

Agenda Report

June 17, 2024

TO: Honorable Mayor and City Council
FROM: Department of Transportation
SUBJECT: **APPROVE MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM FY27 AND FY28 LIST OF PROPOSED PROJECTS**

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 proposed 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 FY27 – 28 Measure M Multi-year Subregional Plan (MSP) and request for funding.

TRANSPORTATION ADVISORY COMMISSION RECOMMENDATION:

On May 30, 2024 the Transportation Advisory Commission (TAC) recommended that the City Council approve the Measure M MSP FY27 and FY28 list of projects.

BACKGROUND:

The Los Angeles County Traffic Improvement Plan, known as Measure M, was approved by Los Angeles County voters on November 8, 2016. With the approval of Measure M, projects and programs included in the Measure M Ordinance and Expenditure Plan also were approved. Subsequently, the Measure M Guidelines were developed and adopted by the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors in June of 2017, followed by the Measure M Procedures adopted by the Metro Board in February of 2018, which defines the eligible project types, administrative procedures and guidelines. The Measure M Guidelines direct each subregion/Council of Government (COG) to draft a five-year MSP for the expenditure of their respective Measure M funds. The guidelines required updating the

five-year MSP annually starting at year six as the funds for each year became available. MSP funds are intended to provide subregions flexibility in using the funds within the framework of Measure M Guidelines. Before MSP funds are allocated to communities, the MSP must be approved by Metro. The City of Pasadena's initial five-year MSP and subsequent MSPs project lists are coordinated as a member agency of the AVCJPA.

Building upon the previous MSP project list that was approved by the City Council on April 11, 2022, the revised list (included as Attachment A) has been updated to include additional projects identified in the City's adopted Capital Improvement Program and reflects project readiness and priority. The project costs associated with the complete list of projects far exceeds the available funding for this MSP funding cycle but positions the City to have an approved set of projects should additional funding become available through the MSP program. The top seven projects in Attachment A have been identified as proposed priority projects by the Department of Transportation (DOT). They have been selected to utilize all available MSP funding (allocated per funding category) identified in Table 1 for this funding cycle. The top seven projects are:

Subregional Equity Program

1. Bus Stop Improvement Program - \$ 597,016.
2. Citywide Neighborhood Traffic Management Program for Mountain Street from Los Robles Avenue to Fair Oaks Avenue - \$500,000

Transit Project

3. Purchase Replacement and Expansion Buses for Pasadena Transit - \$2,778,557

Modal Connectivity and Complete Streets Projects

4. Installation of Traffic Signal and Curb Extensions at Sierra Bonita Avenue and Orange Grove Boulevard - \$132,077
5. Citywide Continental Crosswalk Implementation - \$1,204,389
6. Installation of Pedestrian Hybrid Beacons (HAWKs) at Various Locations - \$1,200,000
7. Citywide Leading Pedestrian Interval/Accessible Pedestrian Signal (LPI/APS) Implementation Program - \$1,000,000

METHOD

For the FY27 and FY28 funds, Metro has indicated that the Arroyo Verdugo Subregion has access to two Measure M MSP funding programs: Transit Projects and Modal Connectivity and Complete Streets Projects. Additionally, Subregional Equity Program (SEP) funding has become available for this cycle that will follow the MSP process.

The SEP is included in the Measure M Expenditure Plan, however the source of funding for the SEP is not specified in the Expenditure Plan, and the SEP is eligible for funding of Measure M "Systemwide Connectivity Projects" (i.e., projects related to regional facilities).

The SEP funds can be used on transit and highway projects eligible under the Measure M Ordinance, which includes first/last mile, active transportation, and complete streets projects, as identified by the subregions.

Pasadena has been allocated a total of \$7,412,000 for FY27 and FY28, of which \$6,315,000 are MSP funds and \$1,097,000 are SEP.

Table 1: Arroyo Verdugo Communities MSP Funding for FY27 and FY28

AVCJPA MEASURE M FUNDING PER CAPITA INCLUDING SEP FY27 AND FY28							
Agency	Population	% of Total	MMCS	Transit	SEP	Total Available	Rounded
Burbank	104,535	21.0%	\$2,698,663	\$2,120,303	\$837,129	\$5,656,095	\$5,656,000
Glendale	191,284	38.4%	\$4,938,165	\$3,879,850	\$1,531,825	\$10,349,840	\$10,350,000
La Cañada Flintridge	19,930	4.0%	\$514,511	\$404,244	\$159,602	\$1,553,237	\$1,553,000
La Crescenta-Montrose	19,648	3.9%	\$507,230	\$398,524	\$157,344	\$2,798,577	\$2,799,000
Pasadena	136,988	27.5%	\$3,536,466	\$2,778,554	\$1,097,016	\$7,412,036	\$7,412,000
South Pasadena	26,273	5.3%	\$678,261	\$532,900	\$210,397	\$2,358,708	\$2,359,000
Total	498,658	100.0%	\$12,873,296	\$10,114,375	\$3,993,313	\$30,128,493	\$30,128,000

Similar to previous years, the AVCJPA Board has approved that funds be allocated per jurisdiction based on population. Each project is 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 are also considered.

Table 2: Subregional Qualitative Performance Measures

Theme	Performance Measure
Mobility	Relieve congestion
	Increase travel by transit, bicycle, and pedestrian modes
	Improve travel times
	Improve effectiveness and reliability for core riders
Economy	Increase economic output
	Support job creation and retention
	Support goods movement
	Reduce household transportation costs
	Extend useful life of facilities
Accessibility	Improve transportation options
	Improve service to transit dependent, low- income, and disadvantaged populations
	Improve first-last mile connections to transit

Safety	Reduce incidents
	Improve personal safety
Sustainability and Quality of Life	Improve environmental quality
	Improve public health

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.

ENVIRONMENTAL ANALYSIS:

The proposed action is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061 (b) (3), Common Sense Exemption, that CEQA only applies to projects that may have an effect on the environment.

FISCAL IMPACT:

The costs associated with this action are minor and include ongoing staff work to prepare the project list using existing resources in the Department of Transportation operating budget. Similar to previous MSPs, it is anticipated that Metro will fund projects through funding agreements with individual cities. Once the project list is approved, the City's Capital Improvement Program will be amended to recognize the FY27 and FY28 project funding using Measure M MSP funds.

Respectfully submitted,



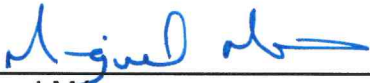
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Attachment: (1)

Attachment A – Description of City of Pasadena's Proposed Measure M MSP Projects for FY27 and FY28