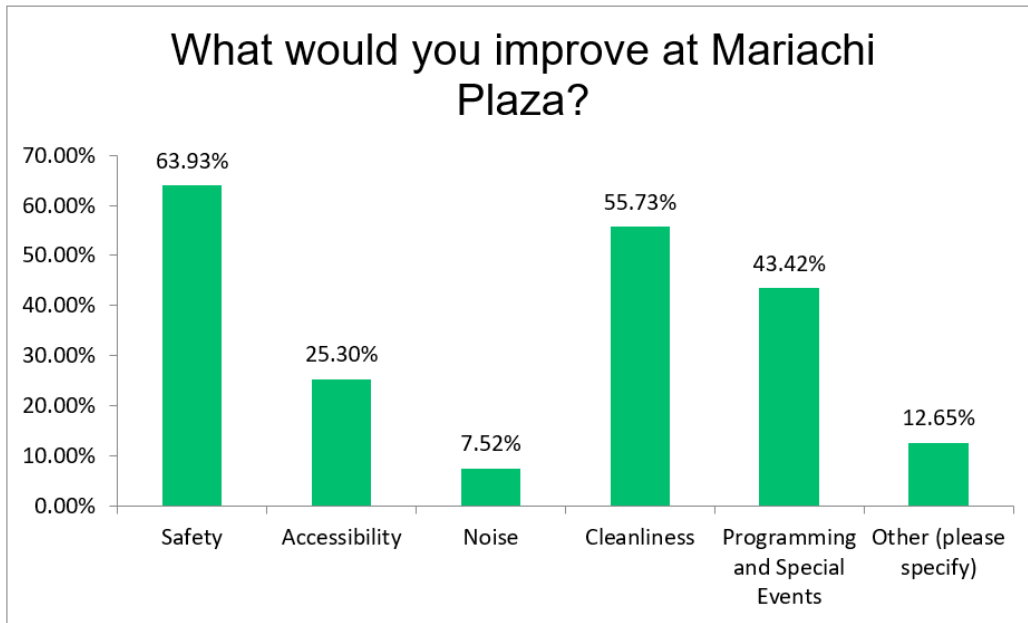
Question 3



There were 579 responses to this question. Other responses included:

- Food distribution
- Events that include parking
- Family activities
- Vaccine sites
- Ways for local mariachis to connect with people who stop by

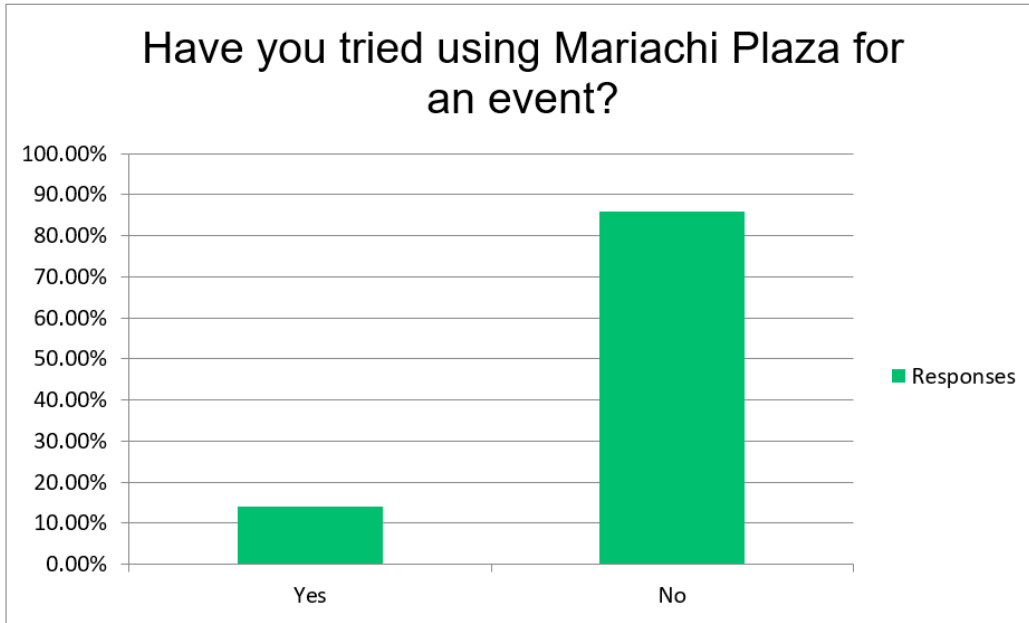
Question 4



There were 585 responses to this question. Other responses included:

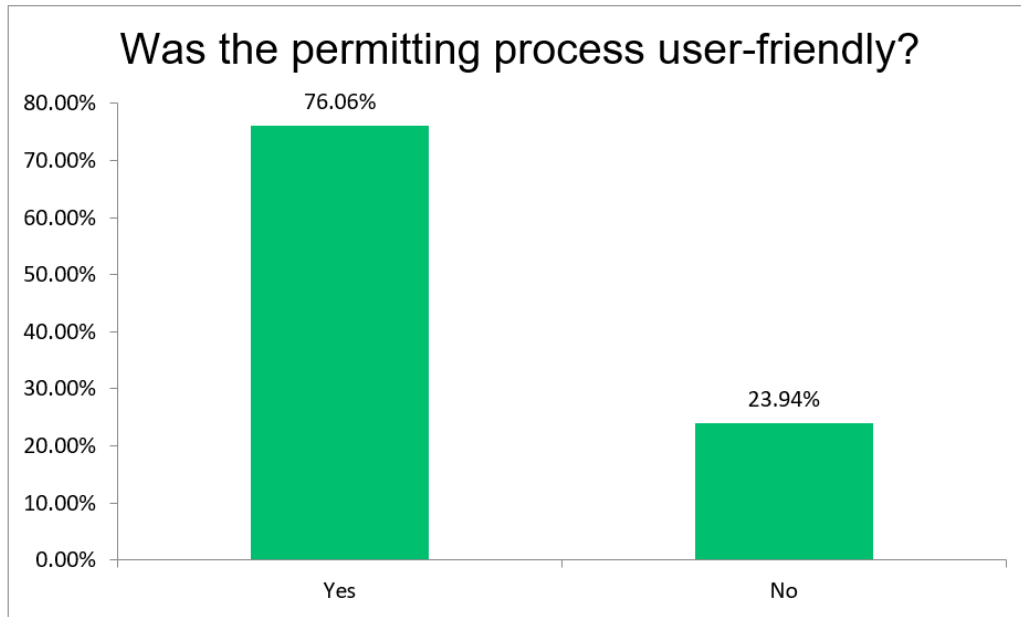
- Restrooms
- I would not improve much
- Street Vendors
- Parking
- Bus frequency
- Seating
- Homeless Mariachis
- All the above (safety, accessibility, noise, cleanliness, programming)

Question 5



There were 83 responses to this question.

Question 6



We received 71 responses to this question out of 585 respondents.

The follow up question was, "What would make the permitting process better?"

Responses received included:

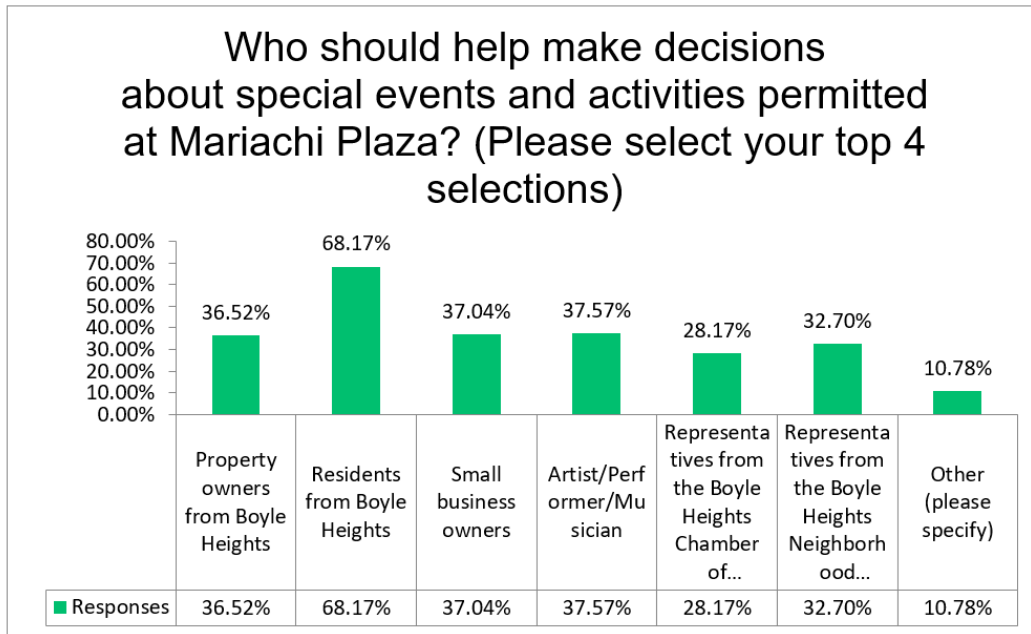
- Extended deadlines (online accessibility)
- Parking
- Clarity of permits/permitting process
- Wi-Fi on site
- Online application
- Cheaper fees
- Follow the Olvera street model. Too many bosses to answer too (bureaucracy).
- Additional support/technical assistance
- Faster process

Question 7

What would make the permitting process better? (There were 19 responses to this question) The reoccurring responses are provided below.

- Online Accessibility/Application
- Extended deadlines
- Parking
- Clarity of permits
- Wi-fi
- Cheaper fees
- Cleansing
- Nothing, it is good the way that it is
- Follow the Olvera street model
- More support
- Quicker response
- More information

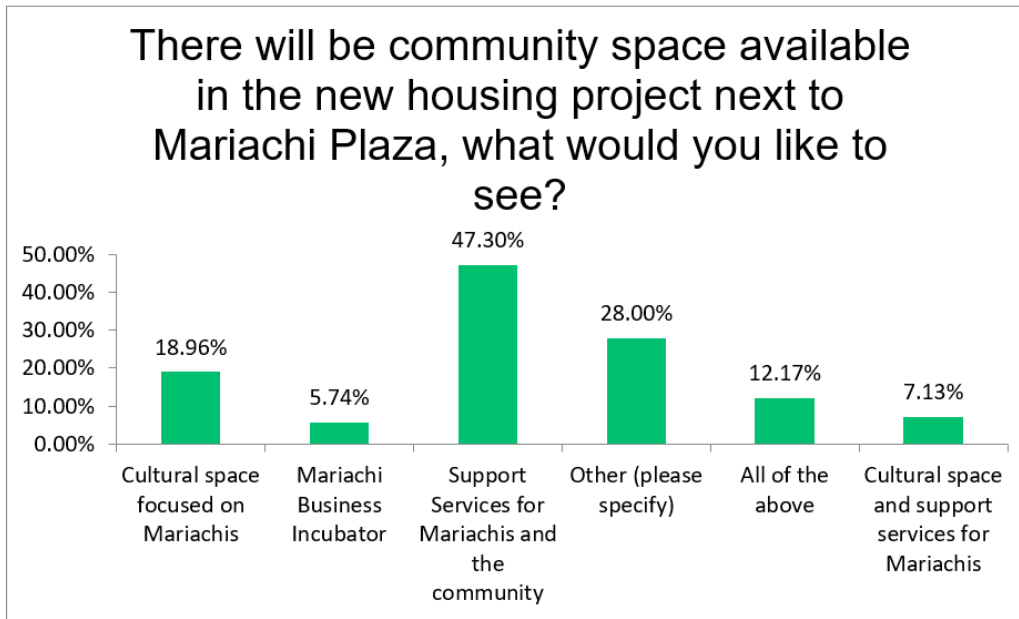
Question 8



There were 575 responses to this question. Other responses included:

- All the above
- A committee with a representative from all the above
- Create a resident community advisory council
- Mariachi Plaza Festival Foundation
- LAUSD Performing Arts

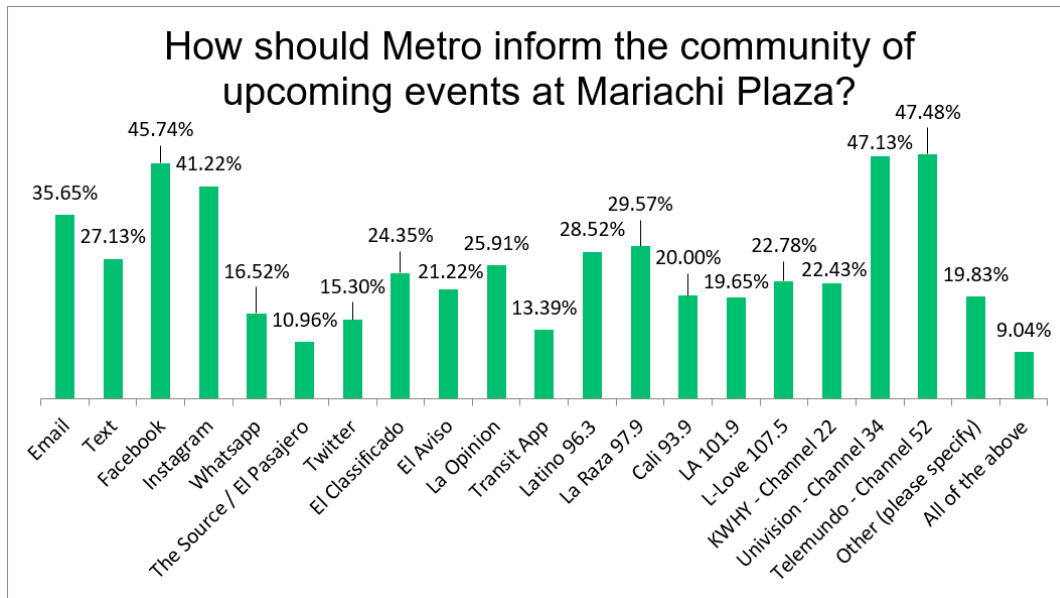
Question 9



There were 575 responses to this question. Other responses included:

- Incubator and support services
- Food
- Library
- Do not support ELACC or this project
- Aztec dancers
- Entertainment, extend the plaza
- Wellness programs

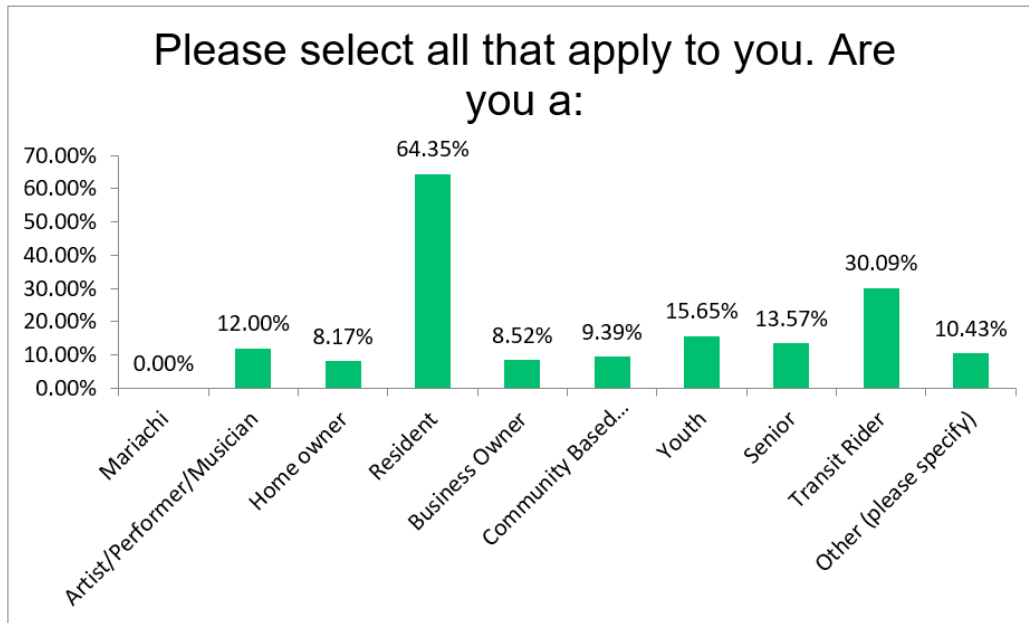
Question 10



There were 575 responses to this question. Other responses included:

- Flyers/Posters in the community
- 93.1 Jack FM
- USPS
- Neighborhood Council
- BH Beat
- LA Times
- Billboards
- 103.9 FM

Question 11

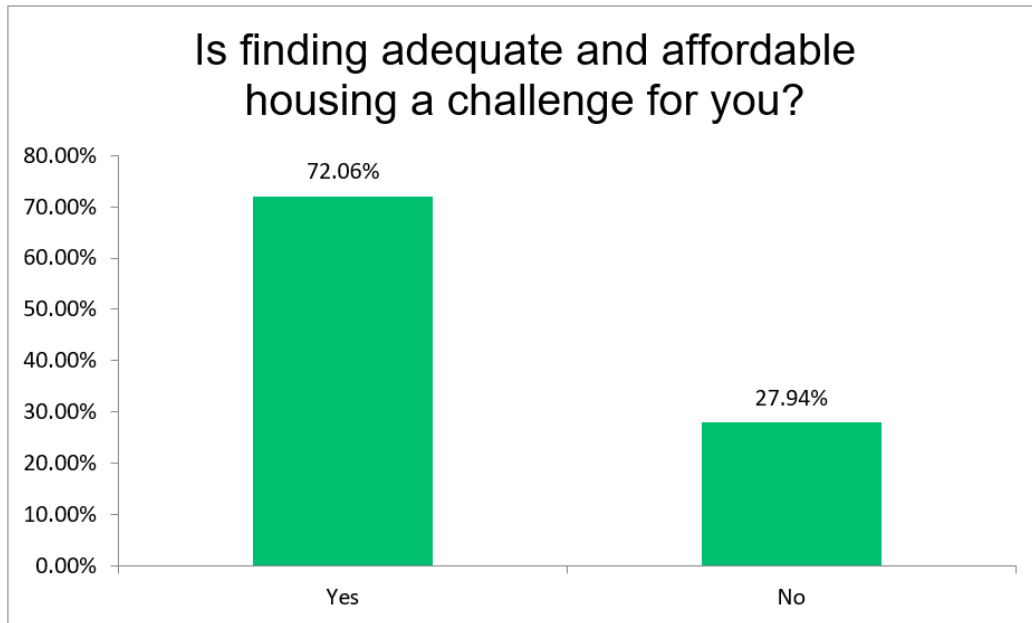


There were 575 responses to this question. Other responses included:

- Educational/teacher
- Work for special events
- Activist
- Boyle Heights Coalition
- Work at White Memorial
- Billboard

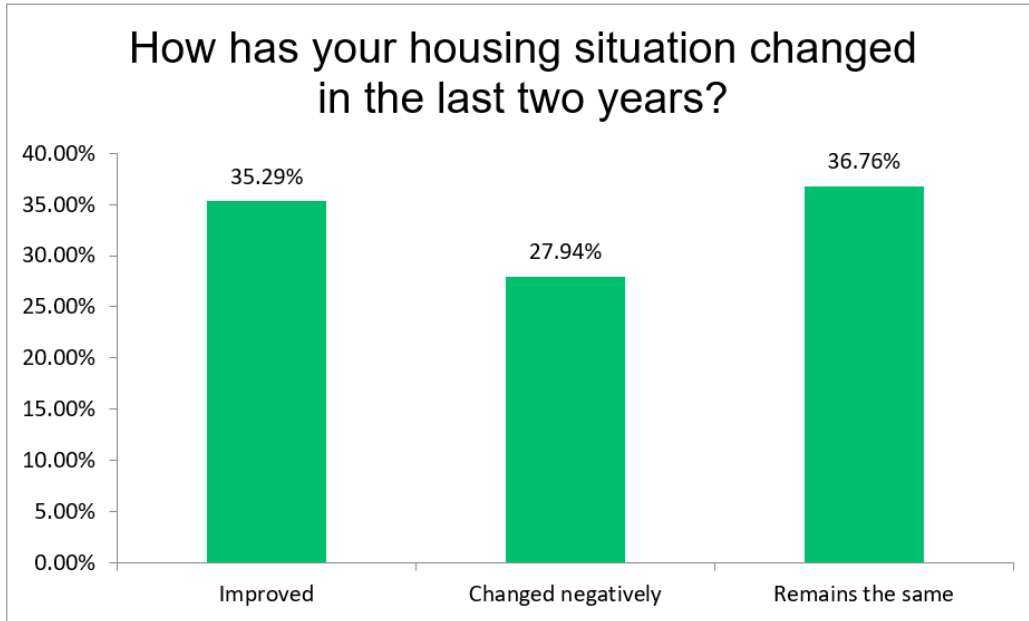
Participants who responded that they were an Artist/Performer/Musician to Question 11 were then asked six additional questions related to housing. 68 out of the 585 participants indicated that they were Artists/Performers/Musicians.

Question 12



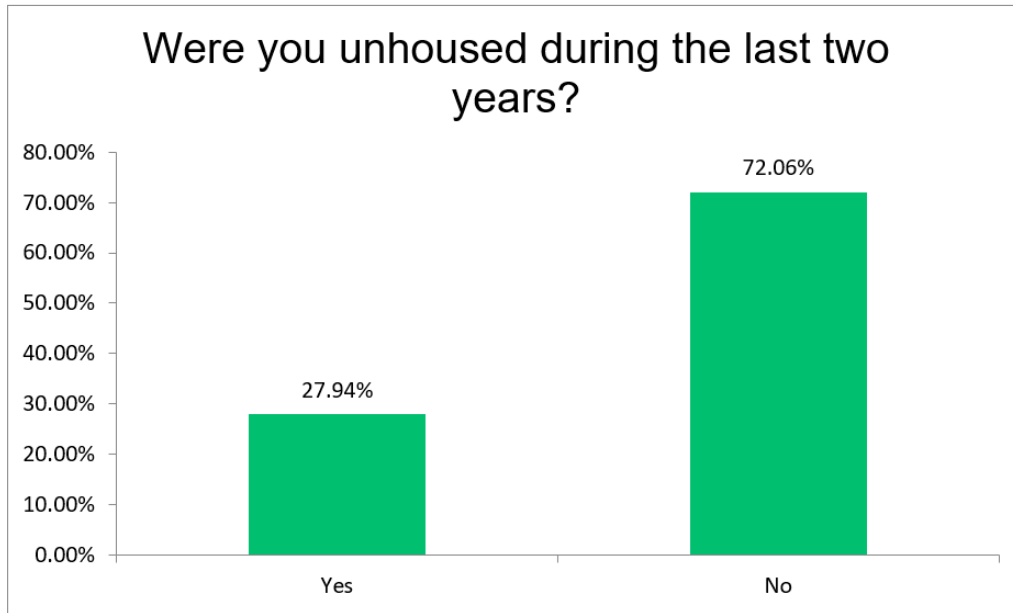
For this question, we received 68 responses out of 585. This question was targeted to musicians/performers/artists.

Question 13



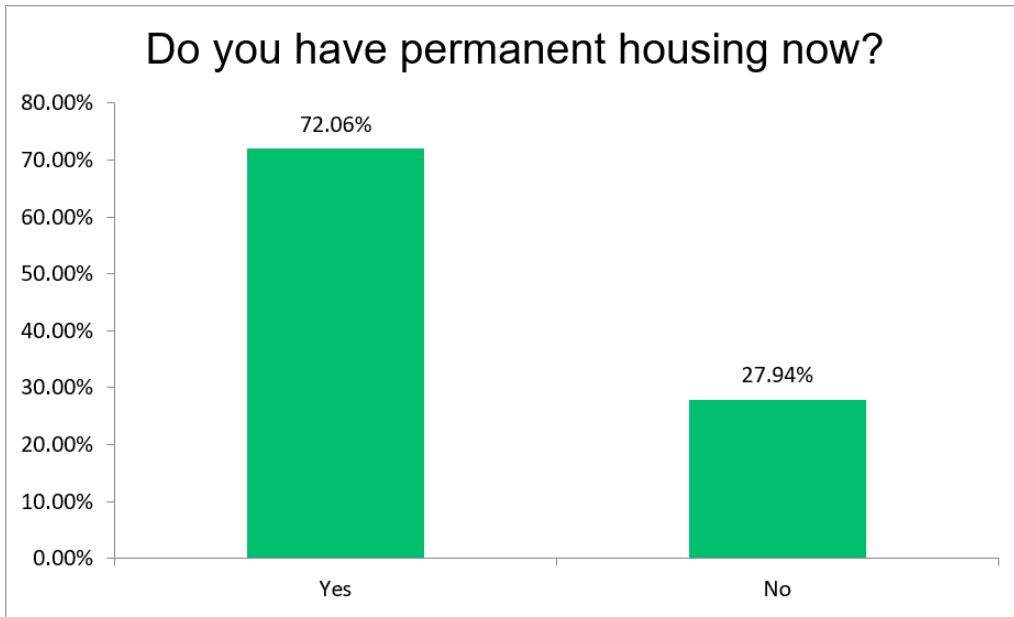
There were 68 responses to this question.

Question 14



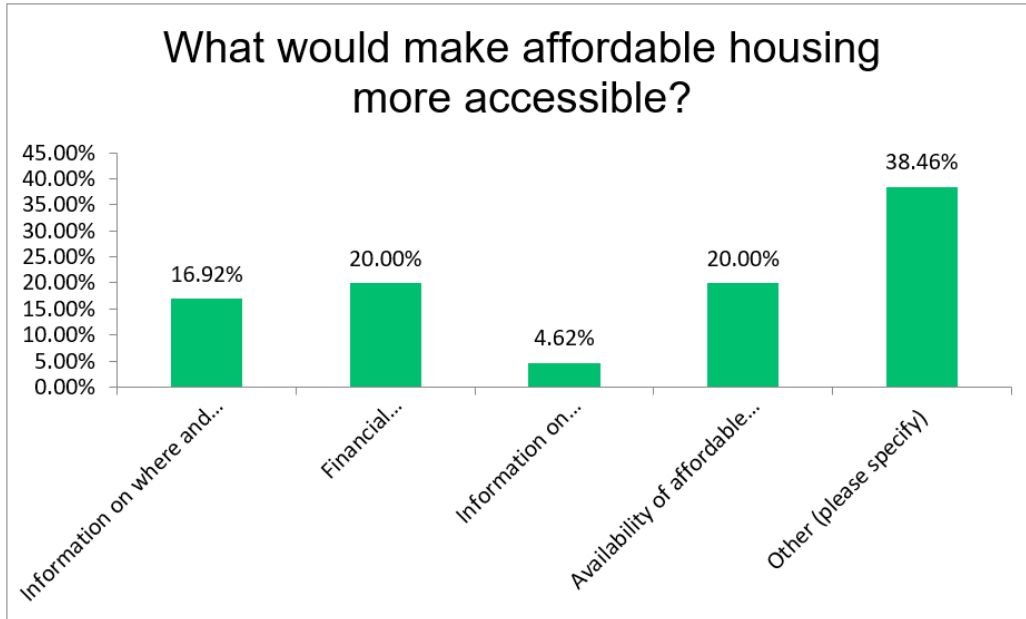
There were 68 responses to this question.

Question 15



There were 68 responses to this question.

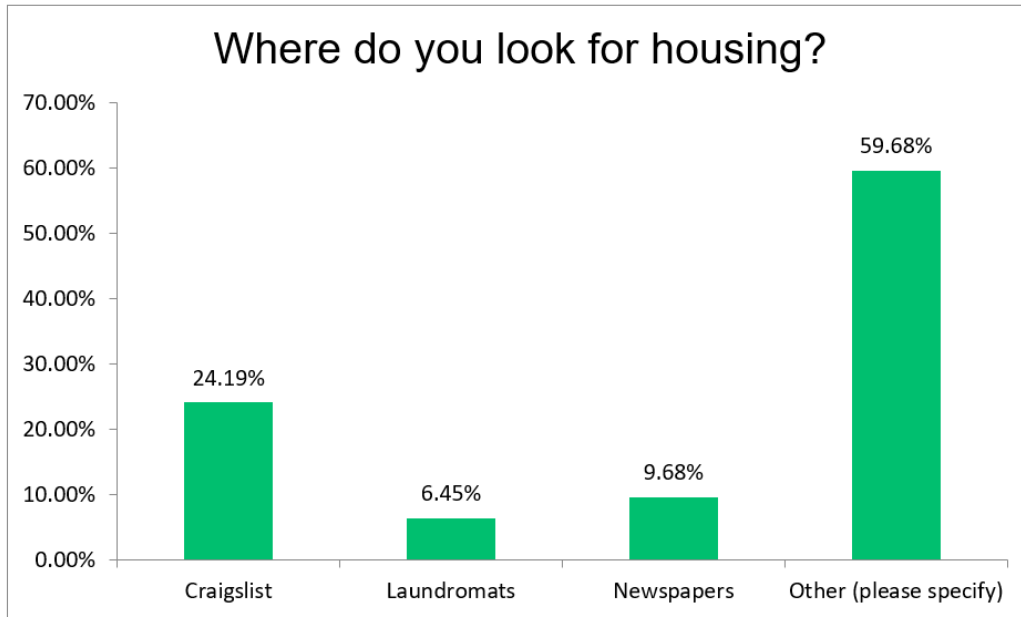
Question 16



There were 68 responses to this question.

- Employment opportunitéis and availability
- All of the above

Question 17



There were 62 responses to this question. Other responses included:

- All the above
- Zillow/Redfin
- Neighborhood Postings
- Word of mouth
- Friends
- El Clasificado



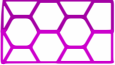
Participants who responded that they were an Artist/Performer/Musician to Question 11 were then asked six additional questions related to housing. 68 out of the 585 participants indicated that they were Artists/Performers/Musicians.

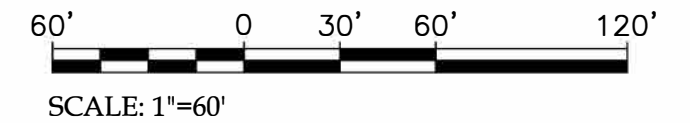
Attachment C - Mariachi Plaza Survey Map



MARIACHI PLAZA

LEGEND

-  L.A.C.M.T.A. JOINT DEVELOPMENT PROPERTY
-  L.A.C.M.T.A. MARIACHI PLAZA AREA
-  L.A. CITY PROPERTY AREA MARIACHI PLAZA PEDESTRIAN MALL




RAIL SURVEYORS & ENGINEERS, INC.
250 WEST FIRST ST. STE. 226
CLAREMONT, CA 91711

MARIACHI PLAZA PROPERTY BREAKDOWN

RSE JOB: 21-0793

Date:	04/28/22
Scale:	1"=60'
By:	JD
Sheet No.:	1 OF 1
Rev:	



Receive and File: Update on Mariachi Plaza

File: 2022-0105

Planning and Programming Committee

May 18, 2022



Metro

Update on Mariachi Plaza

Provide updates to Directors Solis' and Dupont-Walker's December 3, 2020 motion to:

- a) provide recommendations to streamline the management of Mariachi Plaza; and
- b) develop a cultural preservation strategy for Mariachi Plaza.



Metro®

Community Survey

- Conducted between November 20 – December 23, 2021, in English and Spanish
- 585 surveys collected at 10 events (Online/QR Codes/In-person)
- Survey topics included
 - Reasons to go to Mariachi Plaza
 - Programming for Mariachi Plaza
 - How to keep the community informed
 - Artists/performers/musicians were asked additional housing questions
- Top three participants included: Residents, Transit Riders, Youth
- Two Focus Groups held in January 2022 in-person and virtually.



Mariachi Plaza Special Events



Mariachi Plaza Special Events



Land Survey



Joint Development

- 60 units of Affordable Housing; 5,000 sq ft. community space.
- Design Review Advisory Committee approved the design on 2/10/2022
- Developer is working with Boyle Heights NC on input
- Staff is executing an ENA extension through December 2022 (in accordance with Board authority in December 2020)



Metro

Recommendations/Next Steps

- Community roundtables
- New Metro/City of Los Angeles agreement for maintenance and repairs
- Single point of contact for permitting
- Events to discuss access and housing affordability programs
- Support services for artists/performers/musicians through the joint development community space



Metro®



Thank you



Metro®



File #: 2022-0235, File Type: Oral Report / Presentation

Agenda Number: 12.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2022**

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

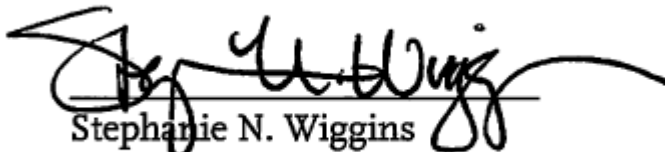
ACTION: ORAL REPORT

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 Monthly Project Updates

May 2022 Update



> Major Pillar Projects

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

> Other Projects in Planning and Development

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

West Santa Ana Branch Transit Corridor

Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Constr

Award

Constr

Open



Recent Activities

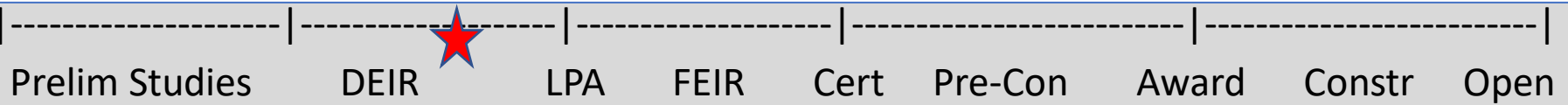
- April Board presentation: Staff response to January Board motion
- Ongoing meetings with cities and agencies to address comments to Draft EIR/S
- Assessment of above grade/aerial sections of the LPA where cut & cover could be constructed at lower cost
- Meetings with UPRR & Ports on alignment and clearance

Next Actions

- Continue coordination with key stakeholders and address outstanding concerns
- Continue work to finalize the environmental footprint
- Quarterly updates on funding plan and P3 strategies



Eastside Transit Corridor Phase 2

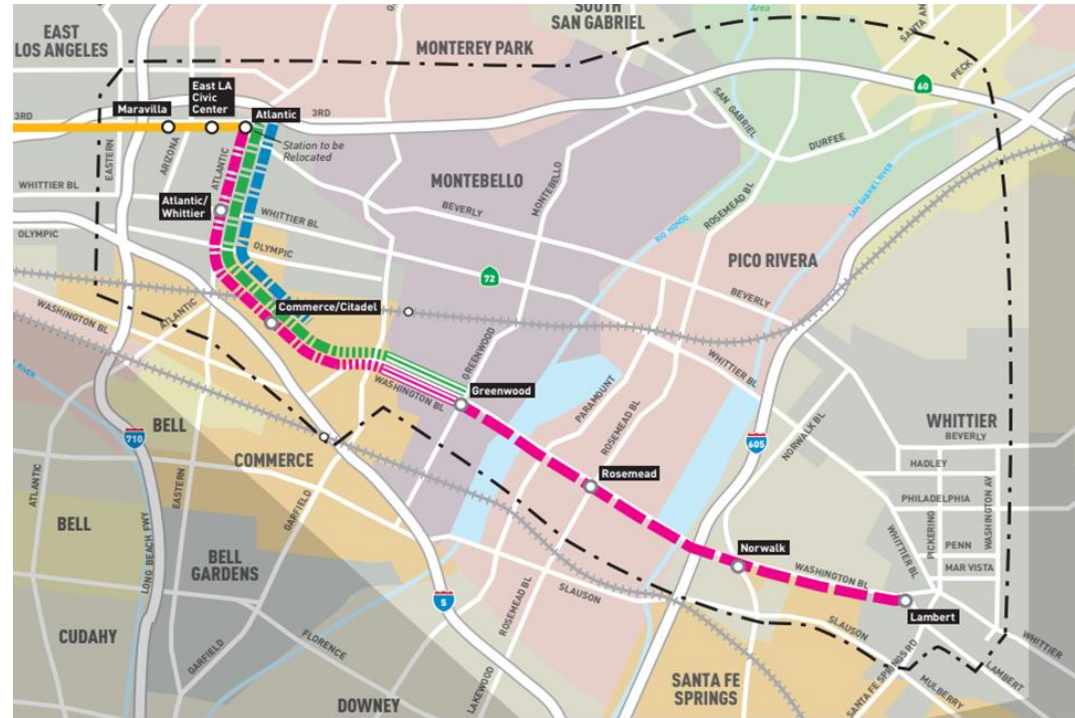


Recent Activities

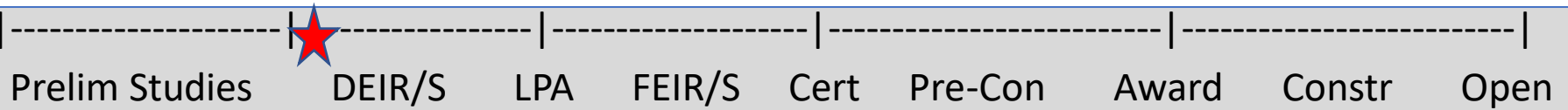
- April Board presentation: Staff response to February Board recommendations
- Preliminary discussions with FTA on NEPA Strategy
- Stakeholder follow-up from March outreach meetings
- Continuing to advance the environmental analysis

Next Actions

- Anticipated summer release of the Draft EIR
- Next round of outreach and/or information sessions in early June (tent.) prior to the release of the Draft EIR
- Continue to explore federal funding opportunities and NEPA strategy



Sepulveda Transit Corridor



Recent Activities

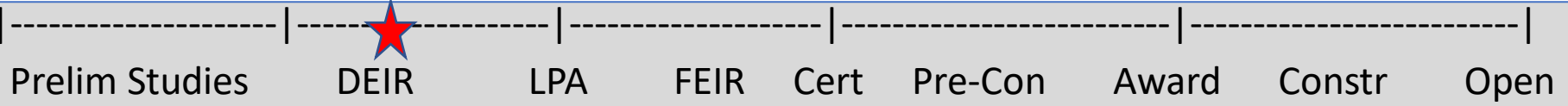
- Continued analysis of scoping comments and development of Scoping Report
- Coordination with Express Lanes Project and other key third party agencies
- Ongoing PDA team preparation of designs for environmental technical review
 - PDA Phase 1 work completed
 - NTP issued for PDA Phase 2 design

Next Actions

- Anticipated Summer 2022 release of Scoping Report
- Community update meeting



C (Green) Line Extension to Torrance

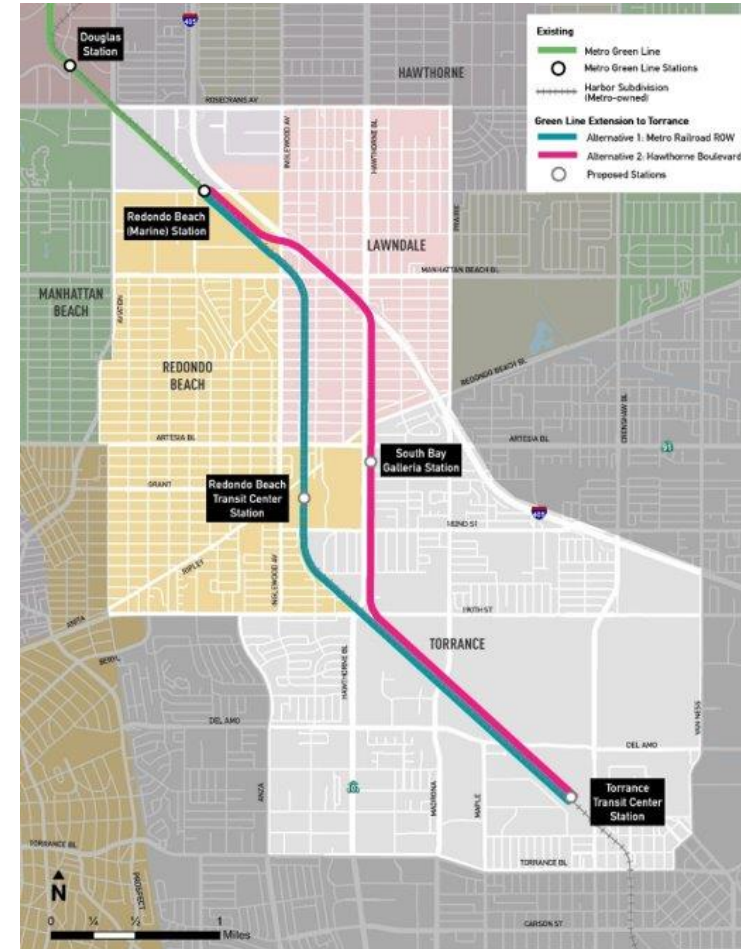


Recent Activities

- April-May: Community walking meetings (4) with residents
- Additional meetings (3) with residential groups in Redondo Beach and Lawndale
- Ongoing meetings with cities, BNSF, Caltrans, utilities, and property owners

Next Actions

- Anticipated Fall/Winter 2022 release of Draft EIR followed by Board selection of Locally Preferred Alternative (LPA)

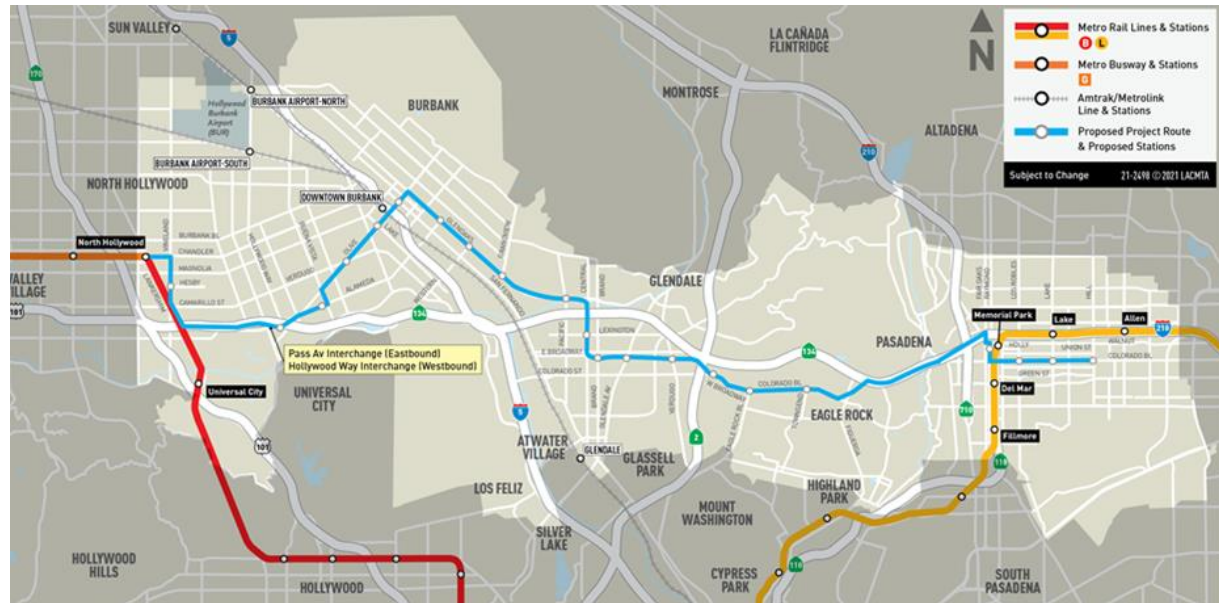


North Hollywood to Pasadena BRT



Recent Activities

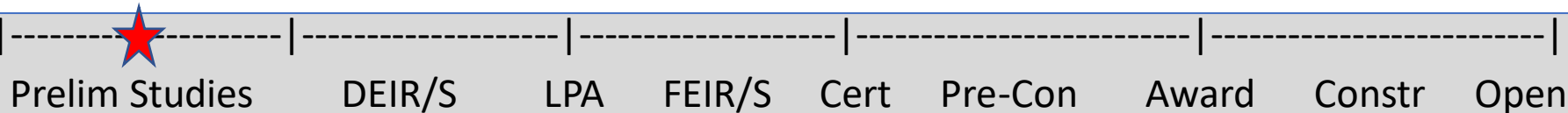
- April: Board approval of proposed project and certification of FEIR
- Preparation for preliminary engineering and final design



Next Actions

- Continue coordinating with cities to advance project design in preparation for construction

East San Fernando Valley Shared ROW Study



Recent Activities

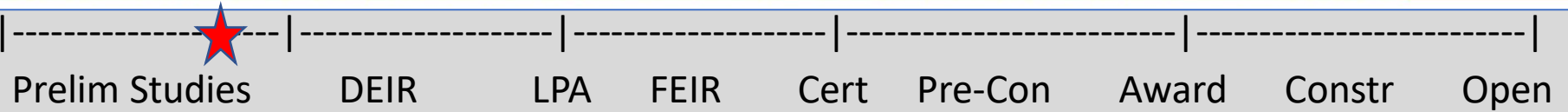
- April: Kick-off meeting with consultant team
- Initial meetings with City of San Fernando and Metrolink



Next Actions

- Initiate grade separation study (6-month effort, with report back to Board)
- Key stakeholder briefings and technical coordination as the study develops

North San Fernando Valley BRT Improvements



Recent Activities

- Continue key stakeholder engagement
- Completed evaluation of proposed BRT Network Improvements in coordination with NextGen

Next Actions

- Initiating Spring/Summer community engagement
- Anticipated Fall 2022 Board review of recommended BRT network improvements based on community input



Rail to River Active Transportation Corridor

Segment B



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Constr

Award

Constr

Open

Recent Activities

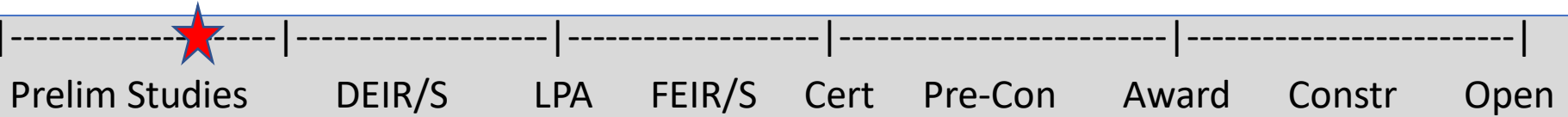
- Continued coordination with local jurisdictions
- Continued refinements to the Supplemental Alternatives Analysis report



Next Actions

- June 2022: Anticipated release of Supplemental Alternatives Analysis Final Report
- Board action on recommendations

Vermont Transit Corridor

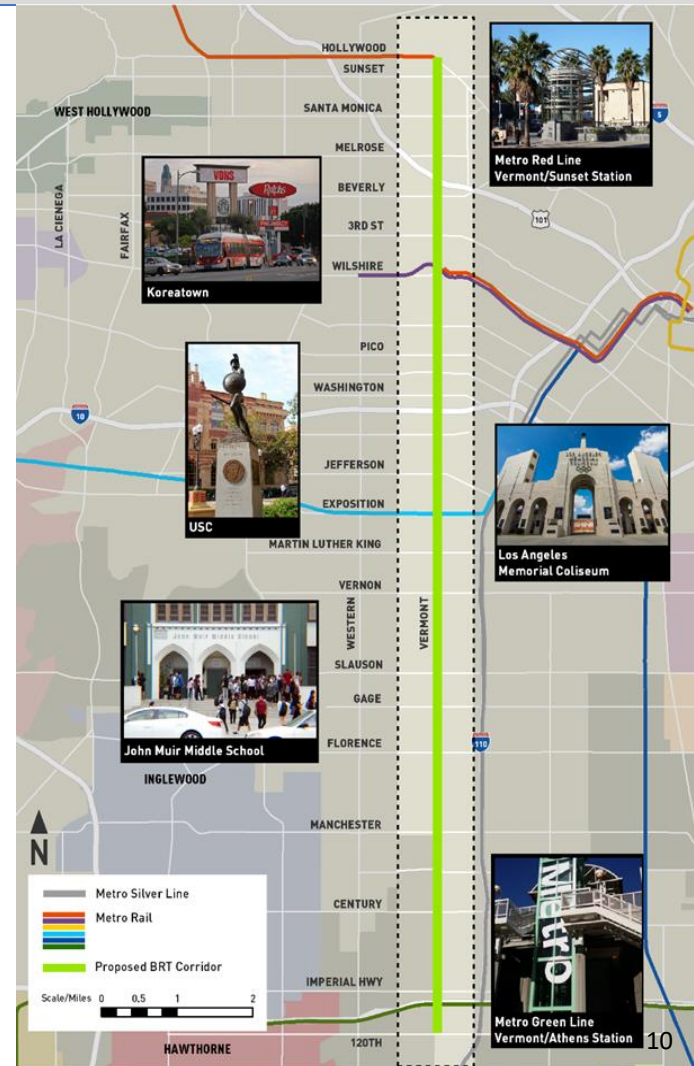


Recent Activities

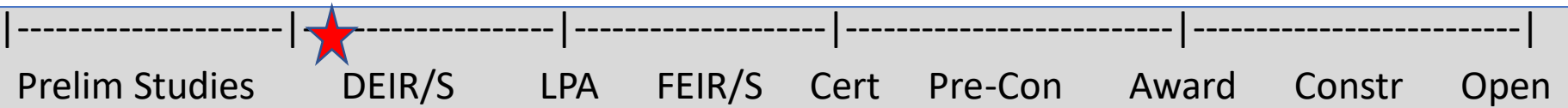
- Metro-hosted Vermont Transit Corridor Community Listening Sessions to solicit community feedback and vision (April 23, 30 and May 4, 7)
- Continued briefings for key stakeholders
- Ongoing community-led outreach activities (19 CBO partnerships)

Next Actions

- Input and feedback will inform the scope for environmental study
- August 2022 (anticipated): Return to Board with proposed plan for environmental studies and update on Community-Based Partnership Program (CPP)
- Release of South Bay Extension Feasibility Study



Los Angeles River Path



Recent Activities

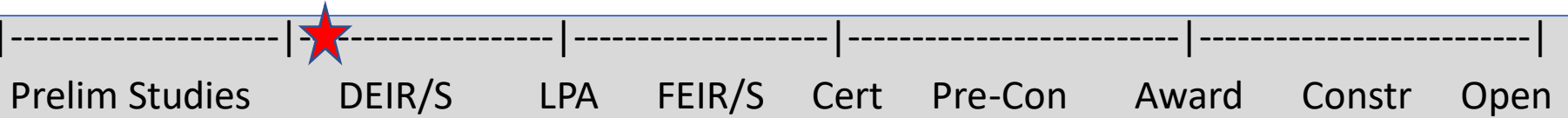
- April meeting of the Steering Committee
- Development of MOAs
- Ongoing technical work for Draft EIR
- Identifying opportunities for engagement with USACE

Next Actions

- Advance the design of bicycle/pedestrian bridge over US-101



Arts District / 6th Street Station



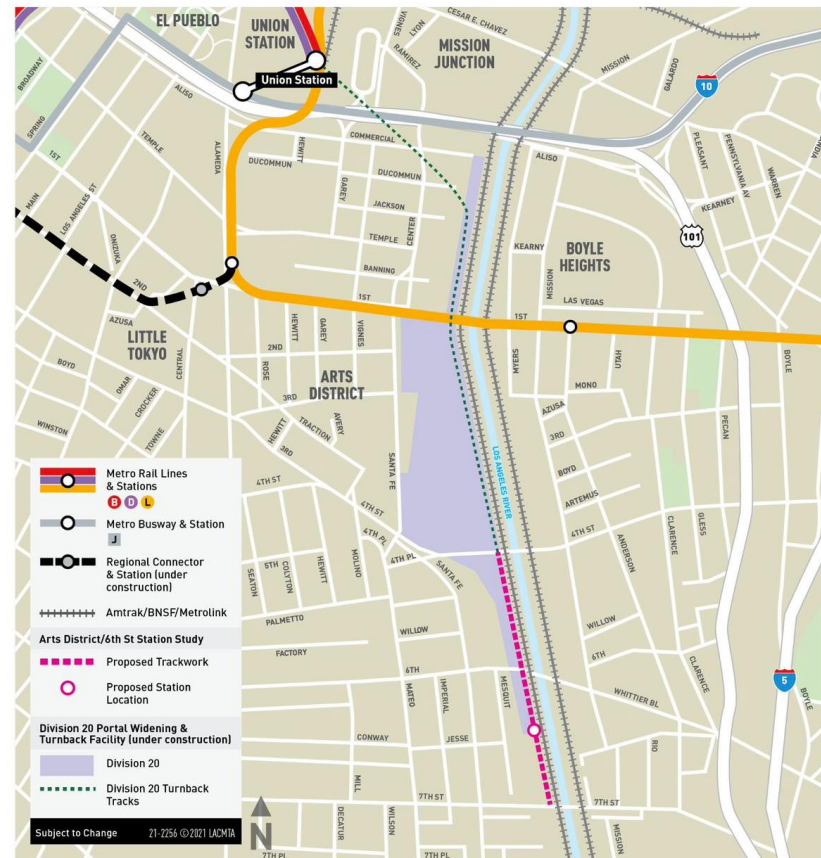
Recent Activities

- Conducting technical environmental analysis including ridership demand
- Advancing conceptual station design, especially related to pedestrian connectivity in coordination with key stakeholders

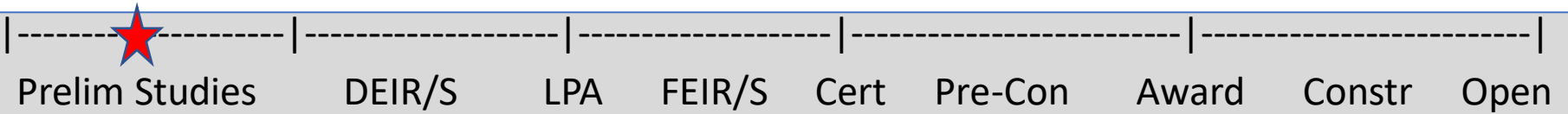
Next Actions

- Continue coordination with key agencies and stakeholders
- Summer 2022 (anticipated): Draft EIR Release

Arts District/6th St Station
Study Area



Rio Hondo Confluence Station Feasibility Study



Recent Activities

- March/April: Stakeholder forum and Gateway Cities COG meetings (virtual) to share progress and preliminary findings
- Advancing the draft engineering, station design, high-level environmental assessment, cost estimates, and ridership, building on WSAB Environmental Analysis

Next Actions

- Summer 2022: Prepare Feasibility Study Report
- Fall 2022: Present findings/recommendations to Metro Board concurrent with WSAB Final EIS/EIR certification



Centinela Grade Separation



Recent Activities

- Design and utility coordination
 - City of Inglewood, California Public Utilities Commission, LA County Public Works, SoCal Edison, SoCalGas, and AT&T
- Construction coordination with Crenshaw/LAX project and Airport Metro Connector project

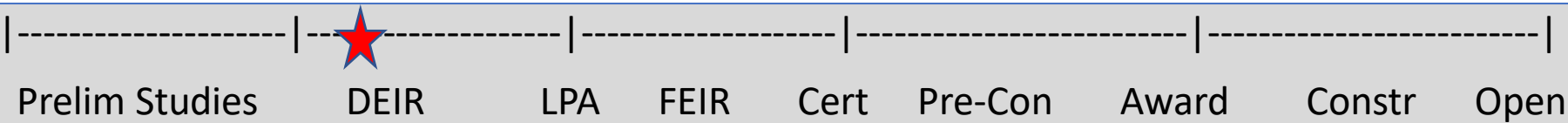
Next Actions

- Summer 2022: Board review of Preliminary Engineering design, updated cost estimates, and project delivery alternatives



Sample Rendering of Centinela Grade Separation (Source: HDR)

Crenshaw Northern Extension



Recent Activities

- Preparation underway for June Public Outreach
- Continue to advance engineering, alignment and station design, field and geotechnical investigation to inform Project Definition
- Coordination w/ Tunnel Advisory Panel
- Coordination w/ major institutions

Next Actions

- Virtual Public Outreach meetings anticipated for June 16 & June 21



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																																
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