

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

Date: August 11, 2021

To: Honorable City Council  
c/o City Clerk, Room 395, City Hall  
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager  for  
Department of Transportation

Subject: **MEASURE M CENTRAL CITY SUBREGION MULTI-YEAR SUBREGIONAL PROGRAM FUNDS AND SUBREGIONAL EQUITY PROGRAM (CF 19-1098)**

**SUMMARY**

This report summarizes City Council’s approved process for assessing project candidates eligible for Measure M Central City Multi-Year Subregional Program (MSP) funds, describes how this process meets Metro’s required Public Participation Element, presents the list of recommended projects for this funding cycle, and describes planned project development and delivery. This report also presents LADOT’s proposed priorities for the Measure M Central City Subregional Equity Program (Council File 19-1098).

**RECOMMENDATION**

1. APPROVE the list of projects recommended for the Measure M Central City Multi-year Subregional Programs (MSP) grant funds available through Fiscal Year (FY) 2024-25;
2. AUTHORIZE the Los Angeles Department of Transportation or appropriate City department to accept and receive Measure M grant funds in the amount of \$17,468,538 available to the City of Los Angeles through Fiscal Year 2024-25 as part of the Measure M Central City Multi-year Subregional Programs allocation process facilitated by Metro, including execution of necessary funding agreements.

**BACKGROUND**

As approved by Los Angeles County voters in 2016, Measure M includes funding for Multi-year Subregional Programs (MSPs) to implement transportation capital investment priorities within eight of the nine subregional planning areas of Los Angeles County, including the Central City subregion. The Central City subregion is comprised of two jurisdictions - the City of Los Angeles and the County of Los Angeles. Based on Metro’s most recent projections, funding is limited to \$18,783,374 for the Central City subregion, of which \$17,468,538 is allocated to the City of Los Angeles based on a per capita assessment for the first five-year allocation (Attachment A).

Per [Metro’s Measure M Final Guidelines](#), projects considered for funding within the Central City subregion must be categorized under one of the three MSPs described below. Further, projects must

satisfy Metro's program nexus and project readiness criteria described in the Measure M Guidelines to be eligible for program funding.

1. *Mobility Hubs* – Project examples include operational “mobility hub” facilities that accommodate secure bicycle storage, bikeshare, carshare, electric vehicle charging stations, bicycle repair stations, and/or electronic signage of real-time transit arrival and departure information.
2. *First / Last Mile* – Project examples include ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, signage/wayfinding, crossing enhancements and connections, safety and comfort, allocation of street space, and plug-in components.
3. *Active Transportation* – Project examples include capital improvements that further the goals outlined in the Metro Board-adopted Active Transportation Strategic Plan that improve access, safety, and network connectivity for non-motorized transportation.

Council directed LADOT to solicit input on the proposed selection and prioritization criteria and to consider projects located anywhere within the Central City Subregion, regardless of Council District boundaries.

## **DISCUSSION**

### Project Selection and Prioritization

As directed by Council, LADOT coordinated an internal review to identify and filter planned and unfunded projects from LADOT's project inventory. LADOT selected projects that best align with the MSP program categories and are in areas within the Central City Subregion that achieve a high degree of program nexus, such as proximity to planned and existing transit stations and major bus stops. To ensure the limited program funds were programmed to meet council's direction, LADOT considered project locations throughout the Central City subregion and prioritized projects that are advanced in terms of project readiness. LADOT also prioritized projects that have a funding gap for planning, design, or construction.

LADOT relied on its capital planning tool, the Mobility Investment Program (MIP), to score and further prioritize projects that met the above criteria. The MIP is an agency-wide effort to institute a comprehensive project development process and direct investments where they best support the City's policy framework, as expressed in the Mobility Plan 2035, LA's Green New Deal, the Plan for Healthy Los Angeles, and LADOT's Strategic Plan. Applying methods developed under the MIP, LADOT further advances this policy framework by providing a map-based project scoring platform to select the highest performing mobility investments that align with the City's mobility goals and policies relative to safety, health, access, sustainability, and equity. Specific metrics that advance the City's mobility policies include proximity to jobs, schools and neighborhood destinations, completion of the Mobility Plan enhanced transit and bicycle networks, locations on or near the High Injury Network, addressing public health deficiencies, improving access for disadvantaged communities, and other measures that reflect areas of high need and policy priorities.

In Attachment B and C, LADOT presents the proposed list of projects for the first five-year allocation with projects that meet all the criteria of the Measure M MSP Guidelines including project readiness, have political and community support, and best ensure that the MSP resources are funding improvements that meet the greatest need and achieve the intended policy outcomes.

### Public Participation

Metro requires agencies to include a Public Participation Element when the subregional agency adopts each MSP five-year allocation plan. Metro does not prescribe how agencies conduct public participation and offers that agencies may build on successful engagement already in place. However, the Public Participation Element needs to, at a minimum, identify their engagement processes and describe how the agency involves stakeholders in the development and approval of the MSP 5-year Allocation Plan.

In line with public participation requirements for project selection in the Central City MSP, LADOT sought projects that empowered communities to inform project scopes. To satisfy project readiness for this first five-year cycle, LADOT staff drew from existing planning efforts that meaningfully engage project stakeholders and residents, such as Active Streets LA and the Safe Routes to School Program. In addition, LADOT met with each Council Office to find concurrence that the projects reflect the priorities of their office and stakeholders.

Upon receiving City Council direction in Fall 2019, LADOT staff presented the project selection and prioritization criteria to the City of Los Angeles Transportation Commission, Bicycle Advisory Committee, and Central City Association of Los Angeles (CCA) in Winter 2020. LADOT also shared the project selection and prioritization process with members of Metro's Policy Advisory Council (PAC) to solicit feedback to verify that the scoring methodology achieves the objectives of Metro's Equity Platform Framework and the Measure M Qualitative Performance Measures. LADOT staff will continue to solicit the Metro PAC's feedback on how the City selects projects for MSP funding for future funding cycles. LADOT shared the project selection and prioritization process, public participation, and final project list with City Council offices to ensure consistency with policy goals and verify coordination needs as projects move into their future phases.

### Central City MSP Next Steps

Upon approval by the City Council, LADOT will submit the proposed project list, Public Participation Element, and project specific information to Metro for review and consideration by the Metro Board. Upon receiving Metro Board approval, LADOT or the appropriate City department will execute funding agreements with Metro to begin drawing upon the allocated funds each fiscal year. LADOT will continue close coordination with community stakeholders and council offices during future phases of project development.

LADOT leverages program-level advanced planning efforts in preparation for future rounds of Central City MSP funding through 2047. Planning for future cycles will draw from efforts including but not limited to, Vision Zero, Safe Routes to School, Mobility Hubs planning, Metro's First and Last Mile adopted plans, and the Stress Free Connections Program.

### Measure M Central City Subregional Equity Program (SEP) Funds

As approved by Los Angeles County voters in 2016, Measure M includes approximately \$1.2 billion of funding to go toward the Subregional Equity Program (SEP). The SEP is established in the [Measure M Expenditure Plan](#) (footnote s) and reflects the need to provide equivalent funding to each subregion. Per the Expenditure Plan, funding will be proportionally divided among eight of the County's nine subregions, excluding the San Fernando Valley which the Metro Board allocated a \$180 million dedicated for the North San Fernando Valley Bus Rapid Transit project. SEP funding is eligible for use on transit or highway capital projects. Approximately \$235 million (adjusted for inflation from 2015) are available for the Central Cities subregion.

Metro's most recent financial forecast sequenced Measure M SEP funds to be available beginning in 2043. However, in June 2021, the Metro Board initiated a process for eligible subregions to program their SEP funds as early as Fiscal Year (FY) 22-23, subject to project readiness criteria and provisions. Specifically, subregions may access SEP funds earlier than 2043 through a combination of inter-fund borrowing, fund exchanges with other programs and projects in their subregions, Metro Measure M bonding capacity, or other discretionary funds designated for their subregion. Each subregion identifies and determines their projects or programs to be funded with SEP funds.

LADOT applied the Council approved MSP project selection and prioritization process to develop SEP funding priorities that meet the outlined eligibility criteria. The Department also looked for opportunities to advance projects otherwise slated for delivery in 2040 and beyond and that have tremendous benefit for local and regional connectivity. The three priority projects that meet the outlined eligibility criteria and policy intent include the Arts District/6th Street Station, Vermont Avenue Transit Corridor, and the Crenshaw Northern Extension, as identified in Attachment D.

- **Arts District/6th Street Station:** The Arts District/6th St Station is a proposed new Metro B Line (Red) and/or D Line (Purple) rail station in Downtown Los Angeles that would enhance local and regional transit connections to and from the Arts District, Boyle Heights, Little Tokyo and surrounding communities. The City of Los Angeles' proposed Downtown Los Angeles Community Plan Updates (DTLA 2040) envisions a transit-oriented community within the Arts District and adjacent areas, along with existing land use patterns. The City's new 6th Street viaduct, which is presently being constructed, is designed to improve the connection by pedestrians, bicyclists, buses and automobiles from communities to the east to Downtown Los Angeles, including the Arts District, which enhances access to opportunity by communities that were significantly constrained when the freeway network was built decades ago. With funding from the City of Los Angeles, Metro is currently preparing an Environmental Impact Report (EIR) and conducting public outreach for the EIR.
- **Vermont Avenue Transit Corridor:** The 12.5 mile long Vermont Transit Corridor is the second busiest bus corridor in Los Angeles County after Wilshire Blvd, with more than 45,000 weekday boardings and access to multiple transit lines and key destinations. Measure M provides \$425 million (\$2015) for the project with an opening date of FY 2028-2030. As the busiest transit corridor in LA County without rail transit and serving numerous Metro-designated Equity Focus Communities, Vermont Avenue has strong demand for both near- and long-term transit improvements. Specifically, in April 2019 the Metro Board adopted a motion instructing Metro to advance subway and light rail concepts into environmental review to preserve the ability to

deliver high-quality rail transit subject to additional funding. Metro is currently advancing the project's environmental studies, including both bus and rail improvements.

- **Crenshaw Northern Extension:** The Crenshaw Northern Extension project will extend the Crenshaw/LAX Transit Project, currently under construction, to the north to connect the South Bay, LAX area, South Los Angeles, and the Inglewood and Crenshaw corridors to Mid-City, Central Los Angeles, West Hollywood, Hollywood and the San Fernando Valley. The project would link four Metro Rail lines (C (Green), E (Expo), D (Purple), and B (Red)) and five of the top ten busiest bus lines in the county. Based on earlier studies, the Metro Board of Directors selected three alignments for further analysis in the environmental study stage. This analysis is expected to be complete in 2023. Measure M, approved by LA County voters in 2016, allocates \$2.24 billion to the project, with a groundbreaking date of 2041 and project completion date of 2047. There are local efforts, including those by the City of West Hollywood, to identify funds for project advancement.

#### **FISCAL IMPACT STATEMENT**

No impact to the General Fund is anticipated with this action.

SJR:tc:rg

**Attachment A:** Central City MSP Funding Available per Jurisdiction through FY 2024-25

Central City Jurisdiction	Per Capita Population Percentage	Funding Allocation*
City of Los Angeles	93%	\$17,468,538
County of Los Angeles	7%	\$1,314,836
<b>Central City Total</b>	<b>100%</b>	<b>\$18,783,374</b>

\* The *Funding Allocation* column represents the amount of funding available to each jurisdiction within the Central City subregion through FY 2024-25 based on the per capita population percentage.

**Attachment B: List of Recommended Projects for Central City MSP Funding**

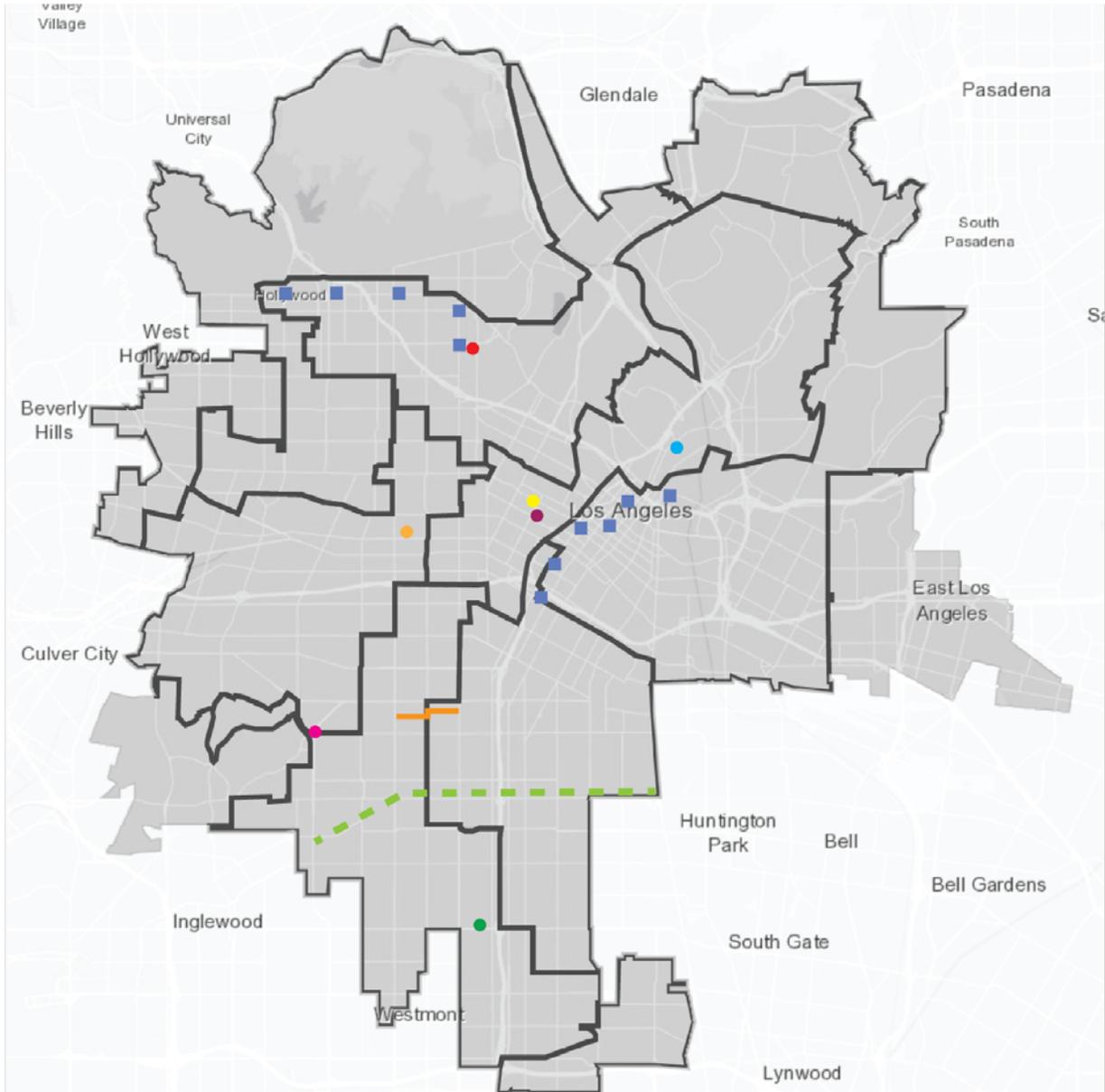
<b>Project Name</b>	<b>Proposed Alignment</b>	<b>Proposed Project Limits</b>	<b>Program*</b>	<b>Council Office</b>	<b>Project Funding Need</b>
<b>Integrated Mobility Hub Program</b>	Metro station areas and satellite locations in Hollywood and Downtown Los Angeles	Hollywood and Downtown Los Angeles	MH	13, 14	<b>\$2,790,491</b>
<b>New Pedestrian Crossing at Spring St/Ann St</b>	Addition of crosswalk with pedestrian hybrid beacon to provide safe access to Chinatown State park and Metro L (Gold) Line	Intersection of Spring St and Ann St	AT & FLM	1	<b>\$400,000</b>
<b>Active Streets LA - South Los Angeles - Northern Segments*</b>	Develop traffic calming and active transportation enhancements along 42nd St and 42nd Pl	42nd St and 42nd Pl between Western Ave and Vermont Ave	AT	8, 9	<b>\$447,650</b>
<b>Manchester Elementary SRTS Plan</b>	Build curb extensions, curb ramps, pedestrian beacons (RRFB, HAWK) and raised crosswalk	0.25 mile radius surrounding Manchester Elementary School	AT	8	<b>\$1,303,500</b>
<b>Lockwood Ave Elementary SRTS Plan</b>	Build curb extensions, speed humps, and other pedestrian safety measures	0.25 mile radius surrounding Lockwood Elementary School	AT	13	<b>\$4,440,500</b>
<b>Rail-to-River (Slauson Active Transportation Corridor)</b>	Modify intersections along Slauson Ave to better serve active travel and shared use path users	Slauson Ave within City Limits	AT & FLM	8,9	<b>\$3,830,000</b>
<b>Los Angeles Elementary SRTS Plan</b>	Flashing beacons, curb extensions, curb ramps, Accessible Pedestrian Signals (APS), pedestrian scale lighting, tree trimming / root pruning, and	0.25 mile radius surrounding Los Angeles Elementary School	AT	10	<b>\$2,098,103</b>

	sidewalk repair Signal modification				
<b>New Pedestrian Crossing at Crenshaw / Brynhurst Ave</b>	Addition of new crosswalk and signal to facilitate access to Sankofa Park	Intersection of Crenshaw Blvd and Brynhurst Ave	AT & FLM	8	<b>\$500,000</b>
<b>Esperanza Elementary SRTS Plan</b>	Pedestrian safety and access enhancements	Intersection of Colombia Ave and Crown Hill Ave	AT	1	<b>\$805,815</b>
<b>Valencia Triangle</b>	Modify existing median island at 8th St and Valencia St by extending it to adjacent northern sidewalk	Intersection of 8th St and Valencia St	AT	1	<b>\$733,397</b>
<b>City of LA MSP Allotment of Central City MSP Funds</b>					<b>\$17,468,538</b>
<b>City of Los Angeles Total Central City MSP Request</b>					<b>\$17,308,956</b>
<b>Unallocated Balance**</b>					<b>\$159,582</b>

\* *Program* refers to the eligible categories per Metro's MSP Guidelines, including Mobility Hubs (MH), Active Transportation (AT), and First Last Mile (FLM).

\*\* The *Unallocated Balance* amount will roll over to the next cycle of Central City MSP funding availability in FY 25/26 - FY 30/31.

**Attachment C:** Regional Map of Recommended Projects for Central City MSP Funding



### Legend

- Mobility Hubs
- Los Angeles SRTS
- Lockwood SRTS
- Crenshaw/Brynhurst Crossing
- Spring/Ann Crossing
- Manchester SRTS
- Esperanza SRTS
- Active Streets LA
- Valencia Triangle
- Rail to River

**Attachment D:** Measure M Central City Subregional Equity (SEP) Priorities

<b>Project</b>	<b>Category</b>	<b>Council District</b>	<b>Priority</b>	<b>Funding Share</b>	<b>Project Background</b>
<b>Arts District / 6th Street Station</b>	Transit	14	1	Fully fund	The Arts District/6th St Station is a proposed new Metro B (Red) Line and/or D (Purple) Line rail station in Downtown Los Angeles that would provide local and regional transit connections to and from the Arts District, Boyle Heights, Little Tokyo and surrounding communities. This station would expand regional connectivity to the dozens of rail and bus lines, the growing active transportation networks, and the micromobility programs that converge in Downtown Los Angeles.
<b>Vermont Avenue Transit Corridor</b>	Transit	1, 8, 9, 15	2	Allocate 50% of remaining funding	The Vermont corridor extends approximately 12.5 miles from Hollywood Boulevard south to 120th Street. The Vermont Corridor connects to several rail lines, including the Metro B (Red), D (Purple), E (Expo) and C (Green) Lines, dozens of Metro Rapid and local bus lines, as well as several major activity centers. The majority of the corridor is within the City of Los Angeles with approximately 2.5 miles on the southern end bordering the County of Los Angeles.
<b>Crenshaw Northern Extension</b>	Transit	10, 4, 5, 13	3	Allocate 50% of remaining funding	The Crenshaw Northern Extension project will extend the Crenshaw/LAX Transit Project, currently under construction, to the north to connect the South Bay, LAX area, South Los Angeles, and the Inglewood and Crenshaw corridors to Mid-City, Central Los Angeles, West Hollywood, Hollywood and the San Fernando Valley. The project would link four Metro Rail lines (C (Green), E (Expo), D (Purple), and B (Red)) and five of the top ten busiest bus lines in the county.