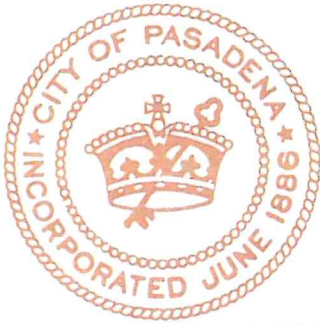




Agenda Report

July 20, 2026

TO: Honorable Mayor and City Council

THROUGH: Municipal Services Committee (July 14, 2026)

FROM: Department of Transportation

**SUBJECT: APPROVAL OF MEASURE M MULTI-YEAR SUBREGIONAL
PROGRAM FISCAL YEAR 2029 AND FISCAL YEAR 2030
PROPOSED PROJECT LIST**

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the proposed action is not a project subject to the California Environmental Quality Act (CEQA) pursuant to Section 21065 of CEQA and Sections 15060(c)(2), 15060(c)(3), and 15378 of the State CEQA Guidelines and, as such, no environmental document pursuant to CEQA is required; and
2. Approve the proposed project list 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 Fiscal Year (FY) 29 and FY 30 Measure M Multi-Year Subregional Plan (MSP) and request for funding.

TRANSPORTATION ADVISORY COMMISSION RECOMMENDATION:

On June 25, 2026, the Transportation Advisory Commission (TAC) recommended that the City Council approve the Measure M MSP FY29 and FY30 project list. Additionally, TAC recommended that the Department of Transportation continue to study and consider public and particularly local resident concerns as to whether the proposed project at Avenue 64 and Nithsdale Ave is the most effective means of traffic calming and promoting safety along the Avenue 64 corridor in light of ongoing improvements already implemented and planned along Avenue 64.

EXECUTIVE SUMMARY:

The City of Pasadena is a member agency in the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) that develops a five-year plan for transportation improvements funded through Los Angeles County's Measure M Multi-Year Subregional Program. For FY29 and FY30, the subregion is expected to receive approximately \$36 million in Measure M Multi-Year Subregional Program (MSP) funding, of which Pasadena's share is \$10.1 million based on population allocation.

To access these funds, each member agency must submit a list of eligible transportation projects that meet Metro's performance criteria, align with regional mobility goals, and demonstrate project readiness. Pasadena's proposed FY29 and FY30 project list builds on previously approved priorities and includes projects focused on safety, transit enhancements, multimodal traffic management, and pedestrian and bicycle safety improvements.

The Department of Transportation (DOT) evaluated potential projects using Metro's qualitative performance measures, such as congestion relief, safety improvements, accessibility, sustainability, and support for transit-dependent communities, along with local data on traffic volumes, collision history, and multimodal needs. The top seven projects in the City of Pasadena project list are recommended for MSP funding in FY29 and FY30 and include investments in bus fleet replacement, bus stop improvements, the installation of a new traffic signal, pedestrian hybrid beacons (HAWKS), Rectangular Rapid Flashing Beacons (RRFBs), and continental crosswalk installation.

Approval of this list positions the City to request and receive Measure M funding or other funding sources should funding become available. Once approved by the AVCJPA and the Metro Board, the City's Capital Improvement Program will be amended to incorporate funding for the top seven recommended 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, the projects and programs included in the Measure M Ordinance and Expenditure Plan were also approved. Subsequently, the Measure M Guidelines were developed and adopted by the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors in June 2017, which establishes the policy framework and eligibility requirements. This action followed the adoption of the Measure M Administrative Procedures in February 2018, which defines operational administrative procedures for implementing the Guidelines. The Measure M Guidelines direct each subregion/Council of Government (COG) to develop a five-year plan to program project-specific MSP funds. The five-year plan is required to be updated annually, starting in year six, as funds become available yearly. MSP funding is intended to provide subregions with flexibility in utilizing the funds within the framework of the Measure M Guidelines. Before MSP funding is allocated to communities, an MSP Plan must be approved by Metro. The City of Pasadena's initial five-year MSP

Plan and subsequent MSP project lists are coordinated through its membership in the AVCJPA. The AVCJPA Governing Board is composed of representatives from Burbank, Glendale, Pasadena, La Cañada Flintridge, La Crescenta-Montrose (LA County), and South Pasadena.

Method

As in previous years, the AVCJPA Board has approved allocating funds 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 1. In addition to the qualitative performance measures, subregional benefits of projects are also considered.

Table 1: 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

For the FY29 and FY30 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 (MMCS). Table 2 provides the Arroyo Verdugo Communities MSP Funding breakdown for FY29 and FY30, with the City of Pasadena allocated a total of \$10,110,551 for both years.

Table 2: Arroyo Verdugo Communities MSP Funding for FY29 and FY30

Agency	Population	% of Total	MMCS	Transit	Total Available	Rounded
Burbank	104,535	21.0%	\$3,356,796	\$4,272,437	\$7,629,234	\$7,629,000
Glendale	191,284	38.4%	\$6,078,998	\$7,737,181	\$13,816,179	\$13,816,000
La Cañada Flintridge	19,930	4.0%	\$637,791	\$811,763	\$1,449,554	\$1,450,000
La Crescenta-Montrose	19,648	3.9%	\$631,397	\$803,625	\$1,435,023	\$1,435,000
Pasadena	136,988	27.5%	\$4,448,554	\$5,661,997	\$10,110,551	\$10,111,000
South Pasadena	26,273	5.3%	\$831,207	\$1,057,937	\$1,889,144	\$1,889,000
Total	498,658	100.0%	\$15,984,745	\$20,344,940	\$36,329,685	\$36,330,000

Building upon the previous MSP project list that the City Council approved on April 11, 2022, the updated list (Attachment A) includes a limited number of projects from the City's adopted Capital Improvement Program (CIP), which further defines project descriptions and priorities adopted through the CIP budget cycle. Subsequently, the project list is updated as projects are funded or completed. City staff also ensures that projects meet the eligibility criteria stipulated in Measure M Administrative Procedures, included in Table 1, and project readiness. Project readiness under the Measure M Administrative Procedures is defined as capital projects that have reached at least the environmental phase, or that have a defined scope of work, project financial plan, and timeline. Depending on the project category, more specifically in the MMCS funding program, projects are analyzed and further prioritized based on speed data, collision history, traffic volumes, and other factors to improve multimodal performance and safety. The costs associated with the project list far exceed the available funding for this MSP funding cycle, but position the City to have an approved set of projects should additional MSP funding become available. 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:

Transit Project

1. Purchase Replacement and Expansion Buses for Pasadena Dial-A-Ride - \$1,793,542
2. Purchase Replacement and Expansion Buses for Pasadena Transit - \$2,882,636
3. Bus Stop Improvement Program - \$985,819

Modal Connectivity and Complete Streets Projects

4. Installation of Traffic Signal at Avenue 64 and Nithsdale Road - \$1,000,000
5. Installation of Pedestrian Hybrid Beacons (HAWKs) at Various Locations - \$2,100,000
6. Pedestrian Crossing Enhancements Program-\$600,000
7. Citywide Continental Crosswalk Implementation - \$748,554

Based on all the prioritization criteria mentioned above, the Installation of Pedestrian Hybrid Beacons (HAWKs) at Various Locations, CIP project number 75927, identified three locations: Washington Blvd at Mar Vista Ave, Fair Oaks Ave at Claremont St, and Del Mar Blvd at El Nido Ave. For the Pedestrian Crossing Enhancements Program CIP project number 75112, the following locations, identified as meeting warrants for Rectangular Rapid Flashing Beacons, are: Villa St between Hamilton Ave and Sierra Bonita Ave; Glenarm St at Oakland Ave; and Linda Vista Ave at Bryant St.

COUNCIL POLICY CONSIDERATION:

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

ENVIRONMENTAL ANALYSIS:

The action proposed herein is not a project subject to the California Environmental Quality Act (CEQA) in accordance with Section 21065 of CEQA and State CEQA Guidelines Sections 15060(c)(2), 15060(c)(3), and 15378. The approval of a proposed project list for potential Measure M funding is a government funding mechanism/fiscal activity that does not involve a commitment to any specific project which may result in a potentially significant physical impact on the environment. Rather, the action prepares the City with a potential list of projects should additional funding become available through the MSP program. Therefore, the proposed action is not a “project” subject to CEQA, as defined in Section 21065 of CEQA and Section 15378 of the State CEQA Guidelines. Since the action is not a project subject to CEQA, no environmental document is required.

FISCAL IMPACT:

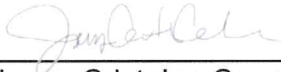
The costs associated with this action are minor and include ongoing staff time to prepare the project list, using existing resources in the Department of Transportation's operating budget. As with previous MSP projects, it is anticipated that the Metro Board of Directors will fund projects through funding agreements with individual cities. Once the project list is approved, the City's Capital Improvement Program will be amended to appropriate the FY29 and FY30 MSP funds for the projects.

Respectfully submitted,



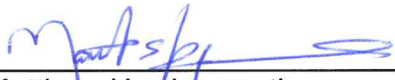
Joaquin T. Siques
Director
Department of Transportation

Prepared by:



Jenny Cristales-Cevallos
Deputy Director of Transportation

Approved by:



Matthew Hawkesworth
Interim City Manager

Attachment:

Attachment A – Description of City of Pasadena's Proposed Measure M MSP Projects for FY29 and FY30