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3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, June 18, 2025

10:00 AM

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Planning and Programming Committee

*Jacquelyn Dupont-Walker, Chair**

Hilda Solis, Vice Chair

Lindsey Horvath

Holly J. Mitchell

Ara J. Najarian

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

**Attending Virtually: Omni Oklahoma City Hotel, 100 Oklahoma City Blvd., Oklahoma
City, OK 73109*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general 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 General 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.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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Requests can also be sent to boardclerk@metro.net.

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x2 *Español (Spanish)*

x3 *中文 (Chinese)*

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 10:00 AM Pacific Time on June 18, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

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

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 18 de Junio de 2025. Puedes unirse a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

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

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

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

14. **SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE** [2025-0321](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$12,519,439 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program include traffic signal, pedestrian, bicycle, transit, and roadway improvements;
- B. APPROVING the deobligation of \$4,140,439 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds to other existing Board-approved Measure R Projects as shown in Attachment A; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for Board-approved Projects.

Attachments: [Attachment A - Measure R Multimodal Hwy Subregional Programs June 2025 Presentation](#)

15. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION** [2025-0323](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

- 1. Programming an additional \$12,321,943 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54), as shown in Attachment A;
- 2. Programming an additional \$24,181,572 of Measure M MSP - First/Last Mile and Complete Streets Program (expenditure line 59), including inter-program borrowing of \$6,579,127 from the Measure M MSP - Active Transportation Program, as shown in Attachment B;

3. Deobligating \$50,271 of Measure M MSP - Bus System Improvement Program (expenditure line 58), as shown in Attachment C; and

- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - Active Transportation Program Project List](#)
[Attachment B - First/Last Mile and Complete Streets Program Project List](#)
[Attachment C - Bus System Improvement Program Project List](#)
[Attachment D - Highway Efficiency Program Project List](#)
[Attachment E - Highway Demand Based Program Project List](#)
[Presentation](#)

16. SUBJECT: METRO COST BENEFIT ANALYSIS AND METHODOLOGY [2025-0479](#)

RECOMMENDATION

RECEIVE AND FILE the status report on Metro's Draft Cost Benefit Analysis and Methodology.

Attachments: [Attachment A - Board Motion 14: Cost-Benefit Analysis for Capital Projects](#)
[Attachment B - Existing Plans and Policies](#)
[Attachment B-1 - LRTP – Poten. Ballot Measure Frmwk, Assump. & Input](#)
[Attachment B-2 - Board Motion 17.1](#)

(ALSO ON CONSTRUCTION COMMITTEE)

SUBJECT: GENERAL PUBLIC COMMENT [2025-0500](#)

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 #: 2025-0321, File Type: Program

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE JUNE 18, 2025

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$12,519,439 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program include traffic signal, pedestrian, bicycle, transit, and roadway improvements;
- B. APPROVING the deobligation of \$4,140,439 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds to other existing Board-approved Measure R Projects as shown in Attachment A; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for Board-approved Projects.

ISSUE

The Measure R Multimodal Subregional Programs Semi-Annual Update reports on subregional project priorities that have been revised and budgets that need to be amended to implement the Measure R multimodal subregional projects.

The updated project list (Attachment A) reflects (1) new projects, (2) projects that have received prior Board approval, and (3) proposed changes related to schedules, scope, and funding allocations for existing projects. The Board's approval is required as the updated project list serves as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

The Measure R Expenditure Plan allocates funding to projects under the multimodal highway operational improvement subfund program as listed in Attachment A. Metro staff works closely with

the local jurisdictions and subregions on project eligibility reviews of the proposed projects for this update. When capacity at the local level is limited or when requested by local jurisdictions and subregions, staff also lead or assist in the development of the project's environmental and design phase within the subfund program.

Additionally, Metro staff manage grants for the Arroyo Verdugo, Las Virgenes/Malibu, Gateway Cities, North Los Angeles County, and South Bay Cities subregions that fund transportation improvements that have been developed and prioritized locally.

Local jurisdictions and subregions are responsible for prioritizing and developing projects that are eligible for both Measure R and Measure M program criteria. In June 2021, the Board approved the [Metro Highway Modernization Program <https://boardagendas.metro.net/board-report/2021-0291/>](https://boardagendas.metro.net/board-report/2021-0291/), expanding funding eligibility for active transportation and complete streets projects within Measure R and Measure M guidelines. To implement this policy, as well as Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, staff encourage cities, subregions, and grant recipients to integrate eligible multi-modal elements at the project sponsor's ultimate discretion. Projects are also further evaluated by Metro staff, to ensure the projects meet program compliance and eligibility guidelines.

To date, 350 projects have received Measure R Subregional Highway funding in the amount of \$1.84 billion, of that amount, \$804.1 million has been expended by the subregions. Currently, 87 projects have been completed for the amount of \$195.3 million. This funding supports a wide variety of projects and transportation improvements throughout Los Angeles County that maintain consistency with Metro's charge to implement multimodal improvements that support the region's mobility needs and support safe, sustainable, environmentally friendly, and equitable transportation investments. In addition, each project represents a collaborative effort involving multi-departmental and multi-jurisdictional coordination during a project's early implementation phases when viable and warranted.

DISCUSSION

The Measure R Expenditure Plan provides subregional funding for the implementation of multimodal highway capital projects, including traffic signal, pedestrian, bicycle, transit, and roadway improvements. The Measure R Expenditure Plan does not specifically identify individual multimodal highway capital projects; rather, local jurisdictions within the subregions identify candidate projects for Metro staff review. Metro staff confirm project eligibility, reconfirm funding eligibility for projects that request scope changes, and establish a project nexus to the eligibility criteria. Throughout the project development period, Metro staff work with local jurisdictions to refine and integrate multimodal elements into each project that support safe, sustainable, environmentally friendly, and equitable transportation. Once this work is complete the projects are presented to the Board for consideration. The resulting proposed modifications to the Measure R Multimodal Subregional Program are described below and summarized in Attachment A.

Arroyo Verdugo Operational Improvements

A total of \$140,764,807 has been programmed for a total of 61 projects in the Arroyo Verdugo subregion to date. Of this amount, \$63,506,192 (45%) has been spent to date. Currently, there are 45

active projects in various stages of development, with 16 projects completed. This update includes funding adjustments for one existing project and two new projects described below.

Burbank

Reprogram \$3,897,000 for an existing project: MR310.10 - Olive Avenue Bridge Replacement Project (previously known as the Widen Olive Avenue/I-5 Bridge for Center-Turn Lane). The budget remains the same at \$3,897,000, which was originally programmed in the amount of \$1,000,000 in FY24-25 and \$2,897,000 in FY25-26, are being reprogrammed as follows: \$500,000 in FY25-26, \$2,000,000 in FY26-27, \$1,200,000 in FY27-28, and \$197,000 in FY28-29. The project is in the Project Initiation Development (PID) phase, with a feasibility study underway to support the future North Hollywood to Pasadena Bus Rapid Transit (NHTP BRT) project and connectivity to the Metrolink station. Funds are being reprogrammed to meet current timelines for PID, Project Approval/Environmental Development (PAED), and Plans, Specifications, and Estimates (PS&E) phases. This project includes improvements to the Olive Avenue Bridge to accommodate bike and sidewalk improvements to provide connectivity to the planned NHTP BRT station. As the feasibility study conducted with city resources is ongoing and the scope is still being defined, the VMT outcome has yet to be determined.

Glendale

Program \$5,000,000 for a new project: MR310.68 - Safe Route to School - Phase 6 Project. Funds will be programmed as follows: \$500,000 in FY25-26 and \$4,500,000 in FY26-27. Funds are being programmed for PS&E and construction phases to enhance crosswalks and pedestrian crossings as well as upgrade pedestrian traffic signals. By improving pedestrian safety along key routes to schools, this project will likely decrease VMT.

Program \$2,000,000 for a new project: MR310.69 - HSIP Cycle 12 Local Match Project. Funds will be programmed as follows: \$1,000,000 in FY25-26, \$400,000 in FY26-27, and \$600,000 in FY27-28. The project is in the design phase, and funds are being programmed for PS&E and construction phases. This project includes Citywide Traffic signal upgrades, systemic improvements at unsignalized intersections, and pedestrian crossing safety enhancements such as pedestrian countdown signal heads, accessible pedestrian signal (APS), and leading pedestrian interval (LPI). By improving pedestrian safety, this project will likely decrease VMT.

South Bay Cities: I-405, I-110, I-105 & SR-91 Improvements

A total of \$455,600,249 has been programmed for a total of 84 projects in the South Bay Cities subregion to date. Of this amount, \$173,103,995 has been spent to date (38%). Currently, there are 54 active projects in various stages of development, with 30 projects completed. This update includes funding adjustments (programming additional or deobligating funds) for 10 existing projects described below. Projects that have deobligated funds will either be closed out and a final audit conducted, or the deobligated funds will be reallocated to another locally prioritized project.

Carson/Metro

Program an additional \$823,000 for MR312.41 - Main Street and Figueroa Street Traffic Signal

Upgrades Project in FY25-26 for a revised budget of \$5,043,000. The project is in the construction phase and the additional funds are needed to meet the increased construction costs. This project is being constructed by the City of Carson with Metro providing construction support services. This project includes roadway and traffic signal modifications at six intersections along Figueroa Street and Main Street, in addition to utilities relocation. These improvements include replacing signal poles, mast arms, signal heads, pull boxes, and safety lighting; updating crosswalk paint to current standards; and replacing sidewalks and installing curb ramps. By providing improvements that better serve all modes of travel, this project will likely decrease VMT.

El Segundo

Deobligate \$3,750,000 for MR312.57 - Park Place Roadway Extension and Railroad Grade Separation Project for a revised budget of \$1,600,000. This project was in the PS&E phase. Upon further review of the necessary environmental remediation work, utility relocations, right-of-way needs, and increased construction costs, the city determined that the project is no longer financially feasible and requested that funds for the project be deobligated.

Gardena

Deobligate \$125,000 for MR312.79 - Traffic Signal Install at Vermont Avenue and Magnolia Avenue Project for a revised budget of \$19,000. This project was in the PS&E phase, however, partner agencies, including the city of Los Angeles and Union Pacific Railroad, are unwilling to support its implementation. As a result, there is no viable path forward, and the city has requested that the funds for the project be deobligated.

Hawthorne

Reprogram \$1,687,900 for MR312.66 - Imperial Avenue Signal Improvements and Intersection Capacity Project. The project budget remains the same at \$1,995,000, which was originally programmed as follows: \$200,000 in FY18-19, \$107,000 in FY19-20, \$300,000 in FY24-25, \$300,000 in FY25-26, and \$1,088,000 in FY26-27. Of the total project budget, \$1,687,900 is being reprogrammed in FY28-29. This project is currently in the construction phase and the funds are being reprogrammed due to a high volume of active projects, limited staff availability, and the need to coordinate with other ongoing efforts. The project includes widening of two intersections, signal modifications at six intersections, traffic signal coordination, pedestrian signal timing upgrades to enhance pedestrian safety, and upgrading disability access ramps at all intersections to enhance accessibility and safety. While the project includes multi-modal improvements, due to the widening of intersections, this project will likely increase VMT.

Reprogram \$2,038,900 for MR312.67 - Rosecrans Avenue Signal Improvements and Intersection Capacity Enhancements. The project budget remains the same at \$3,200,000, which was originally programmed as follows: \$285,000 in FY2018-19, \$20,000 in FY24-25, \$167,500 in FY25-26, \$688,500 in FY26-27, and \$2,038,900 in FY27-28. Of the total project budget, \$2,038,900 is being reprogrammed in FY28-29. This project is currently in the construction phase, and the funds are being reprogrammed due to a high volume of active projects, limited staff availability, and the need to coordinate with other ongoing efforts. The project includes widening of two intersections, signal

modifications at six intersections, traffic signal coordination, pedestrian signal timing upgrades to enhance pedestrian safety, and upgrading disability access ramps at all intersections to enhance accessibility and safety. While the project includes multi-modal improvements, due to the widening of intersections this project will likely increase VMT.

Reprogram \$1,806,400 for MR312.68 - El Segundo Boulevard Improvements Project Phase I. The project budget remains the same at \$2,000,000, which was originally programmed as follows: \$194,000 in FY18-19, \$80,000 in FY24-25, \$200,000 in FY25-26, \$200,000 in FY26-27, and \$1,326,400 in FY27-28. Of the total project budget, \$1,806,400 is being reprogrammed in FY28-29. This project is currently in the construction phase and the funds are being reprogrammed due to a high volume of active projects, limited staff availability, and the need to coordinate with other ongoing efforts. The project includes widening of two intersections, signal modifications at six intersections, traffic signal coordination, pedestrian signal timing upgrades to enhance pedestrian safety, and upgrading disability access ramps at all intersections to enhance accessibility and safety. While the project includes multi-modal improvements, due to the widening of intersections, this project will likely increase VMT.

LA County

Program an additional \$1,400,000 for MR312.52 - ITS: Improvements on South Bay Arterials (F7310) as follows: \$500,000 in FY24-25 and \$900,000 in FY25-26 for a revised budget of \$2,421,000. In addition, reprogram \$323,000 from FY22-23 as follows: \$251,000 in FY 24-25 and \$72,000 in FY 25-26. The project is in the construction phase and funds are being reprogrammed from prior fiscal years. The project will complete Traffic Signal Synchronization (TSS) improvements by upgrading traffic signals to federal and state standards, providing additional vehicle detection, installing signal components for systemwide timing coordination, expanding Intelligent Transportation Systems (ITS) components to support traffic control system operations, and arterial performance measures. While the project will include components to enhance detection for bicyclists and pedestrians, by enhancing traffic signal timing and installing advanced traffic control devices and detection systems designed to optimize the flow of vehicles, this project will likely increase VMT.

Reprogram \$2,000,000 for MR312.64 - South Bay Arterial System Detection Project. The project budget remains the same at \$2,000,000, which was originally programmed as follows: \$600,000 in FY23-24 and \$1,400,000 in FY24-25. The funds are being reprogrammed in the amount of \$600,000 in FY25-26 and \$1,400,000 in FY26-27. This project is currently in the construction phase and the funds are being reprogrammed due to a high volume of active projects, limited staff availability, and the need to coordinate with other ongoing efforts. The project will consist of installing arterial system detectors at selected locations within the South Bay Cities to support traffic signal operations and network performance measures. While the project includes components to enhance detection for bicyclists and pedestrians, by installing detection systems designed to optimize the flow of vehicles, this project will likely increase VMT.

Redondo Beach

Scope Change for MR312.06 - Pacific Coast Highway (PCH) Improvements from Anita Street to Palos Verdes Boulevard Project. The original plan to widen the southbound approach of PCH at

Torrance Boulevard for a right-turn lane was found to be challenging due to right-of-way impacts. The city now proposes to relocate the bus stop from the northwest to the southwest corner of the intersection, allowing the right-turn lane to be added without new right-of-way impacts. This change allows the project to stay within its current allocated funds. The project will likely increase VMT.

Program an additional \$400,000 for MR312.20 - Aviation Boulevard at Artesia Boulevard intersection improvements (northbound right turn lane) in FY25-26 for a revised budget of \$5,357,000. The project is in the construction phase and the funds are being programmed to cover the purchase of right-of-way required from an existing service station along Aviation Boulevard for the intersection improvements. The project includes widening and adding a dedicated right turn lane on northbound Aviation Boulevard to eastbound Artesia Boulevard. The improvements include relocating the existing sidewalk (along with curbs, gutters, and driveways) to accommodate the dedicated right turn lane, installing traffic striping modifications, and installing new signal loop detectors. The project will likely increase VMT.

Gateway Cities I-605 Corridor “Hot Spots” Interchange Improvements

A total of \$422,579,402 has been programmed for a total of 78 projects in the Gateway Cities subregion to date. Of this amount, \$243,220,926 has been spent to date (58%). Currently, there are 61 active projects in various stages of development, with 17 projects completed. This update includes funding adjustments (reprogramming existing funds or programming new funds) for four existing projects described below.

LA County

Reprogram \$700,000 for MR306.01 - Whittier Boulevard (Indiana Street to Paramount Boulevard) Corridor Project (Call Match) F9304. The budget remains the same at \$700,000, which was originally programmed in the amount of \$700,000 in FY20-21, is being reprogrammed as follows: \$28,800 in FY20-21 (Prior Years), \$221,200 in FY25-26, and \$450,000 in FY26-27. The project is located within both the I-710 South and SR-91/I-605/I-405 corridors, therefore the Measure R Local Match funds have been programmed to reflect equal cost share expenditures between the I-710 South and I-605 “Hot Spots” programs. The purpose of the project is to improve traffic flow by synchronizing traffic signals along Whittier Boulevard. The project is in the design phase and funds are being reprogrammed to allow for the completion of design and construction. ITS improvements are also proposed to enhance communication with other jurisdiction traffic control systems and LA County's Information Exchange Network (IEN). This project will likely increase VMT.

Whittier

Program an additional \$1,427,000 for MR315.44 - Santa Fe Springs - Whittier Intersection Improvements Project in FY25-26 for a revised budget of \$5,995,200. The project is beginning construction, and additional funds are being programmed to account for bids exceeding the allocated amount. The city faced extensive delays in procuring a contractor, leading to increased construction costs due to unit price increases. A construction contract was awarded for this project and the next one (MR315.45). The project includes the realignment of Whittier Boulevard; the addition of a through lane along Whittier Boulevard; additional turn lane capacity, traffic signal and street light modification;

reconstruction of medians; drainage modifications; reconstruction of curb ramps, passageways, driveways, and sidewalks to American Disabilities Act (ADA) standards; and improvements to signing and striping to improve safety. This project will likely increase VMT.

Program an additional \$794,000 for MR315.45 - Painter Avenue - Whittier Improvements Project in FY25-26 for a revised budget of \$7,978,500. The project is beginning construction, and additional funds are being programmed to account for bids exceeding the allocated amount. The city faced extensive delays in procuring a contractor, leading to increased construction costs due to unit price increases. A construction contract was awarded for this project and the preceding one (MR315.44). The project includes the addition of east and westbound through lanes along Whittier Boulevard; increased left turn storage; modification/upgrade of traffic signals and lighting; reconstruction of curb returns; median reconstruction; reconstruction of curb ramps, passageways, driveways, and sidewalks to ADA standards; and upgrade of signing and striping to improve visibility and safety. This project will likely increase VMT.

Program an additional \$160,000 for MR315.46 - Colima Avenue - Whittier Intersection Improvements Project in FY25-26 for a revised budget of \$2,504,100. The project is in the PS&E phase, and additional funds are being programmed to complete the design phase. The project includes new left turn lanes in the northbound direction along Colima Road, additional left and right turn storage in the southbound direction along Colima Road, the construction of new curb and gutter, and the construction of new sidewalks. This project will likely increase VMT.

Gateway Cities I-710 South Early Action Projects

A total of \$359,766,485 has been programmed for a total of 75 projects in the Gateway Cities subregion. Of this amount, \$106,388,855 has been spent to date (30%). Currently, there are 61 active projects in various stages of development, with 14 projects completed. This update includes funding adjustments (programming new funds, reprogramming existing funds, or deobligating funds) for four existing projects described below. Projects that have deobligated funds will either be closed out and a final audit conducted, or the deobligated funds will be reallocated to another locally prioritized project.

Metro/Signal Hill

Program an additional \$250,000 for MR306.62 - Willow Street Corridor - Walnut Avenue to Cherry Avenue Congestion Relief Project in FY25-26 for a revised budget of \$7,562,050. Additional funds are needed for the ROW phase. The project will improve mobility, traffic signals, and safety. This project will likely increase VMT.

LA County

Reprogram \$700,000 for MR306.01 - Whittier Boulevard (Indiana Street to Paramount Boulevard) Corridor Project (Call Match) F9304. The budget remains the same at \$700,000, which was originally programmed in the amount of \$700,000 in FY20-21, is being reprogrammed as follows: \$58,100 in FY19-20 (Prior Years), \$7,500 in FY20-21 (Prior Years), \$20,000 in FY24-25 (Prior Years), \$164,400 in FY25-26, and \$450,000 in FY26-27. The purpose of the project is to improve traffic flow by

synchronizing traffic signals along Whittier Boulevard. The project is located within both the I-710 South and SR-91/I-605/I-405 corridors, therefore, the Measure R Local Match funds have been programmed to reflect equal cost share expenditures between the I-710 South and I-605 Corridor “Hot Spots” programs. The project is in the design phase and funds are being reprogrammed to allow for the completion of design and construction. ITS improvements are also proposed to enhance communication with other jurisdiction traffic control systems and LA County's Information Exchange Network (IEN). This project will likely increase VMT.

Bell Gardens

Deobligate \$265,439 for MR306.35 (F9111) - Florence Avenue Improvements at Ira Avenue & Jaboneria Road for a revised budget of \$18,010. The project is in the design phase and the city is requesting that this project be deobligated due to a gas station owner being unwilling to sell only a portion of the property needed for the project. Instead, they are demanding the sale of the entire property, which would significantly increase the project cost beyond the available budget. The city would like to move these deobligated funds to MR306.30 - Eastern Avenue & Florence Avenue Regional Surface Transportation Improvement (RSTI) Project, and staff concur with this request.

Program an additional \$265,439 deobligated from MR306.35 (F9111) for MR306.30 (F7120) - Eastern Avenue & Florence Avenue RSTI Project in FY25-26 for a revised budget of \$1,450,152. The project is in the construction phase and funds are being programmed to cover a funding shortfall for construction. The project includes two westbound left-turn lanes and a westbound dedicated right-turn lane to be constructed to improve mobility on Florence Avenue. This project will also widen sidewalks to include high-visibility crosswalks, pedestrian-level lights, drought-tolerant landscaping, and upgraded traffic signal timing. This project will likely increase VMT.

DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

The highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for several LA County subregions. FY26 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay Cities subregion, FY26 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities subregion, FY26 funding for the I-605 Corridor “Hot Spots” Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and

Account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, and 460351. I-710 South Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442.

The remaining funds are distributed from the Measure R 20% Highway Capital subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY26 budget under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Since the Measure R Multimodal Highway Subregional Programs are multi-year programs that contain various projects, the Chief Planning Officer will be responsible for budgeting the costs in current and future years.

Impact to Budget

This action will not impact the approved FY26 budget. Staff will rebalance the approved FY26 budget as necessary to fund the identified priorities and revisit the budgetary needs using the quarterly and mid-year adjustment processes, subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Capital Funds. This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

This semi-annual update funds subsequent phases of Board-approved Highway Subsidy grants aligned with the Measure R Board-approved guidelines and the Metro Objectives for Multimodal Highway Investments. These grants support transportation projects that enhance safety, accessibility, and efficiency including in Equity Focus Communities (EFCs) within the cities of Bell Gardens, Burbank, Carson, Gardena, Hawthorne, Whittier, as well as unincorporated areas of Los Angeles County.

Metro's Complete Streets and Highways staff provide technical assistance to jurisdictions in various subregions, assisting cities in determining Measure R funding eligibility and developing funding agreements, including project scope, cost, and schedules. Each city and/or agency, in coordination with its subregion, undertakes its own community engagement process tailored to the specific transportation improvements being developed. These locally determined and prioritized projects reflect the needs of the communities they serve.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets aligned with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the strategic plan goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County's transportation system.

Goal 4: Transform LA County through regional collaboration"

Goal 4.1. Metro will work closely with municipalities, council of governments, Caltrans to implement holistic strategies for advancing mobility goals

ALTERNATIVES CONSIDERED

The Board may choose not to approve the revised project list and funding allocations. This option is not recommended as it will delay the development of locally prioritized improvements. In addition, projects initiating or currently in the construction phase may face cost implications by delaying the required funding agreements, amendments, and time extensions.

NEXT STEPS

Staff will continue working with the subregions to execute necessary agreements for Board-approved projects within the Measure R Multimodal Highway Subregional Program. Staff will also continue working with the various subregions and local jurisdictions for their consideration of multimodal, safe, equitable, and sustainable investments within the Measure R Multimodal Highway Subregional Programs.

ATTACHMENTS

Attachment A - Measure R Multimodal Highway Subregional Programs - June 2025

Prepared by: Fulgene Asuncion, Senior Director, Complete Streets and Highways, (213) 922-3025
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Stephanie Wiggins
Chief Executive Officer

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
\$ in 000's		Total Measure R Programmed to Date			1,838,181	8,379	1,847,965	1,779,420	37,035	12,878	3,800	8,030	4,200	0
Arroyo Verdugo Operational Improvements (Expenditure Line 31)					140,764.8	7,000.0	147,764.7	118,677.5	19,665.3	7,425.0	1,800.0	197.0	0.0	0.0
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane	PID, PA&ED, PS&E	REP	3,897.0	0.0	3,897.0	0.0	500.0	2,000.0	1,200.0	197.0		
		TOTAL PROGRAMMING BURBANK			38,058.8	0.0	38,058.8	28,746.8	5,390.0	2,525.0	1,200.0	197.0	0.0	0.0
Glendale	MR310.68	Safe Route to School - Phase 6	PS&E, Construction	ADD	0.0	5,000.0	5,000.0	0.0	500.0	4,500.0				
Glendale	MR310.69	HSIP Cycle 12 Local Match Project	PS&E, Construction	ADD	0.0	2,000.0	2,000.0	0.0	1,000.0	400.0	600.0			
		TOTAL PROGRAMMING GLENDALE			88,697.3	7,000.0	95,697.2	76,563.7	13,633.6	4,900.0	600.0	0.0	0.0	0.0
Various	TBD	Future Arroyo Verdugo Operational Improvements Projects						0.0						
		TOTAL ARROYO VERDUGO PROGRAMMING			140,764.8	7,000.0	147,764.7	118,677.5	19,665.3	7,425.0	1,800.0	197.0	0.0	0.0
Las Virgenes/Malibu Operational Improvements (Expenditure Line 32)					173,668.0	0.0	173,668.0	173,668.0	0.0	0.0	0.0	0.0	0.0	0.0
Various	TBD	Future Las Virgenes/Malibu Operation Improvements Projects						0.0						
		TOTAL LAS VIRGENES/MALIBU PROGRAMMING			173,668.0	0.0	173,668.0	173,668.0	0.0	0.0	0.0	0.0	0.0	0.0
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps (Expenditure Line 33)					455,600.2	(1,252.0)	454,348.3	446,495.1	920.0	1,400.0	0.0	5,533.2	0.0	0.0
Carson/Metro	MR312.41	Main Street and Figueroa Street Traffic Signal Upgrades	PS&E, Construction	CHG	4,220.0	823.0	5,043.0	4,220.0	823.0					
		TOTAL CARSON			5,370.0	823.0	6,193.0	5,370.0	823.0	0.0	0.0	0.0	0.0	0.0
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project	PID, PS&E	DEOB	5,350.0	(3,750.0)	1,600.0	5,350.0	(3,750.0)					
		TOTAL EL SEGUNDO			7,850.0	(3,750.0)	4,100.0	7,850.0	(3,750.0)	0.0	0.0	0.0	0.0	0.0
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave	PA&ED, PS&E	DEOB	144.0	(125.0)	19.0	144.0	(125.0)					
		TOTAL GARDENA			15,150.3	(125.0)	15,025.3	14,650.3	375.0	0.0	0.0	0.0	0.0	0.0
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project	PS&E, Construction	REP	1,995.0	0.0	1,995.0	307.1				1,687.9		
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.	PS&E, Construction	REP	3,200.0	0.0	3,200.0	1,161.1				2,038.9		
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I	PA&ED, Construction	REP	2,000.0	0.0	2,000.0	193.6				1,806.4		
		TOTAL HAWTHORNE			35,820.0	0.0	35,820.0	30,286.8	0.0	0.0	0.0	5,533.2	0.0	0.0
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310	PS&E, Construction	CHG/REP	1,021.0	1,400.0	2,421.0	1,449.0	972.0					
LA County	MR312.64	South Bay Arterial System Detection Project	Construction	REP	2,000.0	0.0	2,000.0	0.0	600.0	1,400.0				

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
\$ in 000's		Total Measure R Programmed to Date			1,838,181	8,379	1,847,965	1,779,420	37,035	12,878	3,800	8,030	4,200	0
		TOTAL LA COUNTY			3,328.0	1,400.0	4,728.0	1,756.0	1,572.0	1,400.0	0.0	0.0	0.0	0.0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd	PA&ED, PS&E, ROW, Construction	SCCH	2,400.0	0.0	2,400.0	2,400.0						
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	PS&E, ROW, Construction	CHG	4,957.0	400.0	5,357.0	3,457.0	1,900.0					
		TOTAL REDONDO BEACH			18,301.0	400.0	18,701.0	16,801.0	1,900.0	0.0	0.0	0.0	0.0	0.0
Various	TBD	Future South Bay Projects						0.0						
		TOTAL SOUTH BAY PROGRAMMING			455,600.2	(1,252.0)	454,348.3	446,495.1	920.0	1,400.0	0.0	5,533.2	0.0	0.0
Gateway Cities: I-605/SR-91/I-405 Corridors “Hot Spots” (Expenditure Line 35)					422,579.4	2,381.1	424,960.5	415,835.9	8,253.6	871.0	0.0	0.0	0.0	0.0
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304	PA&ED, PS&E, Construction	REP	700.0	0.0	700.0	28.8	221.2	450.0				
		TOTAL PROGRAMMING LA COUNTY			11,437.1	0.0	11,437.1	10,765.9	221.2	450.0	0.0	0.0	0.0	0.0

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
\$ in 000's		Total Measure R Programmed to Date			1,838,181	8,379	1,847,965	1,779,420	37,035	12,878	3,800	8,030	4,200	0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: Construction	Construction	CHG	4,568.2	1,427.0	5,995.2	4,568.2	1,427.0					
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: Construction	Construction	CHG	7,184.5	794.0	7,978.5	7,184.5	794.0					
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction	PS&E, Construction	CHG	2,344.1	160.0	2,504.1	2,344.1	160.0					
		TOTAL WHITTIER			14,096.8	2,381.0	16,477.8	14,096.8	2,381.0	0.0	0.0	0.0	0.0	0.0
Various	TBD	Future I-605/SR-91/I-405 "HOT SPOTS" Projects												
		TOTAL I-605"HOT SPOTS" PROGRAMMING			422,579.4	2,381.1	424,960.5	415,835.9	8,253.6	871.0	0.0	0.0	0.0	0.0
Gateway Cities: Interstate 710 South Early Action Projects (Expenditure Line 37)					359,766.5	250.1	361,421.256	341,632.9	0.0	0.0	2,000.0	2,300.0	4,200.0	0.0
Metro/Signal Hill	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Project	PA&ED, PS&E	CHG	7,312.1	250.0	7,562.1	7,312.1	250.0					
		TOTAL PROGRAMMING METRO			177,757.0	250.1	178,007.1	167,557.1	450.0	1,500.0	2,000.0	2,300.0	4,200.0	0.0
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304	PA&ED, PS&E, Construction	REP	700.0	0.0	700.0	85.6	164.4	450.0				
		TOTAL LA COUNTY			857.0	0.0	857.0	242.6	164.4	450.0	0.0	0.0	0.0	0.0
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120	PS&E, ROW, Construction	CHG	1,184.7	265.4	1,450.1	1,184.7	265.4					
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111	PS&E, ROW, Construction	DEOB	283.4	(265.4)	18.0	283.4	(265.4)					
		TOTAL BELL GARDENS			9,971.4	0.0	9,971.4	9,971.4	0.0	0.0	0.0	0.0	0.0	0.0
Various	TBD	Future I-710 SOUTH & EARLY ACTION PROJ						0.0						
		TOTAL I-710 SOUTH PROGRAMMING			359,766.5	250.1	361,421.3	341,632.9	8,195.7	3,182.2	2,000.0	2,300.0	4,200.0	0.0
North County: SR-138 Safety Enhancements (Expenditure Line 38)					200,000.0		200,000.0	200,000.0	0.0	0.0				
		TOTAL SR-138 PROGRAMMING			200,000.0		200,000.0	200,000.0	0.0	0.0				
North County: I-5/SR-14 Safety Enhancements (Expenditure Line 26)					85,802.5		85,802.5	83,110.2	0.0	0.0				
		TOTAL I-5/SR-14 PROGRAMMING			85,802.5		85,802.5	83,110.2	43.8	0.0				
		Total Measure R Programmed to Date			1,838,181	8,379	1,847,965	1,779,420	37,035	12,878	3,800	8,030	4,200	0
Legend: Amounts stated are in \$000's Lead Agency is the primary project manager for the administration of scope and use of funds Funding Agreement (FA): references the agreement number on file with Metro Project Location: Describes the general scope and parameters of the project Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows: PI - Project Initiation / PE - Preliminary Engineering / EA - Environmental Analysis / FD - Final Design / ROW - Right of Way Acq / CON - Construction														

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
\$ in 000's		Total Measure R Programmed to Date			1,838,181	8,379	1,847,965	1,779,420	37,035	12,878	3,800	8,030	4,200	0
<div>Notes: Provide a quick reference to reported change for the period such as: Add - Addition of a new project / REP - Reprogram of funds / CHG - Change in funding / SCAD - Scope Addition / SCCH - Scope Change / BAD - Budget Adjustment / DEL - Deletion/ DEOB - Deobligation Prior Allocation identifies the reported project allocation reported in the previous report Alloc Change denotes the amount of change occurring in the current reporting period. Current Allocation identifies the total current allocation planned for a project. This includes the prior year Programming and the sum of the future fiscal years</div>														



Measure R Multimodal Highway Subregional Programs Update

Staff Recommendation

CONSIDER:

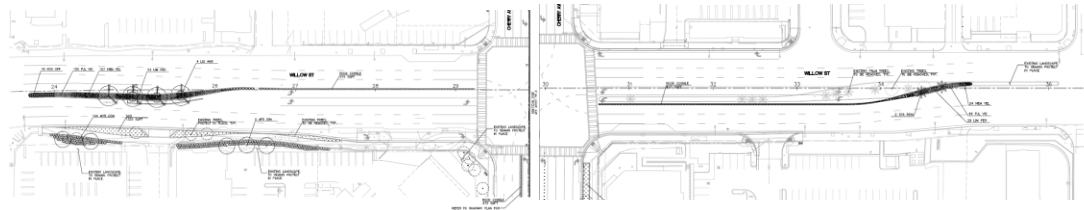
- A. APPROVING \$12,519,439 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements;
- B. APPROVING the deobligation of \$4,140,439 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds to other existing Board-approved Measure R Projects as shown in Attachment A; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for Board-approved Projects.

Measure R Multimodal Highway Subregional Status

Subregion	# Projects	MR Allocation	Programmed to Date (As of Mar 2025)	Amount Billed	% Spent
(\$in millions)					
Arroyo Verdugo Operational Improvements Expenditure Line 31	61	\$170.0	\$140.8	\$63.5	45%
La Virgenes/Malibu Operational Improvements Expenditure Line 32	31	\$175.0	\$173.7	\$135.0	78%
South Bay I-405, I-105, & SR-91 Ramp / Interchange Imps Expenditure Line 33	84	\$506.0	\$455.6	\$173.1	38%
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" Expenditure Line 35	78	\$590.0	\$422.6	\$243.2	58%
Gateway Cities: Interstate 710 South Early Action Projects Expenditure Line 37	75	\$590.0	\$359.3	\$106.4	30%
North County: SR-138 Safety Enhancements Expenditure Line 38	12	\$200.0	\$200.0	\$69.5	35%
North County: I-5/SR-14 Safety Enhancements Expenditure Line 26	9	\$90.8	\$85.8	\$13.4	16%
TOTAL	350	\$2,321.8	\$1,837.8	\$804.1	44%

Examples of Measure R Multimodal Highway Projects

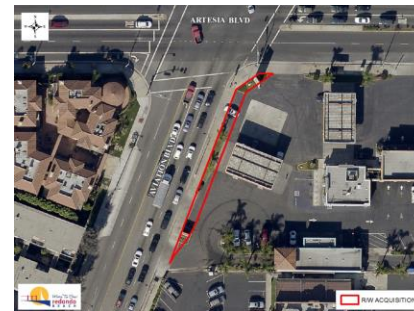
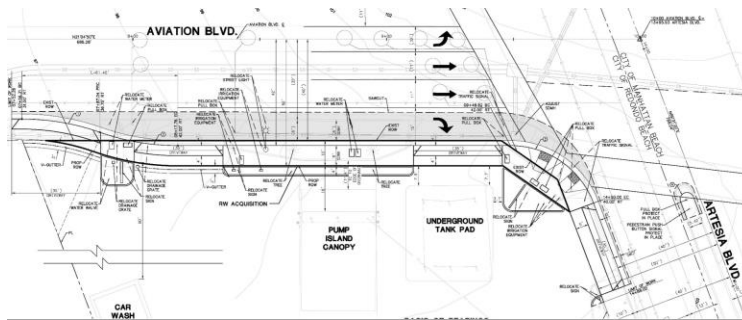
This update includes new projects and funding adjustments to 20 projects. Approximately 11 projects are expected to be completed by the 2028 Games.



Gateway Cities Subregion I-710 South Early Action Projects

MR306.62 - Willow St Corridor - Walnut Ave to Cherry Ave Congestion Relief Project

The project is in the right-of-way phase and will improve mobility, traffic signals, and safety.



South Bay Cities Subregion I-405, I-110, I-105 & SR-91 Improvements

MR312.20 - Aviation Boulevard at Artesia Boulevard Intersection Improvements

The project is in the construction phase and will modify the intersection to accommodate a dedicated right turn lane on northbound Aviation Boulevard to eastbound Artesia Boulevard.

Equity Focus Communities/Next Steps

Equity Focus Communities

This update includes board actions that advance the local priority projects for the EFCs within the cities of Bell Gardens, Burbank, Carson, Gardena, Hawthorne, Whittier as well as unincorporated areas of Los Angeles County.

Next Steps

Staff will continue working with the subregions to execute necessary agreements and work with the various subregions and local jurisdictions for their consideration of multimodal, safe, equitable, and sustainable investment within the Measure R Multimodal Highway Subregional Programs.





Board Report

File #: 2025-0323, File Type: Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE JUNE 18, 2025

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional \$12,321,943 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54), as shown in Attachment A;
2. Programming an additional \$24,181,572 of Measure M MSP - First/Last Mile and Complete Streets Program (expenditure line 59), including inter-program borrowing of \$6,579,127 from the Measure M MSP - Active Transportation Program, as shown in Attachment B;
3. Deobligating \$50,271 of Measure M MSP - Bus System Improvement Program (expenditure line 58), as shown in Attachment C; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSP funding is included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update allows the San Gabriel Valley Subregion and implementing agencies to approve new eligible projects for funding and revise the project scope of work and schedule for previously funded projects. Funds are programmed through Fiscal Year (FY) 2028-29. The Board's approval is required to update the project lists (Attachments A, B and C), which serve as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies. There are no changes to the project lists in Attachments D and E, but they are included in this report as information.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total of \$124 million in MSP funds was forecasted to be available for programming for the San Gabriel Valley Subregion from FY 2017-18 to FY 2028-29. In prior actions, \$83.96 million has been programmed in support of 25 projects. To date, \$10.33 million has been expended. One project is closed, and five others have been completed and are in the close-out audit process. Therefore, \$40.04 million is available to the subregion for programming as part of this update.

In line with the Board adopted Measure M Master Guidelines (the Guidelines), agencies requesting MSP funds must provide documentation demonstrating community support, project needs, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and the Council of Governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each agency, independently and in coordination with their subregion, undertakes its 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 and the subregion.

DISCUSSION

Metro staff works closely with the San Gabriel Valley Council of Governments (SGVCOG) and the implementing agencies on project eligibility reviews of the proposed projects and project scope of work/schedule changes for this annual update, as applicable. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus, including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Guidelines. Staff expect the collection of the project details in advance of Board action to enable the timely execution of project Funding Agreements for approved projects. All MSP funds must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies and encouraging timely completion of the projects, in time for the 2028 Games. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

This report includes inter-program borrowing of funds from the Active Transportation to First/Last Mile and Complete Streets Program. This type of inter-program borrowing was approved in 2022 and 2023 for the San Gabriel Valley Subregion and other subregions in LA County. This is acceptable under the Board-adopted Guidelines, as long as the projects meet the Measure M MSP funding eligibility, have consent from the affected subregion, and obtain Metro Board approval. In February 2025, the SGVCOG Board approved the inter-program borrowing.

Active Transportation Program (expenditure line 54)

This update includes funding adjustments to three new and three existing projects as follows:

Azusa

- Program \$1,000,000 in FY 29 for MM4701.11 - East First Street and Baseline Road Street Improvement. This new project includes the installation of raised landscape medians, pedestrian level street lighting, Class II bike lanes, and will retrofit ADA ramps and updating the traffic signal timing of five traffic signals to incorporate leading pedestrian intervals. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's construction phase.

LA County

- Program an additional \$700,000 in FY 26, FY 27 and FY 28 for MM4701.09 - Eaton Wash Bike Path - Phase I. This existing project will construct a 1.1-mile Class I bike path, a 0.2-mile Class III bike route, and marked crosswalks, and upgrade curb ramps. This project will likely decrease VMT. The funds will be used for the project's Plan Specifications and Estimates (PS&E), Right-of-Way (ROW) acquisition, and construction phases.

Monrovia

- Program \$1,000,000 in FY 29 for MM4701.12 - Colorado Boulevard Bikeway - Phase 1. This new project will provide bicycle and pedestrian improvements and connect the City of Arcadia bicycle system to Monrovia's Old Town. Project includes Class II and Class III bicycle facilities, sidewalk improvements, ADA ramp installation, and street improvements. This project will likely decrease VMT. The funds will be used for the project's construction phase.

San Gabriel

- Program \$362,600 in FY 26 for MM4701.13 - Roadway Safety Improvements and Bike Lane Installation. This new project includes intersection and pedestrian improvements, installation of a 0.7-mile bike lane to close a gap in the bicycle network, and a flashing beacon at a crosswalk. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

SGVCOG

- Program an additional \$6,259,343 in FY 26, FY 27 and FY 29 for MM4701.10 - East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I. This existing project was awarded Measure M MSP Active Transportation, First/Last Mile and Complete Streets and Bus System Improvement Program funds. This project is the result of a partnership between the seven partner cities of Azusa, Claremont, Covina, Glendora, La Verne, Pomona, and San Dimas under the leadership of the SGVCOG. This additional Active Transportation fund will allow the cities of Claremont and Covina on improvements including but not limited to protected bike lanes, ADA-compliant access ramps, sidewalk improvements and repairs, bike

infrastructure, pedestrian crossing enhancements, and improved lighting and landscaping, etc. This project will likely decrease VMT. The funds will be used for the project's Project Approval and Environmental Document (PAED), PS&E and construction phases.

- Program an additional \$3,000,000 in FY 26 for MM5505.04 - ACE Turnbull Canyon Road Grade Separation (Pedestrian Bridge). This existing project was also awarded Measure M MSP funding from the Highway Efficiency Program. This project will construct a pedestrian bridge over the Union Pacific Railroad to eliminate the at-grade crossing. The project will likely decrease VMT. The funds will be used for the project's ROW and construction phases.

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

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

Alhambra

- Program \$1,000,000 in FY 26, FY 27, FY 28, and FY 29 for MM4703.11 - Alhambra Citywide Bus Stop Improvement. This new project will replace 15,000 square feet of damaged sidewalk, and install shaded bus shelters, bus benches, bus pads, detectable warning surface domes and trash containers. The project will likely decrease VMT. The funds will be used for the project's construction phase.

Arcadia

- Program \$4,500,000 in FY 26 for MM4703.12 - Colorado Boulevard Pedestrian and Bicycle Gap Closure Connectivity and Safety. This new project includes Class II bike lanes, sidewalks, curb extensions, and high visibility crosswalks to connect key destinations, close network gaps, and improve access to Arcadia's Metro A-Line Station. The project will likely decrease VMT. The funds will be used for the project's construction phase.

El Monte

- Program \$2,135,000 in FY 29 for MM4703.13 - Arden Drive Complete Street. This new project will reduce the 1.1-mile Arden Drive corridor from four to two lanes (one lane in each direction). Additionally, it includes the creation of Class IV cycle-tracks, including a parking lane as a buffer and a curb adjacent to the cycle-tracks. In some sections of the corridor, the Class IV cycle-tracks would transition to a buffered Class IIb bike lane. The project will likely decrease VMT. The funds will be used for the project's construction phase.

La Verne

- Program \$2,000,000 in FY 26 for MM4703.14 - Pathways to the Future: Building Safe, Accessible Routes for 2028 and Beyond. This new project includes the installation of wayfinding signage, shared lane markings (sharrows/a class III bike lane), and traffic-calming measures, and addresses critical first/last mile gaps in current bicycle and pedestrian infrastructure. This project will also support access to the LA County Fairgrounds which is a

recently announced 2028 Olympic and Paralympic Cricket venue. The project will likely decrease VMT. The funds will be used for the project's construction phase.

SGVCOG

- Program an additional \$8,287,336 in FY 26, FY 27 and FY 29 for MM4701.10 - East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I. This existing project was awarded Measure M MSP Active Transportation, First/Last Mile and Complete Streets and Bus System Improvement Program funds. This project is the result of a partnership between the seven partner cities of Azusa, Claremont, Covina, Glendora, La Verne, Pomona, and San Dimas under the leadership of the SGVCOG. This additional First/Last Mile and Complete Streets fund will allow cities of Glendora, Pomona and San Dimas on improvements including but not limited to drought-tolerant raised medians, curb extensions, pedestrian and traffic street lighting, wayfinding signage, and Class IV separated bike lanes, etc. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E and construction phases.

South El Monte

- Program an additional \$3,500,000 in FY 26 for MM4703.09 - Santa Anita Avenue Walkability Project. This existing project includes bicycle and pedestrian mobility elements, such as installing Class II buffered bike lanes, and enhancing safety for non-motorized transportation. Pedestrian access will be improved with continuous ADA-compliant sidewalks, curb ramps, driveways, curb and gutters, bulb outs, and raised center medians. The project also includes high-visibility crosswalks, enhanced signage, roadway rehabilitation, and a range of street furniture. This project will likely decrease VMT. The funds will be used for the project's environmental, PS&E and construction phases.

Temple City

- Program \$1,000,000 in FY 29 for MM4703.15 - Citywide Bicycle Route and Pedestrian Enhancements. This new project includes improvements to bicycle detection at 18 signalized intersections, as well as enhancements to pedestrian detection and ADA compliance at several locations. The project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

West Covina

- Program \$1,759,236 in FY 29 for MM4703.16 - West Covina Citywide Pedestrian and Transit Safety Improvement. This new project will install high visibility crosswalk striping, signage, a flashing beacon, speed feedback signs, pedestrian countdown signal heads, audible pedestrian signals, pavement legend markings, ADA-compliant curb ramps with truncated domes at locations approaching parks, schools, near high pedestrian generators. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

Bus System Improvement Program (expenditure line 58)

This update includes funding adjustments to one existing project as follows:

Foothill Transit

- Deobligate \$50,271 from MM4702.01 - Colorado Boulevard Corridor Signal Priority Upgrade Project. This project was completed and audited with a project savings. This savings will be returned to the overall Measure M - Bus System Improvement Program, and made available for future project programming.

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. It will result in improved safety for pedestrians, bicyclists, and people accessing transit.

FINANCIAL IMPACT

In FY 2024-25, \$15.35 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401), \$5.02 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102) and \$1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Centers 0441 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 operations expenses.

EQUITY PLATFORM

The San Gabriel Valley subregion consists of 31 cities and unincorporated communities in Los Angeles County. Twenty-four percent of census tracts in the subregion are defined as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include Alhambra, Rosemead, El Monte, South El Monte, and Pomona.

All the proposed projects in this update are supporting active transportation or first/last mile improvements, or improving overall safety for non-motorized users. For example, the proposed City of La Verne project, which is in close vicinity of a recently announced 2028 Olympic and Paralympic Cricket venue at the LA County Fairplex Fairgrounds, will include the 3rd Street Bike Boulevard which will connect downtown La Verne, the University of La Verne, and the future Gold Line Station. The downtown wayfinding system will link major destinations, including the new Gold Line station,

University of La Verne, and the LA County Fairgrounds. The project supports La Verne's 2021 Active Transportation Plan, 2023 Local Roadway Safety Plan, Metro's 2019 Gold Line Foothill Extension 2B First/Last Mile Plan, and the Old Town La Verne Specific Plan. The project supports healthy travel options, particularly benefiting disadvantaged and transit-dependent populations located in southern La Verne and northern Pomona. By reducing traffic congestion, enhancing connectivity to key destinations, and benefiting disadvantaged communities, the project promotes safer, more inclusive infrastructure for residents and visitors. Preparing for a significant increase in traffic, La Verne is committed to meeting the car-free, transit-first goal by developing sustainable transportation options that create seamless, active transit connections between the Gold Line Station, Bonelli Regional Park, and local amenities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The 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 San Gabriel Valley subregion. This is not recommended as the San Gabriel Valley Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures, and may delay the development and delivery of projects.

NEXT STEPS

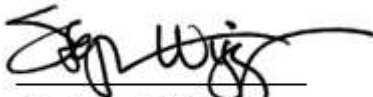
Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2025-26. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

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

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Stephanie Wiggins
Chief Executive Officer

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 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices	Construction		\$ 636,800		\$ 636,800	\$ 636,800					
2	Azusa	MM4701.11	East First Street and Baseline Road Street Improvement	Construction	New		1,000,000	1,000,000						1,000,000
3	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction	Audit	582,075		582,075	582,075					
4	Industry	MM4701.04	City of Industry East-West Bikeway Project	PS&E Construction		1,492,500		1,492,500	1,492,500					
5	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction		4,278,500		4,278,500	4,278,500					
6	LA County	MM4701.09	Eaton Wash Bike Path - Phase I	PS&E ROW Construction	Chg	1,990,000	700,000	2,690,000	200,000	200,000	1,740,000	500,000	50,000	
7	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction		3,880,000		3,880,000	388,000	3,492,000				
8	Monrovia	MM4701.12	Colorado Boulevard Bikeway - Phase 1	Construction	New		1,000,000	1,000,000						1,000,000
9	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway	PS&E		1,428,876		1,428,876	1,428,876					
10	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction		388,050		388,050	388,050					
11	San Gabriel	MM4701.13	Roadway Safety Improvements and Bike Lane Installation	PS&E Construction	New		362,600	362,600			362,600			
12	SGVCOG	MM4701.01	Planning Activities for Measure M Multi-Year Subregional Programs ^	Planning		312,936		312,936	188,136	60,000	64,800			
13	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PAED PS&E Construction	Chg	6,452,974	6,259,343	12,712,317	1,370,000	4,000,000	4,525,136	952,181		1,865,000
14	SGVCOG (ACE)	MM5505.04	ACE -Turnbull Canyon Road Grade Separation (Pedestrian Bridge)	ROW Construction	Chg		3,000,000	3,000,000	-		3,000,000			
Total Programming Amount						\$ 21,442,711	\$ 12,321,943	\$ 33,764,654	\$ 10,952,937	\$ 7,752,000	\$ 9,692,536	\$ 1,452,181	\$ 50,000	\$ 3,865,000

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

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 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	Alhambra	MM4703.11	Alhambra Citywide Bus Stop Improvement	Construction	New		\$ 1,000,000	\$ 1,000,000			\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
2	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors	PS&E Construction		1,741,250		1,741,250	1,741,250					
3	Arcadia	MM4703.12	Colorado Boulevard Pedestrian and Bicycle Gap Closure Connectivity and Safety	Construction	New		4,500,000	4,500,000			4,500,000			
4	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project (CFP# F9620)	PS&E Construction		652,975		652,975	652,975					
5	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction		686,945		686,945	686,945					
6	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancements	PS&E Construction	Audit	1,741,250		1,741,250	1,741,250					
7	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project	PS&E Construction		2,985,000		2,985,000	2,985,000					
8	Duarte	MM4703.06	Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements, Phase II	Construction		1,620,855		1,620,855	1,620,855					
9	El Monte	MM4703.13	Arden Drive Complete Street	Construction	New		2,135,000	2,135,000						2,135,000
10	La Verne	MM4703.14	Pathways to the Future: Building Safe, Accessible Routes for 2028 and Beyond	Construction	New		2,000,000	2,000,000			2,000,000			
11	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E	Compl	895,500		895,500	895,500					
12	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PAED PS&E Construction	Chg	8,395,000	8,287,336	16,682,336	5,204,714	3,190,286	1,134,098	2,193,238		4,960,000
13	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					
14	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	Environmental PS&E Construction	Chg	5,671,500	3,500,000	9,171,500	512,384	3,458,653	5,200,463			
15	Temple City	MM4703.15	Citywide Bicycle Route and Pedestrian Enhancements	PS&E Construction	New		1,000,000	1,000,000						1,000,000
16	West Covina	MM4703.16	West Covina Citywide Pedestrian and Transit Safety Improvement	PS&E Construction	New		1,759,236	1,759,236						1,759,236
Total Programming Amount						\$ 25,285,775	\$ 24,181,572	\$ 49,467,347	\$ 16,936,373	\$ 6,648,939	\$ 13,084,561	\$ 2,443,238	\$ 250,000	\$ 10,104,236

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 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	PS&E Equipment Purchase/Lease Construction	Clsd	\$ 286,316	(50,271)	\$ 236,045	\$ 236,045					
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	PS&E Equipment Purchase/Lease Construction		211,158		\$ 211,158	211,158					
3	SGVCOG	MM4702.03	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		150,000		\$ 150,000	150,000					
Total Programming Amount						\$ 647,474	\$ (50,271)	\$ 597,203	\$ 597,203	\$ -	\$ -	\$ -	\$ -	\$ -

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 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	SGVCOG (ACE)	MM5505.01	State Route 60 and Lemon Avenue	Construction	Audit	\$ 5,273,500		\$ 5,273,500	\$5,273,500					
2	SGVCOG (ACE)	MM5505.02	ACE - Montebello Corridor Grade Separation Project	PS&E ROW Construction		\$ 16,625,000		\$ 16,625,000		7,553,000		3,029,000	3,500,000	2,543,000
3	SGVCOG (ACE)	MM5505.03	ACE - Pomona At-Grade Pedestrian Crossing Safety Improvement Project and Others	PS&E ROW Construction		\$ 10,683,000		\$ 10,683,000		5,669,000	5,014,000			
4	SGVCOG (ACE)	MM5505.04	ACE -Turnbull Canyon Road Grade Separation Project	ROW Construction		\$ 3,000,000		\$ 3,000,000						3,000,000
Total Programming Amount						\$ 35,581,500	\$ -	\$ 35,581,500	\$5,273,500	\$7,553,000	\$5,669,000	\$8,043,000	\$3,500,000	\$5,543,000

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 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	SGVCOG	MM5501.01	Diamond Bar Boulevard SR-60 Eastbound On-ramp Improvement Project	Construction	Audit	1,000,000		1,000,000			\$1,000,000			
Total Programming Amount						\$1,000,000	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -



Measure M Multi-year Subregional Program San Gabriel Subregion

Planning and Programming Committee
June 18, 2025



Metro

File# 2025-0323

San Gabriel Subregion

- Five Multi-Subregional Programs (MSP)
 - Active Transportation (expenditure line 54)
 - Bus System Improvement (expenditure line 58)
 - First/Last Mile and Complete Streets (expenditure line 59)
 - Highway Demand Based (expenditure line 60)
 - Highway Efficiency (expenditure line 82)
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)		Notes	Schedule of Funds Available		Subregion*	2016 - 2027 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
				Ground-breaking Start Date¹	Expected Opening Date (3 year range)					
Multi-Year Subregional Programs				1 st yr of Range						
47	Metro Active Subregion, Transit 1st/Last Mile Program		p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding		k,p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects			FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program			FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		p,s	FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program			FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program			FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		p,s	FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs			FY 2018	FY 2057	oc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program			FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		l,p	FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program			FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets			FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		p	FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®			FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects			FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		p,s	FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program			FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects			FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		l,p	FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements			FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program			FY 2018	FY 2057	sc	TBD	TBD	\$1,198,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)		l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)			FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects			FY 2033	FY 2057	av	\$0	\$138,500	\$138,500	H
72	Los Angeles Safe Routes to School Initiative		l,p	FY 2033	FY 2057	oc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program			FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)			FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		p	FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH			FY 2048	FY 2057	oc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements			FY 2048	FY 2057	oc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		p	FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program			FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects			FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		p	FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program			FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects			FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		p	FY 2048	FY 2057	sg	\$0	\$68,000	\$68,000	H
85	LA Streetscape Enhance. & Great Streets Program			FY 2048	FY 2057	oc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program			FY 2048	FY 2057	lvm	\$0	\$88,000	\$88,000	H
87	Public Transit State of Good Repair Program		p	FY 2048	FY 2057	oc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program			FY 2048	FY 2057	lvm	\$0	\$83,000	\$83,000	H
89	Traffic Congestion Relief/Signal Synchronization			FY 2048	FY 2057	oc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		p	FY 2048	FY 2057	av	\$0	\$110,800	\$110,800	H
91	Countywide BRT Projects Ph 4 (All Subregions)			FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)			FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
Multi-Year Subregional Programs Subtotal							\$1,430,000	\$10,253,700	\$12,879,700	
GRAND TOTAL							\$21,011,027	\$31,243,641	\$53,450,669	

June 2025 Recommendations

CONSIDER:

A. APPROVING:

1. Programming an additional \$12,321,943 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54), as shown in Attachment A;
2. Programming an additional \$24,181,572 of Measure M MSP - First/Last Mile and Complete Streets Program (expenditure line 59), including inter-program borrowing of \$6,579,127 from the Measure M MSP - Active Transportation Program, as shown in Attachment B;
3. Deobligating \$50,271 of Measure M MSP - Bus System Improvement Program (expenditure line 58), as shown in Attachment C; and

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

This update includes funding adjustments to six Active Transportation, eight First/Last Mile Complete Streets (one supports the 2028 Games), and one Bus System Improvement projects.

- Approximately 10 projects are expected to be completed by the 2028 Games.




 **Bicycle Lane**
On-street bicycle facility identified with striping



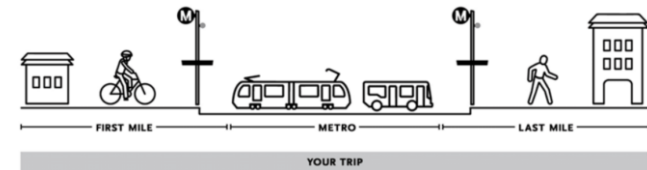
 **Pedestrian Lighting**
Human-scaled lighting for comfort and safety



 **Bicycle Boulevard**
Street with lower vehicular speeds and traffic volumes, which are specially enhanced for cyclists through landscaping, lighting, signage, and other improvements



 **Bus Stop Improvements**
Enhanced shelter, bench, real-time signage, and other amenities



* Images are for illustrative purposes only.

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates



Board Report

File #: 2025-0479, **File Type:** Informational Report

Agenda Number: 16.

**PLANNING AND PROGRAMMING COMMITTEE
CONSTRUCTION COMMITTEE
JUNE 18, 2025**

SUBJECT: METRO COST BENEFIT ANALYSIS AND METHODOLOGY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the status report on Metro's Draft Cost Benefit Analysis and Methodology.

ISSUE

At its February 2025 meeting, the Board approved Motion 14 by Directors Dutra, Najarian, Barger, Butts and Solis, and amended by Director Horvath, that directed staff to develop a framework for a Metro Cost Benefit Analysis (CBA) that could be used as one tool among others to support investment and funding decisions for Metro's capital projects. The consistent application of a Metro CBA is intended to inform a more data-driven and transparent decision-making process that also includes economic data and evaluation criteria approved by the Board in October 2023 as part of the Measure M 5-Year Comprehensive Assessment and Equity Report.

Staff have developed a draft framework that includes a methodology that is consistent with United States Department of Transportation (USDOT) and California Department of Transportation (Caltrans) guidance and incorporates benefits criteria aligned with Board adopted objectives and goals. These objectives are operationalized into performance metrics used to evaluate projects, especially in assessing their contributions to the economic output and vitality of the region, equity, and sustainability. This report provides an update on the progress of developing the methodology. Staff anticipate returning to the Board next month to seek the Board's approval of a final Metro CBA methodology that integrates comments received this month.

BACKGROUND

Metro currently is planning for and delivering the largest portfolio of transportation capital projects in the nation, due in large part to the revenue streams provided by Measure R, Measure M, Senate Bill 1 - the Transit and Intercity Rail Capital Program, the Bipartisan Infrastructure Law, and other funding sources, all of which have been instrumental in providing local and state funds to leverage federal participation. With the magnitude of the capital program and increasing operating costs, coupled with recent years' rising construction costs and inflation as well as federal funding uncertainty, Metro and

other transit agencies across the country are grappling with project delivery and financial sustainability.

In February 2025, the Board passed Motion 14 (Attachment A), which directed staff to develop a CBA framework for Metro Capital Projects that could strategically position projects for funding opportunities and could evaluate contributions to the economic vitality of Los Angeles County and the United States. As amended, the motion also directed CBA evaluations to include project viability, competitiveness in funding programs, systemwide connectivity benefits, service to Equity Focus Communities and transit dependent riders, ridership, and connectivity with economic centers to increase sales tax growth. Additionally, the CBA methodology would be consistent with USDOT, California and Metro policy objectives and guidelines.

In April 2025, Program Management staff presented the Metro Annual Program Evaluation (APE) report and discussed the multifaceted strategies to mitigate cost and schedule risks and to support continuous improvement in capital program delivery. As part of the report, Planning staff presented an initial CBA framework that included criteria consistent with USDOT guidelines (e.g., travel time savings, safety, emissions reductions, operating cost savings, and health benefits), State criteria (e.g., accessibility, journey quality), and Metro criteria (e.g., community benefits, system and network benefits, economic benefits, and equity). Collectively, these form the Metro Cost Benefit Analysis (Metro CBA) criteria.

Current Metro Practices in Employing CBA

Metro currently uses various forms of cost and benefit analyses in project development and implementation. In selecting a Locally Preferred Alternative (LPA), Metro conducts robust analyses on proposed alternatives to identify capital costs and environmental and other benefits to the region; however, methodologies can differ from project to project, making it difficult to compare projects' benefits and costs. Additionally, capital cost analyses have been limited in that most estimates do not incorporate operations, maintenance, or asset replacement costs in early planning decisions, thus missing a full life-cycle assessment. Analyses also have been limited in addressing equity and economic impacts, as discussed below:

Equity Impacts: Equity evaluations currently are conducted on *most* projects, primarily centered on the geographic relationship of transportation infrastructure to Equity Focus Communities (EFC). The Office of Equity and Race (OER) is developing new tools to measure accessibility, as well as health, environmental, and economic equity and to answer the question of how proximity translates to access to opportunities and quality of life. These tools are anticipated to be developed over the next year and will inform the Metro CBA in terms of distributional and absolute contributions to mobility, health and safety, and other goals for disadvantaged communities. In the meantime, evaluations will continue to use existing tools (e.g., maps, geographic analyses, qualitative information).

Economic Impacts: Some federal grant programs require Benefit Cost Ratios (BCR) and USDOT prescribes a standardized accounting framework that includes parameters to be included (e.g., mobility, safety) and specific metrics for those parameters (e.g., travel time savings, fatalities avoided, etc.), monetized unit values, and calculations to be used. Other

federal grant programs require cost effectiveness measures (or the cost per additional unit of change, such as cost per new rider). Notably, USDOT grant guidance for competitive programs specifically prohibits the inclusion of local economic benefits in BCRs. From a federal/national perspective, economic benefits generated from federal funding to a project do not consider “the extent to which positive impacts in one region or industry may be accompanied by offsetting losses in another” (2024, USDOT).

Despite the exclusion from federal funding decisions, however, economic impacts to the region are important factors for local audiences (e.g., Metro Board, local elected officials, communities, advocates, etc.). Accordingly, staff are developing a regional economic modeling tool to assess and quantify economic output generated by project investment. As Metro projects reach critical milestone decisions, staff will conduct economic impact analysis on a project-by-project basis until a systematic methodology is incorporated into the Metro CBA.

DISCUSSION

The draft Metro CBA framework reflects Board-defined goals and objectives adopted since a 2015 Performance Framework was used to support the Measure M Ordinance Expenditure Plan and the 2020 Long Range Transportation Plan (see Attachment B for more background). Based on Board direction over the past 10 years, staff recommend a Metro CBA framed by the thematic areas described below. Each thematic area includes a percentage weight that is based on the 2015 Performance Framework but adjusted to reflect emerging priorities since.

Note that equity has been and continues to be a prominent theme in Metro Board priorities as reflected in the Measure M 5-Year Comprehensive Assessment and Equity Report (October 2023). Mobility can advance equity by increasing access to high-quality mobility options, reducing air pollution, and enhancing economic opportunity in underserved areas. As a result, equity evaluations are embedded within the thematic areas, to ensure that this direction is integrated into transportation outcomes. Equity constitutes three percent (3%) in Mobility/Accessibility because this is the primary benefit area from transportation investments. It constitutes one percent (1%) within each of the areas of Safety and Health Benefits, Environmental Sustainability and Economic Benefits to the Region. Long Term Operational Sustainability does not include equity performance because its benefits directly accrue to the service provider. In total and across all thematic areas, Equity represents 6% of the total Metro CBA as described below.

Proposed Metro CBA Objectives and Weighting

- **Mobility and Accessibility (40%)** - This is the primary benefit for most transportation modes, aligned with FTA and Caltrans methodologies. Easing congestion, increasing active transportation, and improving travel times, system connectivity, throughput, and reliability, are all key Metro objectives addressed by mobility improvement. The key metric in evaluating projects is travel time savings for different user groups and modes (transit riders, drivers and bicyclists). Travel time savings are critical for estimating travel demand and mode share, which influence regional congestion management goals. Other policy objectives reflected in

mobility and accessibility metrics include improvements in reliability, reductions in travel delay (for goods and people), and improved connectivity to jobs, housing, resources, and opportunities. Equity is also a consideration in mobility and access evaluations, **contributing** three percentage points (3%) to the Mobility and Access theme, and representing analyses conducted on outcomes by mode, geography and EFCs, and other socio-economic data.

The weighting factor for this category has been reduced from 45% since the 2015 Performance Framework because operating and life cycle costs, as well as extended life of equipment and long-term fiscal sustainability of operations - which had been considered as Mobility goals - are now proposed to constitute a new category, "Operational and Long-Term Sustainability," reflecting the new financial criteria adopted by the Board in October 2023.

- **Safety and Health Benefits (15%)** - Transportation's influence on safety and public health are objectives for Metro's Vision 2028. Transportation projects' benefits to health and safety are typically measured by reductions in exposure to risks posed by the transportation system across multiple modes. Safety and health benefits similarly result from improved access to safe active transportation infrastructure that promotes active transportation as a primary mode or connection to transit, health care facilities, and recreational opportunities, such as parks and open space.

Since transportation is a social determinant of health, from an equity perspective, safety and health benefits may be analyzed through the lens of sensitive receptors (e.g., children younger than 5 and older adults above 65 years of age) or increased access to health care for particular socio-economic groups; equity contributes one percentage point (1%) to this category.

In the Metro CBA, safety and health are proposed in one category, since in both policy areas, the transportation investments are intended to reduce exposure to (safety and health) risks posed by the transportation system across multiple modes and minimize safety and health risks introduced by the project. In 2015, safety was a separate category and health related performance was included as a goal for "Sustainability/Quality of Life" with 12.5% weight; the Metro CBA would instead include health and safety together (15%) and environmental sustainability (15%) as separate categories.

- **Environmental Sustainability (15%)** - Projects demonstrating the following improvements support Metro's climate and sustainability goals as aligned with SB 375 targets. Policy criteria include reductions in greenhouse gas (GHG) emissions and criteria pollutants, reductions in urban heat island effects, reduced stormwater runoff impacts, and reduced biological and habitat impact. Equity in this category contributes one percentage point (1%) to this category. Objectives related to equitable environmental sustainability include accounting for disproportionate exposure and/or distribution of environmental benefits (i.e. air pollution, green space) by mode, geography and EFCs, or other socioeconomic data.
- **Long-Term Operational Sustainability (15%)** - The provision of timely, reliable, and efficient transportation services is critical for Metro riders as well as for goods movement in and

through our region. Just as environmental sustainability focuses on ensuring long-term viability of natural resources for future generations by exercising responsible resource management, operational sustainability focuses on fiscal decisions that ensure the continuity of infrastructure delivery and operational service over the long term. Identifying and measuring operational sustainability at the outset of project planning helps ensure that capital investments can be operated and maintained effectively throughout their lifecycle, reducing the risk of underutilized or deteriorating infrastructure. Doing so in turn is critical for providing continuity in service and thus maintaining public trust and for securing continued investment and support from state and federal funding partners. To this effect, the Metro CBA will include measures to evaluate the operational benefits and system productivity over time, the sufficiency of funding for operations and maintenance, system resiliency and recovery from service disruptions and/or emergencies, and the feasibility of project such as delivery in phases while maintaining high benefits relative to cost.

Aligned with the October 2023 Board-adopted motion and given the Board's attention to the transit "fiscal cliff," this new category of objectives evaluates Metro's investments today against fiscal and operational sustainability in the future.

Economic Benefits to the Region (15%) - While economic benefits are explicitly excluded from federal funding evaluations, infrastructure improvements for enhanced mobility of both goods and people can have significant positive effects on regional economic output. Reductions in travel times make it easier for workers to access jobs and for employers to reach a wider employment pool. Additionally, businesses benefit from more reliable and timely delivery of goods and services, and workers benefit from more time for work and leisure. Finally, travel time reductions can improve access to tourist destinations to increase visitation and spending, generating additional economic activity in the region, including sales tax revenue and growth. The direct benefits of travel time reductions are accounted for as mobility and accessibility, but the economic benefits to the region are indirect benefits including reallocation of time savings to productive activities that generate further economic activity in the region.

The economic impact analysis to estimate jobs created (from construction and operations), and countywide output associated with project investment. In addition to identifying productivity and consumption resulting from travel time savings to all users of the transportation system, staff also will estimate the socio-economic composition of those obtaining economic benefits to help with equity assessment of the project. For this reason, equity contributes one percentage point (1%) towards Economic Benefits to the Region.

Implementation of Metro CBA

Staff will return to the Board next month for approval of finalized weighted objectives and operationalized metrics to be used in evaluating projects. As mentioned in previous sections, metrics for equity and the regional economic impact models are still under development. However, following Board's approval of objectives, staff will continue to refine technical calculations and modeling work

and begin conducting Metro CBA evaluations on projects that are nearing milestone decisions.

Staff will explore international and national cases in which CBA implementation has been successful not only in informing project development decisions but in yielding improvements to the development process itself. For example, *The Green Book*, issued by the United Kingdom's finance ministry, offers a standardized development process that varies the evaluation criteria based on a project's developmental stage and incorporates "design to budget" or "design to BCR" in early planning phases. These may provide insight into strategies for systematically incorporating the Metro CBA at project milestones across stages of planning, design, construction, and operations.

EQUITY PLATFORM

This report provides an overview of the proposed Metro Cost Benefit Analysis methodology and proposes potential applications of CBA in project evaluations. A Metro CBA methodology would apply to multimodal transportation investments, and at various milestones of project development. The methodology presented includes equity as embedded within thematic areas of performance, receiving a six percent (6%) total weighting factor.

While traditional CBAs demonstrate aggregated net benefits, Metro's CBA process will examine equity through a quantitative analysis, spatial analysis (maps), qualitative narratives (cultural and/or historical description, etc.) or some combination. Additionally, as the technical methodology continues to be refined and as additional equity tools are developed (e.g., Access to Opportunities, Equity Toolkit, Equity Performance Measurement, etc.) the Metro CBA framework will continue to evolve and incorporate equity as an assessment factor.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as the development and implementation of CBAs provides a more data-driven and transparent decision-making process to support delivery of the capital program including transit, highways, ride sharing, and active transportation investments. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation to implement Cost Benefit Analysis in project development decisions supports the following strategic plan goals:

- Goal 1 - Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2 - Deliver outstanding trip experiences for all users of the transportation system
- Goal 3 - Enhance communities and lives through mobility and access to opportunity
- Goal 4 - Provide responsive, accountable and trustworthy governance within the Metro organization.

The implementation of CBA provides a tool for evaluating projects against strategic goals and supports Metro's capital investment decisions with transparent, trustworthy, data-based analysis.

NEXT STEPS

- Refine the proposed scoring (weighting) framework based on any feedback from the Board
- Return to the Board in July with finalized evaluation criteria

ATTACHMENTS

Attachment A - Board Motion 14: Cost-Benefit Analysis for Metro Capital Projects

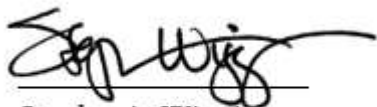
Attachment B - Existing Plans and Policies

Attachment B1 - Long Range Transportation Plan - Potential Ballot Measure Framework,
Assumptions and Input

Attachment B2 - Board Motion 17.1

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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

**Metro****Metro****Board Report****File #:** 2025-0149, **File Type:** Motion / Motion Response**Agenda Number:** 14.**REVISED**
REGULAR BOARD MEETING
FEBRUARY 27, 2025**Motion by:****DIRECTORS DUTRA, NAJARIAN, BARGER, BUTTS AND SOLIS****COST-BENEFIT ANALYSIS FOR METRO CAPITAL PROJECTS**

The U.S. Department of Transportation (USDOT) defines a cost-benefit analysis as a systematic process for identifying, quantifying, and comparing expected benefits of a potential infrastructure project. A cost-benefit analysis provides estimates of the anticipated benefits that are expected to accrue from a project over a specified period and compares them to the anticipated costs of the project.

While a cost-benefit analysis is just one of many tools that can be used to support funding decisions for infrastructure investments, it can be a meaningful method to evaluate and compare potential transportation investments for their contribution to the economic vitality of Los Angeles County and the United States.

Internationally, agencies such as Transport for London also utilize cost-benefit analysis to assess project viability and optimize funding opportunities. Incorporating a standardized cost-benefit analysis will help ensure that the projects Metro advances are positioned competitively for future funding opportunities and policy support.

SUBJECT: COST-BENEFIT ANALYSIS FOR METRO CAPITAL PROJECTS MOTION**RECOMMENDATION**

APPROVE Motion by Directors Dutra, Najarian, Barger, Butts and Solis to direct the CEO to ~~incorporate~~ develop a standardized cost-benefit analysis framework, using USDOT analysis or a comparable methodology, for all Metro capital projects to help inform ~~the agency's~~ a more data-driven and transparent decision-making process ~~for projects Metro advances~~. This cost-benefit analysis framework should also include national economic impact data and a comparison to the cost-benefit analysis methodology currently used by Metro and required by State and Federal for significant grant opportunities. An update on this analysis framework shall be presented as part of the Annual Program Evaluation brought to the Board in 2025.

HORVATH AMENDMENT: Direct the CEO to incorporate the project evaluation criteria approved by the Board in October 2023 and being applied to Metro's Short Range Transportation Plan Update, into the framework of a standardized cost-benefit analysis.

Metro



Board Report

File #:2015-1608, **File Type:**Policy

Agenda Number:17.

3rd REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2015
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 19, 2015

**SUBJECT: LONG RANGE TRANSPORTATION PLAN - POTENTIAL BALLOT MEASURE
FRAMEWORK, ASSUMPTIONS, AND INPUT**

**ACTION: APPROVE POTENTIAL BALLOT MEASURE FRAMEWORK AND WORKING
ASSUMPTIONS**

RECOMMENDATION

- A. APPROVING the 2017 **Long Range Transportation Plan (LRTP) Update Proposed Performance Metrics Framework** (Attachment A) to be used in analyzing all proposed major transit and highway projects (including Measure R projects not yet under construction) in order to develop a Potential Ballot Measure Expenditure Plan; and,
- B. RECEIVING AND FILING the LRTP Potential Ballot Measure Framework Working Assumptions in Attachment B, the Stakeholder Process Input (through an On-Line Link) in Attachment C, the Subregional Stakeholder Project Priorities in Attachment D, the Regional Facility Provider Needs Lists in Attachment E, and the Roadmap for LRTP Potential Ballot Measure Process in Attachment F.

KUEHL AMENDMENT to move “increased access to parks and open space” from Quality of Life to Accessibility category.

ISSUE

Since Fall 2012, Metro has explored the feasibility of pursuing a new potential ballot measure in conjunction with updating the 2009 LRTP. By participating in over 190 meetings, Metro staff has worked with subregional representatives and other stakeholders including, but not limited to, business, public health, labor, environmental groups, Active Transportation stakeholders, and numerous other groups. These various stakeholders were asked to submit their priorities and policy input by September 1, 2015.

Adoption of the recommended performance metrics framework, working assumptions, and acceleration parameters is essential to conducting the substantial travel demand and financial

analytical staff work that comprises the next steps in our Roadmap process shown in Attachment F. For example, the travel demand modeling we are about to conduct requires complex system coding tasks that will enable us to provide a performance based recommendation to the Metro Board of Directors. Also, while all projects submitted are anticipated to be included in the LRTP update, they must be categorized in one of two ways: financially constrained (funding plan) or financially unconstrained (no funding plan). These financial constraints are defined in federal planning regulations as revenues that can be reasonably expected to be available. Deferring these analytical tasks will compromise our ability to provide the proper feedback necessary for a bottoms-up process.

BACKGROUND

Through various correspondences, meetings, and actions, the Metro Board directed that a proposed ballot measure follow a “bottoms-up” process that began with the Mobility Matrix process. The Mobility Matrices, as directed by the Board in February 2014, were completed in collaboration with the subregions and received by the Board in April 2015. The work began with an inventory of projects that was drawn from prior planning processes, such as the LRTP Strategic (unconstrained) Plan, but went further to identify any new needs not identified previously. In January 2015, the Metro Board also created a Regional Facilities category that includes Burbank Bob Hope Airport, Los Angeles World Airports (LAX), Long Beach Airport, Palmdale Airport, the Ports of Long Beach and Los Angeles, and Union Station. Continuing discussions are being held with Regional Facilities representatives and other Stakeholders on the appropriate role for Metro in addressing the presence of these facilities within Los Angeles County. In the end, this process identified over 2,300 projects totaling over \$273 billion in 2015 dollars.

Concurrent with the work of the subregional and regional facilities groups, staff worked closely with other stakeholder groups described above to determine their priorities and policy considerations. Metro executives attended several productive meetings with coalitions of leadership representatives from environmental, active transportation, business, and disadvantaged community organizations. These leaders jointly expressed significant support for a potential ballot measure, if it properly balances their mobility, economic development, and environmental justice concerns.

DISCUSSION

Mobility is an essential ingredient necessary to support economic growth spurring job creation and the movement of goods. While Metro is fundamentally responsible for developing a transportation plan that best addresses the county’s mobility needs, this goal is intrinsically linked with the several policy objectives and the accessibility needs of its most vulnerable citizens. The LRTP Potential Ballot Measure Framework and Assumptions were first presented in draft form October 2015. The 2017 LRTP Proposed Performance Metrics Framework now found in Attachment A, if approved, will serve as the basis for evaluating the acceleration of existing major projects and the addition of new major highway and transit corridors in the LRTP.

Metro Travel Demand Model

The staff has identified a set of highway and transit corridors to model after reviewing the 2,300 projects submitted by subregional agencies in the Mobility Matrix process. To achieve mobility and

other policy goals, Metro's Travel Demand Model outputs will require the Performance Metrics Framework to guide staff's recommendations. The Metro Travel Demand Model will be used to evaluate major transportation projects submitted through the Mobility Matrix process including major transit projects (bus rapid transit, light rail, or heavy rail transit corridor projects) and major highway projects (carpool lanes, managed lanes, or mixed flow lanes). We note that of the 2,300 projects submitted by subregional agencies in the Mobility Matrix process, many are not major projects, and therefore cannot be modeled. Those projects that cannot be modeled may be considered as part of other funding categories or for inclusion based on the priorities from the subregional priority setting process.

In addition to evaluating the performance of these new projects submitted by the subregions, we will also model major Measure R transit and highway projects that are not yet in construction, to use the performance measure analysis to inform the opportunity to accelerate Measure R projects.

Best Practices Framework

The recommended Framework draws from best practices of work done elsewhere in the nation and California. We reviewed performance measures used nationally to implement MAP-21 and the federal Clean Air Act and found that the best of these were modeled on work first performed in California. Specifically, the performance measure process used by the Southern California Association of Governments and the San Francisco Bay Area's Metropolitan Transportation Commission and others were the best fit for the Metro Board's policy objectives. For example, California is now again at the cutting edge of greenhouse gas performance analysis initiated by SB 32 and various state laws. Our work builds on these best practices.

Performance Measure Weights

The performance measures are organized under various themes, including accessibility, economy, mobility, safety, and sustainability/quality of life. Each of these theme groupings have been assigned percentage weights for the purpose of evaluating project performance of new highway and transit corridors, as follows:

- Mobility 35%
 - Easing congestion, increasing active transportation, and improving travel times, system connectivity, throughput, and reliability are all key Metro objectives addressed by mobility improvement. This weight reflects that emphasis.
- Economy 15%
 - Economic output, job creation and retention, goods movement, and addressing disadvantaged communities are goals that can be better achieved by implementing projects and services that address these needs. This weight enables us to identify the project's contribution to economic development.
- Accessibility 20%
 - The needs of the transit dependent, cyclists, youths, pedestrians, seniors, and people with disabilities are addressed here by increasing the population served by Metro

facilities. This weight reflects the strong relationships Metro has built with these populations and need to retain and improvement the services provided to them.

- Safety 15%
 - Safety is fundamental to the design, construction, and operation of highway and transit corridors, but it must also be considered in evaluating new highway and transit projects against each other. The relative safety benefit of major transportation capacity enhancement projects is accounted by this theme's weight.
- Sustainability and Quality of Life 15%
 - An important criteria for evaluating a project's impact on reducing greenhouse gases and improving air quality, improving public health, and improving the quality of life, including eliminating urban heat islands, storm water runoff, biological and habitat impact, noise mitigation, and access to parks and open space. This theme has been weighted to identify the project's contribution to addressing sustainability and quality of life.

Purpose, Use, and Limits of Performance Metrics

This evaluation process is intended to evaluate whether to include and how to sequence new projects to be added to the plan relative to other new projects. In addition, the Performance Metrics will be used to guide recommendations regarding the potential acceleration of some Measure R projects already in the LRTP relative to other Measure R projects. We are recommending that the Metro Board stipulate that these acceleration recommendations be considered by staff only to the extent that other existing LRTP projects remain on their current LRTP funding schedules and no later. The intent here is to prevent any existing LRTP project delays, while at the same time enabling the possible acceleration of highly beneficial major projects as a result of the potential replacement of the Measure R tax when it sunsets in 2039.

Authorizing Legislation and Expenditure Plan Requirements

The authorizing legislation for the potential ballot measure, SB 767 (de León), requires that an expenditure plan be developed using a transparent process to determine the most recent cost estimates for each project and program identified in the expenditure plan. Metro's transparent, inclusive, and bottoms-up process to date provided high and low cost estimates to aid stakeholders in making their priority setting decisions. Staff will continue to refine these costs in that same transparent manner and plans to use the performance metrics to guide our ultimate recommendations.

SB 767 (de León) was passed on September 15, 2015 and the Governor announced his approval on October 7, 2015. In addition to transparent process requirements, SB 767 (de León) requires that the expenditure plan include the following elements: the most recent cost estimates for each project and program; the identification of the accelerated cost, if applicable, for each project and program; the approximate schedule during which Metro anticipates funds will be available for each project and program; and, the expected completion dates for each project and program within a three-year range. To meet these requirements and the bottoms-up process requirements

originally directed by the Metro Board, a number of assumptions must be used in developing the expenditure plan, including a tax increase, tax extension, tax sunset, project cost inflation, revenue growth, subregional revenue targets, and population and employment data as described in Attachment B, the Framework Working Assumptions.

Potential Ballot Measure Process Characteristics and Results

The Potential Ballot Measure Funding Targets examined current (2017) and projected (2047) population and employment figures, which were given to each subregion to inform their ultimate funding target. As discussed in detail in Attachment B, if current population was the highest percentage figure for a specific subregion, that figure was used to develop that subregion's target. If another subregional percentage figure was higher, such as future employment, that figure was used instead. This funding allocation formula was deemed feasible because Metro staff anticipates that a portion of existing funding resources will be available beyond the year 2039. For example, Proposition A and Proposition C do not sunset, and no planning has yet occurred in the year 2040 and beyond for these taxes. Since our working assumption is a 40-year tax measure ending in 2057, there will be about 18 years of Proposition A and Proposition C resources for planning purposes. After establishing a consensus with all the subregional representatives on the Potential Ballot Measure Funding Targets earlier this year, Metro staff initiated the next steps in the process by requesting subregional priorities that were constrained to the Framework Funding Targets.

As of September 1, 2015, Metro received the project priority and policy input found in Attachment C to this report. Attachments D and E contain draft Stakeholder Input project lists that staff has attempted to synthesize in order to summarize the subregional and Regional Facilities priorities. Together, these attachments complete one phase of a multi-phase stakeholder and public input process summarized in the Roadmap in Attachment F. In addition to the input identified in Attachment C, many stakeholders also provided policies for Metro's consideration going forward. These are included in Attachment C as well. These attachments, previously presented to the Board in October 2015, have since been updated as indicated within the attachments.

If the Metro Board of Directors and/or the voters ultimately determine that additional taxes are not necessary at this time, the current LRTP will be updated consistent with that decision. Our LRTP process is scheduled to conclude in the fall of 2017, well after the potential vote, to permit either eventuality.

DETERMINATION OF SAFETY IMPACT

The proposed approval will not have any adverse safety impacts on employees and patrons.

FINANCIAL IMPACT

Approval of the LRTP Potential Ballot Measure Framework in Attachment A and Assumptions in Attachment B has no financial impact for the agency as the necessary funds remain budgeted for FY 2016.

Impact to Budget

Staff will continue to work within existing budgeted resources for development and outreach related to the LRTP update and potential ballot measure. Potential success of such a ballot measure would have a positive impact to future budgets if placed on the ballot and approved by voters.

NEXT STEPS

Non-Project Needs and Contingencies

Further defining the other funding priorities not captured in the input process to date must now begin. This was reiterated in some of the Stakeholder Input received as part of Attachments C. These needs include, but are not limited to, transit operating and state-of-good repair needs; countywide bus system, Metrolink and paratransit services; local return, including local streets and roads and local transit; highway innovation and operating needs such as ExpressLane system improvements, highway systems and operations management, and other transportation needs not captured in any other way.

In addition to non-capital project needs, a contingency strategy will be needed to handle fluctuations in project costs and revenue forecasts that will arise over a four decade planning horizon. A reliable strategy to make allowances for variations in revenue and cost uncertainties, contingencies, escalation and assumptions in debt service costs will be developed within the recommended sequencing plan and then incorporated as necessary in the recommended Expenditure Plan to support the potential ballot measure and LRTP update.

Roadmap Process

Consultant support for the LRTP process was secured and kicked-off on September 15, 2015 and staff is now working on travel demand modeling and other related tasks to enable the Potential Ballot Measure Framework in Attachment A and the subsequent Expenditure Plan and Ordinance processes to be completed by June 2016. Though staff proposes a final decision by the Metro Board of Directors on whether to support the agendizing of a November 2016 Ballot Measure in June 2016, the Metro Board must make a go/no go decision no later than the regularly scheduled meeting in July 2016 in order to ensure placement on the November 2016 ballot. The next steps in the LRTP and potential ballot measure framework are as follows:

1. Continue stakeholder outreach;
2. Finalize non-project needs assessment and constraints in January 2016;
3. Conduct final needs and performance metrics and project scheduling analysis February 2016;
4. Release preliminary Expenditure Plan and Ordinance in March 2016;
5. Subregional and stakeholder outreach in April/May 2016;
6. Approve final Expenditure Plan and Ordinance in June 2016; and
7. Submit final Expenditure Plan and Ordinance to the County of Los Angeles Board of Supervisors in July/August 2016.

The LRTP update will be finalized and provided to the Board for adoption in 2017, after the results of the potential ballot measure process are known.

ATTACHMENTS

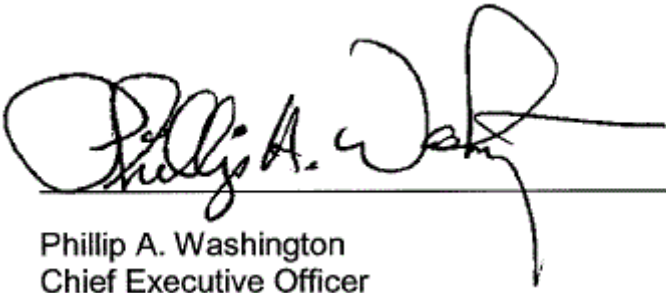
Attachment A - LRTP Potential Ballot Measure Performance Metrics Framework;
Attachment B - LRTP Potential Ballot Measure Framework Working Assumptions;
Attachment C - Stakeholder Process Input (through an On-Line Link);
Attachment D - Subregional Stakeholder Project Priorities;
Attachment E - Regional Facility Provider Needs Lists; and
Attachment F - Roadmap for LRTP Potential Ballot Measure Process.

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Chief Executive Officer

2017 LRTP Update
Proposed Performance Metrics Framework for Major Projects

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Mobility	<ul style="list-style-type: none"> • Relieve Ease congestion • Increase travel by transit, bicycle, and pedestrians • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders • <u>Address operating & life cycle costs</u> • <u>Extend life of facility & equipment</u> 	<ul style="list-style-type: none"> • Reduced person hours of delay • Increased person throughput • Reduced single-occupant vehicle mode share • Increased annual boardings per mile • Increased annual hours of delay savings/mile • <u>Improve roadway condition rating</u> • <u>Reduced portion of transit assets past useful life</u> 	<p>35%</p> <p>45%</p>	<ul style="list-style-type: none"> • Increased person throughput • Reduced person hours of delay² 	<ul style="list-style-type: none"> • Increased transit ridership • Increased person throughput • Improved system <u>travel time</u> reliability • Improved service frequency
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement • Invest in disadvantaged communities 	<ul style="list-style-type: none"> • Improved linkages to major employment/activity centers¹ • Increased number of jobs • Improved REMI Model economic benefit results • Reduced vehicle hours of delay for trucks • Dollars invested in <u>transportation projects in</u> disadvantaged communities 	<p>15%</p> <p>12.5%</p>	<ul style="list-style-type: none"> • Reduced truck vehicle hours of delay² • Improved job access • Dollars invested in <u>transportation projects in</u> disadvantaged communities 	<ul style="list-style-type: none"> • Increased transit oriented development • Improved job access • Dollars invested in <u>transportation projects in</u> disadvantaged communities

¹ Employment/activity centers include major employment centers, retail centers, education facilities, and healthcare facilities

² Reduced person and truck hours will serve as the best proxy available for person and truck travel time reliability for Highway projects.

Attachment A

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections • <u>Utilize technology</u> 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen) • Increased number of households with access to transit • Increased number of households with access to bicycle infrastructure • Increased number of households with disabled persons with access to transit • <u>Increased access to parks and open space areas</u> 	<p>20% <u>17.5%</u></p>	<ul style="list-style-type: none"> • Increased number of disadvantaged population served • Improved access or system connectivity • <u>Improved access to parks and open space</u> • <u>See note 3</u> 	<ul style="list-style-type: none"> • Increased number of households <u>population</u> served by frequent transit • Increased number of transit dependent households served • Improved system connectivity • <u>Improved access to parks and open space</u> • <u>See note 3</u>
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities by mode • Injuries by mode • Fatalities per capita 	<p>45% <u>12.5%</u></p>	<ul style="list-style-type: none"> • High <u>fatal and severe injury</u> collision area addressed • Reduced safety conflicts 	<ul style="list-style-type: none"> • Improved transit system safety • High collision area addressed ⁴

³ Metro considered measuring “increased network connectivity for walking and biking” and found that while major highway and transit projects may offer accommodations for bicycling and walking, the improvements to bicycle and pedestrian system connectivity will likely be minimal and impossible to compare effectiveness quantitatively from one project to another.

⁴ The Statewide Integrated Traffic Records System (SWITRS) is maintained by the California Highway Patrol (CHP) and does not log fatalities and severe injuries on the transit system.

Attachment A

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Sustainability & Quality of Life	<p>Improve environmental quality</p> <ul style="list-style-type: none"> • Reduce greenhouse gas (GHG) emissions • Reduce urban heat island effect • Reduce storm water runoff impacts • Reduce biological and habitat impact <p>Improve public health</p> <p>Improve quality of life</p> <ul style="list-style-type: none"> • Improve access to parks and recreation • Reduce noise impacts 	<p>Improve environmental quality</p> <ul style="list-style-type: none"> • Reduced VMT per capita • Reduced GHG per capita • Reduced impact on habitat preservation and open space areas <p>Improve public health</p> <ul style="list-style-type: none"> • Reduced EPA air quality conformity criteria pollutants • Increased bike, pedestrian, and transit trips <p>Improve quality of life</p> <ul style="list-style-type: none"> • Increased access to parks and open space areas 	<p>15%</p> <p><u>12.5%</u></p>	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas <p>Improved public health</p> <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities <p>Improve quality of life</p> <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space 	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced VMT • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas <p>Improved public health</p> <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities <p>Improve quality of life</p> <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space

Long Range Transportation Plan and Potential Ballot Measure Framework Working Assumptions

October 1, 2015

Augment, Extend, and Sunset Assumptions

The 2017 LRTP is currently assumed to cover the time period from 2017 – 2057 (forty years) and incorporate projects funded by the Metro Board in the 2009 LRTP that sunsets in the year 2039 with Measure R. The three principle alternatives to this assumption revolve around these decisions: extend the existing tax or not; augment the existing tax or not; and place a sunset on the new tax or not.

SB 767 (de León) provides the Metro Board maximum flexibility for all three of these alternatives. For example, the Metro Board could alternatively elect to propose an extension only, like Measure J, or it could elect to propose only an increase, without an extension, like Measure R. Finally, the Metro Board could change the sunset year of the tax (now tentatively assumed to be 2057) or eliminate it altogether, like Proposition A and Proposition C.

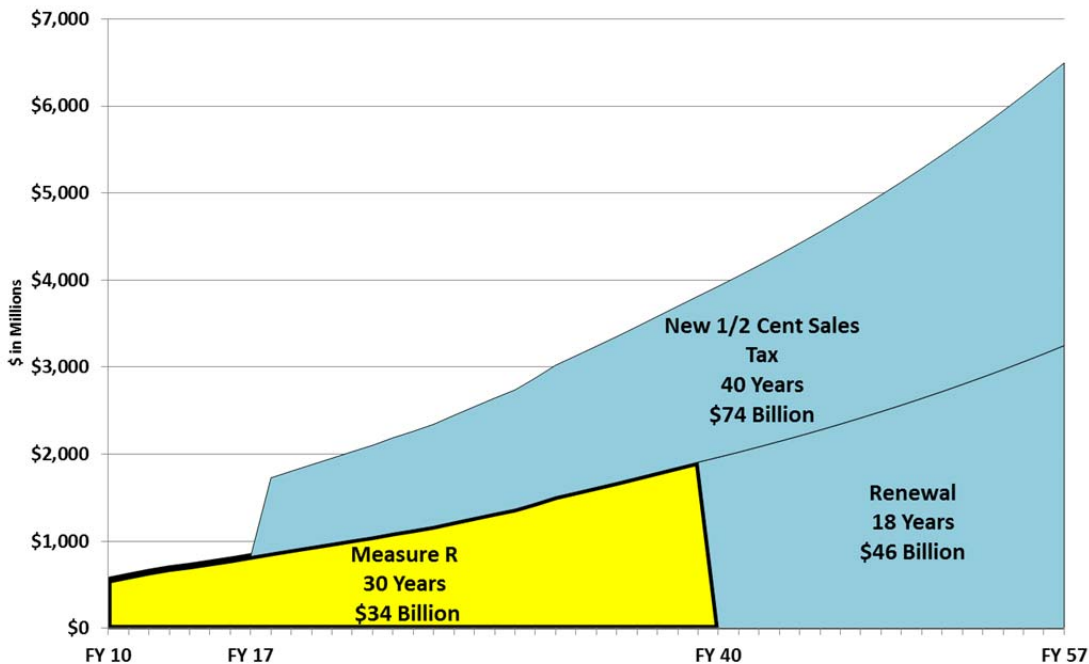
The following considerations led staff to the 2057 LRTP augment, extend, and sunset assumption, as follows:

- Unmet transportation infrastructure improvement needs: The Mobility Matrix process concluded that the entire inventory of needs for transportation capital improvements countywide was between \$157 and \$273 billion (in 2015 dollars). Shorter sunsets did not provide enough resources to develop the necessary level of consensus given this need;
- Market research indicates public support for transportation improvements: Past statistically reliable quantitative surveys conducted found no significant advantage to including a sunset clause in a Los Angeles County transportation sales tax ballot measure;
- Alameda County super majority: In November 2014, 70% of voters in Alameda County approved a ballot measure that augmented an existing ½ cent transportation sales tax while at the same time extending the original ½ cent transportation sales tax when it expired; and
- Subregional feedback included a desire to accelerate existing Measure R priority projects, which could be facilitated, in part by replacing the Measure R tax when it sunsets.

As a result of these considerations, the LRTP Framework assumes an augment and extend approach similar to the Alameda County strategy, as shown in Table 1 below:

Potential Ballot Measure Structure

Sales Tax Increase with Renewal of Existing



Augmenting Metro's existing transportation sales taxes for at least a 40 year period (through the year 2057) and also extending an existing sales tax (Measure R) expiring in 2039 will provide the best opportunity to secure the necessary resources to address the public's desire for transportation improvements. Prior to making a final decision next year, the results of further market research will be provided to the Metro Board.

Project Cost Inflation and Sales Tax Revenue Growth Assumptions

The SB 767 (de León) expenditure plan requirement to schedule projects and show approximate completion dates raises the need to assume the impact of inflation over time on project and program costs. The initial project costs were requested in 2015 dollars and our cost inflation assumption is 3% per year.

The sales tax revenue growth assumption is 3.8% per year through 2040 and 3% thereafter. The difference between inflation cost growth and revenue growth through 2040 is primarily economic growth from the UCLA Anderson School Forecast of taxable sales for Los Angeles County. Countywide Planning staff has found the UCLA Anderson School Forecast to be the best available for our long term planning needs.

Optimal Subregional Target Assumptions

The transparent process required by SB 767 (de León) and the bottoms-up process directed by the Metro Board required Countywide coordination of subregional revenue assumptions. To prioritize the enormous unmet transportation capital needs identified in the Mobility Matrix process, the subregions needed to know roughly what they could

expect for capital improvements from the assumed augment and extend approach to the potential ballot measure.

Staff worked with the subregions to develop subregional revenue targets they could use for their priority setting process. To divide revenues into subregional targets, staff considered prior discussions with the subregions before developing a new approach. The purely current population and employment approach in Measure R led to later disagreements about extending that approach beyond 2039 in Measure J. Representatives from high population and/or employment growth areas felt the 2005 data used for Measure R was inequitable for taxes that would extend well beyond 2039, as proposed in Measure J.

To respond to these very valid concerns, staff interpolated Southern California Association of Governments 2008 population and 2035 employment information to establish 2017 and 2047 population and employment data points, as shown in Table 2:

Basis for Optimal Targets Vary by Subregion

Optimization Will Require Supplemental Non-Measure Funds by the LRTP Horizon Year							
40 Years		12.11% =				\$4.5 billion	
Subregion	Population		Employment		Pop/Emp, 2017/2047 Blend	Optimal Sub- Regional Share %	Δ%
	2017	2047	2017	2047			
Arroyo Verdugo	4.99%	4.79%	7.54%	7.82%	6.28%	7.82%	1.53%
Central Los Angeles	18.98%	19.12%	18.05%	18.01%	18.54%	19.12%	0.58%
Gateway Cities	19.84%	19.27%	16.63%	16.15%	17.97%	19.84%	1.87%
Las Virgenes/Malibu	0.85%	0.81%	1.38%	1.42%	1.12%	1.42%	0.30%
North Los Angeles County	7.42%	9.40%	5.42%	6.84%	7.27%	9.40%	2.13%
San Fernando Valley	14.66%	14.19%	14.21%	14.09%	14.29%	14.66%	0.37%
San Gabriel Valley	16.17%	16.14%	13.10%	12.76%	14.54%	16.17%	1.63%
South Bay	10.62%	10.13%	10.60%	10.16%	10.38%	10.62%	0.24%
Westside Cities	6.46%	6.14%	13.06%	12.75%	9.60%	13.06%	3.46%
Grand Total	100.00%	100.00%	100.00%	100.00%	100.00%	112.11%	12.11%

- Source Data: SCAG RTP12 Socio-economic Data (SED)
- 2017 and 2047 year data interpolated/extrapolated from SCAG 2008 and 2035 Projections. Back-up data available on request.
- In this version, Arroyo Verdugo consists of Burbank, La Crescenta-Montrose, La Canada Flintridge, Glendale, Pasadena and South Pasadena. That means both Pasadena and South Pasadena have been taken out of San Gabriel Valley to be included in Arroyo Verdugo subregion.

REVISION #3

As one can see from the data in Table 2, at least one subregion had a credible argument to use each of four differing basis for the targets. To avoid disagreements over the basis of the targets to be used, Metro staff offered a blended approach and an optimal approach. The blended approach added-up to 100%, but the optimal approach would not at 112%. This meant the optimal approach would require approximately \$4.5 billion in non-measure funds from existing taxes beyond the 2009 LRTP planning horizon of 2039, but within the

new LRTP planning horizon of 2057. The subregion's all preferred the optimal target approach and Metro staff found it to be workable and concurred, making the optimal basis the consensus choice for the initial subregional priority setting exercise.

Before calculating the subregional revenue targets, assumptions were also needed about how much of the anticipated revenue from the augment and extend approach might be dedicated to multi-modal capital improvement purposes. Measure R had 55% dedicated to these purposes. It should be emphasized that for discussion purposes, staff assumed that roughly half of the new tax, about \$60 billion, could go for multi-modal capital improvement purposes, though we cautioned that this was ultimately a decision expressly reserved for the Metro Board when more information about all needs were known.

Roughly half the tax, about \$60 billion, is on a year of expenditure basis while the project cost data identified in the Mobility Matrices is based on current year dollars instead. This required that the value of the \$60 billion, again roughly half the tax, be deescalated before being made available to each subregion as a target on a current dollar basis. This enabled the subregions to directly compare their target to the project cost data they already possessed.

Table 3 shows the end result of the target setting consensus, subregional targets in deescalated dollars comparable to project cost data on the same basis:

Table 3, Consensus Subregional Targets:

Optimal Capital Improvement Targets

Year of Expenditure \$'s (includes inflation) vs. Current \$'s (excludes inflation)

Subregion	Optimal Sub-regional Share %	Pay-Go (YOE, No Bonds)			De-escalated to Current 2014 \$		
		Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total	Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total
Arroyo Verdugo	7.82%	\$ 2,889	\$ 1,772	\$ 4,661	\$ 1,125	\$ 506	\$ 1,631
Central Los Angeles	19.12%	\$ 7,062	\$ 4,332	\$ 11,394	\$ 2,750	\$ 1,237	\$ 3,987
Gateway Cities	19.84%	\$ 7,328	\$ 4,495	\$ 11,823	\$ 2,853	\$ 1,284	\$ 4,137
Las Virgenes/Malibu	1.42%	\$ 525	\$ 322	\$ 842	\$ 204	\$ 92	\$ 296
North LA County	9.40%	\$ 3,472	\$ 2,130	\$ 5,602	\$ 1,352	\$ 608	\$ 1,960
San Fernando Valley	14.66%	\$ 5,415	\$ 3,321	\$ 8,736	\$ 2,108	\$ 949	\$ 3,057
San Gabriel Valley	16.17%	\$ 5,973	\$ 3,663	\$ 9,636	\$ 2,325	\$ 1,046	\$ 3,371
South Bay Cities	10.62%	\$ 3,923	\$ 2,406	\$ 6,329	\$ 1,527	\$ 687	\$ 2,214
Westside	13.06%	\$ 4,824	\$ 2,959	\$ 7,783	\$ 1,878	\$ 845	\$ 2,723
Subregional Total	112.11%	\$ 41,411	\$ 25,399	\$ 66,810	\$ 16,123	\$ 7,255	\$ 23,378

- 1) Optimal targets are each subregion's share of the proposed revenues based on the greatest percentage of four possible measures: i) current population; ii) future population; iii) current employment; or, iv) future employment. The following table has more information.
- 2) Dollars in millions.
- 3) YOE = Year of Expenditure.
- 4) Santa Clarita included in North LA County.
- 5) Arroyo Verdugo includes Burbank, Glendale, Pasadena, So. Pasadena and La Canada-Flintridge, and La Crescenta-Montrose.

Financial Constraints

All projects submitted are anticipated to be included in the LRTP update, they must be categorized in one of two ways: financially constrained (funding plan) or financially unconstrained (no funding plan). These financial constraints are defined in federal planning regulations as revenues that can be reasonably expected to be available. The assumptions focus on revenues reasonably expected to be available. Tax and other revenues not yet authorized in law or by a policy body can only be included if based on reasonable assumptions, such as a pattern of periodic authorizations by the applicable legislature or policy making body. Aggressive assumptions that have no reasonable basis are not permitted by the Clean Air Act and other policy actions of the federal government. For transit agencies seeking New Starts funds, periodic reviews of financial capacity reasonableness are also required. These reviews can be stricter than regulatory reviews stemming from the federal planning regulations.

Cost Effectiveness

One key performance metric that is applied to all major highway and transit projects is an evaluation of costs versus benefits, with the benefits defined as those in the Performance Metrics Framework. While a specific cost effectiveness measure is not shown in Attachment A, it will be calculated through the performance evaluation process using the other measures of project benefit. This explains why a specific weight is not assigned to cost effectiveness, even though it is important that all projects recommended through this process meet cost effectiveness criteria.

ATTACHMENT C

Stakeholder Process Input

Document Available Online at:

http://media.metro.net/projects_studies/images/lrtp_stakeholder_input.pdf

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 \$ in thousands)

for reference only - not priority order	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
1	Arroyo Verdugo				
2	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 283,000	\$ 283,000	\$ -
3	Active Transportation Projects		\$ 136,500	\$ 136,500	\$ -
4	Goods Movement Projects		\$ 81,700	\$ 81,700	\$ -
5	Highway Efficiency, Noise Mitigation and Arterial Projects		\$ 602,800	\$ 602,800	\$ -
6	Modal Connectivity and Complete Streets Projects		\$ 202,000	\$ 202,000	\$ -
7	Transit Projects		\$ 257,100	\$ 257,100	\$ -
8	Unprogrammed		\$ 67,900	\$ 67,900	\$ -
9	Arroyo Verdugo Subtotal		\$ 1,631,000	\$ 1,631,000	\$ -
10	San Fernando Valley				
11	Active Transportation Program	b,c	\$ 65,000	\$ 65,000	\$ -
	City of San Fernando Bike Master Plan	b	\$ 5,000	\$ 5,000	
	Complete LA River Bike Path Across the Valley	b	\$ 60,000	\$ 60,000	
12	Complete East Valley Transit Corridor Project as LRT		\$ 1,000,000	\$ 1,000,000	\$ -
13	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 230,000	\$ 230,000	\$ -
14	Orange Line BRT Improvements		\$ 300,000	\$ 300,000	\$ -
15	Orange Line Conversion to Light Rail		\$ 1,400,000	\$ 62,000	\$ 1,338,000
16	Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
17	San Fernando Valley Subtotal		\$ 6,450,000	\$ 3,057,000	\$ 3,328,000
18	Westside				
19	Active Transportation and First/Last Mile Connections Prog.		\$ 650,000	\$ 650,000	\$ -
20	I-10 Multi-Modal Circulation Improvement Project		\$ 50,000	\$ 50,000	\$ -
21	Crenshaw Line Extension to West Hollywood/Hollywood	e	\$ 580,000	\$ 300,000	\$ 280,000
22	Lincoln Blvd BRT		\$ 307,000	\$ 307,000	\$ -
23	Purple Line Extension to Santa Monica		\$ 2,647,100	\$ 16,000	\$ 2,631,100
24	Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
25	Westside Subtotal		\$ 7,624,100	\$ 2,723,000	\$ 4,901,100
26	Central City Area				
27	Crenshaw Line Extension to West Hollywood/Hollywood	e	\$ 1,750,000	\$ 1,185,000	\$ 565,000
28	Vermont "Short Corridor" Subway from Wilshire to Exposition		\$ 1,700,000	\$ 425,000	\$ 1,275,000
29	Bus Rapid Transit and 1st/Last Mile Solutions such as DASH	b	\$ 280,000	\$ 280,000	\$ -
30	Freeway Interchange and Operational Improvements	b	\$ 200,000	\$ 200,000	\$ -
31	Historic Streetcar	b	\$ 107,000	\$ 107,000	\$ -
32	LA River Waterway & System Bikepath	b	\$ 370,000	\$ 370,000	\$ -
33	Los Angeles Safe Routes to School Initiative	b	\$ 250,000	\$ 250,000	\$ -
34	LA Streetscape Enhancements & Great Streets Program	b	\$ 470,000	\$ 470,000	\$ -
35	Active Transportation, 1st/Last Mile, & Mobility Hubs	b	\$ 210,000	\$ 210,000	\$ -
36	Traffic Congestion Relief/Signal Synchronization Program	b	\$ 50,000	\$ 50,000	\$ -
37	Public Transit State of Good Repair Program	b	\$ 440,000	\$ 440,000	\$ -
38	Central Cities Subtotal		\$ 5,827,000	\$ 3,987,000	\$ 1,840,000
39	North County				
40	Active Transportation Program	b	\$ 264,000	\$ 264,000	\$ -
41	Arterial Program	b	\$ 726,130	\$ 726,130	\$ -
42	Goods Movement Program	b	\$ 104,000	\$ 104,000	\$ -
43	High Desert Corridor (HDC) Right-of-Way		\$ 270,000	\$ 170,000	\$ 100,000
44	Highway Efficiency Program	b	\$ 128,870	\$ 128,870	\$ -
45	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		\$ 785,000	\$ 240,000	\$ 545,000
46	Multimodal Connectivity Program	b	\$ 239,000	\$ 239,000	\$ -
47	Transit Program	b	\$ 88,000	\$ 88,000	\$ -
48	North County Subtotal		\$ 2,605,000	\$ 1,960,000	\$ 645,000
49	Las Virgenes-Malibu				
50	Active Transportation, Transit, and Technology Program	b	\$ 32,000	\$ 32,000	\$ -
51	Highway Efficiency Program	b	\$ 133,000	\$ 133,000	\$ -
52	Modal Connectivity Program	b	\$ 68,000	\$ 68,000	\$ -
53	Traffic Congestion Relief and Improvement Program	b	\$ 63,000	\$ 63,000	\$ -
54	Las Virgenes-Malibu Subtotal		\$ 296,000	\$ 296,000	\$ -

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 \$ in thousands)

for reference
only - not
draft order

	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
55	Gateway Cities				
56	Gold Line Eastside Extension Phase II - Washington Blvd.	f, j	\$ 1,500,000	\$ 543,000	\$ 957,000
57	Green Line Eastern Extension (Norwalk)	j	\$ 500,000	\$ 500,000	\$ -
58	I-5 Corridor Improvements (I-605 to I-710)		\$ 1,100,000	\$ 1,059,000	\$ 41,000
59	I-605 Corridor "Hot Spot" Interchange Improvements	j	\$ 850,000	\$ 300,000	\$ 550,000
60	I-710 South Corridor Project	g, j	\$ 4,000,000	\$ 500,000	\$ 3,500,000
61	SR 60/I-605 Interchange HOV Direct Connectors	h	\$ 260,000	\$ 200,000	\$ 60,000
62	West Santa Ana Branch (Eco Rapid Transit Project)	j	\$ 2,000,000	\$ 1,035,000	\$ 965,000
63	Active Transportation Program (ATP)	j	To be determined Included above (see footnote j)		
64	Gateway Cities Subtotal		\$ 10,210,000	\$ 4,137,000	\$ 6,073,000
65	San Gabriel Valley				
66	Active Transportation Program (Bicycle/Pedestrian Facilities)	b	\$ 231,000	\$ 231,000	\$ -
67	Bus System Improvement Program	b	\$ 55,000	\$ 55,000	\$ -
68	Goods Movement Program (Improvements & RR Xing Elim.)	b	\$ 33,000	\$ 33,000	\$ -
69	Highway Demand Based Program (HOV Ext. & Connectors)	b	\$ 231,000	\$ 231,000	\$ -
70	Highway Efficiency Program	b	\$ 534,000	\$ 534,000	\$ -
71	I-605/I-10 Interchange		\$ 126,000	\$ 126,000	\$ -
72	ITS/Technology Program (Advanced Signal Technology)	b	\$ 66,000	\$ 66,000	\$ -
73	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	f	\$ 1,500,000	\$ 543,000	\$ 957,000
74	Metro Gold Line Foothill Light Rail Extension - Phase 2B	i	\$ 1,130,000	\$ 1,019,000	\$ 111,000
75	First/Last Mile and Complete Streets	b	\$ 198,000	\$ 198,000	\$ -
76	SR 60/I-605 Interchange	h	\$ 130,000	\$ 130,000	\$ -
77	SR-57/SR-60 Interchange Improvements		\$ 205,000	\$ 205,000	\$ -
78	San Gabriel Valley Subtotal		\$ 4,439,000	\$ 3,371,000	\$ 1,068,000
79	South Bay				
80	South Bay Highway Operational Improvements		\$ 1,100,000	\$ 500,000	\$ 600,000
81	I-405 South Bay Curve Widening		\$ 150,000	\$ 150,000	\$ -
82	I-405/I-110 Int. HOV Connector Ramps & Intrchnng Improv		\$ 355,000	\$ 355,000	\$ -
83	I-110 Express Lane Ext South to I-405/I-110		\$ 81,500	\$ 51,500	\$ 30,000
84	I-105 Hot Lane from I-405 to I-605		\$ 350,000	\$ 200,000	\$ 150,000
85	Green Line Extension to Crenshaw Blvd in Torrance		\$ 607,500	\$ 607,500	\$ -
86	Transportation System and Mobility Improvements Program	b	\$ 350,000	\$ 350,000	\$ -
87	South Bay Subtotal		\$ 2,994,000	\$ 2,214,000	\$ 780,000
88	GRAND TOTAL		\$ 42,076,100	\$ 23,376,000	\$ 18,635,100

- Cost Assumption equals subregional funding share proposed by the Arroyo Verdugo and San Fernando Valley areas.
- Cost Assumption equals proposed subregional funding.
- ~~Program includes City of San Fernando Bike Master Plan and LA River Bike Path Across the Valley projects.~~
- Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% San Fernando Valley area and 50% Westside.
- Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here is 75% Central-25% Westside.
- Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding (including Measure R) is 50% Gateway area and 50% San Gabriel Valley area.
- At least \$3.5 B in funding needs for this project is not shown here. We are pursuing a strategy to fund 12.5% from existing resources, 12.5% from State resources, 12.5% from Federal resources, & 12.5% from subregional target. The remaining 50% is to come from private tolls or fees originating from freight.
- Final cost, scope, & subregional shares will be determined by the environmental process. The working assumption here is 2/3 Gateway & 1/3 San Gabriel Valley.
- Subregional target does not include full 25% contingency.
- ~~The ATP is to be based upon the Gateway COG's Strategic Transportation Plan. These Gateway COG projects will include ATP (bicycle/pedestrian) elements. The COG reserves its right to change these priorities as their Strategic Planning Process progresses.~~

Current as of November 24 16 12, 2015

Regional Facility Provider Draft Needs List

ATTACHMENT E

(2015 \$ in thousands)

Project	Notes	Cost Estimate
Bob Hope Airport		
Burbank/Glendale LRT	\$	1,604,000
Clybourn Ave: Grade separation at railroad tracks / Vanowen St / Empire Ave	\$	60,000
Hollywood Way/San Fernando Rd Metrolink station pedestrian bridge	\$	8,350
I-5/Buena Vista Ave: Reconfigure ramps and connect with Winona Ave	a \$	30,000
Metro Red Line Extension: North Hollywood to Burbank Airport	\$	1,800,000
North Hollywood to Bob Hope Airport to Pasadena Transit Corridor	a, b \$	2,550,000
Subtotal	\$	6,052,350
Long Beach Airport		
3138-Bellflower Blvd./ Spring St. Improv.	\$	5,000
9078-Lakewood Blvd./ Rosemead Blvd. (59) signals-San Gabriel Blvd. to Stearns St.	\$	10,325
3137-Lakewood Blvd. / Spring St. Improv.	\$	5,000
9659-LGB Bicycle access improvements	\$	50,000
3082-Wardlow Rd. / Cherry Ave. Intersection Widening	\$	5,000
9094-Willow St. (23) signals from I-710 to I-605	\$	2,450
Subtotal	\$	77,775
Los Angeles Airport		
Automated People Mover (APM) system	\$	175,000
Connection: Manchester Square to I-405 southbound and I-105 eastbound ramp	\$	450,000
Gateway LAXpress Employee Transport: capital cost of existing/new transit vehicles	\$	50,000
Gateway LAXpress Employee Transport: Mobility Hubs at Regional Transit Centers	\$	75,000
Gateway LAXpress Employee IT Platform Services	\$	250
I-405: Construct LAX Expressway	\$	1,120,000
Interstate 405 (I-405) Direct High Occupancy Vehicle (HOV) Connector to LAX	\$	135,000
Provide an on-ramp to I-405 northbound from northbound La Cienega Boulevard	\$	90,000
Trench Cover (Crenshaw/LAX Transit Corridor)		TBD
Subtotal	\$	2,095,250
Palmdale Airport		
Bicycle/Pedestrian Connector from the Palmdale Regional Airport	\$	50,000
High Desert Corridor from SR 14 to 50th Street East	c \$	670,000
People Mover from PTC to the Palmdale Regional Airport	\$	100,000
RVB Roadway Improvements from 15th Street East to 50th Street East	\$	75,000
Rancho Vista Grade Separation Project from Fairway Drive to 15th Street East	\$	100,000
Subtotal	\$	995,000

Regional Facility Provider Draft Needs List

ATTACHMENT E






(2015 \$ in thousands)

Project	Notes	Cost Estimate
Port of Los Angeles (POLA)	POLA Priority	
Terminal Island Container Transfer Facility Expansion (additional loading track)	1	\$ 4,000
West Basin Container Terminal Automated/Electrified On-Dock Railyard	2	\$ 86,000
Alameda Corridor Terminus - West Basin Track (West Basin 2 nd Mainline Track)	3	\$ 5,000
Alameda Corridor POLA/POLB Access Rail (Thenard Junction Connection)	4	\$ 20,000
Pier 300 On-Dock Railyard Expansion (2 additional loading tracks)	5	\$ 35,000
Pier 400 On-Dock Railyard Expansion (2 additional loading tracks)	6	\$ 75,000
Pier 400 Second Lead Track	7	\$ 12,000
Alameda Corridor Terminus - Cerritos Channel Bridge (5004)	8	\$ 170,000
Alameda Corridor Terminus-West Basin Railyard Expansion (additional tracks)	9	\$ 45,000
SR 47/V. Thomas Bridge/Harbor Blvd. Interchange	10	\$ 25,000
SR 47/Navy Way Interchange	11	\$ 50,000
Alameda Corridor Terminus/SR 47 Rail Crossing Advanced Warning System.	12	\$ 5,000
San Pedro Waterfront Regional Access Improvement:	13	\$ 41,000
Alameda Corridor Terminus/California Coastal Trail Extension Grade Separation	14	\$ 15,000
California Coastal Trail - Ports O' Call Promenade	15	\$ 29,000
New Terminal Island On-dock railyard	16	\$ 150,000
Terminal Island Rail Support Yard	17	\$ 50,000
Container Movement Efficiency Program	18	\$ 383,000
Subtotal		\$ 1,200,000
Port of Long Beach		
Coastal Trail Gap Closure Projects (Regional Connectivity)		\$ 21,800
Gerald Desmond Bridge Replacement Project		\$ 200,000
Pico Avenue Freight Corridor Street Improvements		\$ 160,000
Port Area Advanced Transportation Management and Information System 2.0		\$ 6,000
Port Access Road Improvements		\$ 50,015
Rail Efficiency Improvement Project at Pier B		\$ 440,000
Rail Efficiency Improvement at Pier G South Rail Yard		\$ 66,000
Terminal Island On-Dock Rail Efficiency Improvements		\$ 173,710
Subtotal		\$ 1,117,525
Union Station		
Los Angeles Union Station-40 year component State of Good Repair Cost		\$ 106,260
Southern California Regional Interconnector Project (Metrolink Run-Through)		\$ 150,000
Union Station Linkages Program (Connect US Action Plan)		\$ 26,000
Union Station Master Plan (USMP) Stage 2A Multi Modal Passenger Concourse		\$ 300,000
USMP Enabling Development (Stage 2C)		\$ 12,000
USMP Enabling Development and Open Space Network (Stage 2E and 2F)		\$ 114,000
USMP Perimeter Improvements (Stage 1)		\$ 31,111
USMP Relocated Patsaouras Bus Plaza (Stage 2B)		\$ 770,000
Subtotal		\$ 1,509,371
GRAND TOTAL		\$ 13,047,271

- a. Project also identified as priority in Arroyo Verdugo Subregion project list
- b. Project also identified as priority in San Fernando Valley Subregion project list
- c. Project also identified as priority in North County Subregion project list

Transportation Plan Roadmap

Attachment F

	OCTOBER 2015	NOVEMBER— DECEMBER 2015	JANUARY— MARCH 2016	APRIL— JUNE 2016	JULY— SEPTEMBER 2016	OCTOBER— DECEMBER 2016
EXPENDITURE PLAN 	> Plan Framework	> Finalize Framework	> Evaluate Project Sequencing	> Finalize Project Sequencing	> Submit Ballot Measure	 ELECTION NOV 8, 2016
STAKEHOLDER & COMMUNITY OUTREACH 	> COG Coordination > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Public meetings > Survey > Focus Groups > Community Workshops > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Voter Information Begins	
EDUCATION 	> Annual Report > Launch LRTP Website	> Education Campaign Begins	> Quality of Life Report	> Telephone Town Halls	> Voter Information Begins	
BOARD ACTIVITIES 	> Framework Presented	> Action on Framework	> Expenditure Plan Draft Released	> Final Expenditure Plan Action		



Long Range Transportation Plan Potential Ballot Measure Framework, Assumptions, and Input

Board Agenda Item 17 – December 3, 2015



Potential Ballot Measure Framework

- Transforming transportation will include projects in all sub-regions of Los Angeles County
- Approximately half of the plan will include capital improvement projects
- Evaluating the major transit and highway projects will occur through established Performance Metrics
- The proposed Performance Metrics reflect feedback from Board Members and regional stakeholders



Potential Ballot Measure Assumptions

- The project evaluation process is guided by some assumptions:
 - Augment the current tax
 - Replace the current tax when it expires
 - Extend the sunset year
- These assumptions would generate an estimated \$120 billion (YOE) through 2057
 - Roughly \$60 billion for capital projects
 - Roughly \$60 billion for local investments, operations, etc.



Project Evaluation Process

- The evaluation process will be the foundation for developing the Expenditure Plan
- This process provides an opportunity to potentially accelerate some Measure R projects while keeping other existing projects on their current schedule
 - All regional projects, including unbuilt Measure R projects, will be evaluated to provide the Board with a comparative assessment across the County



Recommendation

- ☐ APPROVE the 2017 Long Range Transportation Plan Update Proposed Performance Metrics Framework to be used in analyzing all proposed major transit and highway projects (including Measure R projects not yet under construction) in order to develop a Potential Ballot Measure Expenditure Plan



Proposed Performance Metrics Themes & Weights

❖ **Mobility: Relieve Congestion**

45.0%

- Improve travel times and reliability; increase active transportation

❖ **Accessibility: Provide Access**

17.5%

- Increase service to the transit dependent, cyclists, youths, pedestrians, seniors, and people with disabilities; increase those served by Metro; improve first-last mile

❖ **Economy: Grow Economic Benefits**

12.5%

- Create jobs; increase goods movement; invest in disadvantaged communities

❖ **Safety: Improve Safety**

12.5%

- Enhance personal and public safety; reduce incidents

❖ **Sustainability and Quality of Life: Enhance Quality of Life**

12.5%

- Reduce greenhouse gases; improve air quality; positively impact public health



Metro

Draft Proposed Performance Metrics Framework

Theme	Goals and Objectives	System Performance Measures	Wt. (%)	Highway Project Performance Measures	Transit Project Performance Measures
Mobility	<ul style="list-style-type: none"> • <u>Relieve</u> Ease congestion • Increase travel by transit, bicycle, and pedestrians • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders • <u>Address operating & life cycle costs</u> • <u>Extend life of facility & equipment</u> 	<ul style="list-style-type: none"> • Reduced person hours of delay • Increased person throughput • Reduced single-occupant vehicle mode share • Increased annual boardings per mile • Annual hours of delay savings/mile • <u>Improve roadway condition rating</u> • <u>Reduced portion of transit assets past useful life</u> 	35% <u>45%</u>	<ul style="list-style-type: none"> • Increased person throughput • Reduced person hours of delay ² 	<ul style="list-style-type: none"> • Increased transit ridership • Increased person throughput • Improved system <u>travel time</u> reliability • Improved service frequency
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement • Invest in disadvantaged communities 	<ul style="list-style-type: none"> • Improved linkages to major employment/activity centers¹ • Increased number of jobs • Improved REMI Model economic benefit results • Vehicle hours of delay for trucks • Dollars invested in <u>transportation projects in disadvantaged communities</u> 	15% <u>12.5%</u>	<ul style="list-style-type: none"> • Reduced truck vehicle hours of delay ² • Improved job access • Dollars invested in <u>transportation projects in disadvantaged communities</u> 	<ul style="list-style-type: none"> • Increased transit oriented development • Improved job access • Dollars invested in <u>transportation projects in disadvantaged communities</u>

¹ Employment/activity centers include major employment centers, retail centers, education facilities, and healthcare facilities

² Reduced person and truck hours will serve as the best proxy available for person and truck travel time reliability for Highway projects.

Draft Proposed Performance Metrics Framework (continued)

Theme	Goals and Objectives	System Performance Measures	Wt. (%)	Highway Project Performance Measures	Transit Project Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections • <u>Utilize technology</u> 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen) • Increased number of households with access to transit • Increased number of households with access to bicycle infrastructure • Increased number of households with disabled persons with access to transit • <u>Increased access to parks and open space areas</u> 	<p>20% <u>17.5%</u></p>	<ul style="list-style-type: none"> • Increased number of disadvantaged population served • Improved access or system connectivity • <u>Increased access to parks and open space areas</u> • <u>See note 3</u> 	<ul style="list-style-type: none"> • Increased number of households <u>population served by frequent transit</u> • Increased number of transit dependent households served • Improved system connectivity • <u>Increased access to parks and open space areas</u> • <u>See note 3</u>
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities by mode • Injuries by mode • Fatalities per capita 	<p>15% <u>12.5%</u></p>	<ul style="list-style-type: none"> • High <u>fatal and severe injury</u> collision area addressed • Reduced safety conflicts 	<ul style="list-style-type: none"> • Improved transit system safety • High collision area addressed ⁴

³ Metro considered measuring “increased network connectivity for walking and biking” and found that while major highway and transit projects may offer accommodations for bicycling and walking, the improvements to bicycle and pedestrian system connectivity will likely be minimal and impossible to compare effectiveness quantitatively from one project to another.

⁴ The Statewide Integrated Traffic Records System (SWITRS) is maintained by the California Highway Patrol (CHP) and does not log fatalities and severe injuries on the transit system.

Draft Proposed Performance Metrics Framework (continued)

Theme	Goals and Objectives	System Performance Measures	Wt. (%)	Highway Project Performance Measures	Transit Project Performance Measures
Sustainability & Quality of Life	Improve environmental quality <ul style="list-style-type: none"> • Reduce greenhouse gas (GHG) emissions • Reduce urban heat island effect • Reduce storm water runoff impacts • Reduce biological and habitat impact 	Improve environmental quality <ul style="list-style-type: none"> • Reduced VMT per capita • Reduced GHG per capita • Reduced impact on habitat preservation and open space areas 	15% <u>12.5%</u>	Reduced impact on environment <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas 	Reduced impact on environment <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced VMT • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas
	Improve public health Improve quality of life <ul style="list-style-type: none"> • Improve access to parks and recreation • Reduce noise impacts 	Improve public health <ul style="list-style-type: none"> • Reduced EPA air quality conformity criteria pollutants • Increased bike, pedestrian, and transit trips Improve quality of life <ul style="list-style-type: none"> • Increased access to parks and open space areas 		Improved public health <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities Improve quality of life <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space 	Improved public health <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities Improve quality of life <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space



Framework Timeline

- **Board Action on Framework – December 2015**
- **Performance Metrics and Financial Modeling**
– December 2015-March 2016
- **Recommended Expenditure Plan Presentation to Board – March 2016**
- **Public Comment – March-June 2016**
- **Board Action on Ordinance and Expenditure Plan – June 2016**



Thank you



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #:2015-1704, **File Type:**Motion / Motion
Response

Agenda Number:17.1

**REGULAR BOARD MEETING
DECEMBER 3, 2015**

Motion by:

Ridley-Thomas, Garcetti, Butts and DuBois

December 3, 2015

**Relating to Item 17, File ID 2015-1608
Prioritizing Mobility through the Long Range Transportation Plan Performance Metrics
Framework**

The next step in developing an updated Long Range Transportation Plan (Plan) will be an analysis of all the major highway and transit projects that have been identified by sub-regional stakeholders following a comprehensive planning process.

The proposed Performance Metrics provide a framework for evaluating these major projects, and incorporates a diverse range of criteria, including mobility, economy, accessibility, safety and sustainability. All of these criteria are critical to consider when designing a balanced transportation system.

However, Metro's primary mission must be to improve commute times, increase public transit options, and enhance the connectivity of our entire transit system. Therefore, the most significant criteria in assessing future regional transportation investments throughout Los Angeles County should be mobility.

AMENDING MOTION by Ridley-Thomas, Garcetti, Butts and DuBois that the Board of Directors revise the Performance Metrics Framework for Major Projects to allocate a 45% weight to the Mobility category and proportionally reduce all other categories equally.

Attachment B: Existing Plans and Policies

The proposed Metro CBA builds upon the USDOT's *2024 Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, integrates components from *California's Life-Cycle Benefit/Cost Analysis (Cal-B/C)* model and reflects the goals of California's Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375). The methodology emphasizes systematic identification, quantification, and comparison of expected benefits and costs over specified project lifecycles, ensuring alignment with both federal requirements for grant applications and state-level best practices. Key components include standardized benefits and costs, comprehensive benefit categories encompassing user and non-user impacts, and transparent analytical frameworks that support both internal decision-making and external funding applications.

The Metro draft CBA framework also includes Metro Board-defined goals and objectives as outlined in agency policies such as the 2016 Measure M Ordinance and Expenditure Plan, Metro's 2020 Long Range Transportation Plan, Vision 2028 Strategic Plan, Metro's Equity Platform, and the 2023 Measure M 5-Year Comprehensive Assessment and Equity Report.

- In December 2015, the Metro Board adopted a policy (Attachment B-1) that directed the evaluation of and methodology for prioritizing projects to be recommended for inclusion in the **2016 Measure M Ordinance and Expenditure Plan**. This policy, called the Performance Metrics Framework for Major Projects, proposed five main categories of objectives that included Mobility, Economy, Accessibility, Safety, and Sustainability/Quality of Life. The final weighting of these categories was amended by Board motion (Attachment B-2) and the goals and objectives were adopted as shown in Table 1.
- The Performance Metrics Framework supported not only Measure M's success in being approved with over 71% of the vote in the November 2016 election but also served as the foundation for Metro's **2020 Long Range Transportation Plan (LRTP)**.

Table 1: Performance Metrics Framework for Major Projects (adopted December 2015)

Category	Goals and Objectives	Weight
Mobility	Relieve congestion; increase travel by transit, bicycle, and pedestrians; improve travel times, system connectivity; increase person throughput; improve effectiveness & reliability for core riders; address operating & lifecycle costs; and extend life of facility & equipment	45%
Economy	Increase economic output; support job creation & retention; support goods movement; and invest in disadvantaged communities	12.5%
Accessibility	Increase population served by facility; increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities; improve first-last mile connections; and utilize technology; improve access to parks and open space	17.5%
Safety	Reduce incidents and improve personal safety	12.5%
Sustainability / Quality of Life	Improve environmental quality by reducing Greenhouse Gas (GHG) emissions, urban heat island effect, storm water runoff impacts, biological and habitat impact; improve public health; reduce noise impacts	12.5%

- **Vision 2028 Strategic Plan** was adopted by the Metro Board in 2018, and it serves as a blueprint for improving mobility and quality of life across the region. The goals included (1) providing high quality mobility options that enable people to spend less time driving, (2) delivering outstanding trip experiences for all users of the transportation system, (3) enhancing communities and lives through mobility and access to opportunity, (4) transforming LA County through regional collaboration and national leadership, (5) providing responsive, accountable, and trustworthy governance within the Metro organization. Its strategic actions addressed broader issues beyond traditional transportation criteria, and included housing, safety, security, fare policy and job creation.
- Also in 2018, Metro adopted its **Equity Platform**, a framework that addresses and reduces longstanding disparities in access to opportunities across Los Angeles County. One of its pillars is to clearly define and measure equity to influence investments and policy decisions throughout project development.

- The **Measure M 5-Year Comprehensive Assessment and Equity Report** was the first major performance evaluation of the Measure M Ordinance and Expenditure Plan and included significant analysis on equity and financial performance. Prior to the assessment, in October 2023, the Metro Board adopted a set of equity and financial criteria to be incorporated into the next comprehensive assessment, which informs the proposed Metro CBA. These project criteria included: (1) feasibility of delivery, (2) ability to leverage local, state and federal funding, (3) enhancement of system-wide connectivity, (4) service of Equity Focus Communities and/or transit dependent riders, (5) ridership increases and systemwide enhancements, and (6) connectivity with economic centers and sales tax increase to sustain Measure M tax revenues in the long run.

These Board policies adopted over the past 10 years serve as the foundation for the current Metro CBA, as the methodology operationalizes goals and objectives into metrics.

COUNTYWIDE PLANNING AND DEVELOPMENT

Metro Cost Benefit Analysis and Methodology

Planning and Programming Committee
Construction Committee
June 18, 2025



Metro[®]

Receive and File Metro Cost Benefit Analysis (CBA) Methodology

This report provides the Metro Board an update on the draft Metro CBA methodology, consistent with the framework presented as part of the Annual Program Evaluation report and the February 2025 Board motion (Dutra, Najarian, Barger, Butts, Solis and amended by Horvath).

Metro staff will return to the Board in July to seek Board concurrence on the final methodology.

Proposed Themes, Objectives and Weights in Metro CBA

Evaluative Theme (weight)	Goals/Objectives	Sources	Examples of Metrics
Mobility and Accessibility (40%)	Reliability, Reduction in Travel Delay, Connectivity to Regional Destinations, Access to Resources and Opportunities, Management of Congestion Growth <i>Equity (3%): Improved Access to Opportunities, Mobility Improvements for Historically Underserved Areas</i>	USDOT Guidance Caltrans Methodology Metro 2020 LRTP Metro Vision 2028 2023 MM Evaluation	Travel Time Savings Person Throughput Mode shift Passenger Miles Traveled Vehicle Hours Traveled
Safety/Health (15%)	Minimize Exposure to Health/Safety Risks Increase Access to Health Opportunities <i>Equity (1%): Reductions in Exposure to Health/Safety Risks for Sensitive Populations, Improved Access to Health Opportunities</i>	SB374 Vision Zero 2020 LRTP Metro Vision 2028	Reduction in noise Reduced # of injuries, fatalities Reduced travel time to health care facilities
Environmental Sustainability (15%)	Reductions in Greenhouse Gas (GHG) Emissions, Urban Heat Island Effects, Stormwater Runoff Impacts, Biological and Habitat Impact <i>Equity (1%): Reduction in Exposure to Environmental Negative Externalities, Improved Environmental Amenities, Reduction of Impacts to Sensitive Receptors</i>	USDOT Guidance Caltrans Methodology, SB374 2020 LRTP Metro Vision 2028 2023 MM Evaluation	Reduced GHG per capita Reduced EPA air quality conformity criteria pollutants
Operational Sustainability (15%)	Sustainable Operations and Service Provision System resiliency Long Term Fiscal Sustainability and System Productivity	USDOT Guidance 2020 LRTP 2023 MM Evaluation	Extended life of facility and equipment Operating costs avoided Sufficiency of O&M funding Security and personal safety program availability System redundancy for emergency recovery
Economic Impact (15%)	Economic Growth, Sales Tax Growth, Industry/Commerce Activities, Goods Movement Efficiency, Workforce Access, Visitors to Region <i>Equity (1%): Equitable distribution of economic benefits to different socio-economic groups</i>	2023 MM Evaluation	Economic Output (as a result of transportation investments) Jobs Created (by sector) Land Use and Development, Property Value Increases

Modeling: Inputs and Outputs

Federal & State

*(Based on
Cal B/C)*

Mobility / Accessibility

- Ridership increases
- Person Hours of Time Saved
- Travel Time Savings (\$)
- Travel Time Reliability (\$)
- Changes in VMT, VHT (\$)

Safety and Health

- Fatalities Avoided (\$)
- Injuries Avoided (\$)
- Emissions Avoided (\$)
- Access to Health Care, Recreational Opps

Environmental

- Tons of Emissions Saved (\$)
- Noise Avoidance
- Urban Heat Island Effects Avoided
- Stormwater Runoff Reduced
- Biological/Habitat Impact Reductions

Operational Sustainability

- Vehicle Operating Savings (\$)
- Sufficiency of O&M Funding
- Resiliency and Recovery

County Economic Benefits

- Changes in Transportation Cost (\$)
- Jobs Creation (\$)
- Economic Output (\$)

Equity

- Service to Equity Focus Communities
- Transit Dependent Riders

Metro Cost Benefit Analysis

PROJECT PROFILES INCLUDE:

Federally Defined Benefit/Cost Ratio

- Federally defined benefits
- Federal valuations and calculations
- Costs include capital expenditures
- Excludes Economic Impact to Region

Metro Defined Benefit/Cost Ratio

- Metro defined benefits
- Metro valuations and calculations
- Costs include capital, O&M and state of good repair/asset replacement
- Includes Regional Economic Impact

Non-Monetized Performance Indicators

- Cost effectiveness
- Demographics served

Other Analyses

- Spatial analysis
- Regional Economic Impacts
- Economic Impact to Nation

Qualitative Narratives

- Project History
- Community Engagement and Preferences
- Support and/or Partnerships



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Next Steps

- Refine and finalize the Metro CBA methodology including the proposed core objectives and weights to reflect Metro priorities when evaluating project performance. (Return to the Board in July for final concurrence.)
- Apply Metro CBA to projects as they reach critical milestones; conduct sensitivity testing of the analyses; continue to refine the CBA as a continuously evolving tool.
- Draw from national and international best practices and case studies to integrate the Metro CBA into project development and implementation procedures.