



Arroyo Verdugo Communities Joint Powers Authority

DATE: June 2, 2022
TO: Governing Board
FROM: Laura Rubio-Cornejo, Executive Director
Jon Overman, Cambridge Systematics, Inc.
SUBJECT: Measure M Multi-Year Subregional Program Funding Allocation

RECOMMENDATION:

1. Receive the presentation;
2. Receive input;
3. Approve the reallocation of Arroyo Verdugo MSP program funding through the swapping between future Arroyo Verdugo Communities MSP sources as described in **Table 4**; and
4. Approve the attached Multi-year Subregional Program 5-year funding plan (MSP Plan) for Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) in **Table 5** for submission to Metro for Measure M programming

BACKGROUND:

The Arroyo Verdugo Communities Multi-Year Subregional Program (MSP) plans are funding plans that program available resources to specific projects in specific years. The MSPs were created with the passage of Measure M (the voter-approved Los Angeles County Traffic Improvement Plan of 2016) and administrated by the Los Angeles County Metropolitan Transportation Authority (Metro). The Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) is the governing body charged with creating the MSP funding plans.

AVCJPA has submitted two MSP funding plans to Metro that were approved by the Metro Board in May of 2019 and November of 2020, covering a 7-year period of MSP funding. Each year, Metro releases an estimate of the funding available for each MSP and each subregion is required to submit an annual update to their MSP funding plans. During each MSP submittal, subregions are allowed to program the new funding allotments and amend previous funding plans as necessary. In October of 2021, Metro released their MSP funding estimates for Years 8 and 9 (FY 24/25 and FY 25/26). The amount of funding for these two new years is roughly \$10.8 million for the AVC subregion. The funding allotment for these two new years is included in **Table 1** below alongside the previous allotments.

Table 1: MSP Funds Available for AVCJPA

MSP Funds Available by Program*	Previous Allotment (7 years)	New Funding (2 years)	Total Allotment**
Transit Projects	\$19,348,000	\$ 6,078,000	\$ 25,426,000
Modal Connectivity and Complete Streets (MMCS)	\$15,202,000	\$ 4,775,000	\$19,977,000
Total	\$34,550,000	\$10,853,000	\$ 45,403,000

*Less 0.5% for project development and planning
** Numbers rounded to nearest thousand

Metro allows subregional entities to program the MSP fundings at their discretion so long as the projects meet Metro’s criteria. Consistent with the first two MSP submittals, in February of 2022, the AVCJPA board approved allocating funding proportionally to each jurisdiction based on their share of total population. **Table 2** below highlights the amount available for programming for each jurisdiction within AVCJPA.

Table 2: AVCJPA M

SP Funding Allocation by Jurisdiction

Agency	% of Total*	Previous Allocation	MSP ₃ (2-Year Total)	Total Allocation**
Burbank	20.0%	\$7,021,000	\$2,176,000	\$9,197,000
Glendale	39.3%	\$13,527,000	\$4,266,000	\$17,793,000
La Cañada Flintridge	3.9%	\$1,366,000	\$423,000	\$1,789,000
La Crescenta-Montrose	3.8%	\$1,324,000	\$411,000	\$1,735,000
Pasadena	28.0%	\$9,589,000	\$3,041,000	\$12,630,000
South Pasadena	4.9%	\$1,723,000	\$537,000	\$2,260,000
Total	100.0%	\$34,550,000	\$10,853,000	\$45,403,000

* Based on January 2021 CA department of finance estimate

** Numbers rounded to nearest thousand

In the previous MSP submittal in 2020, the AVJCPA left \$5,680,253 unprogrammed. These funds are available for programming in this cycle or a future program cycle. **Table 3** below includes the available resources by jurisdiction for the next MSP programming cycle, including the previously unprogrammed funds.

Table 3: Available Funding by Jurisdiction for 2022 MSP program cycle

Agency	Total Available by Jurisdiction			
	New MMCS	New Transit	Unprogrammed	Total
Burbank	\$957,307	\$1,218,434	\$2,221,245	\$4,396,987
Glendale	\$1,876,827	\$2,388,773	-	\$4,265,600
La Cañada Flintridge	\$185,939	\$236,658	\$412,284	\$834,881
La Crescenta-Montrose	\$181,003	\$230,376	\$1,324,099	\$1,735,479
Pasadena	\$1,337,923	\$1,702,871	-	\$3,040,794
South Pasadena	\$236,341	\$300,809	\$1,722,624	\$2,259,774
Total	\$4,775,340	\$6,077,921	\$5,680,253	\$16,533,514

AVC Proposed Projects for the 2022 MSP Submittal (MPS₃)

The proposed projects recommended for the AVC’s third MSP submittal (MSP₃) are included below in **Table 3**. These include twelve projects from the cities of Burbank, Glendale, La Cañada Flintridge, Pasadena, and South Pasadena. Three of the projects received funding in previous MSP plans. Los Angeles County, representing the communities of La Crescenta/ Montrose has chosen to leave their funding unprogrammed this cycle as they continue to gain support for potential projects. La Cañada Flintridge and South Pasadena have also chosen to leave some of their new funding unprogrammed during this cycle. Their allocation will be available to each agency in the indicated amount for programming in future years.

FISCAL IMPACT:

Approval of the recommended project list for Measure M MSP funds would allow Metro to move forward with their consideration of the funding allocation. Once approved, the request would program approximately \$13.79M in Measure M MSP transportation projects to the Arroyo Verdugo Communities region.

Table 3. AVC Proposed Projects for MSP 3 Submittal

Jurisdiction	Project Name	Project Description	MSP3 Funding Request
Burbank			\$4,396,987
	Burbank Bus Zero Emission Bus Purchase	Purchase of five, battery electric 35' foot transit vehicles with an assumed cost of 900k each for Burbank Bus	\$4,396,987
	<i>Unprogrammed</i>		
Glendale			\$4,265,599
	Honolulu Avenue Rehabilitation Project	Improve pedestrian, bicycle, and transit connectivity throughout the project corridor between Verdugo Road and Lowell Avenue to provide a sub-regional benefit to the Cities of Glendale and La Canada and City and County of LA.	\$1,876,827
	Electrification of Beeline Transit Fleet	Replace Beeline CNG buses that have reached their useful life with battery-electric buses. Funding will purchase battery-electric buses, charging infrastructure, and facility upgrades	\$ 2,388,773
La Cañada Flintridge			\$834,881
	Bus Purchase for Fleet Electrification	Purchase of Two Replacement Electric Shuttle Buses	\$ 360,000
	<i>Unprogrammed</i>		\$ 474,881
La Crescenta-Montrose			\$ 1,735,479
	<i>Unprogrammed</i>		\$ 1,735,479
Pasadena			\$ 3,040,794
	Purchase Replacement and Expansion Buses for Pasadena Transit*	This project provides for the purchase of replacement transit vehicles and expansion transit vehicles for the City of Pasadena's fixed-route transit system	\$ 1,702,871
	New Traffic Signals for Pedestrian Connectivity*	This project provides for the installation of three new traffic signals along key multimodal corridors with the goal of improving pedestrian safety and connectivity. The five intersections are Traffic Signal and Curb Extensions at Sierra Bonita Avenue and Orange Grove Boulevard, Del Mar Boulevard at Michigan Avenue, Del Mar Boulevard at Kinneloa Ave, Orange Grove Boulevard at Sunnyslope Avenue, and Sierra Madre Villa Ave at Electronic Drive	\$ 837,923
	Installation of Crosswalk at Washington Boulevard and Hudson Avenue	This project provides for the installation of a crosswalk with High-Intensity Activated crosswalk (HAWK) traffic signal at East Washington Boulevard and North Hudson Avenue. This project will enhance pedestrian safety for frequent users of nearby bus stops, Washington Community Center, senior housing, and shopping plaza as the nearest crosswalk is over 500 feet away. This project is located in Northwest Pasadena, which is an area that has been targeted for revitalization.	\$ 500,000
South Pasadena			\$ 2,259,774
	Grevelia Street and Fair Oaks Avenue	The project would provide a traffic safety improvement to better accommodate the westbound to northbound two-lane right-turn movement from Grevelia Street to Fair Oaks Avenue. Expanding the current approximate 12-foot curb radius to a 25-foot curb radius, pending design evaluation, would encapsulate the area that currently contains an exposed truncated dome pad, and would guide	\$ 200,000

		vehicles away from striking the curb or interfering with the path of an adjacent turning vehicle. The expanded northern curb radius would be accompanied by shifting the eastern Grevelia striping southward, removing the parking in this area, and consolidating eastbound Grevelia to one lane.	
	Pedestrian Crossing Devices	The project consists of the installation of pedestrian crossing devices at one or more locations in the City, depending on the device selected, and a feasibility analysis of the location(s). Potential devices include High-Intensity Activated Crosswalk (HAWK) Beacons / Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid-Flashing Beacons (RRFBs), or other devices deemed appropriate for the selected location(s).	\$ 322,624
	Garfield Avenue and Monterey Road Traffic Signal and Garfield Avenue Signal & Bicycle Lane Improvements	Installation of a traffic signal at the currently all-way stop controlled intersection. The analysis would include a traffic study, impact analysis, public outreach to the neighborhood, as well as coordination and potential cost sharing with the City of San Marino. Furthermore, the project will consider a synchronization of this signal to the existing signal at Garfield Avenue and Mission Street, research programming an off-peak flashing yellow signal phase, and potential bicycle lane implementation along this section of Garfield Avenue.	\$ 400,000
	Columbia Street Striping and Signals	Restripe Columbia Street from Fair Oaks to Orange Grove to add a two-way centered turn lane, and various traffic signals improvements along the corridor. The limits of this project along Columbia Street are between Orange Grove Avenue and Fair Oaks Avenue. The implementation of a left-turn lane will prevent unnecessary, sudden stops for vehicles proceeding straight behind left turning vehicles in the current single lane, thereby reducing rear-end collision potential and sudden evasive maneuvers.	\$ 300,000
	Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway	Remove the reverse-curve merge from the southbound lane on the west side of Orange Grove Avenue. Various alternatives will be evaluated prior to design and construction, including the installation of a second continuous lane and modification of the adjacent right-of-way, mainly the west curb and parkway.	\$ 500,000
	<i>Unprogrammed</i>		\$ 537,150

* Received funding in previous MSP plan

(3) Approve Reallocation of MSP Fund Amounts

As shown in **Table 1** above, the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) has two programs funded in the first five years of Measure M: 1) *Transit Projects* and 2) *Modal Connectivity and Complete Streets* (active programs). However, the AVCJPA has four additional programs that are not funded until later years (inactive programs), including 1) *Active Transportation Projects*; 2) *Goods Movement Projects*; 3) *Highway Efficiency, Noise Mitigation, and Arterial Projects*; and 4) *Arroyo Verdugo Projects to be Determined*. Metro’s guidelines for the MSP plans allow subregions to reallocate available funding from one active program to a future inactive program. This process includes loaning funds from one program to another with the understanding that the equal amount will be returned in a future MSP funding plan.

During this MSP submittal, the AVC TAC recommends reallocating the MSP Funds as displayed in **Table 4** below. This does not impact the total annual allocation provided by Metro and cash flow constraints highlighted in **Table 1** above and **Table 5** below. The reallocation of funds is recommended for the following reasons:

- The *Transit Projects* program is for transit capital improvements only. Since not all agencies in the AVC operate transit service, there are fewer transit capital needs.
- During the MSP1 review period, Metro determined that the Victory Blvd project (Glendale and Burbank) was better qualified to receive Active Transportation funds.
- Staff believes that four of the projects proposed by South Pasadena will be approved under the arterial project category (Highway Efficiency, Noise Mitigation, and Arterial Projects). In light of this expectation, staff recommends the board approve the reallocation before Metro’s review and approval.

Table 4: Reallocation of MSP Fund Amounts for Arroyo Verdugo Communities MSP Plan

Multiyear Subregional Program	Total 9 Year Program	
	Metro Allocation	AVC Proposed Allocation
<i>Transit Projects</i>	\$19,348,264	\$23,593,660
<i>Modal Connectivity and Complete Streets</i>	\$15,201,671	\$8,710,441
<i>Highway Efficiency, Noise Mitigation, and Arterial Projects</i>	\$-	\$1,400,000
<i>Active Transportation</i>	\$-	\$8,951,587
<i>Unprogrammed</i>	\$-	\$2,747,509
<i>Total</i>	\$45,403,196	\$45,403,196

(5) Approve Draft MSP Plan

Table 5 below displays the draft MSP Plan: the 9-year Funding Plan for the Arroyo Verdugo Communities Multi-year Subregional Program. This includes the programming of over \$43 million dollars over a 8-year period (year one, FY17/18, had already past when MSP1 was submittal). To meet Metro’s cash flow requirements, the total funding request to Metro for each fiscal year does not exceed the amount allocated and accrued to AVC on a yearly basis (see Cumulative Cash Flow in **Table 5** below). All new projects have received approval from the jurisdiction’s city council or commission.

The staff Transportation Advisory Committee (TAC) also recommends leaving a total of \$2,747,509 un-programmed, including \$1,735,479 for LA County, \$474,881 for La Cañada Flintridge, and \$537,150 for South Pasadena. Any un-programmed funds will stay in the Arroyo Verdugo MSP account and will roll over into future MSP plans. Additionally, the AVCJPA will have the opportunity to amend this MSP Plan on an annual basis to program additional funding and re-program funds if necessary.

Table 5. Arroyo Verdugo Communities Draft 9-Year Multi-year Subregional Program Plan (MSP Plan)

Project Name	9 Year MSP Total	Year 1/2 (FY 17-19)	Year 3 (FY 19-20)	Year 4 (FY 20-21)	Year 5 (FY 21-22)	Year 6 (FY 22-23)	Year 7 (FY 23-24)	Year 8 (FY 24-25)	Year 9 (FY 25-26)
Burbank	\$9,196,987	\$3,000,000	\$0	\$0	\$1,800,000	\$0	\$0	\$0	\$4,396,987
Victory Blvd Connectivity Gap Closure and Transit Enhancements - Burbank portion	\$3,000,000	\$3,000,000							
BurbankBus State of Good Repair - Bus Replacement 2020	\$1,800,000				\$1,800,000				
Burbank Bus Zero Emission Bus Purchase	\$4,396,987								\$4,396,987
<i>UnProgrammed Burbank</i>	\$0								
Glendale	\$17,792,200	\$0	\$4,426,000	\$1,082,051	\$400,000	\$5,301,587	\$2,316,963	\$4,265,599	\$0
Beeline Maintenance Facility	\$4,426,000		\$4,426,000						
Beeline Replacement Buses 2021	\$832,051			\$832,051					
Victory Blvd Complete Streets Project	\$5,951,587			\$250,000	\$400,000	\$5,301,587			
Bus Purchase and Bus-Related Infrastructure	\$2,316,963						\$2,316,963		
Honolulu Avenue Rehabilitation Project	\$1,876,827							\$1,876,827	
Electrification of Beeline Transit Fleet	\$2,388,773							\$2,388,773	
La Cañada Flintridge	\$1,788,800	\$0	\$0	\$0	\$953,919	\$0	\$0	\$360,000	\$474,881
Foothill Blvd Link Bikeway and Ped. Greenbelt	\$953,919				\$953,919				
Bus Purchase for Fleet Electrification	\$360,000							\$360,000	
<i>UnProgrammed La Canada Flintridge</i>	\$474,881								\$474,881
La Crescenta-Montrose	\$1,735,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,735,479
<i>UnProgrammed La Crescenta-Montrose Funds</i>	\$1,735,479								\$1,735,479
Pasadena	\$12,629,957	\$0	\$1,000,000	\$535,020	\$4,700,000	\$2,434,995	\$919,148	\$3,040,794	\$0
Avenue 64 Complete Street Project	\$1,800,000			\$300,000	\$1,500,000				

Measure M Multi-Year Subregional Program Funding Allocation

June 2, 2022

Page 8 of 8

N. Hill Complete Street Project	\$1,500,000		\$300,000	\$235,020	\$600,000	\$364,980			
Purchase Replacement Buses (FY 2018-2022)*	\$7,072,886		\$700,000		\$2,600,000	\$2,070,015		\$1,702,871	
Pedestrian Crossing Enhancement Program	\$236,148						\$236,148		
New Traffic Signals for Pedestrian Connectivity*	\$1,520,923						\$683,000	\$837,923	
Installation of Crosswalk at Washington Boulevard and Hudson Avenue	\$500,000							\$500,000	
South Pasadena	\$2,259,774	\$0	\$0	\$0	\$0	\$250,000	\$472,624	\$650,000	\$887,150
Grevelia Street and Fair Oaks Avenue	\$200,000					\$50,000	\$150,000		
Pedestrian Crossing Devices	\$322,624					\$200,000	\$122,624		
Garfield Avenue and Monterey Road Traffic Signal and Garfield Avenue Signal & Bicycle Lane Improvements	\$400,000						\$100,000	\$300,000	
Columbia Street Striping and Signals	\$300,000						\$50,000	\$250,000	
Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway	\$500,000						\$50,000	\$100,000	\$350,000
<i>Unprogrammed South Pasadena</i>	\$537,150								\$537,150
Arroyo Verdugo Communities JPA Total	\$45,403,196	\$3,000,000	\$5,426,000	\$1,617,071	\$7,853,919	\$7,986,582	\$3,708,735	\$8,316,393	\$7,494,496
MSP Funds Available (by Year)	\$45,403,196	\$9,180,564	\$4,826,706	\$4,953,657	\$5,025,858	\$5,215,083	\$5,348,067	\$5,385,504	\$5,467,757
Cumulative Cash Flow (by Year)	\$45,403,196	\$6,180,564	\$5,581,270	\$8,917,856	\$6,089,795	\$3,318,296	\$4,957,628	\$2,026,738	\$0
Unprogrammed Funds	\$2,747,509	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,747,509

Notes:

-Bold text indicates new programming from previous MSP submittals

-South Pasadena is using previously unprogrammed funds for their new projects

- Red text indicates changes from previous MSP submittals to the AVCJPA board. In September of 2021, the Metro Board authorized changes to year of programming for two projects (La Cañada Flintridge and Pasadena). The unprogrammed funds, totaling \$2,747,509, was listed erroneously as \$2,272,628 in the version of this Board report released prior to the June 2nd meeting.