

# Agenda Report

May 4, 2020

**TO:** Honorable Mayor and City Council

**FROM:** Department of Transportation

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM MSP II:  
PASADENA'S PROJECT LIST**

## **RECOMMENDATION:**

It is recommended that the City Council:

1. Find that the following proposed action is exempt from review pursuant to the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15061 (b) (3); and
2. Approve the list of projects referenced in Attachment A to be reviewed by the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) Technical Advisory Committee before submittal to the AVCJPA Governing Board for final adoption and submittal to Metro as part of the FY22-23 – 23-24 the second round of Measure M Multi-year Subregional Plan (MSP II) and request for funding.

## **BACKGROUND:**

The Los Angeles County Traffic Improvement Plan, known as Measure M, was placed on the November 8, 2016 ballot by the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors. With the approval of Measure M, the projects and programs in the Expenditure Plan of the Measure M Ordinance were also approved. This established the foundation for the Measure M Guidelines, which were adopted in June of 2017. Subsequently, the Measure M Procedures were adopted by the Metro Board in February of 2018, defining the project types as well as specifying administrative procedures and guidelines. The guidelines directed each subregion/Council of Government (COG) to draft a 5-year Multi-year Subregional Plan (MSP) for the expenditure of their respective Measure M funds. The guidelines also required updating the 5-year MSP annually starting at year 6 as the funds for each year became available.

The City of Pasadena's 5-year MSP was developed as a member agency of the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA). The AVCJPA includes the City of Burbank, County of Los Angeles (5<sup>th</sup> Supervisorial District – La Crescenta/Montrose), City of Glendale, City of La Cañada Flintridge, City of Pasadena, and City of South Pasadena.

**Method**

Similar to the 5-years MSP, Metro has indicated that the Arroyo Verdugo Subregion will have access to two Measure M MSP funding programs for MSP II. The funding programs include:

- Transit Projects
- Modal Connectivity and Complete Streets Projects

City of Pasadena will be funded \$1,640,170 in the Transit Projects category and \$1,288,660 in the Modal Connectivity and Complete Streets Projects category. Table 1 below includes the funding, by program, for MSP II.

**Table 1: Arroyo Verdugo Communities MSP II Funding**

Agency	Population*	%of Total	New Funding		Total With MSP 1 Unprogrammed**	
			MMCS	Transit	MMCS	Transit
Burbank	105,952	20.2%	\$ 933,184	\$ 1,187,731	\$ 1,021,356	\$ 1,187,731
Glendale	206,283	39.3%	\$ 1,816,861	\$ 2,312,450	\$ 1,816,861	\$ 2,312,450
La Canada Flintridge	20,602	3.9%	\$ 181,454	\$ 230,950	\$ 181,454	\$ 230,950
La Crescenta - Montrose	19,658	3.7%	\$ 173,140	\$ 220,368	\$ 581,450	\$ 740,053
Pasadena	146,312	27.9%	\$ 1,288,660	\$ 1,640,170	\$ 1,288,660	\$ 1,640,170
South Pasadena	26,245	5.0%	\$ 231,156	\$ 294,209	\$ 231,156	\$ 294,209
<b>TOTAL</b>	<b>525,052</b>	<b>100.0%</b>	<b>\$ 4,624,455</b>	<b>\$ 5,885,879</b>	<b>\$ 5,120,937</b>	<b>\$ 6,405,564</b>
	* 1/1/2019 Estimate			\$ 10,510,334		\$ 11,526,501

\*\* Burbank and LA County (La Crescenta- Montrose) had unprogrammed funding from the first MSP submittal

The list of projects that are being presented for MSP II has been reviewed and updated to reflect project readiness, priority, and status. Building upon the 5-year MSP list of projects, which was initially approved by City Council on October 29, 2018, the list has been updated to add new projects for MSP II. The added projects have been presented to TAC as part of the recommended FY2021 budget, allowing for public comments and support. The list of projects for each of the two categories, sorted by priority, can be found in Attachment A. According to Metro, a new public participation plan is not required as part of MSP II process as long as support has been established for the projects.

Similar to the 5-year MSP, MSP II funds are allocated per city based on population. In order to identify projects, each project will be evaluated based on its ability to address the performance measures listed in the Measure M Administrative Procedures. These performance measures are listed in Table 2. In addition to the qualitative performance measures, subregional benefits of projects will also be considered.

**Table 2: Subregional Qualitative Performance Measures**

<b>Theme</b>	<b>Performance Measure</b>
<b>Mobility</b>	Relieve Congestion
	Increase travel by transit, bicycle, and pedestrian modes
	Improve travel times
	Improve effectiveness and reliability for core riders
<b>Economy</b>	Increase economic output
	Support job creation & retention
	Support goods movement
	Reduce household transportation costs
	Extend useful life of facilities
<b>Accessibility</b>	Improve transportation options
	Improve service to transit dependent, low- income, and disadvantaged populations
	Improve first-last mile connections to transit
<b>Safety</b>	Reduce incidents
	Improve Personal Safety
<b>Sustainability and Quality of Life</b>	Improve environmental quality
	Improve public health

Source: MSP Administrative Guidelines

**COUNCIL POLICY CONSIDERATION:**

The proposed action is consistent with Mobility Element objectives to enhance livability, encourage walking, biking, transit use and other alternatives to motor vehicle, and to create a supportive climate for economic viability.

Staff recommends the City Council advance the list of projects referenced in Attachment A to the AVCJPA TAC for submittal to the AVCJPA Governing Board for final adoption and submittal to Metro as MSP II and request for funding.

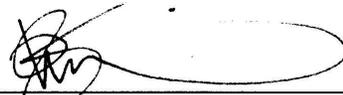
**ENVIRONMENTAL ANALYSIS:**

The proposed action is exempt from CEQA per section 15061 (b) (3), the General Rule. The General Rule can be applied when it can be seen with certainty that the activity will not have a significant effect on the environment. It is anticipated that any project funded as part of the MSP program will undergo environmental review at the time they are funded for design.

**FISCAL IMPACT:**

The costs associated with this action are minor and include ongoing staff work to prepare the project list using existing resources and budget. Until Metro approves the MSP and the terms under which the projects will be funded, it is not possible to determine the fiscal impact. Similar to the 5-year MSP, it is anticipated that Metro will address projects through funding agreements with individual cities, at which time, the fiscal impact of each project agreement will be known.

Respectfully submitted,



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Department of Transportation

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Approved by:



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STEVE MERMELL  
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Attachment: (1)

Attachment A – Description of City of Pasadena's Proposed Measure M MSP Projects