ITEM#
VII. A

Arroyo Verdugo Communities Joint Powers Authority

DATE: December 5, 2024

TO: Governing Board

FROM: Joaquin T. Siques, Executive Director
Jon Overman, Cambridge Systematics, Inc.

SUBJECT: **Receive and File:** Update to Measure M Multi-Year Subregional Program (MSP) and Subregional Equity Program (SEP) Funding Plan

RECOMMENDATION:

1. Find this action is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061 (b) (3), the Common Sense exemption that CEQA only applies to projects that may have an effect on the environment;
2. Receive and file this staff report with several minor changes to the:
    a. Reallocation of Arroyo Verdugo MSP program funding through the swapping between future Arroyo Verdugo Communities MSP sources as described in **Table 5;** and
    b. the Multi-year Subregional Program funding plan (MSP Plan) and Subregional Equity Program funding plan (SEP Plan) for Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) in **Table 6** 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 three MSP funding plans to Metro that were approved by the Metro Board in May of 2019, December of 2020, and January of 2023, covering a 9-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 2023, Metro released their MSP funding estimates for Years 10 and 11 (FY 26/27 and FY 27/28). The amount of funding for these two new years is roughly $23 million for the AVC subregion. The funding allotment for these two new years is included in **Table 1** below alongside the previous allotments.

In addition, Metro released a 5-year allocation of approximately $4 million from the Subregional Equity Program (SEP) to the Arroyo Verdugo subregion. At the April 6, 2023 AVCJPA Governing Board Meeting, and

again at the February 1. 2024 AVCJPA Governing Board Meeting approval was granted to program the SEP funding allocation and apply the same formula and approach as the other MSP programs. Five years of Subregional Equity funds are also noted for FY24-Fy28.

Table 1: MSP Funds Available for AVCJPA

MSP Funds Available by Program*	Previous Allocation Thru FY26	New Funding FY27 and FY28	Total Allotment**
Transit Projects	$25,426,000	$10,114,000	$35,541,000
Modal Connectivity and Complete Streets (MMCS)	$19,977,000	$12,873,000	$32,850,000
Subregional Equity Program (5 years)	$0	$3,993,000	$3,993,000
Total	$45,403,000	$26,981,000	$72,384,000

*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 three MSP submittals, in February of 2024, 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 MSP Funding Allocation by Jurisdiction

Agency	% of Total*	Previous Allocation	MSP4 (2-Year Total)	SEP Allocation	Total Allocation**
Burbank	21.0%	$9,296,000	$4,819,000	$837,000	$14,952,000
Glendale	38.4%	$17,689,000	$8,818,000	$1,532,000	$28,039,000
La Cañada Flintridge	4.0%	$1,800,000	$919,000	$160,000	$2,879,000
La Crescenta-Montrose	3.9%	$1,752,000	$906,000	$157,000	$2,815,000
Pasadena	27.5%	$12,572,000	$6,315,000	$1,097,000	$19,984,000
South Pasadena	5.3%	$2,295,000	$1,211,000	$210,000	$3,716,000
Total	100.0%	$45,403,000	$22,988,000	$3,993,000	$72,384,000

* Based on January 2023 CA department of finance estimate
** Numbers rounded to nearest thousand

In the previous MSP submittal in 2022, the AVJCPA left $3,147,509 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 the 2024 MSP and SEP program cycle

Agency	Total Available by Jurisdiction		
	New Funding	Unprogrammed	Total
Burbank	$5,656,095	$0	$5,656,095
Glendale	$10,349,840	$0	$10,349,840
La Cañada Flintridge	$1,078,356	$474,881	$1,553,237
La Crescenta-Montrose	$1,063,098	$1,735,479	$2,798,577
Pasadena	$7,412,036	$0	$7,412,036
South Pasadena	$1,421,558	$937,150	$2,358,708
Total	**$26,980,984**	**$3,147,509**	**$30,128,493**

AVC Proposed Projects for the 2024 MSP and SEP Submittal (MSP4 and SEP1)

The proposed projects recommended for the AVC's fourth MSP submittal (MSP4) and first SEP submittal (SEP1) are included below in **Table 4**. These include thirteen projects from the cities of Burbank, Glendale, LA County, Pasadena, and South Pasadena. Five of the projects received funding in previous MSP plans. La Cañada Flintridge has chosen to leave their funding unprogrammed this cycle. LA County 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.

The red text in the table below highlights the changes since the draft MSP4 and SEP 1 were presented to the AVCJPA board on August 1st, 2024. LA County has requested a lower amount of funding for the 210 Soundwall project, thus leaving more funding unprogrammed in Table 4.

Table 4. AVC Proposed Projects for 2024 MSP and SEP Submittal

Jurisdiction	Project Name	Project Description	MSP Funding Request	SEP Funding Request
Burbank				
	Burbank Bus Zero Emission Bus Purchase*	Purchase of battery electric 35' foot transit vehicles for Burbank Bus	$4,818,966	$837,129
Glendale				
	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.	$4,938,165	
	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	$3,879,850	$1,531,825
La Cañada Flintridge				
	Unprogrammed		$1,393,635	$159,602
La Crescenta-Montrose				
	I-210 Soundwalls: EB from La Crescenta Avenue to southbound State Route 2 connector	The project is located in the unincorporated area of La Crescenta on eastbound I-210 from La Crescenta Avenue to southbound State Route 2 connector. The scope of this project is to prepare Plans, Scope, and Estimate for the construction of soundwalls along the I-210.	$1,213,412	$0
	Unprogrammed		$1,427,821	$157,344
Pasadena				
	Purchase Replacement and Expansion Buses *	This project provides for the purchase of replacement, expansion, and zero-emission transit vehicles for the City of Pasadena's fixed route transit system. In addition to vehicle purchases, this project provides fleet system upgrades to provide enhanced customer experience. These fixed-route transit vehicle purchases include replacing aging vehicles and adding vehicles into the existing fleet to help address overcrowding on the higher demand routes. In addition, zero -emission vehicles are purchased to transition the transit fleet to meet city, regional and state zero emission mandates.	$2,778,557	$0
	Traffic Signal and Curb Extension at Sierra Bonita & Orange Grove*	This project includes the installation of a traffic signal and curb extensions at the intersection of Sierra Bonita Avenue and Orange Grove Boulevard.	$132,077	$0
	Citywide Continental x-walk Project	This project provides for the systematic replacement of existing marked crosswalk striping with Continental style crosswalk at 340 signalized intersections and 70 marked uncontrolled crosswalks, citywide. The Continental crosswalk design provides greater visibility of the crosswalk markings, and reduced maintenance costs since the design allows for the markings to be placed to avoid the wheel path of through traffic. The installation of Continental crosswalk markings at existing locations	$1,204,389	$0

Jurisdiction	Project Name	Project Description	MSP Funding Request	SEP Funding Request
		requires the removal of the two traditional parallel lines that mark the crosswalk limits. This funding will support the installation of roughly 20 new cross walks.		
	Installation of Two Pedestrian Hybrid Beacons	This project provides for the installation of High-Intensity Activated Crosswalks (HAWKs) at 2 locations in the city. For crosswalks across multiple lanes of traffic with higher speed limits, Federal guidance suggests installation of a HAWK. The 2 locations include: Lake Avenue and Elizabeth Street; Lincoln Avenue and Toolen Place.	$1,200,000	$0
	Installation of Two Pedestrian Hybrid Beacons	This project provides for the installation of High-Intensity Activated Crosswalks (HAWKs) at 2 locations in the city. For crosswalks across multiple lanes of traffic with higher speed limits, Federal guidance suggests installation of a HAWK. The 2 locations include: Lake Avenue and Elizabeth Street; Lincoln Avenue and Toolen Place.	$1,000,000	$0
	Citywide Leading Pedestrian Interval	LPIs give pedestrians a head start by displaying the "WALK" signal 3-5 seconds before adjacent vehicles receive a green light. During this brief interval, pedestrians can confidently step into the crosswalk before any vehicles start moving. Pairing LPIs with Accessible Pedestrian Signals (APS) ensures that visually-impaired pedestrians are aware of the walking indication. APS, activated by pedestrian push buttons, provide audible or tactile cues, allowing everyone to cross safely. This project aims to design and construct LPIs paired with APS at all eligible traffic signals in the City, with the possibility of seeking grant funding for these improvements.	$0	$500,000
	NTMP Mountain and Raymond	The Citywide Neighborhood Traffic Management Program (NTMP) is a comprehensive process for managing traffic volume, travel speeds, and traffic-related noise in the City's residential neighborhoods. This specific project provides for the installation of traffic calming elements, including the reconfiguration of the intersection at Mountain Street and Raymond Avenue.	$0	$597,016
South Pasadena				
	Mission Street- Pasadena Ave to Arroyo Intersection Improvement Project	The project seeks to improve the intersection of Mission Street between Pasadena Avenue and Arroyo Drive with multi-modal and safety improvements for all modes with bike lane connectivity, ADA compliant ramps, expanded sidewalk(s) where appropriate on Mission Street, curb improvements, right turn only lane on certain approaches, narrowing of traffic lane, pedestrian access and safety improvements with restriping.	$900,000	$0
	Garfield/Monterey Traffic Signal & Bike Lane Project	The project seeks to improve the intersection of Garfield Avenue and Monterey Road with a new traffic signal, provided is warranted, and add bicycle lanes and bike route improvements along Garfield Avenue between Fair Oaks to Huntington Drive in accordance with the City's Bike Master Plan.	$500,000	$0
	Unprogrammed		$1,648,311	$210,397

*** Received funding in previous MSP plan**

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 recommended reallocating the MSP Funds as displayed in **Table 5** below. This does not impact the total annual allocation provided by Metro and cash flow constraints highlighted in **Table 1** above and **Table 6** below**.** The reallocation of funds is recommended for the following reasons:

- During the MSP1 review period, Metro determined that the Victory Blvd project (Glendale and Burbank) was better qualified to receive Active Transportation funds.
- Several projects for South Pasadena were approved under the arterial project category (Highway Efficiency, Noise Mitigation, and Arterial Projects) in MSP3.
- It is staff's assumption that the new LA County I-210 Soundwall project will be approved under the Highway Efficiency, Noise Mitigation, and Arterial Projects as well.

After submitting the draft SEP1 and MSP4 to the AVCJPA Board on August 1, 2024, there were a few changes to the funding requests that impacts the proposed allocation. Highlighted in red text in Table 5 below, the lower funding request for the LA County soundwall project reduced the amount allocated to the Highway program and increased the amount left unprogrammed.

Table 5: Reallocation of MSP Fund Amounts for Arroyo Verdugo Communities MSP Plan

Multiyear Subregional Program	Total 11 Year Program	
	Metro Allocation	AVC Proposed Allocation
Transit Projects	$35,540,560	$35,071,029
Modal Connectivity and Complete Streets	$32,850,307	$18,585,072
Highway Efficiency, Noise Mitigation, and Arterial Projects		$2,213,412
Active Transportation		$8,951,587
Unprogrammed		$3,569,767
Total	$68,390,867	$68,390,867

Draft MSP and SEP Plan

Table 6 below displays the draft MSP Plan: the 11-year Funding Plan for the Arroyo Verdugo Communities Multi-year Subregional Program. *Since the August 1st, 2024 AVCJPA Board Meeting, there were several changes to project funding requests that impact the cash flow in the table below (highlighted in red). This does not impact the total number of projects submitted for funding; it just impacts the project phasing and cash flow as well as the total amount of funding left unprogrammed (as highlighted in Table 5).*

This includes the programming of over $64 million dollars over a 10-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 6** below). All new projects have received approval from the jurisdiction's city council or commission.

The staff Transportation Advisory Committee (TAC) also recommended leaving a total of $3,569,767 in MSP funds unprogrammed and $527,343 in SEP funds unprogrammed. Any unprogrammed funds will stay in the Arroyo Verdugo MSP/SEP account and will roll over into future MSP/SEP 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 6. Arroyo Verdugo Communities Draft 11-Year Multi-year Subregional Program Plan (MSP Plan) and Subregional Equity Program (SEP)

Agency and Project	11 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)	Year 10 (FY 26-27)	Year 11 (FY 27-28)
Burbank - MSP	**$14,015,953**	$3,000,000	$0	$0	$1,800,000	$0	$0	$0	$4,396,987	$0	$4,818,966
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	$9,215,953								$4,396,987		**$4,818,966**
Burbank - SEP	**$837,129**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$837,129
Burbank Bus Zero Emission Bus Purchase	$837,129										**$837,129**
Glendale - MSP	**$26,610,215**	$0	$4,426,000	$906,691	$80,000	$200,000	$7,913,910	$2,388,773	$1,876,827	$4,938,165	$3,879,850
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			$74,640	$80,000	$200,000	$5,596,947				
Bus Purchase and Bus-Related Infrastructure*	$2,316,963						$2,316,963				
Honolulu Avenue Rehabilitation Project	$6,814,992							$0	$1,876,827	**$4,938,165**	
Electrification of Beeline Transit Fleet	$6,268,623							$2,388,773			**$3,879,850**
Glendale - SEP	**$1,531,825**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,531,825
Electrification of Beeline Transit Fleet	$1,531,825										**$1,531,825**
La Cañada Flintridge - MSP	**$2,707,554**	$0	$0	$0	$953,919	$0	$0	$360,000	$0	$0	$1,393,635
Foothill Blvd Link Bikeway and Ped. Greenbelt	$953,919				$953,919						
Bus Purchase for Fleet Electrification	$360,000							$360,000			
Unprogrammed MSP	$1,393,635										**$1,393,635**
Agency and Project	**11 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)**	**Year 10 (FY 26-27)**	**Year 11 (FY 27-28)**

La Cañada Flintridge - SEP	$159,602	$0	$0	$0	$0	$0	$0	$0	$0	$0	$159,602
Unprogrammed SEP	$159,602										**$159,602**
La Crescenta-Montrose	**$2,641,233**	$0	$0	$0	$0	$0	$0	$0	$0	$606,706	$2,034,527
I-210 Soundwalls: EB from La Crescenta Avenue to southbound State Route 2 connector	$1,213,412									$606,706	$606,706
Unprogrammed MSP	$1,427,821										$1,427,821
La Crescenta-Montrose - SEP	**$157,344**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$157,344
Unprogrammed SEP	$157,344										**$157,344**
Pasadena	**$18,944,977**	**$0**	**$1,000,000**	**$535,020**	**$2,100,000**	**$364,980**	**$919,148**	**$6,007,938**	**$0**	**$2,332,077**	**$5,685,814**
Avenue 64 Complete Street Project	$1,800,000			$300,000	$1,500,000						
N. Hill Complete Street Project	$1,500,000		$300,000	$235,020	$600,000	$364,980					
Purchase Replacement and Expansion Buses	$9,851,440		$700,000					$4,670,015*			**$4,481,425**
Pedestrian Crossing Enhancement Program	$236,148						$236,148				
New Traffic Signals for Pedestrian Connectivity	$683,000						$683,000				
New Traffic Signals and Curb Extension at Sierra Bonita & Orange Grove	$970,000							$237,923*		**$732,077**	
Installation of Crosswalk at Washington Boulevard and Hudson Avenue	$500,000							$500,000			
Citywide Continental Crosswalk Project	$1,204,389									**$600,000**	**$604,389**
Installation of Pedestrian Hybrid Beacons – Two locations	$1,200,000							**$600,000**		**$0**	**$600,000**
Citywide Leading Pedestrian Interval	$1,000,000									**$1,000,000**	
Pasadena	**$1,097,016**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,097,016**	**$0**
NTMP Mountain and Raymond	$500,000									**$500,000**	
Bus Stop Enhancement Program	$597,016									**$597,016**	

Agency and Project	11 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)	Year 10 (FY 26-27)	Year 11 (FY 27-28)
South Pasadena	$3,470,935	$0	$0	$0	$0	$250,000	$372,624	$350,000	$1,250,000	$500,000	$748,311
Grevelia Street and Fair Oaks Avenue	$200,000					$50,000	$150,000				
Pedestrian Crossing Devices	$322,624					$200,000	$122,624				
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		
Mission Street- Pasadena Ave to Arroyo Intersection Improvement Project	$900,000								**$900,000**		
Garfield/Monterey Traffic Signal & Bike Lane Project	$500,000									**$500,000**	
Unprogrammed MSP	$748,311										**$748,311**
South Pasadena	$210,397	$0	$0	$0	$0	$0	$0	$0	$0	$0	$210,397
Unprogrammed SEP	$210,397										**$210,397**
AVC - Programmed MSP	**$68,390,867**	**$3,000,000**	**$5,426,000**	**$1,441,711**	**$4,933,919**	**$814,980**	**$9,205,682**	**$12,686,408**	**$7,646,987**	**$5,770,242**	**$17,464,937**
MSP Funds Available (by Year)	**$68,390,867**	$4,631,564	$4,826,706	$4,953,657	$5,025,858	$5,215,083	$5,348,067	$5,385,504	$5,467,757	$5,665,323	$17,322,348
Cumulative Cash Flow (by Year) Excluding Unprogrammed		$6,180,564	$5,581,270	$9,093,216	$18,278,371	$13,585,258	$9,727,643	$4,129,609	$1,950,380	$1,845,460	$2,141,946
AVC - Programmed SEP	**$3,993,313**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,628,841**	**$1,364,472**
SEP Available (by Year)	**$3,993,313**	$0	$0	$0	$0	$0	$802,676	$802,676	$802,676	$802,676	$782,609
Cumulative Cash Flow (by Year) Excluding Unprogrammed		$0	$0	$0	$0	$0	$802,676	$1,605,352	$2,408,028	$581,863	$527,343

Notes:

-Bold text indicates new programming from previous MSP submittals

-Red text indicates change in table from version shared with AVCJPA Board on August 1st, 2024

**Change in previously programmed funding ($1,702,871 from Pasadena Transit project reprogrammed from FY24/25 to FY27/28 and $600,000 on Sierra Bonita Traffic signal moved from FY24/25 to FY26/27)*

ENVIRONMENTAL ANALYSIS:

The proposed action of approving the Multi-year Subregional Program funding plan (MSP Plan) and Subregional Equity Program funding plan (SEP Plan) is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061 (b) (3), the Common Sense exemption. This activity is covered by the common sense exemption that CEQA only applies to programs or projects that have a potential for causing a significant effect on the environment. Individual projects will complete their environmental clearance process as they move through the design phase.

FISCAL IMPACT:

Approval of the recommended project list as identified in the Multi-year Subregional Program funding plan (MSP Plan) and Subregional Equity Program funding plan (SEP Plan) would allow Metro to move forward with their consideration of the funding allocation. Once approved, the request would program approximately $27.0 M in Measure M MSP to transportation projects in the Arroyo Verdugo Communities region.