

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: May 26, 2023

To: Street and Transportation Projects Oversight Committee

From: *Carlos Rios*
Carlos Rios, Principal Engineer
Department of Transportation

Subject: **Measure M First Last Mile 3 Percent Obligation - Design and Implementation Approach**

RECOMMENDATION

Receive and File this report.

BACKGROUND

The focus of the First Last Mile (FLM) Program is improving connectivity and safety for transit riders by investing in quality active transportation infrastructure. Over 90% of transit riders in Los Angeles County walk, bike, or roll to and from transit stations. FLM policies envision a pathway network that improves transit station access through high quality infrastructure, including sidewalks, access ramps, crosswalks, street lights, street trees, and bike lanes.

In 2016, Los Angeles County voters approved Measure M. The Measure M ordinance requires local jurisdictions to pay 3% of the total project cost of a major Measure M rail project (Attachment A). The rationale for the 3% local contribution is that local communities with a rail station receive a direct benefit due to the increased access to high-quality transit service that is above and beyond the project's benefit to Los Angeles County as a whole.

In May 2020, the Metro Board adopted the [First Last Mile \(FLM\) Guidelines](#) (Attachment B). The FLM Guidelines dictate roles and responsibilities between Metro and local jurisdictions. Metro's primary role in FLM delivery is to initiate the overall process and to lead activities through the development of an FLM plan for each station. Beyond the planning phase, local jurisdictions lead steps including design, implementation, and maintenance.

The FLM Guidelines also allow local jurisdictions to receive credit for their 3% local contribution for major rail transit projects through the delivery of FLM infrastructure, as a means to meet their required 3% local contribution for major transit projects. Local jurisdictions' costs in developing and implementing priority FLM projects, including staff time, count toward their 3% local contribution.

DISCUSSION

[Adopted Metro First Last Mile Priority Projects](#)

Adopted Metro FLM plans include priority project lists, which are the projects that are eligible to count toward a jurisdiction's 3% local contribution. In October 2022, the Metro Board [approved](#) the First Last Mile (FLM) priority [project lists](#) for the East San Fernando Valley transit corridor (ESFV), the Purple Line extension (PLE 2/3), and the 96th/Aviation station (Attachment C).

FLM Program Scale and Timing

Metro expects to open the 96th/Aviation station in 2024, the PLE Segment 2 in 2025, the PLE Segment 3 in 2027, and the ESFV between 2028 and 2030. The estimated cost of these projects is projected to cost around \$9 billion. An estimated 3% calculation of this figure for the City of Los Angeles is estimated over \$200 million, which the City of Los Angeles is responsible for paying to Metro as either a lump sum or through the delivery of FLM projects over the next 10 years.

In the coming three decades, The City of Los Angeles will be responsible for paying 3% of the cost of additional transit corridors as specified in Measure M through 2057. These projects include the Sepulveda Pass Transit Corridor, the Crenshaw North Extension, and West Santa Ana Transit Corridor.

Letter of No Prejudice

The Metro's FLM Guidelines allow jurisdictions to request a Letter of No Prejudice (LONP) from Metro to begin crediting FLM related project development costs toward a jurisdiction's 3% monetary obligation, pursuant to the Measure M Ordinance. A Letter of No Prejudice (LONP) allows a jurisdiction to use local funds to start a specific aspect of their project for a specified dollar amount and still be credited for that portion of their 3% contribution. In February 2023, LADOT requested a LONP from Metro to initiate the pre-design phase for identified priority projects. In May 2023, Metro issued the LONP, which initiates the next phase of FLM project planning and development, in which the City of Los Angeles can begin crediting staff time and project development costs toward our overall 3% local contribution to Metro (Attachment D).

Roles, Responsibilities, and Resource Needs

Planning, designing, implementing, and maintaining First Last Mile infrastructure will require partnership between various agencies within the City of Los Angeles, including the Los Angeles Department of Transportation (LADOT), the Bureau of Engineering (BOE), the Bureau of Street Services (SLA), and the Bureau of Street Lighting (BSL). Each agency would need to agree upon distinct roles and responsibilities to realize FLM intended outcomes. During the advanced planning and pre-design stage, LADOT would be in a lead role, with support from BOE, SLA, and BSL. During the design and engineering phase, BOE would be in the lead role, with support from LADOT, SLA, and BSL. The project implementation phase has two potential approaches - the first is staffing up LADOT, SLA and BSL construction crews who would lead many components of FLM project delivery - and the second is filling in the gaps with contractual services through BOE. It is likely that a combination of these approaches may be necessary, depending on delivery method needs and complexity. During the maintenance phase, SLA and LADOT would each lead maintenance for investments under the respective agency's purview. City staff will need support from the CAO for crediting citywide staff and consultant costs toward the City's 3% local contribution.

The staffing plan and contractual services outlined in the LONP would establish a preliminary FLM team that can initiate the pre-design phase to advance a select number of projects from conceptual through the 30% design milestone. However, this level of staffing is not expected to provide sufficient resources

to carry all projects through the pre-design phase. It is also not expected to be sufficient to initiate implementation, or to form a sustainable long term FLM project planning, development, and implementation team for other station areas and transit lines, as outlined in the above roles and responsibilities. Dedicated staffing is needed at all impacted departments to initiate, establish, and scale up the FLM Program over the next three decades, to meet the adopted Measure M project timelines and related 3% obligation through 2057.

While in the pre-design phase, City staff from the four agencies expect to collaborate to identify multi-year staff resource needs to develop a citywide FLM program. This program is expected to be ongoing, over the coming decades, to reflect the degree of effort needed to match the vast citywide FLM needs along the transit corridors identified in the voter-approved Measure M.

FINANCIAL IMPACT

The City of Los Angeles previously paid a 3% cost to Metro for Measure M rail projects including the Purple Line Segment 1. This funding did not result in FLM project delivery.

The total 3% amount that the City is responsible for paying to Metro for the Airport/96th Station, PLE 2/3, and ESFV projects is currently under development by Metro. Early estimates for the three transit corridors likely range above \$200 million for the City of Los Angeles. In the coming decades, this figure will grow, as Metro begins working on new transit corridors as adopted under Measure M through 2057. This is funding that can be paid to Metro as a dollar amount, or through investments in FLM and City staff salaries.

The City of Los Angeles has an opportunity to develop a First Last Mile Program that can advance the City's policy goals that link transit to housing to improve access to opportunities, combat long standing inequities, and take bold climate action. This program would formalize systematic investments in the City's right of way that address our infrastructure deficiencies, and simultaneously achieve various City goals that would otherwise require additional City expenditures.

CR:rg

Attachments

- A: Measure M Ordinance
- B: Metro First Last Mile Guidelines
- C: Metro Board Adopted Priority Projects
- D: Signed Letter of No Prejudice

1 **Proposed Ordinance #16-01**

2 **Measure M**

3 **Los Angeles County Traffic Improvement Plan**

4
5 **PREAMBLE**

6 Los Angeles County’s comprehensive plan to improve transportation and ease traffic
7 congestion through the following core goals:

8
9 **Improve freeway traffic flow**; reduce bottlenecks and ease traffic congestion.

10
11 **Expand the rail and rapid transit system**; accelerate rail construction and build new rail lines;
12 enhance local, regional, and express bus service; and improve system connectivity.

13
14 **Repave local streets, repair potholes, synchronize signals**; improve neighborhood streets
15 and intersections, and enhance bike and pedestrian connections.

16
17 **Keep the transit and highway system safe**; earthquake-retrofit bridges, enhance freeway and
18 transit system safety, and keep the transportation system in good working condition.

19
20 **Make public transportation more accessible, convenient, and affordable** for seniors,
21 students, and the disabled and provide better mobility options for our aging population.

22
23 **Embrace technology and innovation**; incorporate modern technology, new advancements,
24 and emerging innovations into the local transportation system.

25
26 **Create jobs, reduce pollution, and generate local economic benefits**; increase personal
27 quality time and overall quality of life.

28
29 **Provide accountability and transparency**; protect and monitor the public’s investments
30 through independent audits and oversight.

31
32
33 **SECTION 1. TITLE**

34 This Ordinance shall be known and may be cited as the “Los Angeles County Traffic
35 Improvement Plan” (“Ordinance”). The Ordinance shall include Attachment A entitled
36 “Expenditure Plan” and Attachment B entitled “Subregional Maps” which are attached hereto
37 and incorporated by reference as if fully set forth herein.

38
39 **SECTION 2. SUMMARY**

40 This Ordinance imposes a retail transactions and use tax at the rate of one-half of one
41 percent (.5%) within Los Angeles County to be operative on the first day of the first calendar
42 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
43 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the

1 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
2 Metropolitan Transportation Authority (Measure R).

3

4

SECTION 3. DEFINITIONS

5 The following terms, whenever used in this Ordinance, shall have the meanings set forth below:

6 “Active Transportation” means projects that encourage, promote, or facilitate
7 environments that promote walking, bicycling, rolling modes, or transit use.

8 “ADA Paratransit” means paratransit service for the disabled as provided for by the
9 Americans with Disabilities Act (42 U.S.C. § 12101 et seq.).

10 “Board of Equalization” means the California State Board of Equalization.

11 “Capital” means any project or program described in Attachment A that qualifies as a
12 capital improvement expenditure.

13 “Capital Improvement Expenditures” means expenditures for the purpose of acquiring,
14 upgrading, or maintaining transportation physical assets such as property, transportation
15 facilities, rail improvements, highways, or equipment, so long as any such expenditures for
16 maintenance substantially extend the useful life of the project. This also includes any physical
17 improvement and any preliminary studies, design, or surveys relative thereto, including, but
18 not limited to, any property of a permanent nature and equipment needed in connection with
19 such improvements.

20 “Complete Streets” means a comprehensive, integrated transportation network with
21 infrastructure and design that allows safe and convenient travel along and across streets for
22 all users, including pedestrians, users and operators of public transit, bicyclists, persons with
23 disabilities, seniors, children, motorists, users of green modes, and movers of commercial
24 goods.

25 “Expected Opening Date” means the date that a project is expected to be open for use
26 by the public, which is expressed as the first year of a three-year range. With respect to
27 programs, the expected opening date is the last year in which funds are anticipated to be
28 made available for use on the projects that comprise the program.

29 “Expenditure Plan” means that expenditure plan which is attached hereto as
30 Attachment A.

31 “First/Last Mile” means infrastructure, systems, and modes of travel used by transit
32 riders to start or end their transit trips. This includes but is not limited to infrastructure for
33 walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared
34 use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss

1 and ride and bus/rail interface), signage and way-finding, and information and technology that
2 eases travel (e.g. information kiosks and mobile apps).

3 “Green Streets” means urban transportation rights-of-way integrated with storm water
4 treatment techniques that use natural processes and landscaping and quantitatively
5 demonstrate that they capture and treat storm water runoff from their tributary watershed
6 through infiltration or other means and are included within the respective Enhanced
7 Watershed Management Plan.

8 “Gross Sales Tax” means the amount of Sales Tax collected by the Board of
9 Equalization pursuant to this Ordinance.

10 “Groundbreaking Start Date” means the first year of a three-year period by which the
11 applicable project sponsor is expected to award a construction contract enabling the
12 beginning of construction. In alternative project delivery methods, such as design-build and
13 public-private partnership contracts, it means the start of the actual construction phase or
14 phases of the project.

15 “Highway Construction” means a capital only project or program that includes all
16 environmental, design, and construction work in public highway and street rights-of-way. This
17 includes Complete Streets, Green Streets, and active transportation improvements such as
18 bikeways and pedestrian improvements.

19 “Interest” means interest and other earnings on cash balances.

20 “Local Return” means funds returned to the cities within Los Angeles and Los Angeles
21 County, based on population, for eligible transportation-related uses as defined by the Local
22 Return Guidelines to be developed in coordination with such cities and Los Angeles County
23 and adopted by the Metro Board of Directors. Funds will be eligible for communities’
24 transportation needs, including transit, streets and roads, storm drains, Green Streets, Active
25 Transportation Projects, Complete Streets, public transit access to recreational facilities,
26 Transit Oriented Community Investments, and other unmet transit needs.

27 “Measure R” means Ordinance No. 08-01, including the attached expenditure plan, of
28 the Los Angeles County Metropolitan Transportation Authority, as adopted by the Metro Board
29 of Directors on July 24, 2008.

30 “Measure R Projects” means those projects and programs identified in the expenditure
31 plan attached to Ordinance No. 08-01.

32 “Metro” means the Los Angeles County Metropolitan Transportation Authority or any
33 successor entity.

1 SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

2 a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the
3 incorporated and unincorporated territory of Los Angeles County, a Transactions and Use tax
4 at the rate of one-half of one percent (.5%) beginning on the first day of the first calendar
5 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
6 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
7 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
8 Metropolitan Transportation Authority (Measure R).

9 b. This Transactions and Use tax shall be in addition to any other taxes
10 authorized by law, including any existing or future state or local Transactions and Use tax.
11 The imposition, administration, and collection of the tax shall be in accordance with all
12 applicable statutes, laws, and rules and regulations prescribed and adopted by the Board of
13 Equalization.

14 c. Pursuant to Section 130350.7(h) of the Public Utilities Code, the tax rate
15 authorized by this section shall not be considered for purposes of the combined rate limit
16 established by Section 7251.1 of the Revenue and Taxation Code.

17 d. Pursuant to the provisions of Section 7262.2 of the Revenue and Taxation
18 Code, the required provisions of Sections 7261 and 7262 of that Code as now in effect or as
19 later amended are adopted by reference in this Ordinance.

20 e. This Ordinance incorporates provisions identical to those of the Sales and Use
21 Tax Law of the State of California insofar as those provisions are not inconsistent with the
22 requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation
23 Code.

24 f. The Transactions and Use tax shall be administered and collected by the
25 Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the
26 least possible deviation from, the existing statutory and administrative procedures followed by
27 the Board of Equalization in administering and collecting the California State Sales and Use
28 Taxes.

29 g. This Transactions and Use tax shall be administered in a manner that will be,
30 to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the
31 Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes,
32 and at the same time, minimizes the burden of record keeping upon persons subject to
33 taxation under the provisions of this Ordinance.

34

1 SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

2 a. CONTRACT WITH STATE. Prior to the operative date, Metro shall contract with
3 the Board of Equalization to perform all functions incident to the administration and operation of
4 this Ordinance; provided, that if Metro shall not have contracted with the Board of Equalization
5 prior to the operative date, it shall nevertheless so contract and in such a case the operative
6 date shall be the first day of the first calendar quarter following the execution of such a contract.

7 b. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal
8 property at retail, a tax is hereby imposed upon all retailers in the incorporated and
9 unincorporated territory of Los Angeles County at the rate of one half of one percent (.5%) of the
10 gross receipts of any retailer from the sale of all tangible personal property sold at retail in said
11 territory on and after the operative date of this Ordinance. The rate of this tax shall increase to
12 one percent (1.0%) of the gross receipts on July 1, 2039 immediately upon the expiration of the
13 .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan
14 Transportation Authority (Measure R).

15 c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are
16 consummated at the place of business of the retailer unless the tangible personal property sold
17 is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for
18 delivery to an out-of-state destination. The gross receipts from such sales shall include delivery
19 charges, when such charges are subject to the state sales and use tax, regardless of the place
20 to which delivery is made. In the event a retailer has no permanent place of business in the
21 State or has more than one place of business, the place or places at which the retail sales are
22 consummated shall be determined under rules and regulations to be prescribed and adopted by
23 the Board of Equalization.

24 d. USE TAX RATE. An excise tax is hereby imposed on the storage, use, or other
25 consumption in Los Angeles County of tangible personal property purchased from any retailer
26 on and after the operative date of this Ordinance for storage, use, or other consumption in Los
27 Angeles County at the rate of one half of one percent (.5%) of the sales price of the property.
28 The rate of this tax shall increase to one percent (1.0%) of the sales price of the property on
29 July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of
30 the Los Angeles County Metropolitan Transportation Authority (Measure R). The sales price
31 shall include delivery charges when such charges are subject to state sales or use tax
32 regardless of the place to which delivery is made.

33 e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in
34 this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of

1 Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with
2 Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a
3 part of this Ordinance as though fully set forth herein.

4 f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE
5 TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

6 1. Wherever the State of California is named or referred to as the taxing
7 agency, the name of Metro shall be substituted therefor. However, the substitution shall not be
8 made when:

9 A. The word "State" is used as a part of the title of the State
10 Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board
11 of Equalization, State Treasury, or the Constitution of the State of California;

12 B. The result of that substitution would require action to be taken by
13 or against Metro or any agency, officer, or employee thereof rather than by or against the Board
14 of Equalization, in performing the functions incident to the administration or operation of this
15 Ordinance.

16 C. In those sections, including, but not necessarily limited to sections
17 referring to the exterior boundaries of the State of California, where the result of the substitution
18 would be to:

19 i. Provide an exemption from this Sales Tax with respect to
20 certain sales, storage, use, or other consumption of tangible personal property which would not
21 otherwise be exempt from this Sales Tax while such sales, storage, use, or other consumption
22 remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue
23 and Taxation Code; or

24 ii. Impose this Sales Tax with respect to certain sales,
25 storage, use, or other consumption of tangible personal property that would not be subject to
26 this Sales Tax by the state under the said provision of that code.

27 D. In Sections 6701, 6702 (except in the last sentence thereof),
28 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

29 2. The phrase "Los Angeles County" shall be substituted for the words "this
30 state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the
31 definition of that phrase in Section 6203 of the Revenue and Taxation Code.

32 g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer
33 under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall
34 not be required by this Ordinance.

1 h. EXEMPTIONS AND EXCLUSIONS.

2 1. There shall be excluded from the measure of the transactions tax and the
3 use tax the amount of any sales tax or use tax imposed by the State of California or by any city,
4 city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law
5 or the amount of any state-administered transactions or use tax.

6 2. There are exempted from the computation of the amount of transactions
7 tax the gross receipts from:

8 A. Sales of tangible personal property, other than fuel or petroleum
9 products, to operators of aircraft to be used or consumed principally outside the County in which
10 the sale is made and directly and exclusively in the use of such aircraft as common carriers of
11 persons or property under the authority of the laws of this State, the United States, or any
12 foreign government.

13 B. Sales of property to be used outside Los Angeles County which is
14 shipped to a point outside Los Angeles County, pursuant to the contract of sale, by delivery to
15 such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a
16 consignee at such point. For the purposes of this paragraph, delivery to a point outside Los
17 Angeles County shall be satisfied:

18 i. With respect to vehicles (other than commercial vehicles)
19 subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of
20 the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code,
21 and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of
22 the Vehicle Code by registration to an address outside Los Angeles County and by a declaration
23 under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her
24 principal place of residence; and

25 ii. With respect to commercial vehicles, by registration to a
26 place of business outside Los Angeles County and declaration under penalty of perjury, signed
27 by the buyer, that the vehicle will be operated from that address.

28 C. The sale of tangible personal property if the seller is obligated to
29 furnish the property for a fixed price pursuant to a contract entered into prior to the operative
30 date of this Ordinance.

31 D. A lease of tangible personal property which is a continuing sale of
32 such property, for any period of time for which the lessor is obligated to lease the property for an
33 amount fixed by the lease prior to the operative date of this Ordinance.

1 E. For the purposes of subparagraphs (C) and (D) of this section, the
2 sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a
3 contract or lease for any period of time for which any party to the contract or lease has the
4 unconditional right to terminate the contract or lease upon notice, whether or not such right is
5 exercised.

6 3. There are exempted from the use tax imposed by this Ordinance, the
7 storage, use, or other consumption in Los Angeles County of tangible personal property:

8 A. The gross receipts from the sale of which have been subject to a
9 transactions tax under any state-administered transactions and use tax ordinance.

10 B. Other than fuel or petroleum products purchased by operators of
11 aircraft and used or consumed by such operators directly and exclusively in the use of such
12 aircraft as common carriers of persons or property for hire or compensation under a certificate
13 of public convenience and necessity issued pursuant to the laws of this State, the United States,
14 or any foreign government. This exemption is in addition to the exemptions provided in
15 Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

16 C. If the purchaser is obligated to purchase the property for a fixed
17 price pursuant to a contract entered into prior to the operative date of this Ordinance.

18 D. If the possession of, or the exercise of any right or power over, the
19 tangible personal property arises under a lease which is a continuing purchase of such property
20 for any period of time for which the lessee is obligated to lease the property for an amount fixed
21 by a lease prior to the operative date of this Ordinance.

22 E. For the purposes of subparagraphs (C) and (D) of this section,
23 storage, use, or other consumption, or possession of, or exercise of any right or power over,
24 tangible personal property shall be deemed not to be obligated pursuant to a contract or lease
25 for any period of time for which any party to the contract or lease has the unconditional right to
26 terminate the contract or lease upon notice, whether or not such right is exercised.

27 F. Except as provided in subparagraph (G), a retailer engaged in
28 business in Los Angeles County shall not be required to collect use tax from the purchaser of
29 tangible personal property, unless the retailer ships or delivers the property into the County or
30 participates within the County in making the sale of the property, including, but not limited to,
31 soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer
32 in County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the
33 County under the authority of the retailer.

1 Tax (net of Admin)” on page 1 of Attachment A. All sums in the sales tax revenue fund shall
2 be expended by Metro for the projects and programs described in Attachment A. Metro may
3 expend additional funds from sources other than the Sales Tax imposed pursuant to this
4 Ordinance on the projects and programs described in Attachment A.

5 1. Metro shall establish the following subfunds of the sales tax revenue
6 fund:

7 A. Transit Operating and Maintenance Subfund, for Metro Rail
8 Operations program funds, Transit Operations (Metro and Municipal Providers) program funds,
9 ADA Paratransit for the disabled and Metro discounts for seniors and students program funds.

10 i. Metro Rail Operations program funds are eligible to be
11 used for Metro Rail State of Good Repair.

12 ii. Transit Operations program funds are eligible to be used
13 for Metro State of Good Repair.

14 B. Transit, First/Last Mile (Capital) Subfund, for Transit Construction
15 (including System Connectivity Projects – Airports, Union Station, and Countywide BRT)
16 program funds and Metro State of Good Repair program funds. This subfund shall include a
17 Transit Contingency Subfund.

18 i. Transit Contingency Subfund. All Net Revenues allocated
19 to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good
20 Repair, that are not assigned to a specific project or program coded “T” in the “modal code”
21 column of Attachment A shall be credited to the Transit Contingency Subfund.

22 C. Highway, Active Transportation, Complete Streets (Capital)
23 Subfund, for Highway Construction (including System Connectivity Projects – Ports, Highway
24 Congestion Programs and Goods Movement) program funds and Metro Active Transportation
25 (Bicycle, Pedestrian, Complete Streets) program funds. This subfund shall include a Highway
26 Contingency Subfund.

27 i. Highway Contingency Subfund. All Net Revenues
28 allocated to the Highway, Active Transportation, Complete Streets (Capital) Subfund, except
29 those allocated to Metro Active Transportation Program, that are not assigned to a specific
30 highway capital project or program coded “H” in the “modal code” column of Attachment A shall
31 be credited to the Highway Contingency Subfund.

32 D. Local Return/Regional Rail Subfund, for Local Return program
33 funds and Regional Rail program funds.

34 2. For each project identified in the “Expenditure Plan Major Projects”

1 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
2 column entitled “Measure M Funding 2015\$” for each project. Such expenditures shall
3 commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the
4 subsequent two fiscal years, except that expenditures for preconstruction costs may commence
5 sooner.

6 A. Metro may expend funds from the Contingency Subfunds for
7 inflation adjustments for any project identified in the “Expenditure Plan Major Projects” section
8 of Attachment A if less than two-thirds (2/3) of the amount allocated in the “Measure M
9 Funding 2015\$” column has been expended prior to the first day of Fiscal Year 2027. Such
10 expenditures shall be deducted from the Highway Contingency Subfund if the project is coded
11 “H” in the “modal code” column of Attachment A or from the Transit Contingency Subfund if
12 the project is coded “T” in the “modal code” column of Attachment A. Such expenditures shall
13 not exceed the actual amount of inflation since 2015 as determined by an index selected by
14 the Metro Board of Directors.

15 3. For each program identified in the “Multi-Year Subregional Programs”
16 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
17 column entitled “Measure M Funding 2015\$” for each program. Such expenditures shall
18 commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the
19 subsequent two fiscal years, except that expenditures for preconstruction costs may
20 commence sooner.

21 A. Metro may expend funds from the Contingency Subfunds for
22 inflation adjustments for any project identified in the “Multi-Year Subregional Programs”
23 section of Attachment A beginning in Fiscal Year 2027. Such expenditures shall be deducted
24 from the Highway Contingency Subfund if the project is coded “H” in the “modal code” column
25 of Attachment A or from the Transit Contingency Subfund if the project is coded “T” in the
26 “modal code” column of Attachment A. Such expenditures shall not exceed the actual amount
27 of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

28 4. Metro shall expend funds allocated to the Contingency Subfunds, to the
29 extent necessary, to service the debt of any bonds issued or other obligations incurred
30 pursuant to Section 12 of this Ordinance.

31 5. Metro may expend funds from the Contingency Subfunds for
32 Expenditure Plan Major Projects or Multi-Year Subregional Programs in any fiscal year in
33 which Net Revenues received are not sufficient to meet Metro’s funding obligations for that
34 year for such projects.

1 6. No earlier than July 1, 2039, the Metro Board of Directors shall increase
2 the percentage of Net Revenues allocated to the Regional Rail program of the Local Return
3 and Regional Rail Subfund from one percent (1%) to two percent (2%) provided that the
4 recipient(s) satisfy certain performance criteria, which shall be adopted by the Metro Board of
5 Directors. Any such increase in Net Revenues allocated to Regional Rail shall be offset by
6 corresponding reductions in Net Revenues allocated to either the Transit, First/Last Mile
7 (Capital) Subfund or Highway, Active Transportation, Complete Streets (Capital) Subfund, or
8 both. No reduction shall delay any projects in Attachment A.

9 7. On July 1, 2039, the percentage of Net Revenues allocated to the Local
10 Return program shall increase by three percent of Net Revenues. The Metro Board of
11 Directors shall make corresponding reductions to either the Transit Construction or Highway
12 Construction programs, or both. No reduction shall delay any projects in Attachment A.

13 c. The Metro Board of Directors shall adopt guidelines regarding Multi-Year
14 Subregional Programs identified in Attachment A. The guidelines shall, at minimum, specify
15 definitions of active transportation, first/last mile, visionary seed project studies, street car and
16 circulator projects, greenway projects, mobility hubs, highway efficiency and operational
17 improvement projects, bus system improvements, highway demand-based programs (such as
18 high occupancy vehicle extensions and connections), transit capital projects, transportation
19 system and mobility improvements, bus rapid transit capital improvements, safe route to
20 schools, multi-modal connectivity projects, arterial street improvements, freeway interchange
21 improvements, goods movement improvements, highway and transit noise mitigations,
22 intelligent transportation systems, transportation technology improvements, streetscape
23 enhancements and Great Streets, public transit state of good repair, and traffic congestion
24 relief improvements.

25 d. Metro may enter into an agreement with the Board of Equalization to transfer
26 Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to provide for the
27 timely payment of debt service and related obligations, prior to Metro's receipt and deposit of
28 such Sales Tax Revenues into the sales tax revenue fund; provided, however, that such
29 payments of debt service and related obligations shall be allocated to the appropriate subfund
30 consistent with the expenditure of the proceeds of the corresponding debt.

31 e. Metro shall include the projects and programs in Attachment A in the Long
32 Range Transportation Plan within one year of the date the Ordinance takes effect. The revised
33 and updated Long Range Transportation Plan shall also include capital projects and capital
34 programs that are adopted by each subregion that are submitted to Metro for inclusion in the

1 revised and updated Long Range Transportation Plan, if the cost and schedule details are
2 provided by the subregions, in a manner consistent with the requirements of the plan.

3 f. Three percent (3%) of the total project cost of any Expenditure Plan Major
4 Project coded "T" in Attachment A shall be paid by each incorporated city within Los Angeles
5 County, and Los Angeles County for those projects in unincorporated areas, based upon the
6 percent of project total centerline track miles to be constructed within that jurisdiction's borders if
7 one (1) or more stations are to be constructed within the borders of said jurisdiction. An
8 agreement approved by both Metro and the governing board of the jurisdiction shall specify the
9 total project cost determined at the conclusion of thirty percent (30%) completion of final design
10 (which shall not be subject to future cost increases), the amount to be paid, and a schedule of
11 payments. If the total project cost estimate is reduced after the conclusion of thirty percent
12 (30%) completion of final design, the proportionate cost to the jurisdiction shall be reduced
13 accordingly. The jurisdiction may request a betterment for a project. The jurisdiction, however,
14 shall incur the full cost of any such betterment. Such agreements shall be in accordance with
15 guidelines adopted by the Metro Board of Directors.

16 1. If no agreement is entered into and approved prior to the award of
17 any contract authorizing the construction of the project within the borders of the jurisdiction, or if
18 at any time the local jurisdiction is in default of any sums due pursuant to the approved
19 agreement, all funds contained in the Local Return/Regional Rail Subfund allocated to that
20 jurisdiction may, at Metro's sole discretion, be withheld for not longer than fifteen (15) years and
21 used to pay for the project until the three percent (3%) threshold is met.

22 g. Once every ten (10) years, beginning in Fiscal Year 2027, Metro shall conduct
23 a comprehensive assessment of each project and program identified in Attachment A as an
24 "Expenditure Plan Major Project" or "Multi-Year Subregional Program." This assessment shall
25 determine which projects or programs are either completed, or anticipated to be completed
26 during the next ten-year period. The Measure M Independent Taxpayer Oversight Committee
27 of Metro, established pursuant to Section 8, shall review and comment on the assessment.
28 Metro shall also conduct a public review prior to the assessment's approval. Upon approval of
29 this assessment by a two-thirds vote, the Metro Board of Directors may:

30 1. Add "Expenditure Plan Major Projects" and "Multi-Year Subregional
31 Programs" to the Expenditure Plan by a two-thirds (2/3) vote so long as such additions do not
32 delay the Groundbreaking Start Date, Expected Opening Date, or amount of "Measure M
33 Funding 2015\$" of any other "Expenditure Plan Major Project" or "Multi-Year Subregional

1 Program.” No “Expenditure Plan Major Projects” or “Multi-Year Subregional Programs” may
2 be added to the Expenditure Plan except through the decennial process described herein.

3 A. Should an “Expenditure Plan Major Project” or “Multi-Year
4 Subregional Program”, except for those coded “sc” in the “subregion” column of Attachment A,
5 be completed without the expenditure of all Net Revenues allocated to that project or program
6 in Attachment A, the surplus Net Revenues shall be expended on projects or programs in the
7 same subregion as the project or program so completed. The Metro Board of Directors shall
8 determine by a two-thirds (2/3) vote whether a project or program is complete.

9 B. Should an “Expenditure Plan Major Project” or “Multi-Year
10 Subregional Program” coded “sc” in the “subregion” column of Attachment A be completed
11 without the expenditure of all Net Revenues allocated to that project or program in Attachment
12 A, the surplus Net Revenues shall be expended on another “Expenditure Plan Major Project”
13 or “Multi-Year Subregional Program” coded “sc” in the “subregion” column of Attachment A.
14 The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or
15 program is complete.

16 2. Adopt an amendment to transfer Net Revenues between the Transit,
17 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
18 (Capital) Subfund pursuant to Section 11(c). No such amendment shall be adopted except
19 through the decennial process described herein.

20 3. Adopt an amendment to Attachment B pursuant to Section 11(a). No
21 such amendment shall be adopted except through the decennial process described herein
22 provided, however, the Metro Board of Directors shall not adopt an amendment to Attachment
23 B prior to the comprehensive assessment in Fiscal Year 2047.

24 h. No Net Revenues generated from the Sales Tax shall be expended on the
25 State Route 710 North Gap Closure Project.

26 i. Notwithstanding any other provision of this Ordinance, no recipient of Local
27 Return program funds may expend more than thirty-three and one-third percent (33 $\frac{1}{3}$ %) of
28 total funds received in any fiscal year on Green Streets.

30 SECTION 8. OVERSIGHT

31 a. There is hereby established a Measure M Independent Taxpayer Oversight
32 Committee of Metro (“Committee”) to provide an enhanced level of accountability for
33 expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall

1 meet at least four (4) times each year to carry out the purposes of this Ordinance. The
2 Committee reports directly to the Metro Board of Directors and the public.

3 b. It is the intent that the Committee will assist Metro and take advantage of
4 changing situations in the future with regard to technologies and transportation developments.
5 Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are
6 not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.

7 c. Committee Membership. The Committee Members established for oversight
8 shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive
9 role in the ongoing improvement and enhancement of this Ordinance.

10 1. As such, the Committee Members shall be comprised of seven (7)
11 voting members representing the following professions or areas of expertise:

12 A. A retired Federal or State judge

13 B. A professional from the field of municipal/public finance and/or
14 budgeting with a minimum of ten (10) years of relevant experience

15 C. A transit professional with a minimum of ten (10) years of
16 experience in senior-level decision making in transit operations and labor practices

17 D. A professional with a minimum of ten (10) years of experience in
18 management and administration of financial policies, performance measurements, and reviews

19 E. A professional with demonstrated experience of ten (10) years or
20 more in the management of large-scale construction projects

21 F. A licensed architect or engineer with appropriate credentials in the
22 field of transportation project design or construction and a minimum of ten (10) years of relevant
23 experience

24 G. A regional association of businesses representative with at least
25 ten (10) years of senior-level decision making experience in the private sector

26 2. The intent is to have one member representing each of the specified
27 areas of expertise. If, however, after a good faith effort, qualified individuals have not been
28 identified for one (1) or more of the areas of expertise, then no more than two (2) members from
29 one (1) or more of the remaining areas of expertise may be selected.

30 3. The members of the Committee must reside in Los Angeles County and
31 be subject to conflict of interest provisions. No person currently serving as an elected or
32 appointed city, county, special district, state, or federal public officeholder shall be eligible to
33 serve as a member of the Committee.

34 d. Conflict of Interest. The Committee members shall be subject to Metro's conflict

1 of interest policies. The members shall have no legal action pending against Metro and are
2 prohibited from acting in any commercial activity directly or indirectly involving Metro, such as
3 being a consultant to Metro or to any party with pending legal actions against Metro during their
4 tenure on this Committee. Committee members shall not have direct commercial interest or
5 employment with any public or private entity, which receives sales tax funds authorized by this
6 Ordinance.

7 e. Committee Membership Selection Panel. The Selection Panel ("Panel") shall
8 select for approval the Oversight Committee Members, who will be responsible for performing
9 the responsibilities under this Ordinance. The Panel will be comprised of three (3) persons,
10 each of whom shall be members of the Metro Board of Directors, or their designee.

11 1. The Panel shall be selected as follows, and will represent the existing
12 leadership of Metro's Board (Chair, Vice Chair, and second Vice Chair):

13 A. One representative from the Los Angeles County Board of
14 Supervisors; and

15 B. One representative selected by the Mayor of the City of Los
16 Angeles; and

17 C. One representative from the Los Angeles County Cities

18 2. The Panel shall screen and recommend potential candidates for
19 Committee Membership. The Panel will develop guidelines to solicit, collect, and review
20 applications of potential candidates for membership on the Committee. The filling of
21 membership vacancies, due to removals and reappointments will follow these same guidelines.

22 3. The recommended candidates for Committee Membership
23 shall be approved by the Metro Board by a simple majority.

24 f. Term. Each member of the Committee shall serve for a term of five (5) years,
25 and until a successor is appointed, except that initial appointments may be staggered with terms
26 of three (3) years. A Committee member may be removed at any time by the appointing
27 authority. Term limits for Committee members will be staggered to prevent significant turnover
28 at any one time. There is no limit as to the number of terms that a Committee member may
29 serve. Members will be compensated through a stipend and they may choose to waive.

30 g. Resignation. Any member may, at any time, resign from the Committee upon
31 written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent
32 to seek public office, including a filing under California Government Code Section 85200, or
33 change of residence to outside the County shall constitute a Member's automatic resignation.

34 h. Committee Responsibilities. The Committee shall, at a minimum, meet on a

1 quarterly basis to carry out its responsibilities and is hereby charged with the following
2 responsibilities:

3 1. *General Responsibilities*

4 A. The Committee will have the responsibility for approving the scope
5 of work and direct the work of the auditors, to include at minimum the above mentioned areas.
6 Selection of the auditors will follow the Board approved procurement and solicitation policies.
7 The Committee will be involved in the solicitation and selection process of the auditors.

8 B. The Committee shall prepare an annual report on the results of the
9 annual audit per Section 8(h)(3)(B), any findings made, and report the comments to the Metro
10 Board of Directors.

11 C. The Committee shall review all proposed debt financing and make
12 a finding as to whether the benefits of the proposed financing for accelerating project delivery,
13 avoiding future cost escalation, and related factors exceed issuance and interest costs.

14 D. The Committee shall review any proposed amendments to the
15 Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed
16 amendments further the purpose of the Ordinance.

17 2. *Quarterly Responsibilities.* The Committee shall at minimum review the
18 following:

19 A. For each Subfund, make findings on the effective and efficient use
20 of funds.

21 B. For Local Return funds, review the programmed revenues and
22 uses for each of the local jurisdictions.

23 C. For Transit and Highway (Capital), review comparison of budget
24 expended to project milestone completion, comparison of contingency spent to project
25 completion, and review of soft costs expended.

26 D. For Active Transportation Program, review programmed revenues
27 and uses.

28 E. For State of Good Repair, review budget and expenses.

29 F. For Transit Operating and Maintenance (which includes Metro Rail
30 Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors
31 and students, and Regional Rail), review budget and expenses.

32 3. *Annual Responsibilities*

33 A. The Committee shall review the results of the audit performed

1 and make findings as to whether Metro is in compliance with the terms of the Ordinance. Such
2 findings shall include a determination as to whether recipients of Net Revenues allocated and
3 funds were expended for all the Subfunds (listed in Attachment A) and have complied with this
4 Ordinance and any additional guidelines developed by Metro.

5 B. *Annual Financial and Compliance Audit.* Metro shall contract for
6 an annual audit, to be completed within six (6) months after the end of the fiscal year being
7 audited, for the purpose of determining compliance by Metro with the provisions of this
8 Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal
9 year. The audit should include a determination as to whether recipients of Net Revenues
10 allocated from these Subfunds have complied with this Ordinance and any additional guidelines
11 developed by Metro for these Subfunds.

12 C. For major corridor projects, included in the Expenditure Plan, the
13 Committee shall review at least once a year:

14 i. Project costs, established LOP budgets, and any
15 significant cost increases and/or major scope changes of the major corridor projects identified in
16 the Expenditure Plan.

17 ii. The funding available and programmed for the projects
18 included in the Expenditure Plan, as well as any funding gaps for each of these projects. The
19 Committee shall provide recommendations on possible improvements and modifications to
20 deliver the Plan.

21 iii. Performance in terms of project delivery, cost controls,
22 schedule adherence, and related activities.

23 4. *Five-Year Responsibilities*

24 A. The Committee shall review the Comprehensive Program
25 Assessment of the Expenditure Plan every five (5) years or every ten (10) years in accordance
26 with Section 7(g) and make findings and/or provide recommendations for improving the
27 program. The results of this assessment will be presented to the Metro Board of Directors.

28 B. *Comprehensive Program Assessment.* Metro shall conduct every
29 five (5) years a comprehensive review of all projects and programs implemented under the Plan
30 to evaluate the performance of the overall program and make recommendations to improve its
31 performance on current practices, best practices, and organizational changes to improve
32 coordination.

33 i. Accountability to the Public and the Metro Board. All audit reports, findings, and
34 recommendations will be available and accessible to the public (through various types of media)

1 prior to the public hearing and upon request. Metro will establish a website dedicated to the
2 Oversight of this Measure and include all pertinent Ordinance information for the public. The
3 Committee shall review all audits and hold an annual public hearing to report on the results of
4 the audits.

6 SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

7 a. It is the intent of Metro that any Sales Tax Revenues provided to local
8 jurisdictions in Los Angeles County under the program described in Attachment A as “Local
9 Return” be used to augment, not supplant, existing local revenues being used for
10 transportation purposes.

11 b. Metro shall develop guidelines that, at a minimum, specify maintenance of
12 effort requirements for the local return program, matching funds, and administrative
13 requirements for the recipients of revenue derived from the Sales Tax.

15 SECTION 10. COSTS OF ADMINISTRATION

16 Metro shall establish an Administration/Local Return fund and one and one-half
17 percent (1.5%) of Gross Sales Tax revenues shall be credited into this fund. As funds are
18 received by Metro and credited to this fund, one percent (1%) of Net Revenues shall be
19 immediately transferred to the Local Return/Regional Rail Subfund of the sales tax revenue
20 fund to be used solely for the Local Return program. All other amounts in the
21 Administration/Local Return fund shall be available to Metro for administrative costs, including
22 contractual services.

24 SECTION 11. AMENDMENTS

25 a. The Metro Board of Directors may amend this Ordinance, including Attachment
26 A and Attachment B, with the exception of Section 11, for any purpose subject to the
27 limitations contained in Section 7(g), including as necessary to account for the results of any
28 environmental review required under the California Environmental Quality Act or the National
29 Environmental Policy Act and any related federal statute of the projects listed in Attachment A.
30 Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the
31 Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to
32 adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of
33 Supervisors, the city council of each city in Los Angeles County, and the public, and shall

1 provide them with a copy of the proposed amendments, at least 60 days prior to the public
2 meeting.

3 b. By two-thirds (2/3) vote, the Metro Board of Directors may amend the
4 “Schedule of Funds Available” columns listed in Attachment A to accelerate a project,
5 provided that any such amendments shall not reduce the amount of funds assigned to any
6 other project or program as shown in the “Measure M Funding 2015\$” column of Attachment
7 A or delay the Schedule of Funds Available for any other project or program. Metro shall hold
8 a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the
9 public meeting to the Los Angeles County Board of Supervisors, the city council of each city in
10 Los Angeles County, and the public, and shall provide them with a copy of the proposed
11 amendments, at least 30 days prior to the public meeting.

12 c. The Metro Board of Directors shall not adopt any amendment to this
13 Ordinance, including Attachment A, that reduces total Net Revenues allocated to the sum of
14 the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation,
15 Complete Streets (Capital) Subfund. Not more than once in any ten (10) year period
16 commencing in FY2027, Metro may adopt an amendment transferring Net Revenues between
17 the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation,
18 Complete Streets (Capital) Subfund. This subparagraph shall not apply to adjustments to the
19 Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund and the Highway,
20 Active Transportation, Complete Streets (Capital) Subfund pursuant to Section 7(b)(6) or
21 Section 7(b)(7). Such adjustments shall not require an amendment to this Ordinance or
22 Attachment A.

23 d. Notwithstanding Section 11(a) of this Ordinance, the Metro Board of Directors
24 shall not adopt any amendment to this Ordinance, including Attachment A, that reduces Net
25 Revenues allocated to the Transit Operating & Maintenance Subfund or the Local
26 Return/Regional Rail Subfund.

27 e. The Metro Board of Directors may amend Section 11 of this Ordinance if such
28 amendments are approved by a vote of not less than two-thirds (2/3) of the Metro Board of
29 Directors and are approved by a majority of the voters voting on a measure to approve the
30 amendment. Metro shall hold a public meeting on proposed amendments prior to adoption.
31 Metro shall provide notice of the public meeting to the Los Angeles County Board of
32 Supervisors, the city council of each city in Los Angeles County, and the public, and shall
33 provide them with a copy of the proposed amendments, at least 60 days prior to the public
34 meeting. Amendments shall become effective immediately upon approval by the voters.

1 SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

2 a. Metro is authorized to issue limited tax bonds and incur other obligations, from
3 time to time, payable from and secured by all or any portion of the Sales Tax Revenues to
4 finance any program or project in the Expenditure Plan, pursuant to Sections 130500 et seq. of
5 the Public Utilities Code, and any successor act, or pursuant to any other applicable sections of
6 the Public Utilities Code or the Government Code. As additional security, such bonds and other
7 obligations may be further payable from and secured by farebox revenues or general revenues
8 of Metro, on a basis subordinate to Metro's existing General Revenue Bonds, or any other
9 available source of Metro's revenues, in each case as specified in a resolution adopted by a
10 majority of Metro's Board of Directors. The maximum bonded indebtedness, including issuance
11 costs, interest, reserve requirements and bond insurance, shall not exceed the total amount of
12 the Gross Sales Tax. Nothing herein shall limit or restrict in any way the power and authority of
13 Metro to issue bonds, notes or other obligations, to enter into loan agreements, leases,
14 reimbursement agreements, standby bond purchase agreements, interest rate swap
15 agreements or other derivative contracts or to engage in any other transaction under the
16 Government Code, the Public Utilities Code or any other law.

17 b. The Metro Board of Directors shall adopt guidelines regarding the issuance of
18 bonds and the incurrence of other obligations pursuant to this Section 12. The guidelines shall,
19 at a minimum, establish methods for taking into account (a) the expenditure of proceeds of such
20 bonds and other obligations and (b) the payment of debt service and other amounts with respect
21 to such bonds and other obligations, for purposes of meeting the program expenditure
22 requirements of Section 7 hereof.

23
24 SECTION 13. APPROPRIATIONS LIMIT

25 Article XIII B of the California Constitution requires certain governmental entities to
26 establish an annual appropriations limit. This appropriations limit is subject to adjustment as
27 provided by law. To the extent required by law, Metro shall establish an annual appropriations
28 limit and expenditures of the retail transactions and use tax shall be subject to such limit.

29
30 SECTION 14. ELECTION

31 Pursuant to California Public Utilities Code Section 130350.7(d), Metro hereby calls a
32 special election to place this Ordinance before the voters. The ballot language shall read as
33 follows:

1 **Los Angeles County Traffic Improvement Plan.**

2 To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets;
 3 earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares
 4 affordable; expand rail/subway/bus systems; improve job/school/airport connections; and
 5 create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan
 6 through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide
 7 to end it, with independent audits/oversight and funds controlled locally?

8

9

SECTION 15. EFFECTIVE DATE

10 a. This Ordinance shall be effective on January 1, 2017, if:

11 1. Two-thirds (2/3) of the voters voting on the measure vote to approve
 12 this Ordinance at the statewide general election scheduled for November 8, 2016; and

13 2. No California state statute that requires Metro to provide funding from
 14 revenues derived from the Sales Tax imposed pursuant to this Ordinance for any project or
 15 program other than those in the Expenditure Plan, or provide a level of funding greater than
 16 described in the Expenditure Plan, or on a different schedule than described in the Expenditure
 17 Plan, is adopted by the California Legislature subsequent to the adoption of this Ordinance by
 18 the Metro Board of Directors and becomes law.

19

20

SECTION 16. SEVERABILITY

21 If any tax or provision of this Ordinance is for any reason held invalid or unenforceable
 22 by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of
 23 the remaining taxes or provisions, and Metro declares that it would have passed each part of
 24 this Ordinance irrespective of the validity of any other part.

Los Angeles County Transportation Expenditure Plan
Outline of Expenditure Categories
Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

ATTACHMENT A

| Subfund | Program | % of Sales Tax (net of Admin) | First Year Amount (FY 2018) | FY 2018 - FY 2032 (15 Years) | FY 2033 - FY 2047 (15 Years) | FY 2048 - FY 2057 (10 Years) | FY 2018 - FY 2057 (40 Years) |
|--|--|-------------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| Transit Operating & Maintenance | Metro Rail Operations ¹ | 5% | \$ 42 | \$ 850 | \$ 2,320 | \$ 2,810 | \$ 5,980 |
| | Transit Operations ² (Metro & Municipal Providers) | 20% | \$ 169 | \$ 3,400 | \$ 9,280 | \$ 11,240 | \$ 23,920 |
| | ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students | 2% | \$ 17 | \$ 340 | \$ 930 | \$ 1,120 | \$ 2,390 |
| Transit, First/Last Mile (Capital) | Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT) | 35% | \$ 296 | \$ 5,960 | \$ 16,230 | \$ 19,670 | \$ 41,860 |
| | Metro State of Good Repair ⁵ | 2% | \$ 17 | \$ 340 | \$ 930 | \$ 1,120 | \$ 2,390 |
| Highway, Active Transportation, Complete Streets (Capital) | Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement) | 17% | \$ 144 | \$ 2,890 | \$ 7,880 | \$ 9,560 | \$ 20,330 |
| | Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets) | 2% | \$ 17 | \$ 340 | \$ 930 | \$ 1,120 | \$ 2,390 |
| Local Return / Regional Rail | Local Return - Base ³ (Local Projects and Transit Services) | 16% | \$ 136 | \$ 2,720 | \$ 7,420 | \$ 8,990 | \$ 19,130 |
| | <i>Local Return / Regional Rail (Beginning FY 2040)</i> ⁴ | | | | \$ 690 | \$ 2,240 | \$ 2,930 |
| | Regional Rail | 1% | \$ 8 | \$ 170 | \$ 460 | \$ 560 | \$ 1,200 |
| TOTAL PROGRAMS | | | \$ 847 | \$ 17,010 | \$ 46,380 | \$ 56,190 | \$ 119,590 |
| Administration /Local Return | 0.5% for Administration | 0.5% | \$ 4 | \$ 85 | \$ 230 | \$ 280 | \$ 600 |
| | 1.0% Local Return ³ | 1.0% | \$ 8 | \$ 170 | \$ 460 | \$ 560 | \$ 1,200 |
| GRAND TOTAL | | | \$ 860 | \$ 17,265 | \$ 47,070 | \$ 57,030 | \$ 121,390 |

1. Funds are eligible to be used for Metro Rail State of Good Repair.

2. Funds are eligible to be used for Metro State of Good Repair.

3. 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues.**

4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.

5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.

Based on January 2016 revenue projections.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

| For Reference Only | Project (Final Project to be Defined by the Environmental Process) | Notes | Schedule of Funds Available | | Subregion* | 2016 - 2067 Local, State, Federal, Other Funding 2015\$ | Measure M Funding 2015\$ | Most Recent Cost Estimate 2015\$** | Modal Code |
|--------------------|---|-------|--------------------------------|--|------------|--|--------------------------------|---|------------|
| | | | Ground-breaking Start Date† | Expected Opening Date (3 year range) | | | | | |
| | Expenditure Plan Major Projects | | | 1 st yr of Range | | | | | |
| 1 | Airport Metro Connect 96th St. Station/Green Line Ext LAX ® | a,p | FY 2018 | CY 2021 | sc | \$233,984 | \$347,016 | \$581,000 | T |
| 2 | Westside Purple Line Extension Section 3 ® | b | FY 2018 | FY 2024 | w | \$986,139 | \$994,251 | \$1,980,390 | T |
| 3 | High Desert Multi-Purpose Corridor (HDMC)® | q | FY 2019 | FY 2021 | nc | \$100,000 | \$170,000 | \$270,000 | H |
| 4 | I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ® | | FY 2019 | FY 2023 | nc | \$544,080 | \$240,000 | \$784,080 | H |
| 5 | Gold Line Foothill Extension to Claremont ® | c | FY 2019 | FY 2025 | sg | \$78,000 | \$1,019,000 | \$1,097,000 | T |
| 6 | Orange Line BRT Improvements | n | FY 2019 | FY 2025 | sf | \$0 | \$286,000 | \$286,000 | T |
| 7 | BRT Connector Orange/Red Line to Gold Line | o | FY 2020 | FY 2022 | av | \$0 | \$240,300 | \$240,300 | T |
| 8 | BRT Connector Orange/Red Line to Gold Line | o | FY 2020 | FY 2022 | sf | \$0 | \$26,700 | \$26,700 | T |
| 9 | East SF Valley Transit Corridor Project ® | d | FY 2021 | FY 2027 | sf | \$520,500 | \$810,500 | \$1,331,000 | T |
| 10 | West Santa Ana Transit Corridor LRT ® | b,d | FY 2022 | FY 2028 | gc | \$500,000 | \$535,000 | \$1,035,000 | T |
| 11 | Crenshaw/LAX Track Enhancement Project | e,p | FY 2022 | FY 2026 | sc | \$0 | \$49,599 | \$49,599 | T |
| 12 | SR-71 Gap from I-10 to Rio Rancho Rd. | | FY 2022 | FY 2026 | sg | \$26,443 | \$248,557 | \$275,000 | H |
| 13 | LA River Waterway & System Bikepath | | FY 2023 | FY 2025 | cc | \$0 | \$365,000 | \$365,000 | H |
| 14 | Complete LA River Bikepath | | FY 2023 | FY 2025 | sf | \$0 | \$60,000 | \$60,000 | H |
| 15 | Sepulveda Pass Transit Corridor (Ph 1) ® | b,f | FY 2024 | FY 2026 | sf | \$0 | \$130,000 | \$130,000 | H |
| 16 | Sepulveda Pass Transit Corridor (Ph 1) ® | b,f | FY 2024 | FY 2026 | w | \$0 | \$130,000 | \$130,000 | H |
| 17 | Vermont Transit Corridor | o | FY 2024 | FY 2028 | cc | \$400,000 | \$25,000 | \$425,000 | T |
| 18 | SR-57/SR-60 Interchange Improvements | d | FY 2025 | FY 2031 | sg | \$565,000 | \$205,000 | \$770,000 | H |
| 19 | Green Line Extension to Crenshaw Blvd in Torrance ® | d,g | FY 2026 | FY 2030 | sb | \$272,000 | \$619,000 | \$891,000 | T |
| 20 | I-710 South Corridor Project (Ph 1) ® | d,h | FY 2026 | FY 2032 | gc | \$150,000 | \$250,000 | \$400,000 | H |
| 21 | I-105 Express Lane from I-405 to I-605 | p | FY 2027 | FY 2029 | sc | \$0 | \$175,000 | \$175,000 | H |
| 22 | Sepulveda Pass Transit Corridor (Ph 2) ® | b | FY 2024 | FY 2033 | sf | \$1,567,000 | \$1,270,000 | \$2,837,000 | T |
| 23 | Sepulveda Pass Transit Corridor (Ph 2) ® | b | FY 2024 | FY 2033 | w | \$1,567,000 | \$1,270,000 | \$2,837,000 | T |
| 24 | Gold Line Eastside Extension (One Alignment) ® | d | FY 2029 | FY 2035 | gc | \$957,000 | \$543,000 | \$1,500,000 | T |
| 25 | Gold Line Eastside Extension (One Alignment) ® | d | FY 2029 | FY 2035 | sg | \$957,000 | \$543,000 | \$1,500,000 | T |
| 26 | West Santa Ana Transit Corridor LRT ® | r | FY 2022 | FY 2041 | cc | \$1,082,500 | \$400,000 | \$1,482,500 | T |
| 27 | West Santa Ana Transit Corridor LRT ® | r | FY 2022 | FY 2041 | gc | \$982,500 | \$500,000 | \$1,482,500 | T |
| 28 | I-710 South Corridor Project (Ph 2) ® | | FY 2032 | FY 2041 | gc | \$658,500 | \$250,000 | \$908,500 | H |
| 29 | I-5 Corridor Improvements (I-605 to I-710) | | FY 2036 | FY 2042 | gc | \$46,060 | \$1,059,000 | \$1,105,060 | H |
| 30 | Crenshaw Northern Extension | i | FY 2041 | FY 2047 | cc | \$495,000 | \$1,185,000 | \$1,680,000 | T |
| 31 | Crenshaw Northern Extension | i | FY 2041 | FY 2047 | w | \$0 | \$560,000 | \$560,000 | T |
| 32 | I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ® | | FY 2042 | FY 2044 | sb | \$0 | \$250,000 | \$250,000 | H |
| 33 | I-605/I-10 Interchange | | FY 2043 | FY 2047 | sg | \$472,400 | \$126,000 | \$598,400 | H |
| 34 | SR 60/I-605 Interchange HOV Direct Connectors | | FY 2043 | FY 2047 | sg | \$360,600 | \$130,000 | \$490,600 | H |
| 35 | Lincoln Blvd BRT | l,o | FY 2043 | FY 2047 | w | \$0 | \$102,000 | \$102,000 | T |
| 36 | I-110 Express Lane Ext South to I-405/I-110 Interchange | | FY 2044 | FY 2046 | sb | \$228,500 | \$51,500 | \$280,000 | H |
| 37 | I-405 South Bay Curve Improvements | | FY 2045 | FY 2047 | sb | \$250,840 | \$150,000 | \$400,840 | H |
| 38 | Green Line Eastern Extension (Norwalk) | p | FY 2046 | FY 2052 | sc | \$570,000 | \$200,000 | \$770,000 | T |
| 39 | SF Valley Transportation Improvements | m | FY 2048 | FY 2050 | sf | \$0 | \$106,800 | \$106,800 | T |
| 40 | Sepulveda Pass Westwood to LAX (Ph 3) | p | FY 2048 | FY 2057 | sc | \$3,800,000 | \$65,000 | \$3,865,000 | T |
| 41 | Orange Line Conversion to Light Rail | | FY 2051 | FY 2057 | sf | \$1,067,000 | \$362,000 | \$1,429,000 | T |
| 42 | City of San Fernando Bike Master Plan | | FY 2052 | FY 2054 | sf | \$0 | \$5,000 | \$5,000 | H |
| 43 | Historic Downtown Streetcar | | FY 2053 | FY 2057 | cc | \$0 | \$200,000 | \$200,000 | T |
| 44 | Gold Line Eastside Ext. Second Alignment | p | FY 2053 | FY 2057 | sc | \$110,000 | \$2,890,000 | \$3,000,000 | T |
| 45 | High Desert Multi-Purpose Corridor - LA County Segment | p | FY 2063 | FY 2067 | sc | \$32,982 | \$1,845,718 | \$1,878,700 | H |
| 46 | Expenditure Plan Major Projects Subtotal | | | | | \$19,581,027 | \$20,989,941 | \$40,570,969 | |

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

| For Reference Only | Project (Final Project to be Defined by the Environmental Process) | Notes | Schedule of Funds Available | | Subregion* | 2016 - 2067 Local, State, Federal, Other Funding 2015\$ | Measure M Funding 2015\$ | Most Recent Cost Estimate 2015\$** | Modal Code |
|--------------------|---|-------|-------------------------------------|--|------------|--|--------------------------------|---|------------|
| | | | Ground- breaking Start Date † | Expected Opening Date (3 year range) | | | | | |
| | | | | | | | | | |
| | Multi-Year Subregional Programs | | | | | | | | |
| 47 | Metro Active Transport, Transit 1st/Last Mile Program | p | FY 2018 | FY 2057 | sc | \$0 | \$857,500 | \$857,500 | H |
| 48 | Visionary Project Seed Funding | p | FY 2018 | FY 2057 | sc | \$0 | \$20,000 | \$20,000 | T |
| 49 | Street Car and Circulator Projects | k,p | FY 2018 | FY 2022 | sc | \$0 | \$35,000 | \$35,000 | T |
| 50 | Transportation System and Mobility Improve. Program | | FY 2018 | FY 2032 | sb | \$0 | \$293,500 | \$293,500 | H |
| 51 | Active Transportation 1st/Last Mile Connections Prog. | | FY 2018 | FY 2057 | w | \$0 | \$361,000 | \$361,000 | H |
| 52 | Active Transportation Program | | FY 2018 | FY 2057 | nc | \$0 | \$264,000 | \$264,000 | H |
| 53 | Active Transportation Program | | FY 2018 | FY 2057 | gc | \$0 | TBD | TBD | H |
| 54 | Active Transportation Program (Including Greenway Proj.) | | FY 2018 | FY 2057 | sg | \$0 | \$231,000 | \$231,000 | H |
| 55 | Active Transportation, 1st/Last Mile, & Mobility Hubs | | FY 2018 | FY 2057 | cc | \$0 | \$215,000 | \$215,000 | H |
| 56 | Active Transportation, Transit, and Tech. Program | | FY 2018 | FY 2032 | lvm | \$0 | \$32,000 | \$32,000 | T |
| 57 | Highway Efficiency Program | | FY 2018 | FY 2032 | lvm | \$0 | \$133,000 | \$133,000 | H |
| 58 | Bus System Improvement Program | | FY 2018 | FY 2057 | sg | \$0 | \$55,000 | \$55,000 | T |
| 59 | First/Last Mile and Complete Streets | | FY 2018 | FY 2057 | sg | \$0 | \$198,000 | \$198,000 | H |
| 60 | Highway Demand Based Prog. (HOV Ext. & Connect.) | | FY 2018 | FY 2057 | sg | \$0 | \$231,000 | \$231,000 | H |
| 61 | I-605 Corridor "Hot Spot" Interchange Improvements ® | | FY 2018 | FY 2057 | gc | \$240,000 | \$1,000,000 | \$1,240,000 | H |
| 62 | Modal Connectivity and Complete Streets Projects | | FY 2018 | FY 2057 | av | \$0 | \$202,000 | \$202,000 | H |
| 63 | South Bay Highway Operational Improvements | | FY 2018 | FY 2057 | sb | \$600,000 | \$500,000 | \$1,100,000 | H |
| 64 | Transit Program | | FY 2018 | FY 2057 | nc | \$500,000 | \$88,000 | \$588,000 | T |
| 65 | Transit Projects | | FY 2018 | FY 2057 | av | \$0 | \$257,100 | \$257,100 | T |
| 66 | Transportation System and Mobility Improve. Program | | FY 2018 | FY 2057 | sb | \$0 | \$350,000 | \$350,000 | H |
| 67 | North San Fernando Valley Bus Rapid Transit Improvements | p,s | FY 2019 | FY 2023 | sc | \$0 | \$180,000 | \$180,000 | T |
| 68 | Subregional Equity Program | p,s | FY 2018 | FY 2057 | sc | TBD | TBD | \$1,196,000 | T/H |
| 69 | Countywide BRT Projects Ph 1 (All Subregions) | l,p | FY 2020 | FY 2022 | sc | \$0 | \$50,000 | \$50,000 | T |
| 70 | Countywide BRT Projects Ph 2 (All Subregions) | l,p | FY 2030 | FY 2032 | sc | \$0 | \$50,000 | \$50,000 | T |
| 71 | Active Transportation Projects | | FY 2033 | FY 2057 | av | \$0 | \$136,500 | \$136,500 | H |
| 72 | Los Angeles Safe Routes to School Initiative | | FY 2033 | FY 2057 | cc | \$0 | \$250,000 | \$250,000 | H |
| 73 | Multimodal Connectivity Program | | FY 2033 | FY 2057 | nc | \$0 | \$239,000 | \$239,000 | H |
| 74 | Countywide BRT Projects Ph 3 (All Subregions) | l,p | FY 2040 | FY 2042 | sc | \$0 | \$50,000 | \$50,000 | T |
| 75 | Arterial Program | | FY 2048 | FY 2057 | nc | \$0 | \$726,130 | \$726,130 | H |
| 76 | BRT and 1st/Last Mile Solutions e.g. DASH | | FY 2048 | FY 2057 | cc | \$0 | \$250,000 | \$250,000 | T |
| 77 | Freeway Interchange and Operational Improvements | | FY 2048 | FY 2057 | cc | \$0 | \$195,000 | \$195,000 | H |
| 78 | Goods Movement (Improvements & RR Xing Elim.) | | FY 2048 | FY 2057 | sg | \$0 | \$33,000 | \$33,000 | T |
| 79 | Goods Movement Program | | FY 2048 | FY 2057 | nc | \$0 | \$104,000 | \$104,000 | T |
| 80 | Goods Movement Projects | | FY 2048 | FY 2057 | av | \$0 | \$81,700 | \$81,700 | T |
| 81 | Highway Efficiency Program | | FY 2048 | FY 2057 | nc | \$0 | \$128,870 | \$128,870 | H |
| 82 | Highway Efficiency Program | | FY 2048 | FY 2057 | sg | \$0 | \$534,000 | \$534,000 | H |
| 83 | Highway Efficiency, Noise Mitig. and Arterial Projects | | FY 2048 | FY 2057 | av | \$0 | \$602,800 | \$602,800 | H |
| 84 | ITS/Technology Program (Advanced Signal Tech.) | | FY 2048 | FY 2057 | sg | \$0 | \$66,000 | \$66,000 | H |
| 85 | LA Streetscape Enhance. & Great Streets Program | | FY 2048 | FY 2057 | cc | \$0 | \$450,000 | \$450,000 | H |
| 86 | Modal Connectivity Program | | FY 2048 | FY 2057 | lvm | \$0 | \$68,000 | \$68,000 | H |
| 87 | Public Transit State of Good Repair Program | | FY 2048 | FY 2057 | cc | \$0 | \$402,000 | \$402,000 | T |
| 88 | Traffic Congestion Relief and Improvement Program | | FY 2048 | FY 2057 | lvm | \$0 | \$63,000 | \$63,000 | H |
| 89 | Traffic Congestion Relief/Signal Synchronization | | FY 2048 | FY 2057 | cc | \$0 | \$50,000 | \$50,000 | H |
| 90 | Arroyo Verdugo Projects to be Determined | | FY 2048 | FY 2057 | av | \$0 | \$110,600 | \$110,600 | H |
| 91 | Countywide BRT Projects Ph 4 (All Subregions) | p | FY 2050 | FY 2052 | sc | \$90,000 | \$10,000 | \$100,000 | T |
| 92 | Countywide BRT Projects Ph 5 (All Subregions) | p | FY 2060 | FY 2062 | sc | \$0 | \$100,000 | \$100,000 | T |
| 93 | Multi-Year Subregional Programs Subtotal | | | | | \$1,430,000 | \$10,253,700 | \$12,879,700 | |
| 94 | GRAND TOTAL | | | | | \$21,011,027 | \$31,243,641 | \$53,450,669 | |

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Footnotes:

- a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
- b. Project acceleration based on high performance.
- c. Identified as a priority per the Metro Board Motion in October 2009.
- d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
- e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
- f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
- g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach).
No capital funds from the Green Line to Torrance Project will be used for the studies.
- h. I-710 South Project assumes an additional \$2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
- i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
- k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
- l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
- m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
- n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
- o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
- p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
- q. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
- r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
- s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure M. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and SB* \$130,000.

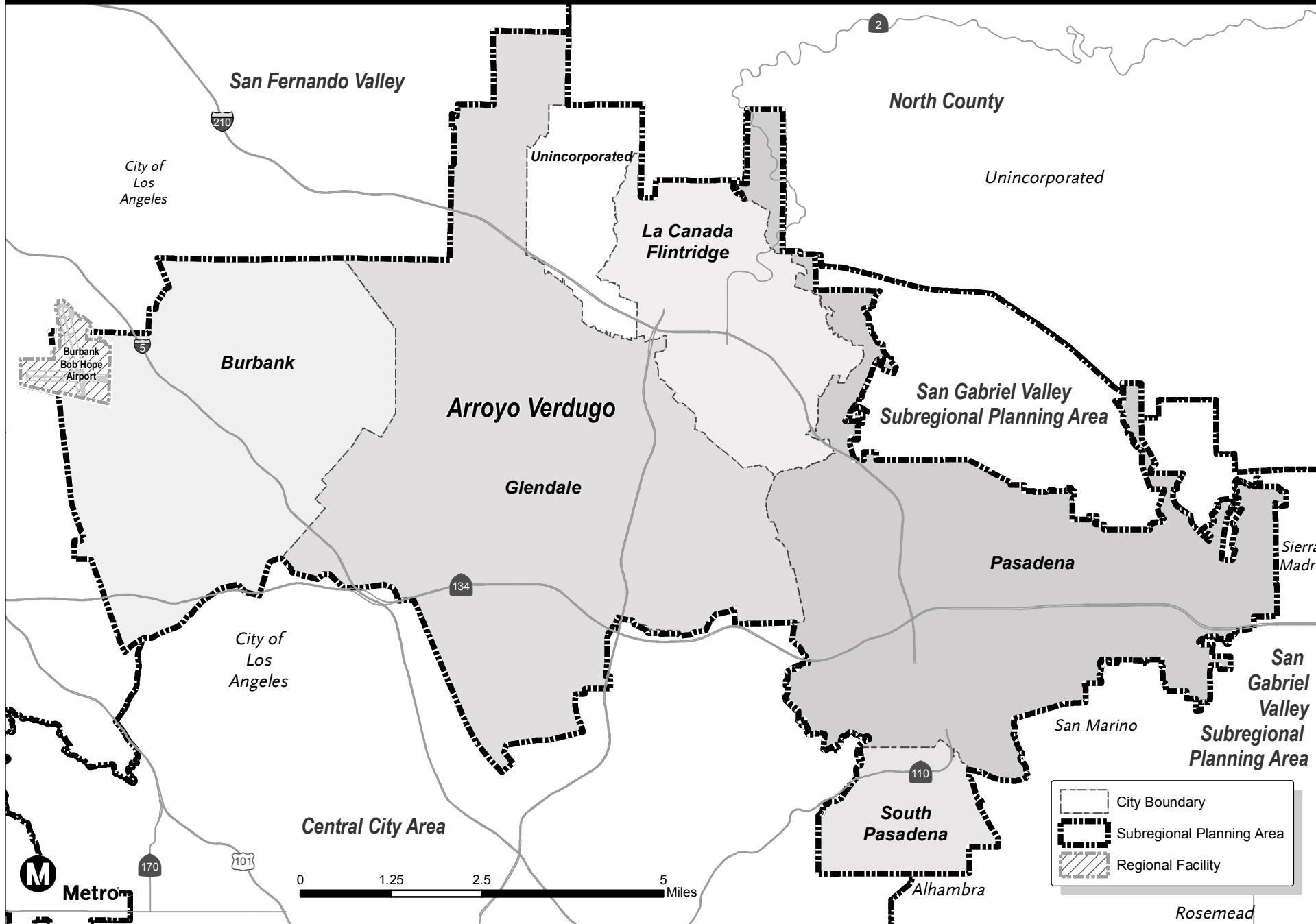
* Subregion Abbreviations:

| | | |
|--|--------------------------|--|
| sc = System Connectivity Projects (no subregion) | nc = North County | ® Indicates Measure R-related Projects |
| av = Arroyo Verdugo | sb = South Bay | |
| lvm = Las Virgenes Malibu | w = Westside | CY = Calendar Year |
| cc = Central City Area | gc = Gateway Cities | FY = Fiscal Year |
| sg = San Gabriel Valley | sf = San Fernando Valley | YOE = Year of Expenditure |

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

ATTACHMENT B - page 1 of 9

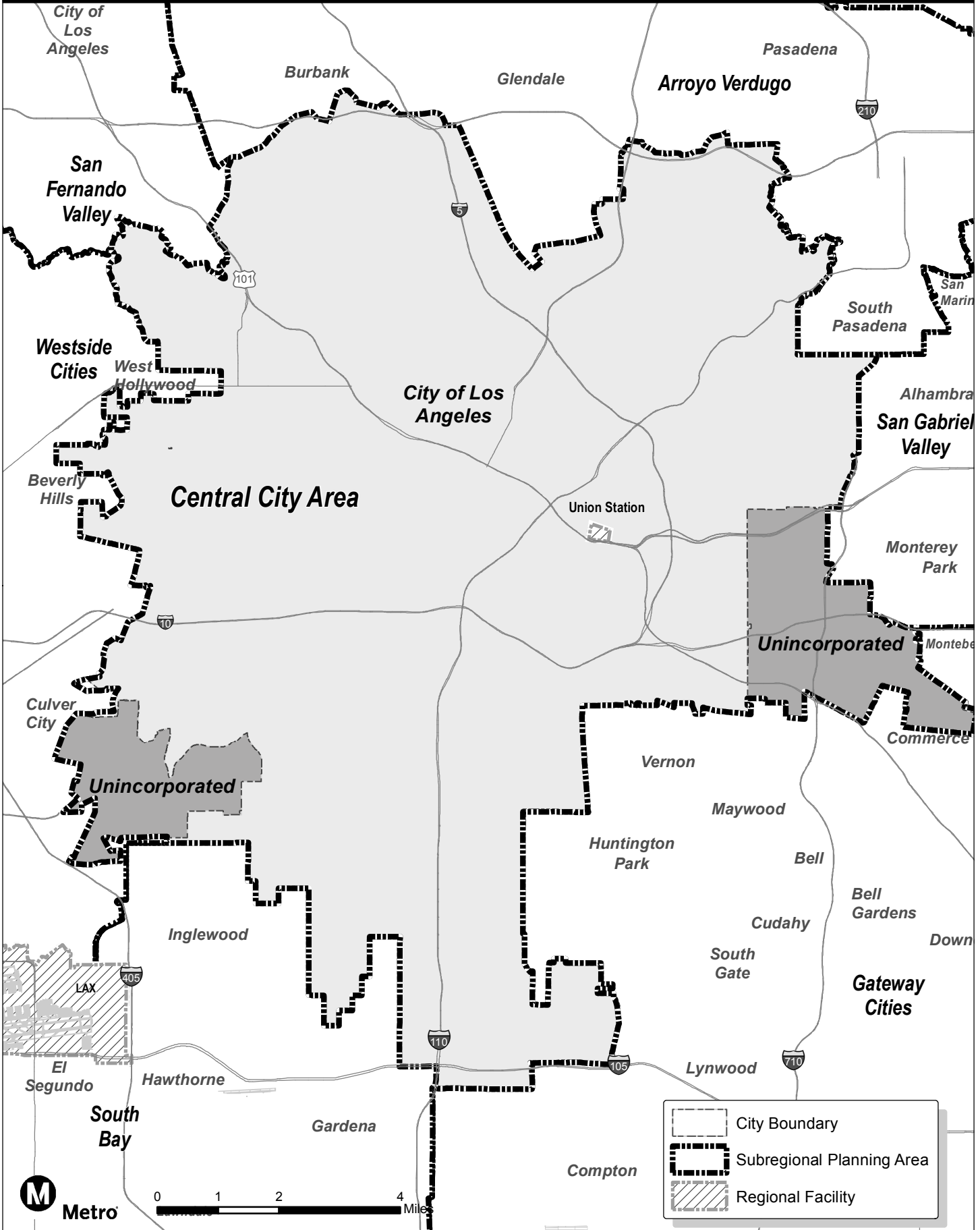
Arroyo Verdugo Subregional Planning Area



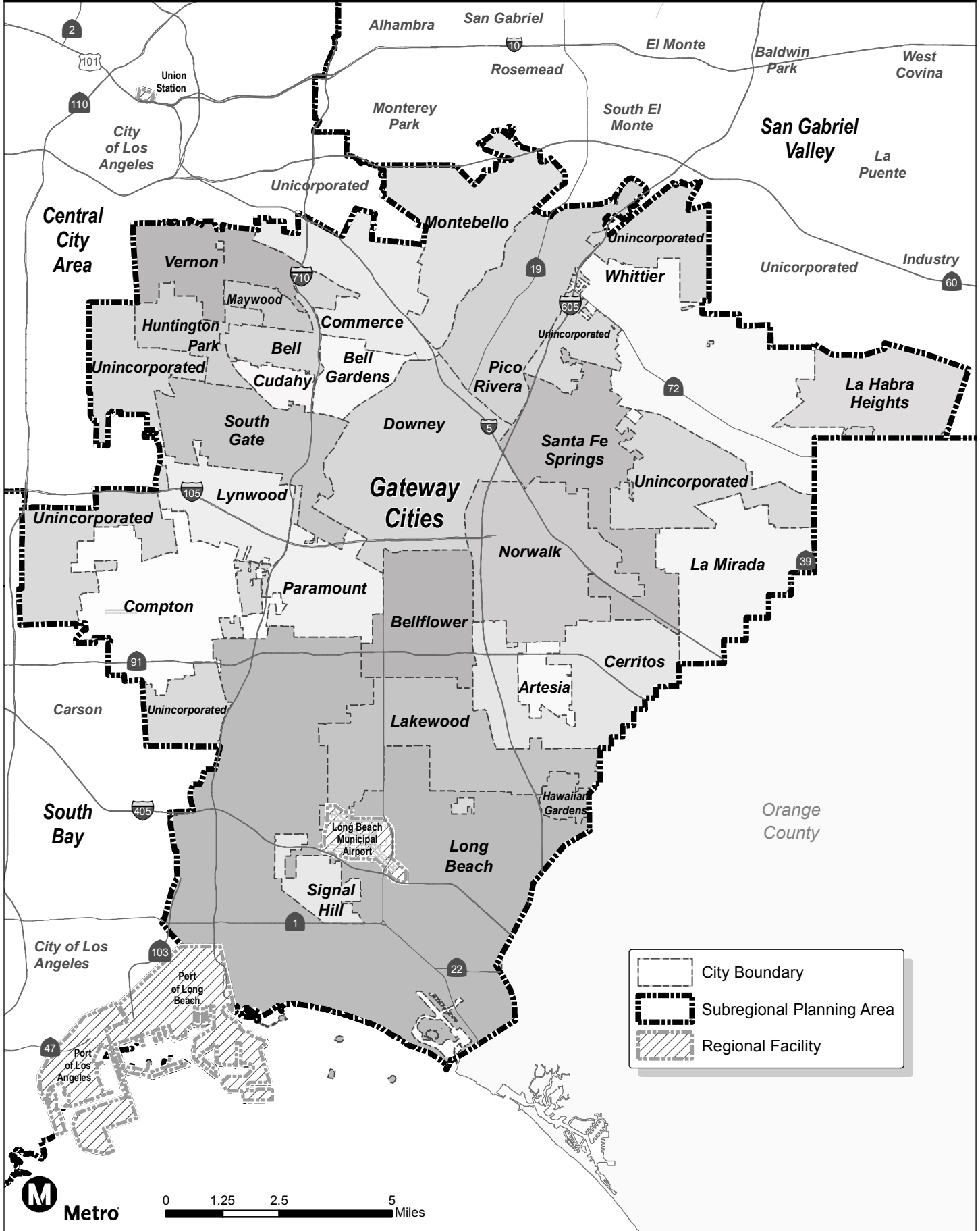
| | |
|--|---------------------------|
| | City Boundary |
| | Subregional Planning Area |
| | Regional Facility |

Rosemead

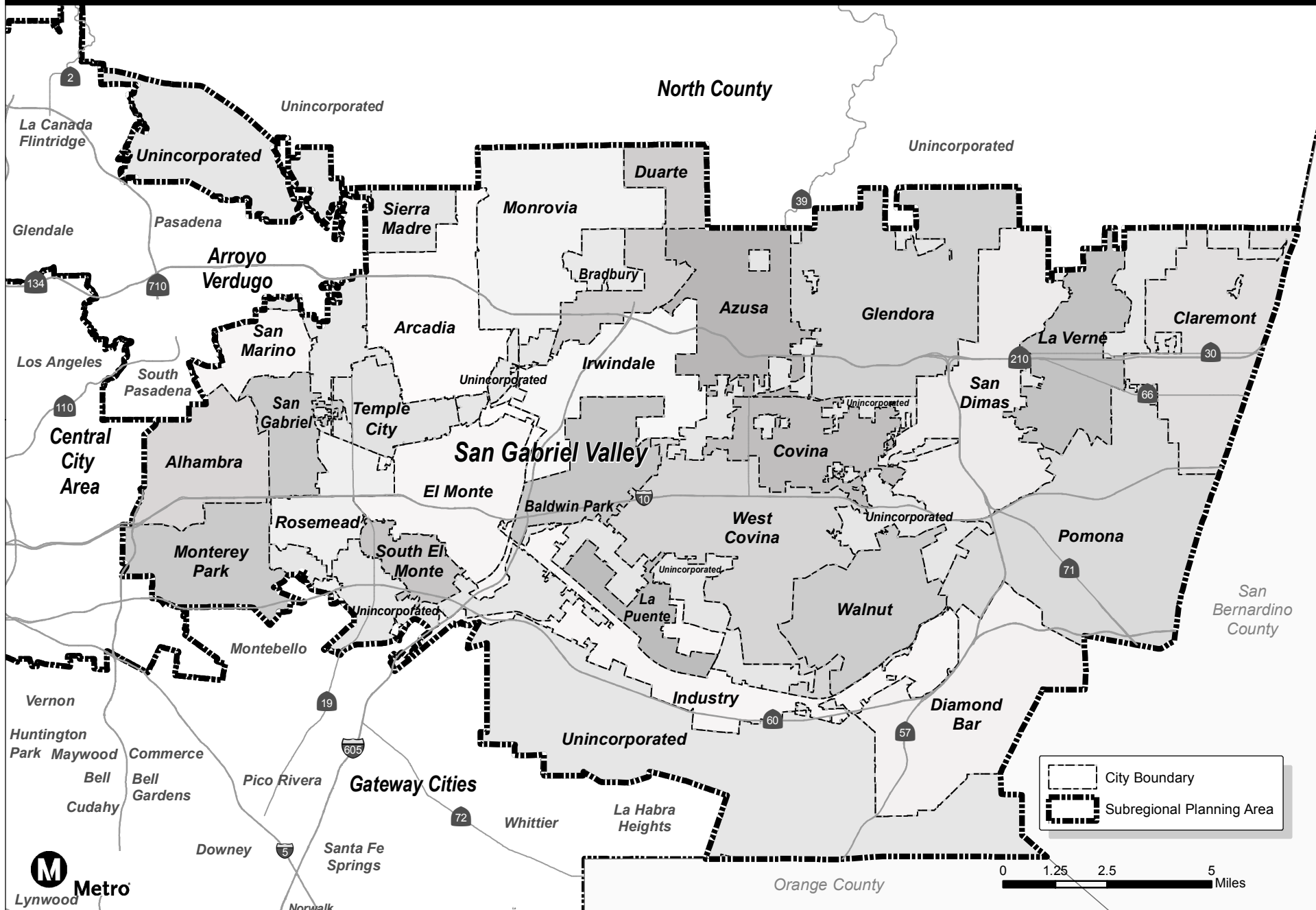
ATTACHMENT B - page 3 of 9 Central City Area Subregional Planning Area



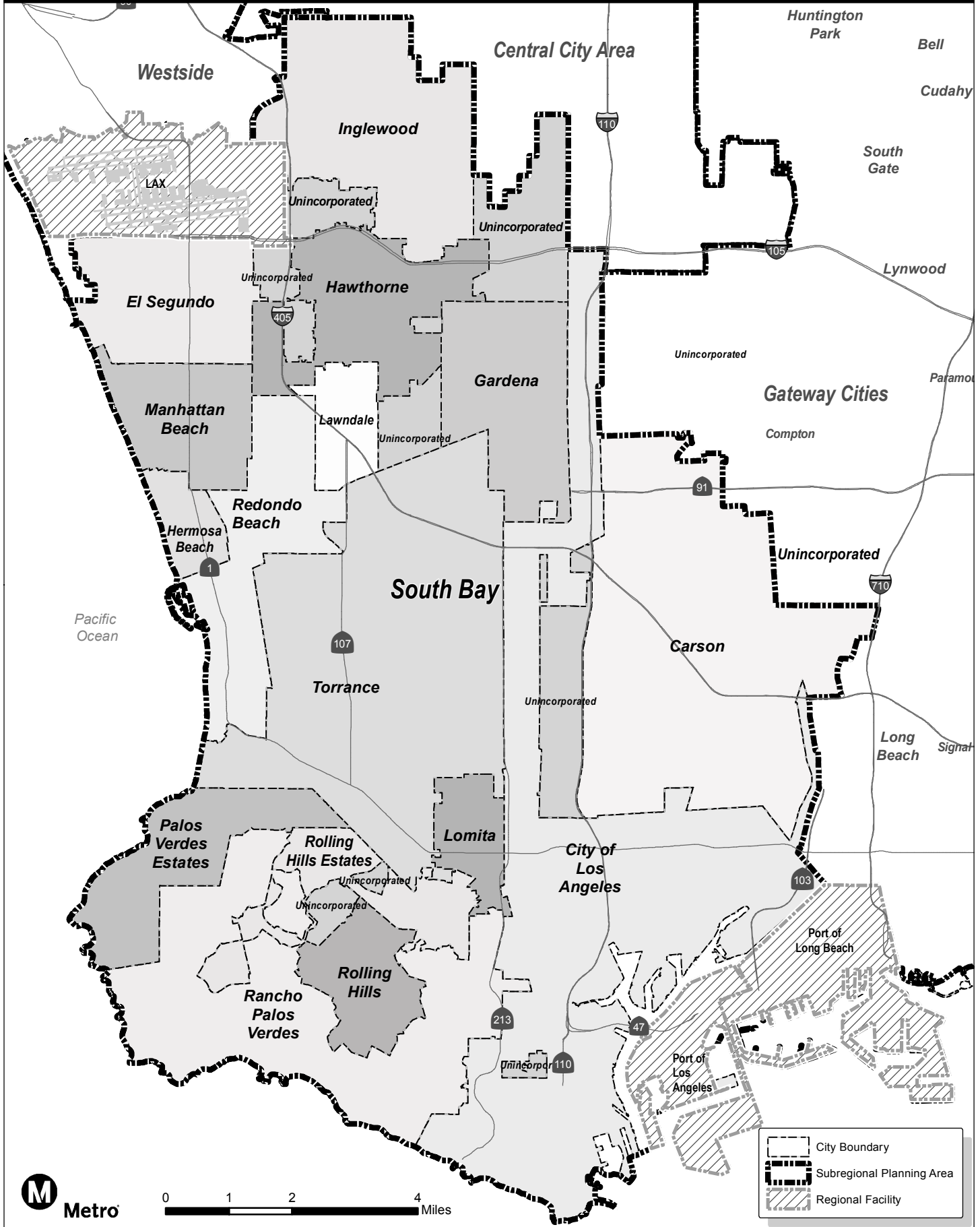
ATTACHMENT B - page 4 of 9 Gateway Cities Subregional Planning Area



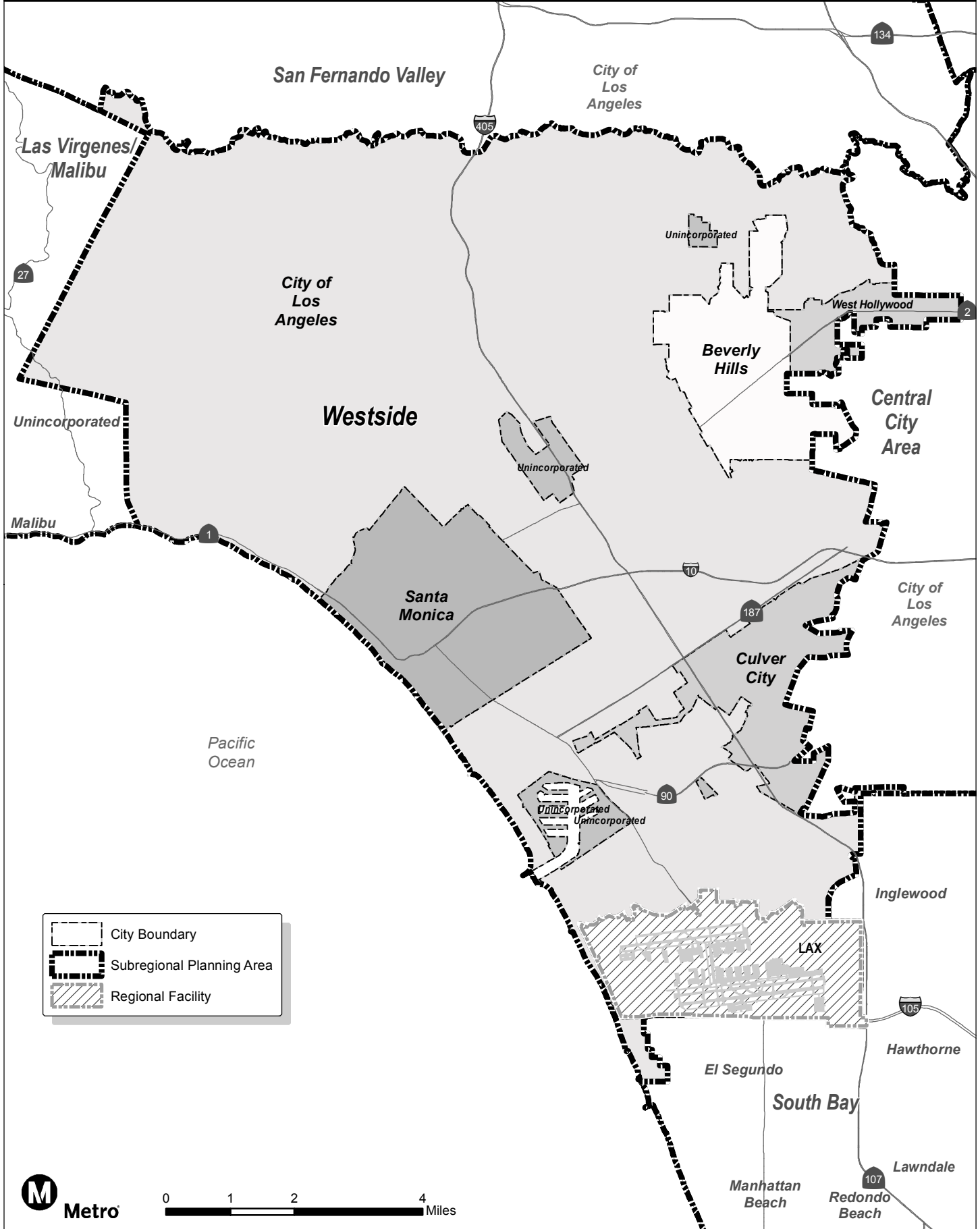
ATTACHMENT B - page 5 of 9 San Gabriel Subregional Planning Area



ATTACHMENT B - page 6 of 9 South Bay Subregional Planning Area

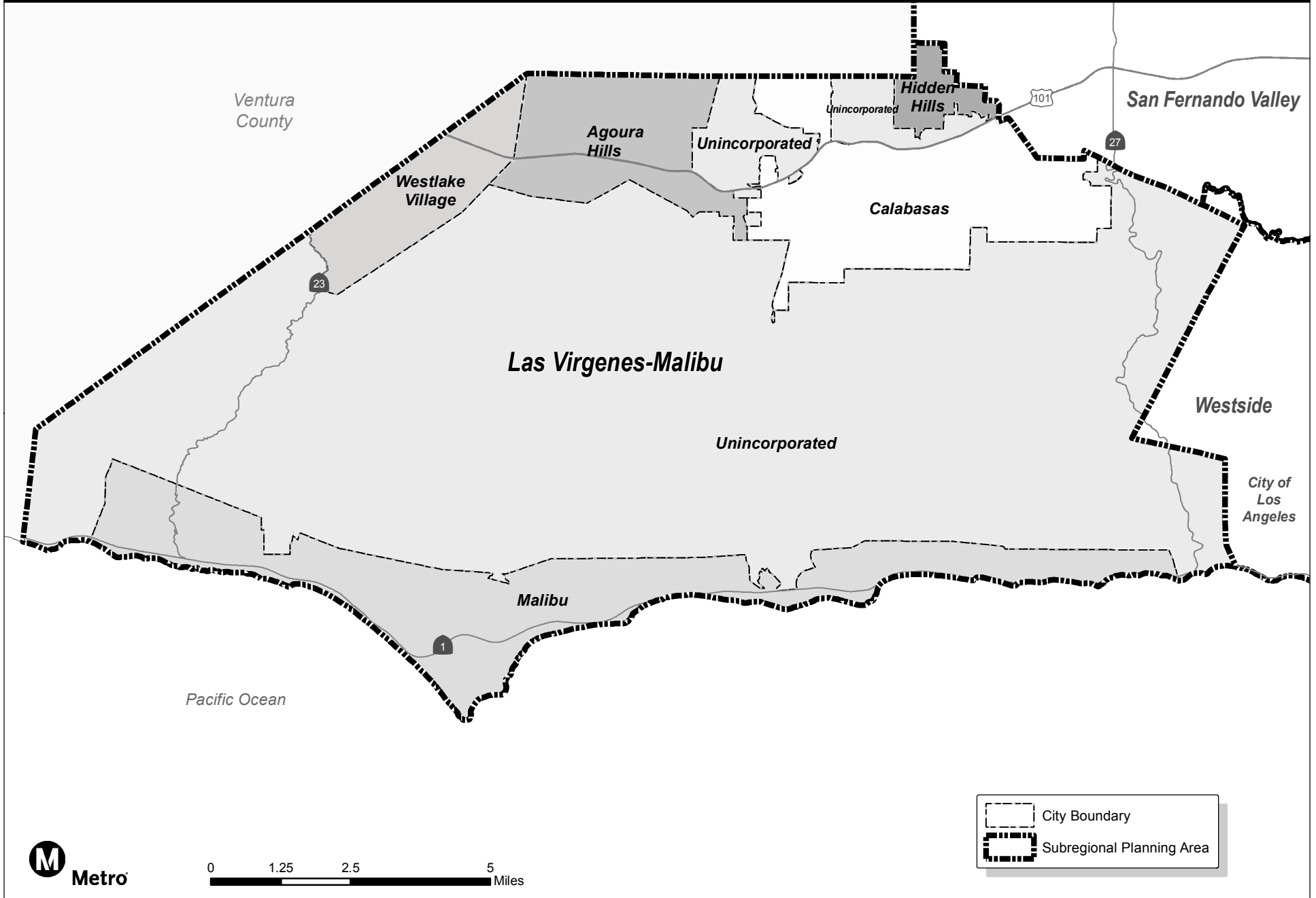


ATTACHMENT B - page 7 of 9 Westside Subregional Planning Area



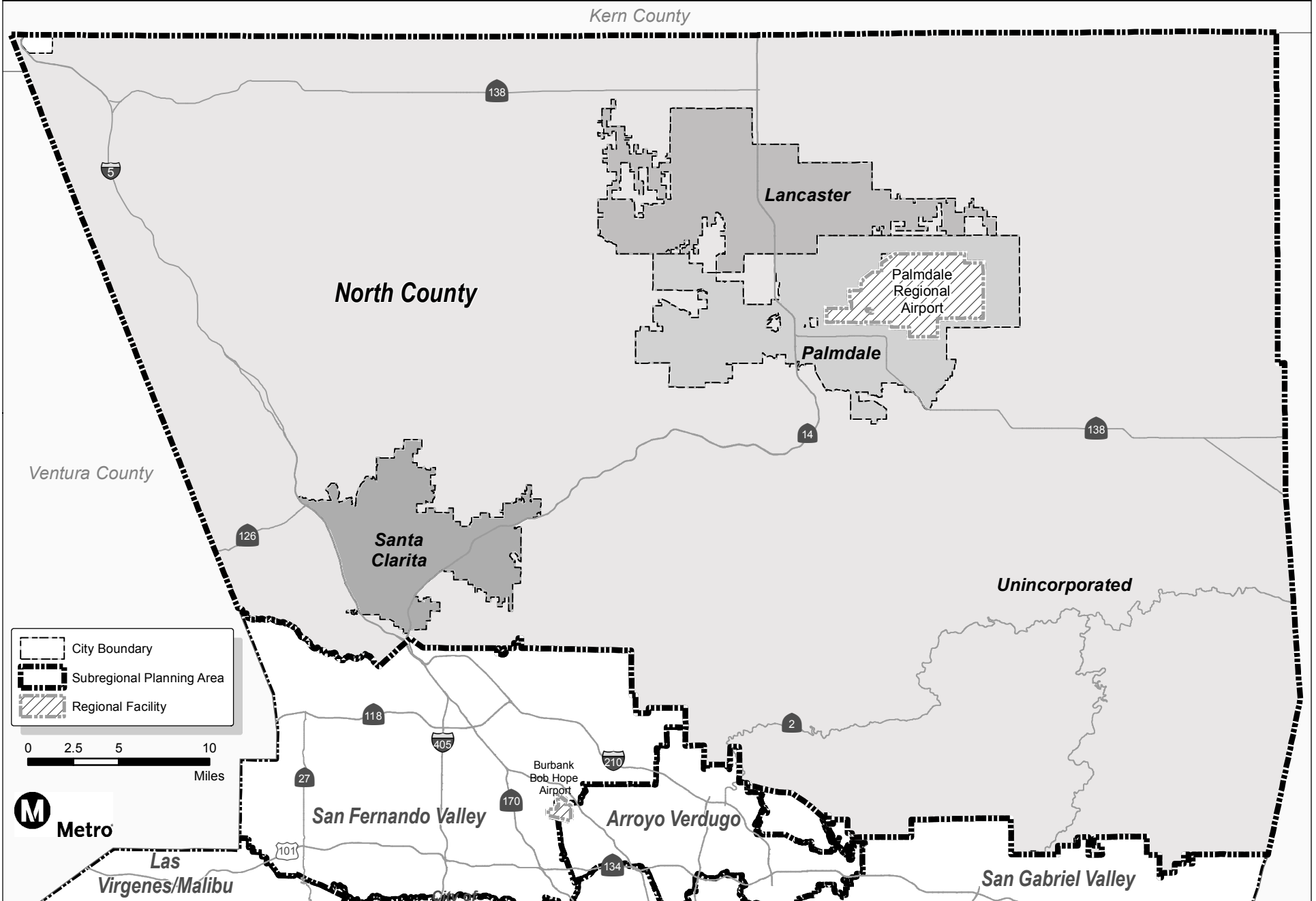
ATTACHMENT B - page 8 of 9

Las Virgenes-Malibu Subregional Planning Area



ATTACHMENT B - page 9 of 9

North County Subregional Planning Area

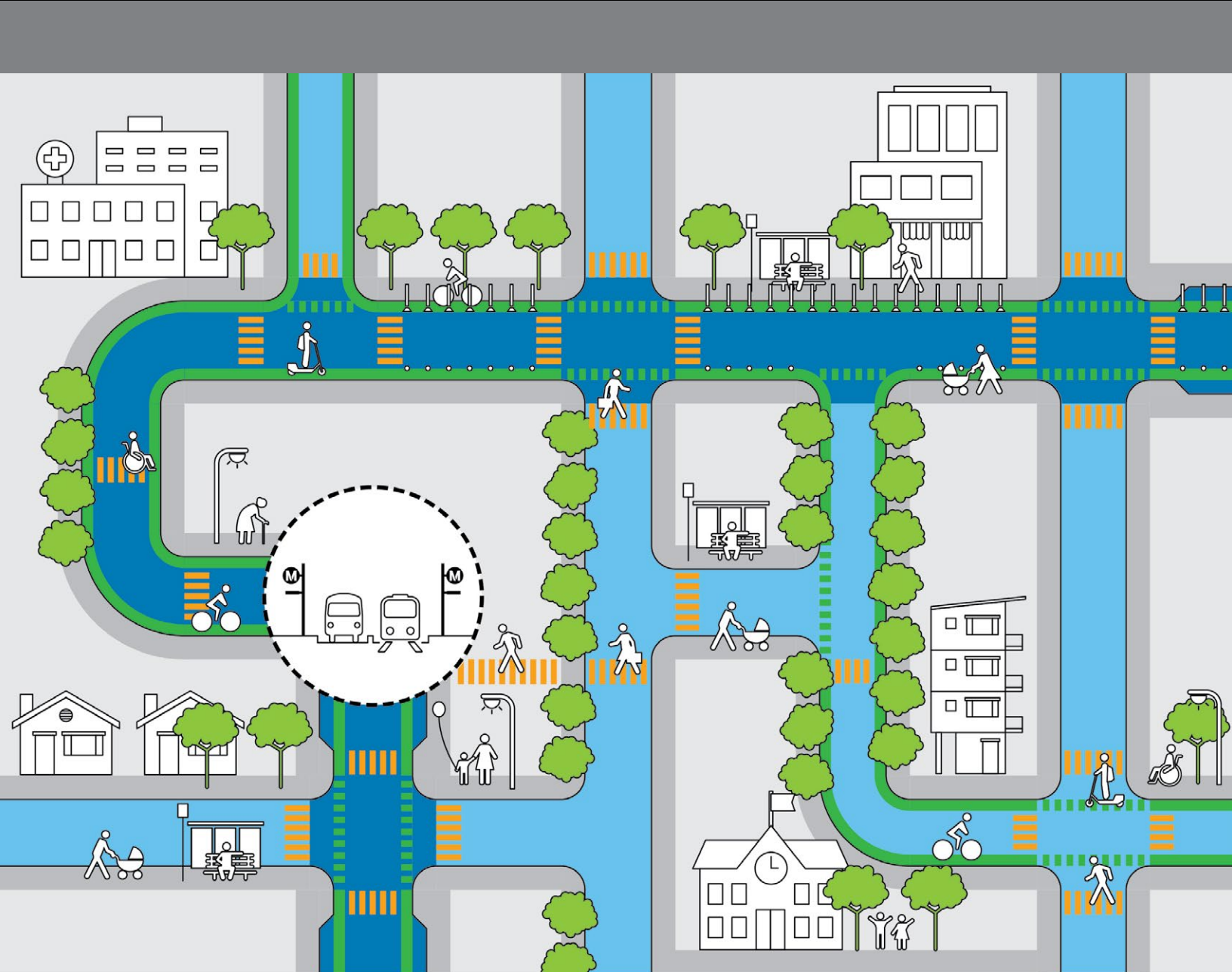


Historical Perspective

The Metro Board of Directors established a vision for enhanced station access and safety by enacting First/Last Mile (FLM) policies. Specifically, Motion 14.1 in May 2016, followed by Motion 14.2 in June 2016, directed activities to facilitate and implement FLM networks around transit stations and stops countywide. Taken together, these policies envision a network of routes extending out from transit stations that are designed to meet the needs of transit riders and improve the customer experience. As most transit riders walk, bike, or roll to and from stations, the focus of FLM access is on optimizing connectivity and safety for active modes of travel.

The full set of policy directives in Motions 14.1 and 14.2 are summarized in (Figure E-1). Among those activities is specific direction focused on new Metro transit projects, stating **“Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project.”**

First/Last Mile Guidelines



Metro®

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Executive Summary

Overview

The Metro Board of Directors established a vision for enhanced station access and safety by enacting First/Last Mile (FLM) policies. Specifically, Motion 14.1 in May 2016, followed by Motion 14.2 in June 2016, directed activities to facilitate and implement FLM networks around transit stations and stops countywide. Taken together, these policies envision a network of routes extending out from transit stations that are designed to meet the needs of transit riders and improve the customer experience. As most transit riders walk, bike, or roll to and from stations, the focus of FLM access is on optimizing connectivity and safety for active modes of travel.

The full set of policy directives in Motions 14.1 and 14.2 are summarized in (Figure E-1). Among those activities is specific direction focused on new Metro transit projects, stating **“Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project.”**

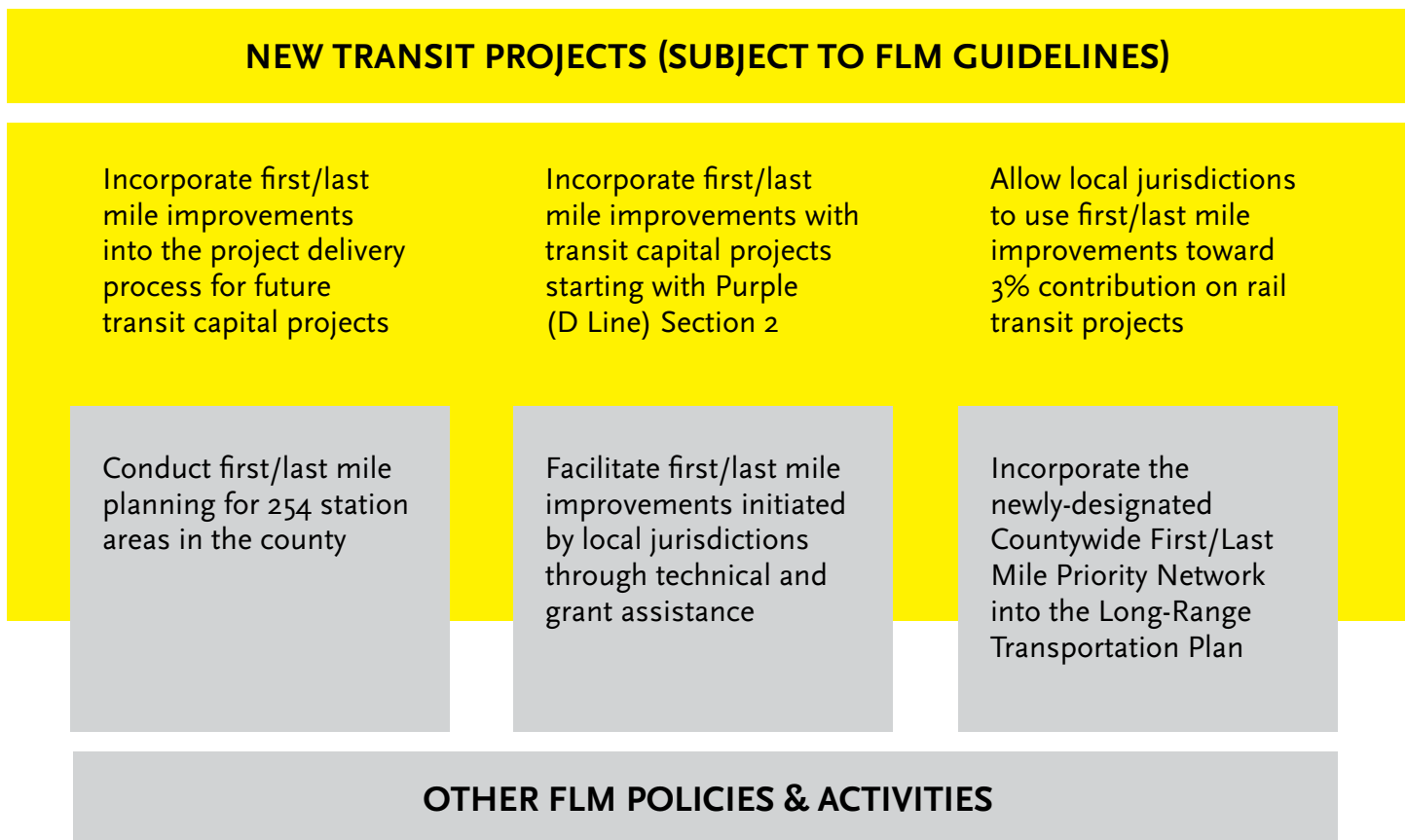


Figure E-1: Metro Board Motion 14.1 and 14.2 Policy Directives

This particular element of the Board motion further articulates the vision that FLM networks become an integral part of Metro’s work on new transit capital projects. The Board’s intent is that FLM networks are in place on the opening day of revenue service. The policy further envisions a partnership between Metro and local jurisdictions hosting stations, specifically by allowing, within Motion 14.2, that the local jurisdiction’s 3% funding contribution for rail projects be directed toward FLM improvements.

The focus of the Guidelines is to describe a consistent, predictable process for this portion of the Board’s larger set of directives. In so doing, the Guidelines describe the sequence of work and delineate roles and responsibilities within Metro and for external partners.

The Guidelines’ Approach to First/Last Mile and Transit Project Integration

The Guidelines describe an approach to achieve the overall vision captured in Board policy based on program experience and within practical constraints. The key elements of the approach are summarized as follows:

> **Metro initiation/facilitation of FLM development process:** Metro will catalyze the creation of FLM networks by playing a lead role through early phases of project development, specifically by advancing projects through Planning. Most FLM improvements will be statutorily exempt from CEQA. However, in some cases, where Environmental Clearance is required, Metro can help prepare this effort. See Section 2B for more detail.

- > **Local jurisdiction implementation/maintenance of FLM improvements:** Local jurisdictions, given their functions as owners of public right-of-way where most FLM improvements are to be located, will lead the design, implementation, and maintenance of FLM improvements within their right-of-way. While this implementation strategy applies to most FLM improvement projects, there may be case-by-case exceptions based on negotiated agreements between Metro and the local jurisdiction. Sections 2C and 2D for more detail.
- > **Cooperation between Metro, local jurisdictions, and other stakeholders:** The Guidelines envision and describe a handoff of lead responsibilities at the conclusion of Planning. Engaged partnership is necessary throughout the process. Figure E-2 below illustrates where this handoff is proposed to occur in the process. The Guidelines describe a number of specific, required partnership terms to ensure consistent, predictable processes, noting that the approach can be tailored to specific project circumstances.

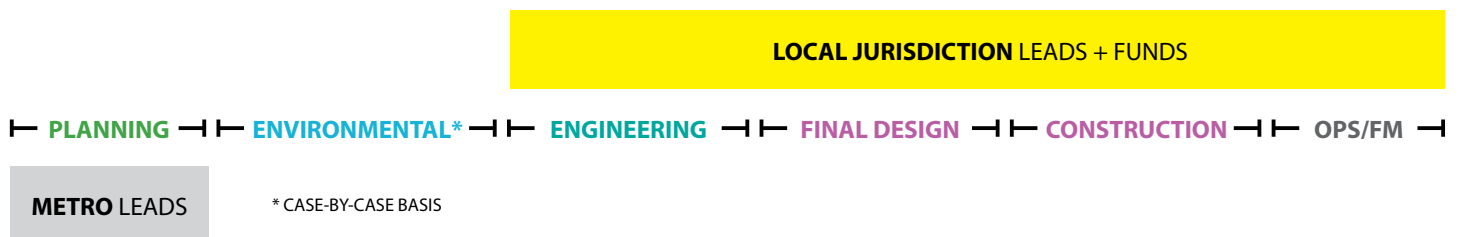


Figure E-2: Metro and Local Jurisdiction FLM Project Delivery Roles

> **Integrated processes for FLM and transit project delivery:**
The approach integrates FLM project development with the corresponding transit corridor project, beginning with an early, preliminary assessment to inform alignment screening (see Box 2 in Section 2A), and through the planning and environmental review stages. However, at later stages (preliminary engineering, final design, and construction), FLM projects continue as separate parallel efforts. Figure E-3 below illustrates how the project delivery phases align between FLM projects and their associated transit corridor.

This approach requires on-going coordination between transit project and FLM efforts to ensure an effective tie-in between stations, their immediate surrounds, and larger FLM networks. Of particular note, Metro is responsible for delivery of FLM elements within the transit project boundary.

Appendix C also provides an easy-to-reference table identifying the roles of various Metro departments, local jurisdictions, and stakeholders in each stage of the process.

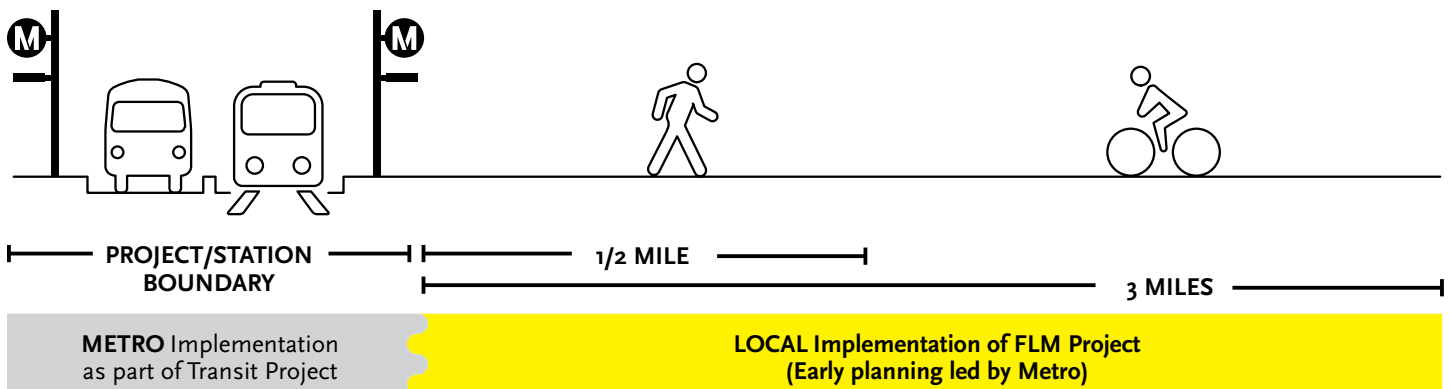


Note: The phase alignment depicted in this graphic was in error in prior draft versions of the Guidelines. The version depicted above reflects the appropriate corrections.

Figure E-3: FLM and Transit Corridor Project Delivery Phases Comparison

> **Prioritized FLM improvements on primary access routes:**
FLM plan development results in a comprehensive set of access, safety and aesthetic improvements within a half-mile radius for pedestrian focused improvements, and a three-mile radius for bike and other rolling mode connections. These boundaries are defined by the Federal Transit Administration and in the Metro First/Last Mile Strategic Plan.

Depending on existing conditions, the expected ridership of a station, and the density of the street network, among other factors, the estimated cost to deliver FLM improvements can sometimes be as high as \$30 million per station. Therefore, the approach here focuses on advancing high priority improvements (those that improve safety and accessibility) on primary access routes. Specific station amounts will vary due to the vast disparities in infrastructure and suitability for walking and biking within the existing built environments surrounding stations throughout the county.



* NOT TO SCALE

Figure E-4: FLM Improvements Site Definition and Boundaries

> **Negotiation of 3% local contribution agreements to fund FLM projects:** The ability for local jurisdictions to direct their 3% contribution to pay for FLM improvements for non-BRT transit corridor projects, per Motion 14.2, is a key tool enabling FLM project delivery. Therefore, the Guidelines describe a critical path of activities, products, and decision points that facilitate the handoff of FLM projects to local jurisdictions and 3% agreements that will help fund them. The Guidelines describe the necessary elements to be included in 3% agreements, which will be negotiated with local agencies on a project-by-project basis. Figure E-5 also illustrates the critical path items leading to the 3% agreement.

> **FLM 3% availability:** To support equitable use of this policy option for funding FLM improvements, 3% credit will be available for high priority projects as determined in the FLM plan. High priority projects identified within the plan generally focus on safety and accessibility to the station.

These priority projects, if implemented, will result in safe, accessible, and continuous paths of travel on primary routes within each station’s walk-shed, inclusive of sidewalks, crosswalks, lighting, and bike connections as needed (e.g. to close gaps in the bike network). The methodology and criteria for determining high priority projects has been piloted on past FLM plans and will be further developed and applied across all FLM plans, pending further Board direction. While the

focus is on safety and accessibility-related improvements, this methodology will also accommodate some flexibility for each station, with an emphasis on other FLM plan improvements supported by local jurisdiction interest or public feedback received during the plan’s community engagement process.

> **Community engagement and partnership with Community Based Organizations:** Grassroots community engagement and collaboration with Community Based Organizations (CBOs) are critical elements of the FLM program. FLM physical (street and sidewalk improvements) and cultural (community expression) infrastructure is deeply valued at a localized scale. CBO involvement can bridge a frequent disconnect between core transit-dependent riders, who are often low income and people of color and do not have the resources to participate in public processes, and more engaged stakeholders. Metro’s work with CBO partners on FLM projects is linked to the agency’s Equity Platform Framework and is an example of techniques being piloted for Metro’s agency-wide CBO strategy.

> **Metro support for implementation:** For all Metro transit projects, Metro provides a range of support to local agencies for funding and implementation of FLM. This support, such as for competitive grants, are described in Box 9 in Section 2D.

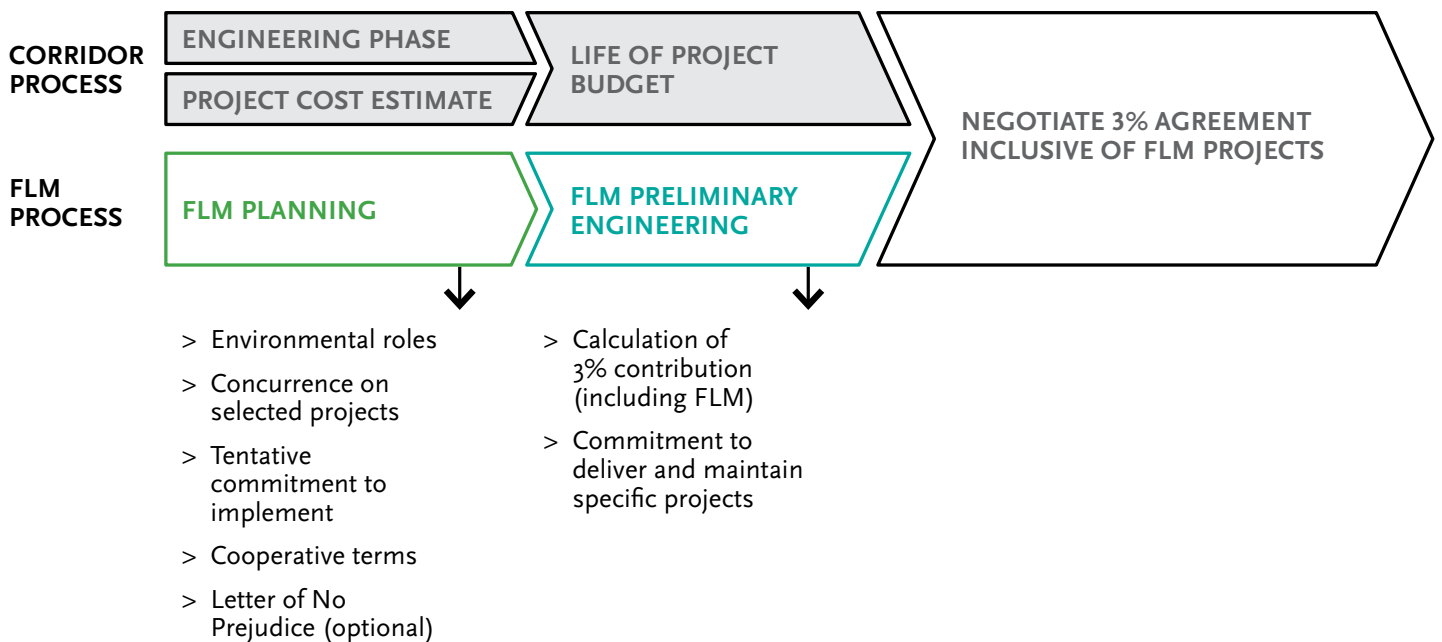


Figure E-5: Critical Path to 3% Agreement

Organization of Document

The Guidelines are organized in sections by FLM project phase and describe FLM project development in relation to typical transit project phases. Coordinating timelines with transit project work is critical; to assist, the relationship of specific transit project and FLM milestones is described throughout the Guidelines. FLM work, as described herein, follows the following project development phases:

- > Planning
- > Environmental Clearance (concurrent with Preliminary Engineering)
- > Preliminary Engineering (concurrent with Environmental Clearance)
- > Implementation

Given the importance of coordination and cooperation, the Guidelines emphasize specific roles and responsibilities throughout each of the project development phases. Figure E-6 outlines the organization of each project development phase section within the Guidelines. Each section details processes and expectations for Metro departments/teams, local agencies, Community Based Organizations, and other participants. Appendix C contains the same information organized by role, and can be referred to by any stakeholder at each stage.

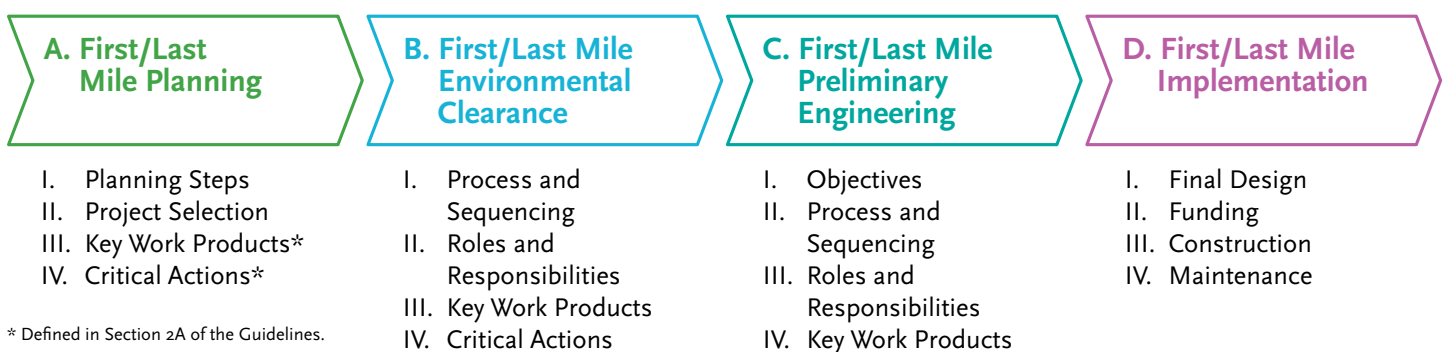


Figure E-6: How to Use the Guidelines

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1. Introduction

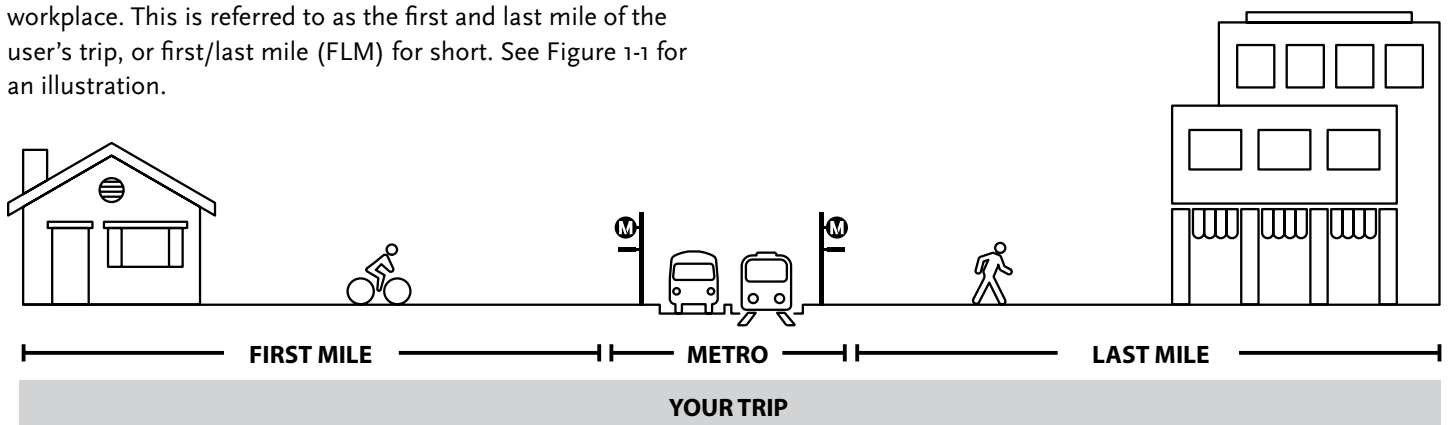
The First/Last Mile Guidelines describes the process by which Los Angeles County Metropolitan Transportation Authority (Metro) and local jurisdictions partner in the planning, design, and construction of first/last mile (FLM) improvements for new rail transit and bus rapid transit (BRT) corridor projects.

The Guidelines intend to fulfill the Metro Board of Directors’ (Board) vision for safe, connected FLM pathways to new transit stations. It builds upon Metro’s FLM policies and past experience: the First/Last Mile Strategic Plan (2014) presented methodology for FLM planning; Board Motions 14.1 and 14.2 (2016) directed activities to facilitate and implement FLM networks around transit stations and stops throughout the county; and to-date, the Board has adopted seven FLM plans and several more are in progress (see Box 1).

Ninety percent of transit riders walk, bike, or otherwise roll to and from transit stations and bus stops, highlighting the importance of safe streets to access transit. Through FLM planning, Metro envisions a network of routes extending from transit stations that are designed to meet the needs of transit riders and improve the customer experience.

A. What is First/Last Mile?

An individual’s trip is understood as the entire journey from origin to destination. For transit riders, bus and rail services often form the core of a trip, but riders complete the first and last portion on their own using another mode. Typically, they must first use “active transportation” —walking, biking or rolling—to reach the nearest station from their home or workplace. This is referred to as the first and last mile of the user’s trip, or first/last mile (FLM) for short. See Figure 1-1 for an illustration.



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Figure 1-1: What is First/Last Mile?

Actual distances for the FLM trip may vary. However, for pedestrians, the upper boundary is usually understood to be a 15-minute walk, which translates to a half-mile radial distance centered around a transit station or stop. Most bicyclists can travel a mile in four to five minutes. Hence, for bicyclists, due to their higher speeds, this travel distance increases to a three-mile radial distance. Figure 1-2 illustrates these FLM access sheds, the distances people travel in a set duration of time (15 minutes) using different active transportation modes.

FLM improvements incorporate a range of urban design elements that respond to the context of each station. Though the streets that comprise the FLM station planning area typically fall outside the boundaries of Metro’s jurisdiction, they remain critical components of an effective public transportation system. The easier it is to access a transit system, the more likely people are to use it.

Some examples of FLM improvements include:

- > Infrastructure for walking, biking, and rolling (e.g. sidewalks, crosswalks, bike lanes, bike parking)
- > Shared use services (e.g. scooters, bike share, and car share)
- > Facilities to transfer or connect to a different mode of transportation (e.g. passenger drop-off areas and bus/rail interface improvements)
- > Information that simplifies travel, including signage, wayfinding, and technology (e.g. information kiosks and mobile apps)

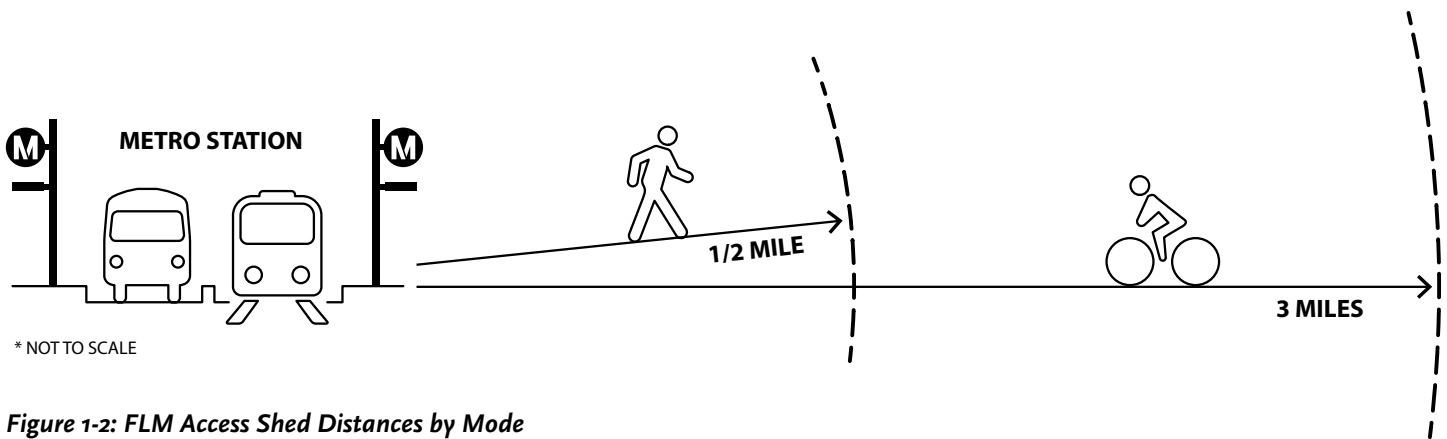


Figure 1-2: FLM Access Shed Distances by Mode

Why is First/Last Mile Important?

FLM improvements are important for three core reasons:

1. First/last mile expands the reach of transit. It recognizes that the built environment surrounding and connecting to transit is a factor in an individual's propensity to take transit.
2. First/last mile improves safety. Well-designed crosswalks, effective lighting, bike lanes, and other improvements help protect the most vulnerable users of the street and encourage transit ridership.
3. First/last mile enhances the customer experience for transit riders. Well-maintained sidewalks, clear and easy to understand signage and wayfinding, landscaping, and other visual enhancements like public art can all contribute to a more pleasant travel experience for current and future riders.

B. Goals and Objectives of the Guidelines

The goal of the First/Last Mile Guidelines is to ensure the comprehensive integration of FLM improvements into existing and future transit capital projects.

Specific objectives include:

- > Formalizing Metro's approach to implementing Board direction to incorporate FLM project delivery into the planning, design, and construction of all Metro transit projects.
- > Defining Metro's role and responsibility in the planning, design, and implementation of FLM improvements for transit capital projects.

- > Establishing the cooperative terms by which Metro and local jurisdictions will work together during the FLM planning and design process.
- > Identifying how the FLM planning and design process is integrated in the transit corridor project planning and design process.
- > Defining the approach to funding and implementing FLM projects identified during the planning and design process.

C. Integration with Transit Projects

To reach its goal, the Guidelines serve as a roadmap for Metro project managers and external agencies. It outlines applicable transit projects, the footprint for FLM improvements, and the FLM project development process, including the roles, responsibilities, and required coordination among Metro departments, external agencies, and other stakeholders.

Applicable Transit Projects

Board Motion 14.1 states that FLM planning is to be integrated in "all Metro transit projects." The Guidelines define applicable Metro transit projects as:

- > Core Capacity Improvement projects, including:
 - New or replacement transit stations (e.g. Orange (G Line) Sepulveda Station)
- > Transit Fixed Guideway projects including:
 - Extensions of existing rail lines (e.g. Eastside Transit Corridor Phase 2)
 - New rail lines (e.g. East San Fernando Valley Transit Corridor, Crenshaw/LAX Transit Corridor, West Santa Ana Branch). A table in Appendix G shows FLM program commitments and applicability for each transit project.

- > Transit Fixed Guideway or Corridor-based bus projects, including:
 - BRT projects (e.g. North Hollywood to Pasadena Transit Corridor). Specific obligations and terms for FLM implementation related to BRT projects are discussed in Chapter 3 of this document¹.

Policy Context

The Board established a vision for enhanced station access and safety by enacting FLM policies. Specifically, Motion 14.1 in May 2016, followed by Motion 14.2 in June 2016, directed activities to facilitate and implement FLM networks around transit stations and stops countywide.

¹ 3% contribution is only applicable to new fixed guideway rail projects.

Motion 14.1 calls for Metro to:

Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project.

Box 1: First/Last Mile Planning Experience To-Date

Since the 2016 FLM Board motions, Metro staff, working together with local jurisdictions, has undertaken a substantial body of work to advance the FLM program. This includes the completion and adoption of FLM plans for new transit projects, as well as existing and under-construction stations. These are listed below, noting highlights and three key takeaways:

- > **Blue (A Line) First/Last Mile Plan** (adopted April 2018, 22 stations)
- > **Inglewood First/Last Mile Plan** (adopted February 2019, 4 stations)
- > **Foothill Gold (L Line) Extension Phase 2B First/Last Mile Plan** (adopted June 2019, 5 stations)
- > **Aviation/96th (Airport Metro Connector) First/Last Mile Plan** (adopted June 2019, 1 station)
- > **Purple (D Line) Extension Sections 2 and 3 First/Last Mile Plan** (adopted May 2020, 4 stations)
- > **East San Fernando Valley Corridor Project First/Last Mile Plan** (adopted December 2020, 14 stations)
- > **Orange (G Line) Sepulveda Station First/Last Mile Plan** (adopted February 2021, 1 station)
- > **Purple (D Line) Extension Section 1 First/Last Mile Plan** (in progress, 3 stations)

Community Engagement: Metro has engaged Community Based Organizations (CBOs) on the Blue (A Line), Foothill Gold (L Line), East San Fernando Valley, and Purple (D Line) Extension Section 1 FLM projects. These partnerships have served as opportunities for Metro to pilot techniques being developed for the agency-wide CBO strategy. FLM staff's growing body of experience with CBOs has highlighted the importance of integrating grassroots community engagement in the FLM planning process. CBO collaboration has helped reach core transit-dependent riders, who are often low-income and people of color who traditionally, have not had access to meaningfully engage in Metro planning processes, and revealed that FLM infrastructure (streets and sidewalks) are deeply valued at a very local scale.

Prioritization of Improvements: Metro's initial round of FLM projects has highlighted the complexity and cost of delivering the envisioned full FLM plans for transit stations. Each station area plan within the transit project boundary should be viewed on its own as a medium-to-large-scale active transportation project. Depending on existing conditions, the expected ridership of a station, and the density of the street network, among other factors, early FLM plans estimated the cost to deliver FLM improvements to be as high as \$30 million per station. As a result, more recent plans and the Guidelines suggest focusing on high priority improvements on primary access routes.

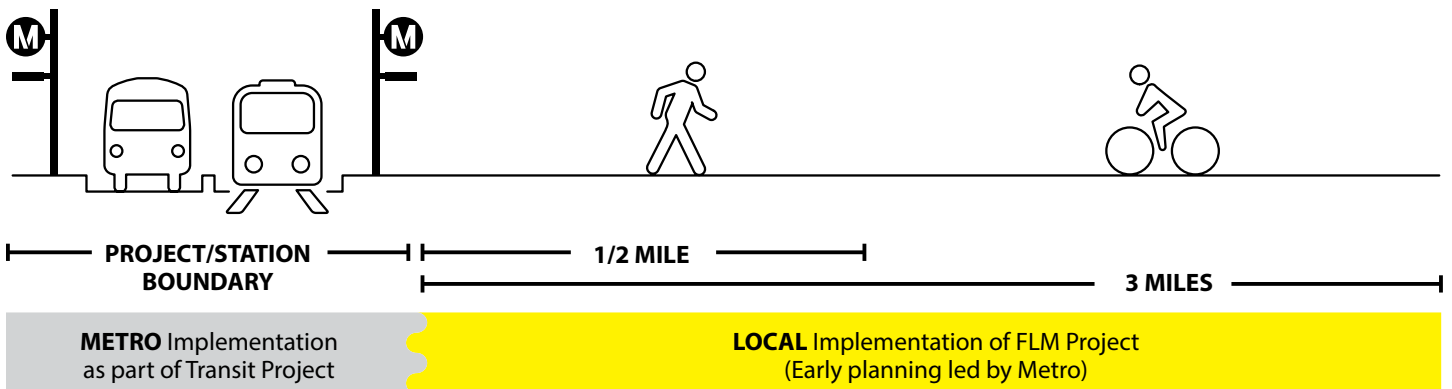
The Guidelines and the Board’s FLM vision are contextualized by the 2014 First/Last Mile Strategic Plan, as well as other Metro policies and plans, including the Transit Oriented Communities (TOC) Policy and Implementation Plan. Metro’s TOC Policy sets the direction for how Metro plans and implements new and existing transit corridor projects. The five goals of the TOC Policy aim to:

1. Increase transportation ridership and choice
2. Stabilize and enhance communities surrounding transit
3. Engage organizations, jurisdictions, and the public
4. Distribute transit benefits to all
5. Capture value created by transit

These goals provide a framework within which FLM planning may be incorporated for transit corridor projects. Other relevant Metro policies and plans include the Transit Supportive Planning Toolkit, the Vision 2028 Strategic Plan, the Equity Framework and Platform, the Active Transportation Strategic Plan, the TOC Implementation Plan, and the Metro Transfers Design Guide. More information about these policies and plans is available in Appendix A.

Footprint for FLM Improvements

Most FLM improvements are located on property/land controlled by local jurisdictions, not Metro. This is because FLM improvements are planned outside Metro’s transit project boundary, but within a half-mile radial distance centered around a transit station. Sometimes this radial distance extends to three miles for bicyclists or other wheeled active transportation users as illustrated in Figure 1-2.



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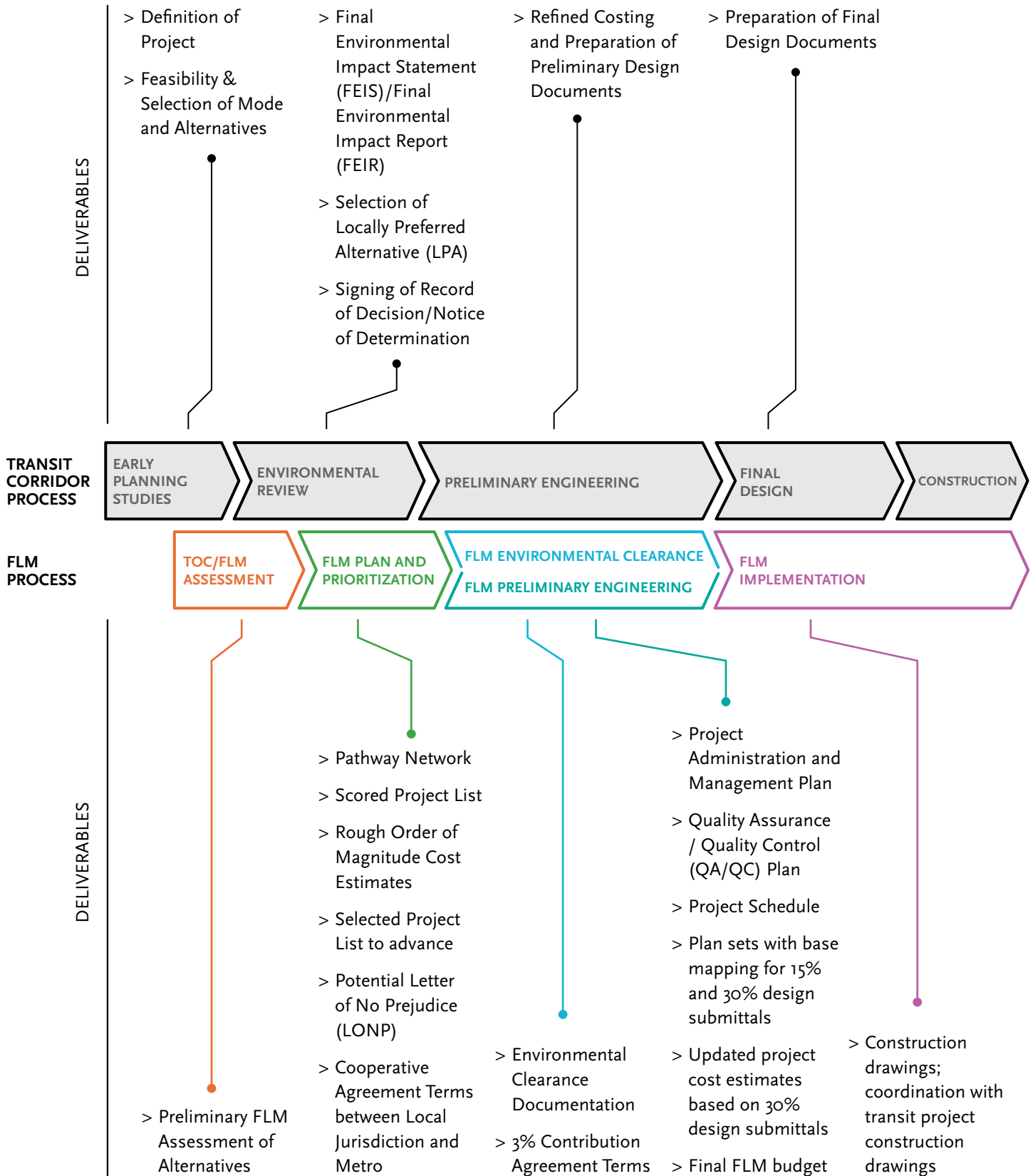
Figure 1-2: Site Definition and Project Boundary

However, Metro historically is responsible for the design and implementation of FLM improvements within the transit project boundary, which is intended to house Metro station plazas and construction staging. There are a variety of FLM improvements that would fall within this boundary including, but not limited to, signage, lighting, and sidewalks. The Guidelines describe Metro’s responsibility to deliver these FLM improvements within the transit project boundary and the application of Board policy that these elements not be subject to reduction or elimination through value engineering.

Importantly, Metro and local jurisdictions must coordinate and align FLM projects outside of the transit project boundary to ensure the core goals of FLM are met and transit riders experience benefit. For example, the pedestrian travel paths to station portal entrances (within Metro’s transit project boundary) should align with crosswalk and sidewalk improvements delivered by local jurisdictions.

Overview of the First/Last Mile Project Development Process

The Guidelines approach the development of FLM improvements as parallel, complementary projects that are coordinated with transit project delivery at key, identified touchpoints. Metro launches FLM planning work in coordination with the larger transit corridor project. Subsequently, Metro hands-off the FLM planning process to local jurisdictions for completion of design, construction, and maintenance. Local jurisdictions are able to count FLM investments toward the Measure M 3% contribution requirement for rail transit projects, and the facilitation of FLM delivery through this 3% mechanism is a key focus of the Guidelines.



Note: The phase alignment depicted in this graphic was in error in prior draft versions of the Guidelines. The version depicted above reflects the appropriate corrections.

Figure 1-3: FLM and Transit Corridor Project Delivery Phases Comparison

While a preliminary FLM assessment should be conducted during a transit corridor's early planning/alternatives analysis and environmental clearance, the formal FLM planning typically begins in earnest upon selection of a Locally Preferred Alternative (LPA) for the transit corridor.

The Guidelines are organized according to the phases of FLM project development: planning, environmental clearance, preliminary engineering, and implementation. They reference when and how the FLM planning integrates with the transit corridor's planning and construction. Figure 1-3 outlines the alignment of and key deliverables associated with the transit corridor and FLM project development processes, and thus, the organization of the Guidelines. Each FLM development phase culminates in a set of products and critical actions. These critical actions, such as agreement between Metro and local agencies on cooperative terms at the conclusion of the Planning phase, are necessary to proceed to ensuing phases of work.

D. Who Should Use the Guidelines

FLM planning is an inherently collaborative, cross-jurisdictional, and nuanced process. Thus, the Guidelines serve a variety of audiences, outlined below, from transportation planners working on Metro projects to community groups seeking to advocate for and engage with communities.

- > **Planners** – Urban and transportation planners working for Metro and local jurisdictions can use the Guidelines to streamline the incorporation of FLM planning into transportation projects. In particular, planners working for other agencies and local jurisdictions can use the Guidelines to better synchronize independent development of active transportation projects with adjacent or nearby Metro projects.
- > **Policy Makers** – Policy makers can reference the Guidelines to determine how to coordinate their local and regional policies with Metro's. Similarly, the Guidelines can be used to facilitate the adoption of local or regional FLM policies.
- > **Local Jurisdictions** – As partners in the funding and delivery of transit projects, as well as the agencies leading implementation of many FLM improvements, local jurisdictions will need to comply with Metro requirements to receive technical and grant writing support from the agency.
- > **Consultants** – Transit agencies and local jurisdictions employ consultant teams to augment their in-house staffing and capabilities. The Guidelines can familiarize consultants with Metro policy and reduce uncertainty about the planning processes related to FLM.

- > **Community Based Organizations (CBOs)**– As experts with unique and granular knowledge of local conditions and needs, these organizations are encouraged to be involved in the FLM planning process, particularly in community engagement efforts and in the identification of FLM access routes and improvements.

- > **Community Members** – Community input is vital to FLM project success. As everyday users of streets, sidewalks, and infrastructure in station areas, community members can provide relevant insights to challenges, opportunities, and safety concerns related to FLM mobility.

Roles and Responsibilities

Metro's core function in FLM implementation is to oversee the planning and development of FLM projects, in partnership with local jurisdictions, that will then be handed off to the local jurisdictions to design and implement. Additionally, Metro is responsible for coordinating FLM functions with the transit project, including delivery of FLM components within the footprint of transit stations. The FLM planning and project development process requires leadership and participation from a range of Metro departments including Metro Countywide Planning and Development – First/Last Mile Team (Metro FLM Team) and Mobility Corridors Team (Metro Mobility Corridors Team); Metro Program Management; Metro Community Relations; and Metro Arts & Design.

FLM improvements are intended to be constructed and maintained by local jurisdictions, therefore it is important that local jurisdiction staff are involved in the FLM planning led by Metro. Generally, the following local departments are anticipated to participate: Planning, Public Works/ Engineering, Transportation, Street Lighting, Cultural Affairs, and City Manager.

Metro partners with local CBOs to engage the community and transit riders on their needs and interests related to FLM improvements. CBOs are most commonly involved in the FLM planning process, focusing on enhancing community engagement efforts led by Metro and its consultant teams.

Roles, timing, and level of participation from these different stakeholders are explained in the Guidelines' description of each project development phase. The table in Appendix C summarizes the roles during each FLM project development phase.

2 Project Development Phases

This section outlines the critical path for FLM activities at each stage of project development: Planning, Environmental Clearance, Preliminary Engineering, and Implementation. Each project stage outlines the FLM scope of work, along with the roles and responsibilities for Metro, local jurisdictions, and other key stakeholders.

FLM project development coordinates with and occurs in parallel to transit project delivery. The following sections also describe when and how FLM activities integrate with the Metro transit corridor planning phases described in the Guidelines' introduction.

A. First/Last Mile Planning (Lead: Metro FLM)

Led by Metro, the FLM planning phase is based on a methodology established in the First/Last Mile Strategic Plan and subsequent experience with the methodology's implementation. In addition, a 2020 First/Last Mile Methodology Update (see Appendix F) provides up-to-date refinements of the approach. While a preliminary FLM assessment should be conducted during the transit corridor's early planning/alternatives analysis and environmental analysis phases (see Box 2), **the formal FLM planning begins in earnest upon selection of an LPA for the transit corridor.**

FLM planning steps are described below along with roles for Metro and its external partners. It is followed by a section explaining how a subset of projects are selected to advance to the next project development phases. The section concludes with a summary of key work products and critical questions to ask before continuing to FLM environmental clearance and preliminary engineering.

Box 2: Preliminary Transit Oriented Communities - First/Last Mile Assessment

The transit corridor's early planning work should include a high-level, preliminary TOC-FLM assessment which can inform alignment screening. This early assessment of FLM conditions should inform the preparation of the draft EIS/EIR for the transit corridor. TOC-FLM preliminary assessments should be scoped and developed in consultation between the Metro Mobility Corridors and Metro FLM Teams. Two recent transit corridors undertook a preliminary TOC-FLM assessment and are described with key takeaways below.

- > **Eastside Transit Corridor Project** – The preliminary FLM assessment evaluated both qualitative and quantitative factors of potential station areas including street networks at station locations, specifically intersection density, the quality of sidewalks, crosswalks, street furniture amenities such as lighting and bus shelters, pedestrian and bicycle safety statistics, and existing and planned active transportation infrastructure. The assessment scored each factor on a scale of 1 to 3 for each station area, which resulted in a total score for each alignment option, supported by narrative discussion. The character of the alignment options were very different, which resulted in notable differences in FLM scores especially as one alignment option would run along a freeway. The preliminary FLM assessment helped inform the elimination of one alignment from the project scope. https://www.metro.net/projects/eastside/goldline_eastside_access/
- > **Crenshaw Northern Extension Project** – The preliminary FLM assessment evaluated and scored station areas based on qualitative and quantitative criteria, similar to those used for the Eastside Gold Line but with some variation due to differing physical urban conditions and connectivity needs and resulting in the use of a different scoring system. The existing conditions in the project study area are similar among the alignment options, resulting in smaller deviations in the total FLM score for each alignment. This assessment helped identify the range of FLM issues for the project and the magnitude of FLM improvements that are likely needed in future phases. <https://www.metro.net/projects/crenshaw-northern-extension/>

I. Planning Steps

Upon selection of an LPA, or when the number of stations and their locations are otherwise determined, the FLM planning begins to conduct the following steps:

1. **Existing Conditions Analysis**
2. **Technical Walk Audit**
3. **Draft Pathway Network**
4. **Community Engagement (occurs at multiple points)**
5. **Final Pathway Network and Project Ideas**
6. **Project Scoring and Cost Estimates**

Typically, this work occurs during environmental clearance for the transit project concurrent with the completion of the Final Environmental Impact Report (FEIR), working with a FLM consultant team assigned to the transit project.

Each step is described below with a brief description, lessons learned from past experience, and a summary of roles. Definitions of these roles include the following:

- > Lead: The Metro department or local jurisdiction that is responsible for preparing the product in this phase
- > Support: Metro department(s) or local jurisdiction(s) that contribute staff time and effort to preparing the activity, writing portions of reports or documents, or other similar contributions to the product in this phase
- > Participation: Metro department(s), local jurisdiction(s), and other community stakeholders that participate in this phase by attending activities and/or reviewing work products

For more detailed descriptions of these steps, please reference the First/Last Mile Strategic Plan and completed FLM Plans online, along with the 2020 First/Last Mile Methodology Update in Appendix F.

1. Existing Conditions Analysis

Description: The existing conditions analysis is the first step of the FLM planning process after the LPA of a transit corridor has been selected. The objective of the analysis is to understand the local environment around each station including land use, key destinations, existing and locally planned bicycle facilities, and collisions, among other data points.

Lessons Learned: Project engineering/design drawings for the transit corridor - at whatever level of detail is available - should

be shared with the FLM Team to ensure that the resulting FLM projects are consistent with the corridor project at the time the FLM Plan is developed. For example, drawings that show the location of station entrances are of particular importance for the development of the FLM improvements and should be communicated with the FLM consultant at this beginning step. To ensure consistency with local efforts, local jurisdictions should provide all relevant plans and projects during this step.

Roles:

- > Lead: Metro FLM Team
- > Support: N/A
- > Participation: Metro Mobility Corridors Team and local jurisdiction(s)

2. FLM Technical Walk Audit

Description: During walk audits, technical staff and consultants collect data on strengths, barriers and observed behaviors related to the walking and bicycling environment around the station. This step is a key component of FLM planning because it gives the project team on-the-ground, experiential knowledge about the station area. Walk audits are conducted using Metro's web-based data collection tool, which allows participants to document specific locations with comments and photos about conditions. Some walk audits may also be conducted by community members as an introduction to other subsequent community engagement described below.

Lessons Learned: Walk audits should be conducted at different times and days of the week, with a focus on peak travel times and potentially after dark. Additionally, it is helpful to have local jurisdiction staff participate in the walk audit because of their granular knowledge about how the community utilizes the area. Other key aspects of walk audits, such as team size, whether pre-set routes are assigned, and the potential to conduct audits using multiple mobility devices (e.g. bicycles, wheelchairs, and scooters) are to be determined based on consultation between the FLM Team lead and other team members.

Roles:

- > Lead: Metro FLM Team (with FLM consultant team part of the transit corridor project team)
- > Support: Metro Mobility Corridors Team; Metro Community Relations
- > Participation: Local jurisdiction(s) and CBOs, depending on project needs

3. FLM Draft Pathway Network

Description: The development of the Pathway Network (key routes to walk, bike, or roll to the station) is based on research of local plans, existing conditions and facilities, and data collected during the walk audits. This step ensures a clear nexus between FLM improvements and the transit riders' experience. Additionally, the inclusion of local plans and existing facilities avoids duplicating or getting ahead of local efforts to improve their city streets.

Lessons Learned: Once drafted and prior to the community engagement activities (see next step below), local jurisdictions and the CBO partner should review and provide comments on the Pathway Network.

Roles:

- > Lead: Metro FLM Team
- > Support: N/A
- > Participation: Metro Mobility Corridors Team, Local Jurisdiction(s), and CBOs

Box 3: Consultant Contracting, Team Composition, and Management

Collaboration is needed among Metro teams to help guide the consultant's work efforts and deliverables. This collaboration starts when a scope of work is developed and continues through the duration of the contract. The development of a FLM plan is typically part of the scope of work for the environmental consultant selected for the transit corridor project, noting that FLM projects will be environmentally cleared separately from the corridor project as described in Section 2B. This approach allows for consolidation of the contracting process and ensures that the FLM planning schedule will align with the schedule for the transit corridor project.

The Metro Countywide Planning & Development - FLM Team lead for the project will coordinate with the Mobility Corridors Project Manager on scope language and the anticipated budget. Upon procurement, the Mobility Corridors Project Manager is responsible for the entirety of transit corridor contracted work, but the FLM Team will provide an assigned staff lead to the project to substantially guide and co-lead the FLM planning tasks. The Community Relations Team leads outreach efforts for the transit corridor planning studies often under a separate outreach-specific contract. The Community Relations Team partners with the FLM Team on community engagement for the FLM plan and the contracting model varies. A key distinction is that community engagement, primarily informed by CBOs and supported by the local jurisdiction, would be an integral part of the technical FLM planning work. Metro is preparing an agency-wide CBO partnering strategy, which will provide further guidance on CBO engagement.

As of the writing of these guidelines, a few models have been deployed to collaborate and manage consultant teams. No one approach has been decided, however, a few important lessons have been learned, resulting in the following recommendations:

- > Specify the desired composition of the consultant team in the scope of work (e.g. including a consultant with expertise in FLM/active transportation network planning or design).
- > Prior to consultants beginning FLM work, discuss the approach to FLM and tailor it to the corridor's unique needs, establish expectations on level of effort, and discuss if and how the work will be shared with CBOs.
- > Define the approach and coordination process with local jurisdictions and what roles and responsibilities the consultant team will have versus Metro staff.
- > Ensure direct communication between Metro's FLM Team and the FLM consultant, which may be a subconsultant under the early planning or environmental clearance contracts.
- > Hold regular meetings specific to FLM planning with key Metro departments - Mobility Corridors, FLM, Community Relations, Construction Relations, Marketing, and Design Studio - and consultant team members to surface issues of communal interest.

4. Community Engagement

Description: Community engagement is a critical component due to the detailed and highly localized nature of FLM projects. As a consequence, it occurs at multiple points in the process. Typically, FLM efforts include a range of community engagement methods including workshops, stakeholder interviews, walk-audits, and surveys (online or intercept). The purpose of these participatory activities is two-fold: 1) to collect data/feedback to inform FLM planning and 2) to bring general awareness of FLM issues to communities. These outreach activities need to be coordinated with the overall community engagement approach (led by Community Relations) for the transit corridor project to align project messaging to community and stakeholder groups. FLM improvements provide an opportunity to build good will with the community and support for the overall transit project.

Lessons Learned: Many specific lessons about community engagement and partnering with CBOs have been documented in past FLM plans. Importantly, the approach to community engagement (i.e. engagement format, materials, location, languages, methods, etc.) should be a collaboration among the Metro FLM Team, the Metro Community Relations Team, and partner CBOs. To support the FLM Team's community engagement activities, Metro Community Relations helps to develop and manage stakeholder contact lists and promotional materials; it may also serve as frontline communication with political offices and other local stakeholders. Partner CBOs support outreach strategy and participant recruitment through their organizing expertise and knowledge of local networks. To date, FLM planning efforts have generally been organized around a two-stage community engagement effort. The first stage involves outreach to community stakeholders through one-on-one meetings and conversations, inviting them to then also participate in the walk audits. The second stage focuses on pop-up workshops in the local community to broaden opportunities for public input. This process should be reviewed and refined on a project-by-project basis. For examples of community engagement models from past FLM plans, see Appendix D.

As described in Box 3, local jurisdictions should decide to what extent they will be involved in the engagement, from publicizing the event (less involved) to co-presenting information (highly involved). FLM terminology, graphic representation of FLM ideas, and community presentations should be discussed early with the contractor, as well as core Metro departments to make sure materials are easy-to-read for the general public.

Roles:

- > Lead: Metro FLM and Community Relations Teams
- > Support: Metro FLM Team or Community Relations, depending on project needs, and CBOs
- > Participation: Local Jurisdiction(s), CBOs, and general public

5. Final Pathway Network and Project Ideas

Description: Collected community feedback (e.g. from stakeholder interviews, walk-audits, and other community engagement activities) is used to validate or correct the draft Pathway Network, as well as reflect the project ideas and priorities of the community. At this stage, review of the Pathway Network and project ideas by the local jurisdictions and CBO is requested before finalization.

Lessons Learned: Including documentation on the origin of individual projects allows decision makers and the community to clearly understand how a given improvement originated. For example, past plans have documented whether an idea was proposed by the project team following the walk audits, requested by a community member, or recommended in a current local plan.

Roles:

- > Lead: Metro FLM Team
- > Support: Metro Mobility Corridors Team
- > Participation: Metro Arts & Design, Local Jurisdiction(s) and CBOs

6. Project Scoring and Cost Estimates

Description: FLM projects included in the Pathway Network are categorized by type and location, and are subsequently scored on a number of variables. The variables, for both pedestrian and wheel projects, may fall within weighted categories of safety, comfort, community input, and connectivity. An example of scoring variables is provided below in Figures 2-1 and 2-2 from the Purple (D Line) Extension Sections 2&3 FLM Plan.

Individual projects may use different weighting or additional criteria as relevant to the conditions along the study corridor, but each should at a minimum include these larger categories of safety, community input, and connectivity for walking and rolling to the station.

At this stage, Metro will develop rough order of magnitude (ROM) cost estimates for the FLM projects included in the Pathway Networks for each station with input from the local jurisdictions. ROM cost estimates utilize recent unit cost information obtained from Metro Cost Estimating and the respective local jurisdictions where projects are located. These unit costs are then used to develop the ROM costs based on the basic FLM project information available at this stage of project development. This includes general information like the distance of linear improvements (bicycle lanes, new sidewalk) and initial counts for location-specific improvements (street trees, lighting, street furniture).

engineering phase led by local jurisdictions. The Metro FLM Team will also establish a process to collect final cost information for completed projects to better understand final costs and inform the development of future cost estimates.

Roles:

- > Lead: Metro FLM Team
- > Support: N/A
- > Participation: Local Jurisdiction(s) and Metro Program Management

Lessons Learned: Recent bids for construction projects that local jurisdictions have received, along with the final costs for FLM projects once construction is complete, are helpful to inform the cost estimates for walking and biking infrastructure projects in the respective jurisdiction. Metro Program Management guidance on format and content is typically provided to the consultant by the Metro FLM Team lead. These cost estimates will be refined later in the project development process following 30% Design completion in the preliminary

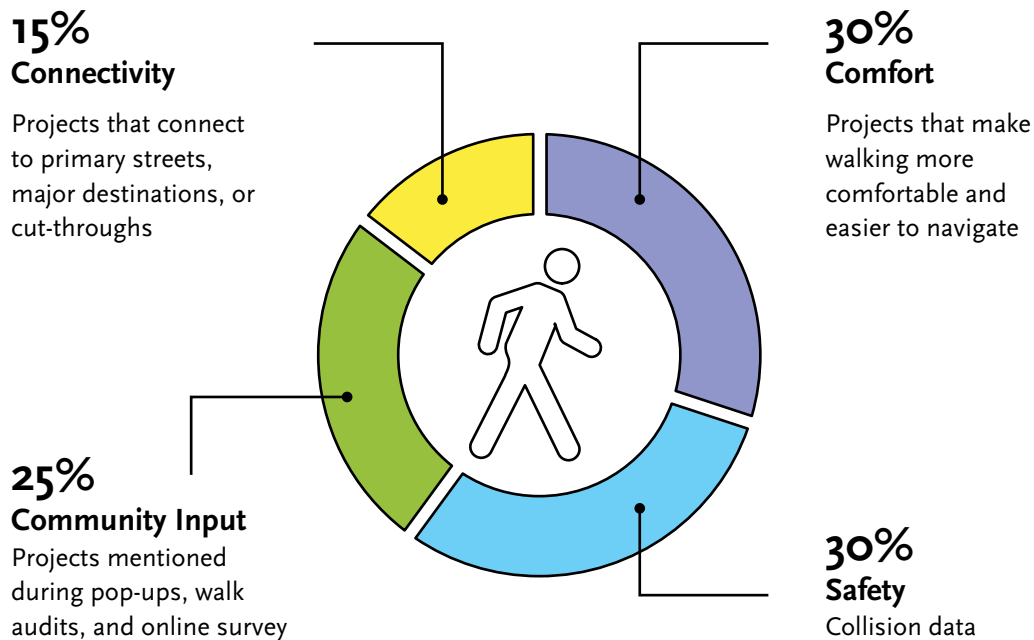


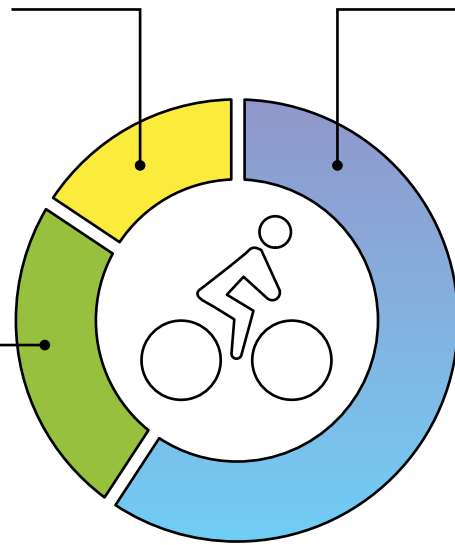
Figure 2-1: Purple (D Line) Sections 2/3 FLM Plan Pedestrian Project Scoring Factors

15% Connectivity

Projects that connect to primary streets, the station, the existing or planned bicycle network, or major destinations

25% Community Input

Projects mentioned during pop-ups, walk audits, and online survey



60% Safety and Comfort

Collision data, conformance to NACTO Guidelines, and provision of controlled crossings or bicycle amenities

Figure 2-2: Purple (D Line) Sections 2/3 FLM Plan Bicycle Project Scoring Factors

II. Project Prioritization and Selection

Given the menu of projects that emerge from the FLM plan, a narrower set of high priority investments advance to the next stages of preliminary engineering and environmental clearance (if needed). While prioritization can be flexibly applied to account for the specific needs of each project/station, the intent of delineating priority projects is to focus on pedestrian related projects on primary pathways that provide improved safety and accessibility, and bicycle related projects that improve safety and connectivity to the station and the rest of the bicycle route network.

There is a key distinction between projects located within the transit project boundary and those located outside of this area. The FLM Planning effort is focused on identifying and defining FLM projects located outside of the transit project boundary, as illustrated previously in Figure 1-2. Transit project boundary projects typically include the following:

- > Sidewalk improvements and/or additions directly adjacent to the station or providing direct access to the station
- > Lighting and landscaping improvements in the station area, at station access points, and directly adjacent to the station
- > Bike racks and lockers at the transit station, located in Metro right-of-way
- > Pick-up and drop-off areas serving the station
- > Multi-use pathways located parallel to the transit corridor and in Metro right-of-way

Other improvements may also fall into this category, with the general guideline being that these projects are located directly adjacent to the station and/or in Metro right-of-way.

Walk projects in the half-mile radius of the station typically include the following:

- > Sidewalk improvements and/or additions
- > Lighting and landscaping improvements along streets
- > Wayfinding signage directing people to the transit station
- > New and improved crosswalks at street intersections
- > New and improved bus stops
- > Curb extensions at street intersections

Wheel projects in the half-mile or three-mile radius of the station typically include:

- > New or enhanced bicycle lanes
- > New Bicycle Boulevards
- > New multi-use pathways
- > Enhanced intersections for bicycles

Project prioritization and selection advance a list of high priority projects that lie outside the transit project boundary. Qualifying local jurisdictions can implement these in order to help meet their 3% contribution requirement. The list of priority projects is shared with jurisdictions whose feedback can further adjust project selection to account for local

priorities. Furthermore, some projects (e.g. those that are not directly related to safety, accessibility, or that are on secondary walk pathways) may be considered for the prioritized projects list if they demonstrate strong public support through the plan’s community engagement process. This flexibility can extend to substituting projects during the preliminary engineering stage should projects be unable to proceed on feasibility or other considerations. Substitute projects should be of the same project type and provide equivalent benefit to the project being replaced. Project partners should therefore also consult with the Metro FLM Project Manager to understand how this step is applied for a given project.

The specific methodology for project prioritization and selection may incorporate elements from the project scoring process described above, again emphasizing safety and accessibility (e.g. improved sidewalks, crosswalks, lighting, and bicycle connections). **Such a methodology has been piloted on past FLM plans and will be further developed and applied across all FLM plans, pending further Board direction.**

III. Key Work Products

The following deliverables, prepared under Metro’s lead, are required at the completion of FLM Planning:

- > **Pathway Network** – map indicating primary and secondary pathways to the station and FLM project locations within the half-mile radius of the station.
- > **Project List** – project list corresponding to the Pathway Network maps that includes additional detail about the project (e.g. description, extent, and location).
- > **Rough Order of Magnitude Cost Estimates** – cost estimates for all FLM projects using best cost estimating practices and recent cost examples; previous FLM Planning efforts have highlighted the benefit of greater levels of cost certainty for FLM projects. This is particularly valuable for the pursuit of grant funding opportunities or with overly complex corridors or projects.
- > **Prioritized Projects List** – Prioritized and selected projects that have received local jurisdiction concurrence to advance to the next project phase. The prioritized projects list establishes eligible projects for 3% credit and is intended to allow for safe, accessible, and continuous pathways on primary access routes.
- > **Potential Letter of No Prejudice (LONP)** – a LONP is optional and would allow the regional or local jurisdiction to expend its own funds and incur reimbursable expenses prior to actual allocation; it would be possible only after Metro Board adoption of the FLM Plan.

The intent of the FLM Plan is to arrive at a project list that has cleared likely feasibility issues and fatal flaws to project delivery by assessing roadway fit and local street design standards. In order to satisfy this intent, Metro may revisit the scope of planning phase work and products to add more detailed analysis of Plan projects as needed.

IV. Critical Actions

For FLM projects to advance from plan completion to the next phase of preliminary engineering, key questions need to be answered. These questions center around initial written commitment by the jurisdiction for 1) implementation of selected projects in advance of a 3% agreement (negotiated at the conclusion of preliminary engineering), and 2) cooperation and coordination between Metro and local agencies during preliminary engineering.

The criteria below are important for and linked to a major milestone for the transit corridor project: the Life of Project (LOP) budget. Advancing the FLM Prioritized Projects List to the preliminary engineering drawing set and ensuring review and coordination between Metro and the local jurisdiction is necessary so that cost estimates are produced at the same level of detail and at the same time as the preliminary engineering drawings are completed for the new transit corridor project. An adopted FLM plan essentially provides a project list for local jurisdictions to choose from to direct toward their 3% contribution requirement. The 3% agreement is based on the LOP budget and negotiated/executed after the LOP budget is established at the conclusion of preliminary engineering.

In order for FLM to advance to preliminary engineering, the answer to each of these questions should be yes: ✓

- | | |
|---|---|
| 1. Has the Metro Board approved or adopted the FLM Plan/Prioritized Projects List? | ✓ |
| 2. Has the local jurisdiction provided preliminary written commitment to design and implement specified improvements from the Prioritized Projects List (see Planning Phase Key Work Products above)? | ✓ |
| 3. Has Metro Program Management reviewed the FLM Plan and selected projects and determined any effects to the transit project design and to preface the coordination process for future phases? | ✓ |

-
4. Has Metro issued a Letter of No Prejudice allowing, with conditions, work in subsequent phases but in advance of a 3% agreement to be credited toward the 3% contribution requirement? (optional, if requested) ✓
-

5. Has Metro and the local jurisdiction concurred in writing on cooperative terms including the following requirements for the Preliminary Engineering stage? (See Box 6 for full context):
- > A local jurisdiction point of contact ✓
 - > Commitment of local jurisdiction staff time
 - > A streamlined process for review of 30% design drawings including coordinated cross-team reviews for FLM and transit projects
-

6. Has there been commitment to design pedestrian and bicycle infrastructure so as to ensure a seamless connection across the transit project boundary? ✓
-

All the criteria above are necessary for projects proceeding to design to be eligible for 3% contribution. Without these specific terms and concurrences, the local jurisdictions can advance the FLM plan for projects within their right-of-way on their own, managing and funding work to complete preliminary engineering and beyond for construction and implementation of FLM improvements, but would not be able to include FLM improvements within their right-of-way in any 3% agreement.

Although not a requirement to advance FLM projects to the preliminary engineering stage, a critical action at the conclusion of the Planning phase is to ensure that FLM improvements located within the transit project boundary have been integrated into the transit corridor design drawings to be constructed as part of the transit corridor project. Box 7, First/Last Mile Project Limits, describes the transit project boundary and its interface with FLM projects that extend beyond it. This action should also establish points of coordination and review milestones between the transit project engineering and local, separate FLM design efforts. The remaining phases of FLM project delivery described in Sections 2B, 2C, and 2D provide guidance on delivering FLM projects within the local jurisdiction's right-of-way and outside of the transit project boundary.

Each FLM plan is a vision for a continuous network of improvements for accessing the transit stations. Local jurisdictions can incorporate FLM project ideas into their respective capital improvement programs, maintenance programs, and/or seek grant funding for implementation. To that end, Metro provides grant writing assistance focused on active transportation funding sources that is competitively available for cities to complete these projects. Box 9 in Section 2D provides more detail on Metro activities and resources to assist in funding and implementation.

B. First/Last Mile Environmental Clearance

(Lead: Local Jurisdiction, Metro may prepare)

Environmental clearance, if needed, for FLM projects can typically begin following the completion of FLM Planning. For more complex FLM projects, environmental clearance may benefit from running concurrently with the FLM Preliminary Engineering effort. As is the case with preliminary engineering, environmental clearance for FLM projects will proceed as a separate effort from the environmental clearance for the corresponding transit corridor project. The actions and work products described in this section apply only to FLM projects located in local jurisdiction right-of-way outside of the transit project boundary.

The local jurisdiction is considered the lead for environmental review, however, if the local jurisdiction requests, Metro may manage the preparation of environmental documentation. In either case, the local jurisdiction would remain the designated lead agency for the environmental document.

This section will discuss how the FLM environmental clearance is sequenced and coordinated with the parallel efforts for the transit corridor project; the approach to preparing separate environmental documents is discussed in more detail. The roles and responsibilities are also discussed.

Because preliminary engineering and environmental clearance can occur in parallel, please refer to the objectives described at the beginning of Section 2C Preliminary Engineering, which also apply to the environmental clearance phase. This section describes the following for environmental clearance:

- > Process and Sequencing
- > Roles and Responsibilities
- > Key work products
- > Critical actions

I. Process and Sequencing

The purpose of the environmental clearance process is to satisfy legal requirements for FLM projects under the California Environmental Quality Act (CEQA). It also provides guidance related to the implementation of transportation projects under recent changes to California state law. The process is designed to ensure consistency across projects and to incorporate lessons from prior projects that will help

streamline future FLM project delivery.

FLM improvements benefit and serve the community as a whole (not just transit users), and they are connected to a larger streetscape with a unique physical context that transcends the transit project itself. Because they lie outside of the immediate station area, FLM improvements are considered separate from the larger transit project, and therefore may require an independent environmental clearance process. There are several justifications for the separate environmental clearance projects:

- > **Separate project footprint** – FLM projects extend beyond the transit project boundary, usually a half-mile from the transit station and in the case of bicycle projects, up to three miles.
- > **Independent utility** – Implementation of the FLM projects is not dependent on the transit corridor project, nor is the transit corridor project dependent on the FLM projects for implementation.
- > **Separate planning efforts** – The planning efforts for transit corridor projects and FLM projects are conducted in parallel, but these are separate processes, with distinct approaches, community engagement efforts, and recommendations.
- > **Separate funding sources** – FLM projects and transit corridor projects are funded separately. Transit corridor projects frequently also have federal funding sources for part of the project cost, requiring clearance under federal environmental regulations. FLM projects are typically funded with local and state sources, therefore only requiring environmental clearance under CEQA guidelines.

How FLM Projects Are Viewed Under CEQA

The local jurisdiction will be the lead agency under CEQA, though Metro can prepare environmental review documentation on a case by case basis. **Most FLM projects are not expected to require environmental clearance at the level of an Environmental Impact Report (EIR), and instead would fall into one of the first two categories described below: categorical exemption or mitigated negative declaration.**

Categorical Exemption (CE) – Classes of projects that generally are not considered to have potential impacts on the environment. These exemptions are identified by the State Resources Agency and are defined in CEQA Guidelines (14 CCR Section 15300-15331). Examples of Categorical Exemptions include Minor Alterations to Land such as “the creation of bicycle lanes on existing rights-of-way” (Section 15304 (h)). It is

anticipated that a vast majority of FLM projects would qualify for a CE. However, each FLM project or projects will require its own environmental review to confirm this assumption. FLM project types that would typically be anticipated to qualify for a CE include the following:

- > Bike lanes striped or installed within existing street right-of-way
- > Pedestrian and bicycle lighting
- > Landscaping and shade
- > Wayfinding signage
- > Improvements to existing sidewalks within existing public right-of-way
- > New and improved crosswalks

Additionally, many FLM projects are anticipated to be statutorily exempt from CEQA under Senate Bill 288. Beginning January 1, 2021, SB 288 establishes statutory exemptions from CEQA for public transit, bicycle, and pedestrian enhancement projects that significantly enhance service quality, enhance access to transit, reduce pollution, and improve the safety of streets.

Mitigated Negative Declaration (MND) – An MND is a negative declaration that incorporates revisions (mitigation measures) in the proposed project such that it will avoid or mitigate impacts to a point where clearly no significant impacts on the environment would occur. A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

FLM projects requiring the preparation of an MND would be those with more extensive physical construction that could occur outside of public right-of-way and/or require demolition or removal of existing structures. These types of projects could include:

- > Grade separated pedestrian/bicycle crossings
- > Bicycle lanes or protected bicycle lanes that require street widening

Environmental Impact Report (EIR) – An EIR would be required for FLM projects that result in more substantial construction, require changes to public right-of-way limits, or are adjacent to or impact sensitive resources (natural, historic, cultural). These types of projects could include:

- > New multi-use pathways located within a park, adjacent to flood control channels, or within or adjacent to an active or former railroad corridor
- > New pedestrian/bicycle bridge that may impact visual or natural resources

The discussion above is not intended or anticipated to cover all FLM project types, nor would the projects noted in each list above always qualify for the assigned level of environmental clearance in all cases. Each individual project will need to be evaluated independently based on project-specific conditions.

Application of Local Environmental Standards

State law requires vehicle miles traveled (VMT) as the new standard for identifying and mitigating transportation impacts. Local jurisdictions and agencies are still in the process of implementing the directive, and standards will vary from location to location. If Metro is preparing environmental documents, Metro and its consultant teams will need to identify and confirm that local jurisdictions have updated their guidelines in accordance with state law well in advance of the environmental clearance phase. Where local conditions and requirements vary, the FLM Team will need to obtain any existing study methodology from the local jurisdiction, modify it to the FLM project, and obtain approval that the end result will meet local standards.

II. Roles and Responsibilities

Metro Staff

FLM – If Metro prepares the environmental clearance document, this team will be responsible for managing the process and coordinating it with the design teams and any potential consultant teams. Their responsibilities and time commitment will vary depending on the scope of the project being cleared.

Program Management – Program Management’s primary role is in the successful delivery of capital projects. They may provide review and comment on environmental clearance work products as necessary.

Community Relations – If Metro prepares the environmental clearance document and if community engagement is required (e.g. for an EIR), Metro Community Relations will develop the

outreach strategy for communicating information about the environmental clearance process as part of the project. They will develop public-facing materials in consultation with the Metro FLM and Mobility Corridors teams, as well as outreach consultants.

Other Staff/Stakeholders

Local jurisdiction staff – Depending on roles agreed to on a case by case basis, local jurisdiction staff may manage all work efforts as described above. In the event that Metro prepares environmental review, local staff will provide guidance on local requirements for environmental clearance and review key deliverables. Regardless of who prepares the environmental review, the local jurisdiction will lead this phase and ensure compliance with CEQA guidelines for community communications as well.

Box 4: Legislative Updates to Environmental Standards

Recent changes in California state law may potentially impact FLM projects, the most important of which is the 2018 Senate Bill 743 (§ 15064.3). The bill is of particular interest to transportation project planning, as it required that the Governor’s Office of Planning and Research identify new metrics for identifying and mitigating transportation impacts, and recommended vehicle miles traveled (VMT) as a suitable new metric. Automobile delay and other measures of “congestion” (primarily Level of Service or “LOS”) generally will no longer constitute a significant environmental impact under CEQA. The bill stipulates that:

Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

Metro’s Analysis of VMT Mitigation Pursuant to SB 743 report (February 2018) reviewed the applicability of the new law to several current projects. The Rail to River Active Transportation Corridor was the sole active transportation project analyzed and is the most applicable to FLM planning. The project consists primarily of an active transportation (Walk/Wheel) corridor located on existing underutilized rail right-of-way and connecting multiple existing lines of transit service. Because the Federal Transit Administration (FTA) is the federal lead agency for the project and provided federal grants, the project followed clearance guidelines under the National Environmental Policy Act (NEPA).

The report found no adverse impacts to intersection delay (LOS) at the 25 study intersections analyzed and no VMT changes under the project’s “no build” or “build” scenarios. At approximately 10 miles long, the Rail to River project is likely at the high end of potential scopes of work that would fall under a FLM project designation, but its implementation along existing and unused right of way likely reduced the need for an MND. The analysis completed for the project analyzed 25 study intersections and found no adverse impacts to intersection delay. As a result, the project was environmentally cleared under a Categorical Exemption.

Box 5: 3% Contribution Agreement Necessary Elements

Metro will develop 3% contribution agreements that will establish the 3% contribution amount and identify eligible funding sources (cash, in-kind, ROW, etc.). The 3% agreements and the associated costs are fixed at the completion of the 30% design phase for the transit project. As FLM projects are eligible sources, their inclusion in an agreement would commit delivery of eligible FLM projects. Agreements will allow for projects to be rescoped or substituted with Metro approval. Such projects changes will require the jurisdiction can establish an equivalent benefit and intent for rescoped improvements. All 3% contribution agreements are subject to terms of the Measure M Ordinance and Measure M Guidelines. If FLM projects are to be used toward the 3% contribution, then FLM program requirements in the FLM Guidelines will apply. This Guidelines section recaps applicable Measure M terms and establishes specific program requirements for FLM projects.

Contribution Amount

The amount of the 3% contribution is based on the combined cost estimates of the transit project and of any FLM projects proposed as part of the contribution. Agreements will specify that the local jurisdiction assumes the risk of FLM project cost increases.

Timing

The cost estimates noted above will be established after the projects have reached 30% design, and both a transit project Life of Project budget and an FLM project budget have been adopted by the Metro Board. In the event either the FLM project or the transit project reaches 30% design significantly in advance of the other, an effort will be made to use a comparable basis for the estimates. All such details will be documented in a 3% contribution agreement between Metro and the local jurisdiction, to be negotiated and executed prior to the project beginning construction. With written approval from Metro, a local jurisdiction may advance an eligible FLM project prior to executing a 3% contribution agreement.

Performance and Reporting

The agreement will specify a date (or dates, where jurisdictions rely on multiple sources to fulfill their 3% contribution) by which the 3% contribution must be satisfied. The agreement will also establish record keeping and progress reporting requirements, as applicable.

III. Key Work Products

Clearance Documentation – The majority of FLM projects will be cleared via a Categorical Exemption document—typically a Notice of Exemption (NOE). Notices of Exemption contain specific details about the project location and the nature, purpose, and beneficiaries of the project and specify the legal justification why the project is exempt. Lead agencies are not required to produce a NOE, but consultation with Metro County Counsel and/or local jurisdiction counsel and Community Relations will provide guidance on when a NOE is recommended.

A MND also includes general information about the project location, as well as proposed findings that the project will not have a specific impact on the environment. An initial study that documents findings related to key resource areas provides additional details, and mitigation measures to avoid potentially significant effects are specified in detail.

Materials for Certification – The local jurisdiction, or Metro, will prepare the appropriate materials for review and certification by the governing body of the local jurisdiction. The materials will depend on the level of effort and scope of the project. The purpose of local action is to publicly communicate the results of the environmental process, provide an additional input method for the local governing body, certify/adopt the results, ensure that local jurisdictions have met matching requirements and publicly support the project, and approve funding for the next phase of the project.

IV. Critical Actions

Because preliminary engineering and environmental clearance can occur in parallel and are required precursors to FLM project implementation, the critical actions below encompass both. In order to move to the next phase of the project, the following thresholds must be met:

- > Local jurisdiction governing body certification of environmental documents if required
- > Local jurisdiction commitment to direct 3% contribution to specific FLM projects, noting 3% agreement process and necessary elements described further in Box 5
- > FLM improvements budget for committed 3% projects, based on refined project costing developed through preliminary engineering

C. First/Last Mile Preliminary Engineering

(Lead: Local Jurisdiction)

Following completion of the FLM planning phase and environmental clearance, the selected FLM projects for each station area will proceed to Preliminary Engineering, resulting in the production of 30%-level design drawings. The actions and work products described in this section would be initiated and prepared by the local jurisdiction and apply only to FLM projects located in local jurisdiction right-of-way outside of the transit project boundary. These projects qualify for funding through the 3% contribution agreement and the local jurisdiction may be eligible to receive a LONP from Metro. More detail regarding the scope of this agreement can be found in Box 5.

It is anticipated that the environmental clearance of majority of FLM projects would involve categorical exemptions, as discussed in Section 2B, which would occur following the completion of FLM Planning. Environmental clearance for more complex FLM projects, if needed, would take place concurrently with preliminary engineering, which will inform the preparation of the environmental document. As noted above, many FLM projects are anticipated to be statutorily exempt from CEQA under Senate Bill 288. Beginning January 1, 2021, SB 288 establishes statutory exemptions from CEQA for public transit, bicycle, and pedestrian enhancement projects that significantly enhance service quality, enhance access to transit, reduce pollution, and improve the safety of streets.

This section describes:

- > Objectives
- > Process and Sequencing
- > Roles and responsibilities
- > Key work products

I. Objectives

The preliminary engineering phase is intended to achieve the following objectives:

- > **Provide an increased level of confidence in cost estimates** – The FLM planning efforts include the development of conceptual-level cost estimates for FLM projects. Advancing the selected FLM projects through preliminary engineering allows for more detailed cost estimates to be prepared, which provides a higher level of confidence in the magnitude of cost for implementation.

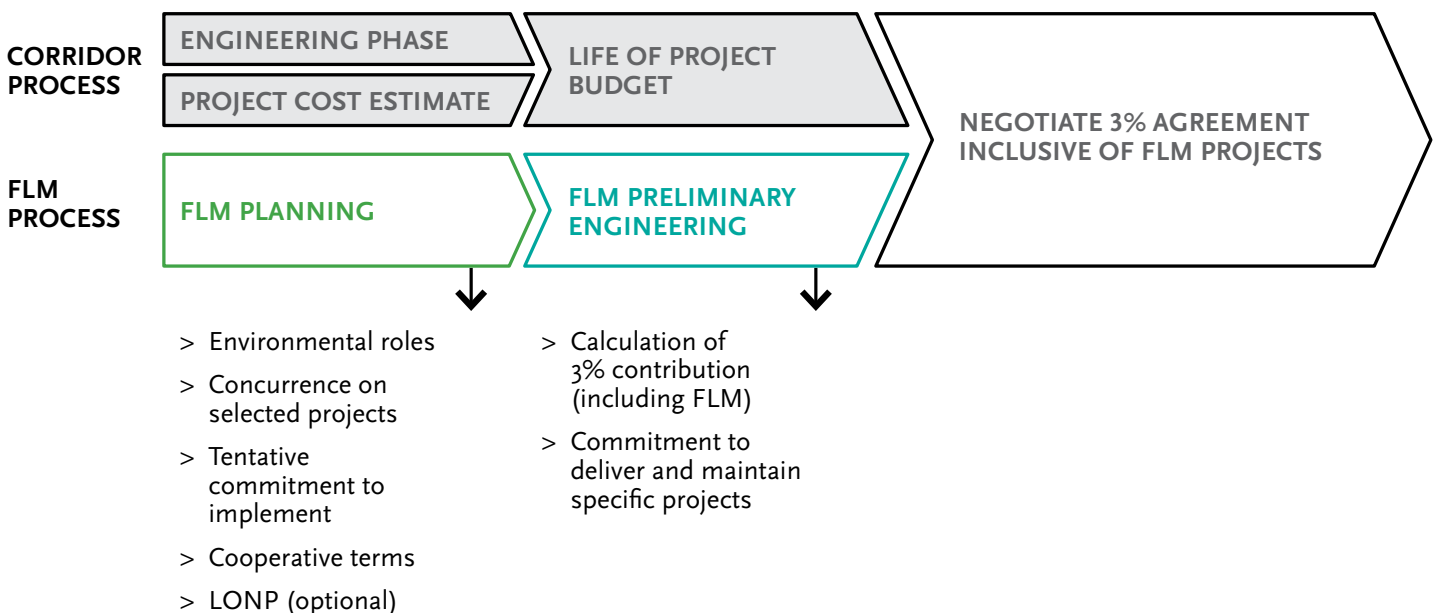


Figure 2-3: Critical Path to 3% Agreement

Box 6: Cooperative Agreement Terms Between Local Jurisdiction and Metro

Prior to initiating the Preliminary Engineering phase, Metro and the local jurisdiction will enter into a cooperative agreement, the key elements of which include the following:

- > **Local jurisdiction agreement to deliver specified projects.** These projects will be from the “Prioritized Projects” identified in the Metro Board-adopted FLM Plan. The projects, however, may be further conditioned on unforeseen factors at the time of Plan adoption, including a lack of feasibility determined upon additional design work. Substitute projects must also be among “Prioritized Projects” from the FLM Plan and will require written concurrence from Metro.
- > **Local jurisdiction responsibility for design, construction, and maintenance of all FLM projects.** Related expenditures to design FLM projects for non-BRT transit corridor projects in advance of the 3% contribution agreement can be credited toward fulfilling 3% contribution obligation. For this to occur, the local jurisdiction must request, and Metro must provide, a Letter of No Prejudice (LONP) concurrent with the cooperative agreement. The LONP will include reasonable terms to ensure adherence to a scope of work for advancing specified projects.
- > **Metro review and comment on draft design products.** This activity will happen at 15% and 30% design milestones. These reviews will include an agreed-upon comment resolution process negotiated between Metro and the local jurisdiction prior to the start of preliminary engineering. This process would include a schedule and comment log managed by the designated local jurisdiction liaison. Review by Metro Program Management will ensure that pedestrian and bicycle infrastructure has a seamless connection across the transit project boundary.
- > **Metro review of project costing.** This activity will happen at the completion of the preliminary engineering phase in advance of Metro Board adoption of an FLM project budget. It will include sharing and review of the costing approach and built-in assumptions. Metro must concur on project costs developed through the preliminary engineering process for facilitation of the 3% contribution agreements.

- > **Local jurisdiction and Metro coordination for a seamless transit project interface.** Both parties will agree upon a process for review of the interface between FLM projects and the transit project. This is to ensure a better user (pedestrian/bicyclist) experience.
- > **Timeliness.** Ideally, FLM preliminary engineering will conclude at or near the same time as transit project preliminary engineering. To support this goal, the cooperative agreement will specify a schedule and allow Metro to ultimately disallow 3% match credit in the event of severe delay. Metro will allow flexibility for reasonable delays.
- > **Designation of responsibility for environmental review.** The cooperative terms will specify which entity will prepare environmental review as described below. If Metro prepares environmental clearance, the local jurisdiction will need to provide project descriptions, and careful coordination will be required.

- > **Finalize eligibility for 3% contribution** – Increasing confidence in cost estimates for both Metro and local jurisdictions will provide a foundation for negotiations on the local jurisdiction’s 3% contribution per Measure M Guidelines. As 3% arrangements are finalized, Metro will require compliance with program terms as described in the Guidelines. Note that each jurisdiction’s ability to meet the 3% requirement through FLM implementation should include FLM high priority projects (focused on safety and accessibility), as selected in the FLM plan. This step is intended to culminate in Metro Board approval of project costs eligible for the 3% contribution, and serves as the FLM equivalent of establishing a LOP budget for a transit corridor project. Note that in the event of a change in FLM project feasibility or scope change, the project will still be eligible for the 3% contribution if the project is replaced with another project with the same objectives. If the project is abandoned entirely without replacement, then the costs incurred will not be eligible for use toward the 3% contribution.
- > **Refine and advance project details and reach greater assurance of deliverability** – The preliminary engineering design process should reveal challenges and identify design solutions to deliver projects that are feasible from an engineering and constructibility point of view, thereby reducing risk for cities to implement these projects.
- > **Improve opportunities for obtaining grant funding for project implementation** – Advancing FLM projects through preliminary engineering and environmental clearance, if required, will assist local jurisdictions in the pursuit of local, state, and federal grant funding opportunities for those projects that are not funded through a jurisdiction’s 3% contribution. Many grant programs require that projects applying for funding be “shovel ready,” with key preliminary work efforts such as environmental clearance completed. Advancing the selected FLM projects in each station area to this level increases the likelihood that these projects will be eligible for a range of available grant funding programs.

II. Process and Sequencing

Preliminary engineering for FLM projects will be led by local agencies and will proceed separately from the preliminary engineering effort undertaken for the transit corridor project. These separate design processes may proceed at different paces and/or the initiation of design may occur at different times for different transit corridor projects. However, both should be coordinated by sharing plans, CAD files, station designs, and improvements to ensure consistency and timeliness. The local jurisdiction and Metro will coordinate on FLM Preliminary Engineering led by the local jurisdiction. The key elements of this coordination involve the following:

- > Timeline for completion of the FLM Preliminary Engineering work efforts by the local jurisdiction – It is anticipated that the timing for completion of FLM Preliminary Engineering would vary on a station-by-station basis, based on FLM project prioritization, local jurisdiction capacity, and funding availability. Metro and the local jurisdiction will negotiate and agree to a proposed timeline for FLM Preliminary Engineering based on these factors prior to the initiation of work (see Box 6 for details regarding the cooperative agreement).
- > Consistency between the preliminary engineering designs and the adopted FLM Plan and Pathway Network projects - Metro and local jurisdiction will agree to defined review opportunities for Metro during the FLM Preliminary Engineering process. All FLM Preliminary Engineering designs will follow local jurisdiction design standards, since these improvements would occur within local jurisdiction right-of-way.
- > Cost reimbursement and cost sharing - Where appropriate, coop agreements will include cost sharing arrangements for inter-agency reviews.

To facilitate this coordination and review process, a local liaison to Metro from the local jurisdiction would be designated. The local jurisdiction liaison would have the ability to facilitate contacts and ensure that design drawings are made available for review by Metro at the designated time periods to ensure alignment with the transit corridor project. The local jurisdiction liaison would be responsible for monitoring the preliminary engineering design schedule and comment log for the review process based on coordination with the local jurisdiction’s internal departments and Metro. Appendix C provides more detail on the roles and responsibilities through each phase of the FLM process.

III. Roles and Responsibilities

The key players involved in preliminary engineering are local jurisdictions, Metro staff, and other stakeholders including Community-Based Organizations. The local jurisdiction will manage and oversee a consultant selected to complete preliminary engineering, which may be funded by the various funding mechanisms described in Box 9.

Local jurisdictions will lead the FLM Preliminary Engineering work providing consistent practice with local active transportation and streetscape project delivery. This locally led work will require close coordination with Metro in order to arrive at refined project costing concurrence to facilitate 3% contribution agreements, and to facilitate an effective interface with transit station(s) delivered as part of the transit project.

FLM PLANNING
FLM ENVIRONMENTAL CLEARANCE
FLM PRELIMINARY ENGINEERING
FLM IMPLEMENTATION

Box 7: First/Last Mile Project Limits

FLM planning efforts are focused on the half-mile radius around each transit station for walking and wheel projects and may for special cases extend out to a three-mile radius for wheel projects, consistent with Federal Transit Administration guidelines for station access sheds by mode.

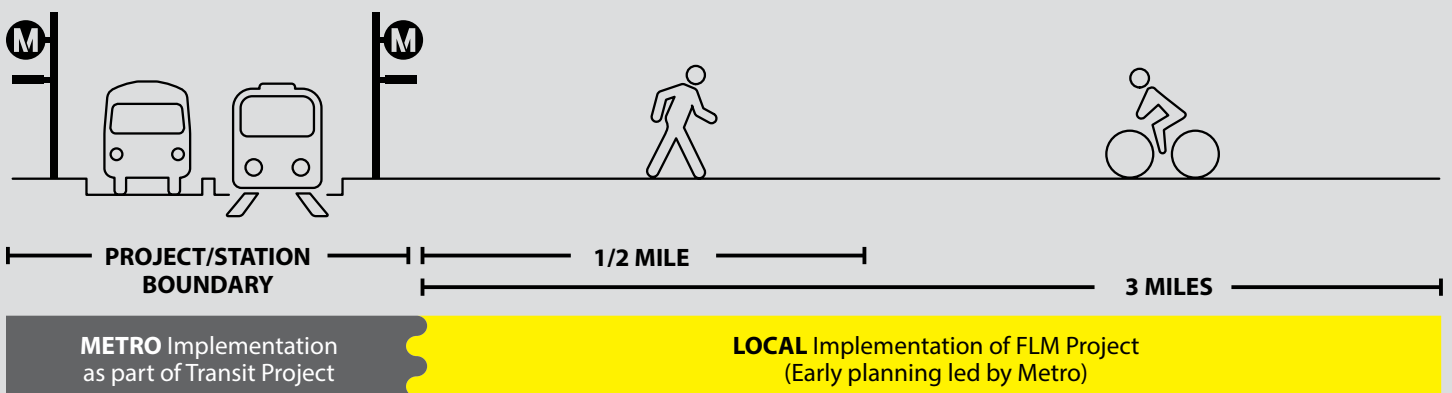
The transit project boundary is intended to house the Metro station, station plazas, and construction staging. All elements inside the transit project boundary are considered part of the transit project and delivery of these elements are Metro’s responsibility. All improvements outside the boundary are considered FLM projects for local delivery. FLM Planning may result in identified FLM project needs within project boundaries, e.g. multi-use pathways along Metro ROW. These would be considered as FLM projects in limited circumstances where they do not impair feasibility of the transit project, and where local agencies and Metro specifically agree on approach for funding, delivery and maintenance. Common transit project/station elements (e.g. bike parking) that serve an FLM related function are delivered by Metro according to existing practice and are not considered local FLM projects for purpose of these Guidelines.

In these cases where streetscape and related improvements occur within the transit project boundary, the FLM 30% design effort will need to be closely coordinated with the transit corridor project 30% design effort to ensure that FLM design elements are seamless across the transit project boundary. The

FLM 30% design effort for walking projects would focus on the project limits located between the transit project boundary and a half-mile from the stations.

Coordination should include meetings between the transit corridor design/build contractor and the FLM 30% design team at major design milestones - 15% and 30% design - to ensure improvements are timely and aligned. Metro may also consider adding minimum FLM improvement design criteria to the Metro Rail Design Criteria (MRDC) to ensure consistency across projects.

The FLM project selection process may result in different types and lengths of wheel projects that advance to 30% design. Generally, 30% design efforts for wheel projects would also be focused in the area between the transit project boundary and the half-mile radius from each station. However, there may be longer wheel projects that extend beyond the half-mile radius, while remaining within the three-mile radius. The three-mile radius represents the maximum distance away from the station that a wheel project could extend. Projects considered for extension beyond the half-mile must provide connectivity to existing regional bicycle infrastructure and/or a major destination that would not otherwise be served by rail transit.



* NOT TO SCALE

Site Definition/Project Boundary

Metro strongly encourages that CBOs continue to play a role during preliminary engineering, as well, by advising on trade-offs in street space allocation (e.g. to remove parking to accommodate a bike facility) that surface during this phase. More details about each player's roles and responsibilities follow.

To ensure a seamless experience for transit riders walking or bicycling to the station, it is important that the walking and bicycle infrastructure is connected and comparable when traversing the transit project boundary. This will require that Metro and the local jurisdiction work together on design on both sides of the transit project boundary. To achieve this coordination, the following steps should be taken:

1. Metro should update the MRDC to describe the necessity of an effective FLM interface at the transit project boundary to ensure continuity of access between FLM projects that lie within the transit project boundary and those that are within the local jurisdiction's right-of-way.
2. New Master Cooperative Agreements (post-FLM Guidelines adoption) should include special reference to the importance of the cross-boundary pedestrian interface and require coordination meetings, design review, and comment resolution / consensus between Metro and the local jurisdiction on design for pedestrian and bicycle improvements. Review and comment should occur at the same level of design as is typical.
3. Local jurisdiction-designed FLM improvements shall be reviewed by the Metro Program Management Team overseeing engineering and design of the transit project to ensure pedestrian and bicycle infrastructure has a seamless connection across the transit project boundary.

In the absence of local jurisdiction-led FLM project(s) and formal coordination required under cooperative terms, Metro will identify any significant discontinuity of pedestrian and rolling mode infrastructure (e.g. missing sidewalks, significant sidewalk width change, etc.) and ensure that the design and implementation of the transit project will remedy the discontinuity issue and ensure effective interface between the station and its surrounds. Per Motion 14.1 any such remedies for discontinuity may not be eliminated from the scope of the project through value engineering. Further, Metro will consider updates to the MRDC to further define and formalize this expectation. Pending MRDC updates, it is generally expected that FLM Team will review station designs during preliminary engineering to assist in this effort.

Metro Staff

FLM – The Metro FLM Team will lead overall coordination with the local jurisdiction managing preliminary engineering. This coordination will be focused on review of interim and final work product as described further below and ensuring adherence to cooperative terms (see Box 6) preceding the development of a 3% contribution agreement.

Mobility Corridors – The Metro Mobility Corridors Team may assist in general coordination and review of work product. Note that Mobility Corridors staff will likely have concluded their lead efforts on the transit project prior to the preliminary engineering stage for FLM.

Program Management – Metro Program Management oversees design (all stages beyond conceptual) and construction of transit projects. During preliminary engineering, staff from Program Management will serve as a support department and provide technical review of 15% and 30% design drawings. As part of this review, staff will look closely at FLM projects within the transit project boundary to ensure they are coordinated with the engineering and design of the corresponding transit project. Program Management will also ensure that these FLM improvements are not value engineered out of the corridor project, consistent with Metro Board direction.

Community Relations - The Metro Community Relations Team may assist in coordination with local stakeholders and assist local jurisdictions for any stakeholder coordination during FLM Preliminary Engineering or transit project engineering design.

Arts & Design - Metro Arts & Design will assist in review of work products, specifically focusing on review of wayfinding and trailblazing signs to ensure consistency with Metro design standards.

Local Jurisdictions

Local jurisdictions will lead the development of preliminary engineering for FLM projects, ensuring a design and project delivery approach that mirrors other local active transportation and streetscape work. This locally-led effort will require coordination with Metro, and specifically adherence to cooperative terms described in Box 6. These cooperative terms outline project commitments as well as interagency review processes. This coordination is necessary both to facilitate subsequent 3% contribution agreements and to ensure that projects have an effective and cohesive interface with transit stations designed and constructed by Metro.

Box 8: First/Last Mile Projects Associated with Public Private Partnership (P3) Transit Corridor Projects

For transit corridor projects proposed by Metro to be delivered through a P3 project delivery model, the FLM planning and design processes would continue on a parallel, but separate, track to the transit corridor project or concurrent activities. FLM projects would occur outside of the transit project boundary of the P3 project. A key difference in P3 projects is the timing of the establishment of the LOP budget. As part of the typical standard project delivery process, Metro would establish the LOP at the completion of preliminary engineering. Under a P3 delivery model, the LOP (or its equivalent) is established at a stage called Financial Closeout, which typically corresponds to about 15% design level.

In the P3 project delivery approach, Metro would typically first conduct a procurement process focused around issuance of a Request for Qualifications (RFQ) for contractor/project delivery teams. Following completion of the RFQ stage, shortlisted project teams are typically provided a design stipend and invited to participate in a Request for Proposals (RFP) stage. The completion of this stage results in each contractor/project delivery team submitting a proposed price and design to construct the proposed transit corridor project.

Under the P3 project delivery scenario, FLM planning should be performed concurrent with or prior to the initiation of the RFQ stage. FLM planning efforts may occur as part of the P3 design effort, or as a separate process. In either case, once the FLM planning work is complete, FLM Preliminary Engineering would occur on a separate track from the RFQ stage. The end objective is to time the completion of the preliminary engineering phase for the FLM projects with the selection of the preferred contractor/project delivery team for the transit corridor project. This approach ensures that the FLM improvements located within the transit project boundary for proposed stations would be accounted for the P3 project delivery.

It is strongly encouraged that local jurisdictions use “complete street” design standards that reflect the prioritization of pedestrians, bicyclists, and other active transportation users. In the case that the local jurisdiction is not using these design standards, established third party design guidelines may be used, such as those provided in the Manual on Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) design guidelines, or other recognized resources.

Other Stakeholders

Community Based Organizations – Metro strongly encourages that CBOs continue to support community engagement efforts necessary for the FLM projects during the preliminary engineering and environmental clearance stages.

IV. Key Work Products

The overall timeline for completion of the preliminary engineering process will vary depending on the size, scope, and complexity of the FLM projects proposed, as well as the timelines for Metro review and coordination. Typically, the duration of preliminary engineering would be about 12 to 15 months after initiating consultant work.

Based on the milestones identified above, the engineering consultant team would be expected to submit the deliverables below. Individual stations and projects will have unique conditions that will result in likely variations and possible exclusions for some of these work elements. However, these work elements represent the common steps involved in the design scope for FLM improvements.

- > Project Administration and Management Plan
- > Quality Assurance / Quality Control (QA/QC) Plan
- > Project Schedule
- > Plan sets with base mapping for 15% and 30% design submittals
- > Updated project cost estimates based on 30% design submittals
- > Final FLM budget

More detail on typical scope of work for FLM Preliminary Engineering is available in Appendix E. As FLM projects proceed, it is recommended that summary lessons are documented to explain how FLM improvements within transit project boundaries connect to FLM improvements that lie within the local jurisdiction's right-of-way.

D. First/Last Mile Implementation (Lead: Local Jurisdiction)

This section describes the steps that follow the preliminary engineering, environmental clearance, execution of 3% contribution agreements, and completion of preliminary engineering design packages for FLM projects located outside of the transit project boundary. Three-percent (3%) agreements will be negotiated on a case by case basis, and are subject to terms specified in Measure M Guidelines as well as FLM-specific elements included in Box 5. From this point, local jurisdictions are responsible for the remaining design work and all necessary steps for construction, which should follow the local jurisdiction's own process for delivery of streetscape and active transportation projects. Metro will provide assistance and support for local efforts to secure funding. Further, Metro will ensure effective alignment of FLM elements at stations and the broader Pathway Network projects.

It is Metro's goal that FLM projects identified in the 3% agreement would be completed by the local jurisdiction prior to the opening day of the transit project. However, it is acknowledged the each project will be unique due to a variety of factors, including the need to manage construction coordination between FLM and the transit project. Each 3% agreement will specify the expenditure deadline terms on a project-by-project basis.

Each step of FLM implementation is described below with a brief description and a summary of roles. Definitions of these roles include the following:

- > **Lead:** The agency that is responsible for preparing the product in this phase. The lead is always the local jurisdiction in this phase.
- > **Support:** Metro department(s) that will contribute or provide input to the preparation of a specific product in this phase, such as a competitive funding grant application.
- > **Coordination:** Metro department(s) whose objectives overlap with this phase and require alignment with the FLM project.

I. Final Design

Description - Upon completion of the preliminary engineering design package by the local jurisdiction, completion of an FLM project budget, local jurisdictions are responsible to complete the final design of all FLM projects committed through the 3% contribution agreement. As part of the progress reporting requirement described in the 3% Contribution Agreement, the

local jurisdiction will keep Metro apprised of any significant changes in projects as design is finalized and will coordinate with Metro staff to ensure integration of Pathway Network projects with stations.

There are several different ways that local jurisdictions may approach the final design and implementation of the FLM improvements:

- > Implement the FLM improvements as a **single project or package of projects**, where multiple improvements are designed and constructed under a single contract.
- > Advance each FLM project or project corridor **individually**, depending on a variety of factors, including funding availability, sequencing of construction and implementation of improvements, and coordination with construction of nearby transit corridor project improvements.
- > Design and implement **“walk projects” separate from “wheel projects”** or signage and landscape projects separate from projects occurring within the roadway, as the construction of these different improvements may involve different contractors, or selected types of improvements may be implemented by local jurisdiction public works crews as opposed to private construction contractors.

Given the variability in the approaches available to design and implement the proposed FLM improvements, it will be important for Metro to specify schedule commitments for construction and implementation of FLM improvements as part of the 3% contribution negotiations.

Roles

- > **Lead:** Local jurisdiction
- > **Support:** N/A
- > **Coordination:** Metro FLM and Metro Program Management with regard to on-going progress reporting; coordination on FLM pathway elements with final station design and construction. The FLM Team will review transit project construction drawings from Program Management through final design on the transit project for the purpose of ensuring alignment between station design and the FLM Plan.

II. Funding

Description – Local agencies are responsible for securing funding to deliver committed FLM projects, from any of a variety of sources. These Guidelines provide an overall funding strategy to facilitate FLM project delivery to the greatest extent possible; different funding mechanisms are described in Box 9.

Roles

- > Lead: Local jurisdiction
- > Support: Metro Strategic Financial Planning to provide priority access to Grant Writing Assistance, subject to periodic authorization. Metro FLM would provide background materials and supporting information for grant applications prepared by local jurisdictions.
- > Coordination: N/A

III. Construction

Description – Local jurisdictions are responsible for constructing all FLM improvements committed in the 3% contribution agreement. Subject to necessary elements of 3% contribution agreements, local agencies will be required to provide regular progress reports, and notify Metro of any material changes. Local agencies will also continue coordination with Metro on integration of FLM pathway projects within stations and immediate surrounds.

Roles

- > Lead: Local jurisdiction
- > Support: N/A
- > Coordination: Metro FLM, Metro Program Management with regard to on-going progress reporting; coordination on FLM pathway elements with final station design and construction.

IV. Maintenance

Description – Maintenance of all FLM improvements within the local jurisdiction's right-of-way is the responsibility of the local jurisdiction. Metro will not maintain these FLM improvements. Metro is responsible for maintaining its own property, right-of-way, and improvements included within this right-of-way.

Roles

- > Lead: Local jurisdiction
- > Support: N/A
- > Coordination: N/A

Box 9: Funding Mechanisms

The following is provided as general guidance to local jurisdictions on funding FLM projects:

3% Contribution to Major Transit Projects

Local jurisdiction project delivery utilizing the 3% contribution option is anticipated to be the primary mechanism for funding/delivery for FLM projects, noting that directing 3% contribution toward FLM projects is entirely at the discretion of the local jurisdiction, as subject to terms substantially described in these Guidelines including the limitation to allow this option for priority projects in the adopted FLM plan. Each of the following funding mechanisms are eligible for local jurisdiction use toward funding the 3% contribution, except where noted.

Grants

There are a variety of grant funding sources eligible and appropriate for FLM. These notably include:

- > **California Active Transportation Program (ATP)** – primary State funding program for active transportation; typically, available every other year. ATP criteria, while subject to change, are generally advantageous for FLM projects. This program, as of the time of drafting of these Guidelines, is highly competitive across the state and over-subscribed with requested funding exceeding available funding.
- > **Metro Active Transport (MAT) Program*** – Metro Measure M-funded discretionary, competitive active transportation program. This program as currently structured heavily emphasizes FLM and is focused on existing stations. Future cycles may be geared toward new transit corridor projects, subject to further consideration.
- > **Multiyear Subregional Programs** – Measure M funds allocated to projects at the discretion of subregional Councils of Governments. Availability and applicability for FLM projects highly variable depending on the subregion.

Grant Assistance Program

Metro’s on-going program to provide grant writing assistance to local jurisdictions; focused on State ATP. Subject to periodic reauthorization of the program, Metro will provide priority access to local jurisdictions seeking to implement FLM plans for new transit corridors.

Sources at Local Jurisdiction Discretion

- > **Local Return** – Substantial, highly flexible funding is available to local agencies through Measure M and prior sales tax measure Local Return programs.
- > **Innovative Local** – Jurisdictions can secure funding through a variety of innovative mechanisms including tax increment and infrastructure financing districts, or through mechanisms to condition development.
- > **Local Capital Improvement Plan (CIP) and maintenance budgets** – some FLM project types can be implemented when roads are repaved or otherwise repaired or improved. The local jurisdiction should consider reviewing their existing programs and timelines for opportunistic ways to implement some FLM projects.

* Metro competitive grants are not eligible for use toward the 3% contribution. All other non-MAT grant-funded projects are eligible for use toward the 3% contribution.

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3 Bus Rapid Transit (BRT)

Due to differences between bus rapid transit (BRT) and other transit projects (e.g. project delivery scopes and schedules, inability to apply Measure M 3% contribution to FLM), the Guidelines approach FLM for BRT projects with some differences.

A. Project Scope

FLM planning would be conducted for a subset of BRT stations. This subset would be determined first through a technical assessment to identify high priority stops (e.g. highest projected daily boardings, major transfer activity, challenging existing conditions, potential connections to active transportation corridors), and then, based on the relative interest of the local jurisdictions since local jurisdictions would be responsible for preliminary engineering and implementation/capital funding.

FLM planning for the chosen subset of BRT stations would encapsulate the usual half-mile and three-mile radial distances around a station (for pedestrian and bicycle access), but outside the transit project boundary where existing FLM projects are already being considered for delivery with the transit project. The transit project boundary is unique to each station and typically defined through the design process to identify elements necessary for successful functioning of the station and system. The transit project boundary is finalized at the completion of the construction bid documents. FLM planning would coordinate projects to ensure cohesion with these other projects within the transit project boundary.

For BRT, the FLM project list from the Planning phase may prioritize projects closer-in to the station area and/or perpendicular to the BRT corridor. Moreover, center-running operations may prioritize intersection treatments.

B. Sequencing

Formal FLM planning for BRT projects would begin once the locally preferred alternative (LPA) is selected, allowing for more targeted and efficient planning. Similar to other transit projects, though, FLM considerations may be included as part of the alternatives analysis which precedes selection of the LPA.

Since extensive community engagement helps determine the LPA, members of the community should be informed of future FLM planning activities as a way to maintain their continued engagement after LPA selection.

C. Roles and Responsibilities

Metro Mobility Corridors project staff and consultants would lead FLM planning for BRT stations—including community engagement and environmental review. Metro FLM staff would provide day-to-day guidance to the consulting team but the consultants would be contracted directly by the transit project. Preliminary engineering and implementation would be delivered by the local jurisdiction.

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4 FLM Guidelines Implementation

With a focus on delineating and clearly defining the FLM project development process, including the sequencing of individual phases of work and the roles of various Metro departments, local jurisdictions, and CBOs, the FLM Guidelines lay out a path forward for Metro and local jurisdictions to achieve the vision originally set forth by the Metro Board of Directors in Motions 14.1 and 14.2. The Guidelines further establish requirements for Metro and local jurisdiction work efforts and necessary elements for both formal agreements and general coordination between agencies.

The Guidelines achieve the following objectives:

- > Establishment of a consistent sequential FLM project process, including clear identification of the roles filled by Metro and local jurisdictions at each stage.
- > Definition of both the transit project boundary and FLM project area and the responsibilities for Metro and local jurisdictions in each area for FLM projects, including design, construction, and maintenance.
- > Establishment of an average assumed budget allocation process for FLM improvements by station.
- > Definition of how and under what conditions local jurisdictions can apply a portion of their 3% contribution for rail transit projects toward the design and implementation of FLM improvements.
- > Outline how Metro and local jurisdictions will coordinate through each phase of the FLM process.

Key steps and actions associated with the application of the Guidelines include the following:

- > Adoption by the Metro Board of Directors. The adoption action will specify revisions or additions to Metro policies including FLM policies (Motions 14.1 and 14.2) and Measure M Guidelines, specifically as they relate to 3% contribution policy. Once adopted, the necessary elements specified in these Guidelines are binding. More general process description is intended as guidance.

- > The Guidelines may be amended by further action of the Metro Board.
- > The Guidelines will apply to Metro transit projects as described in the Introduction, Section C - Integration with Transit Projects and with detail provided for all projects in Appendix G. Metro staff will provide periodic progress reports to the Metro Board.

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Appendices

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Appendix A: Applicable Metro Policies, Plans, and Guidance Documents

Adopted Policies/Plans

Board Motion 14.1 (2016): The approval of Motion 14.1 established foundational FLM planning and implementation policy. It designated streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network and called for support to FLM improvements through funding, technical, and grant-writing support. Specifically, it states that FLM Priority Network project delivery should be incorporated into the planning, design, and construction of all MTA transit projects and that these elements shall not be value engineered out of any project.

Measure M Guidelines (2017): After the approval of Measure M by Los Angeles County voters in 2016, Metro developed a set of guidelines regarding the management and oversight of Measure M and its component elements. The Guidelines outline the program methodology and provide criteria for local jurisdictions to meet all or a portion of their 3% local contribution obligation through active transportation capital improvements and first/last mile improvements.

Board Motion 14.2 (2016): The approval of Motion 14.2 allows required 3% contribution to major transit projects to be achieved through FLM project delivery.

First Last Mile Strategic Plan (2014): This plan established goals and provided a strategy to improve FLM conditions, as well as a toolkit to analyze existing conditions and identify needs in and around transit corridors. The Strategic Plan set the stage for continued development of FLM policy and the updates needed by this Guidelines document. It provides a methodology for the development of FLM plans, which has been used for several completed FLM plans (see Box 1). In

2020, a First/Last Mile Methodology Update was developed to provide recommended additions to the original 2014 plan; it is in Appendix F of the FLM Guidelines.

Transit Oriented Communities (TOC) Policy: The Transit Oriented Communities Policy (TOC Policy) establishes Metro's commitment to incorporating equity and community development in how we plan and deliver the transit system. The TOC Policy defines TOCs for Metro, defines where Metro leads and where we support others to realize TOCs, and it defines TOC activities that LA County jurisdictions can implement using Measure M local return.

Vision 2028 Strategic Plan: This plan is Metro's recently adopted 10-year plan, which sets the mission, vision, and performance goals for the agency. Key components of the plan related to FLM include ensuring that all Los Angeles County residents have access to high-quality mobility options within a 10-minute walk or roll from home, delivering outstanding trip experiences for all users, and enhancing communities and lives through mobility and access to opportunity.

Equity Platform Framework: This framework recognized that inequity exists when there are fundamental differences in access to opportunity, and that race, age, gender, physical ability, and residency can expand or constrain opportunities for individuals. As a transportation provider, the agency also recognized its role in connecting people with opportunity such as jobs, education, health care, and other components of vibrant communities. FLM improvements are one lens through which this framework can be applied to transit projects and Metro's work.

Metro also recently developed an Equity Focus Communities (EFC) metric in order to highlight areas where the demographics of residents are correlated with lower access to opportunity. These communities have the highest non-white, low-income, and zero-car populations. This metric can be used to help prioritize the deployment of FLM treatments as a way of addressing historically inequitable investment.

Active Transportation Strategic Plan (ATSP): The ATSP is the agency's overall blueprint for active transportation activities and investment, and established FLM as a twin pillar (along with a network of regional scale corridors) of the envisioned system of active transportation infrastructure serving the region.

Guidance Documents

Transit Supportive Planning Toolkit: The Transit Supportive Planning Toolkit (the Toolkit) is a research based resource that details specific policies and programs that can be used to promote Transit Oriented Communities (TOC). The Toolkit is grounded in 10 characteristics of transit supportive places and provides local governments, advocates, and developers in Los Angeles County (Metro’s service area) with strategies for integrating land use and transportation planning, in order to encourage reduced passenger vehicle trips and vehicle miles traveled (VMT) through increased rates of walking, biking, and transit usage. The Toolkit includes a wide range of policy and regulatory tools that have successfully been implemented throughout Southern California and across the State.

Metro Transfers Design Guide: This guide builds upon Metro’s First/Last Mile Strategic Plan and recently funded FLM improvement efforts to improve access to transit and create more seamless trips for customers from start to finish. It provides a user-friendly Design Checklist and flexible Design Toolbox that can be used to assess and develop improvements for a range of transit conditions across Los Angeles County.

Chapter 12.o of Metro Signage & Environmental Graphic Design Standards, Trailblazing: Trailblazing Standards serve as a comprehensive guide for any entity that is implementing wayfinding signage on a non-Metro property that guides customers to and from Metro stations.

Chapter 10.o of Metro Signage & Environmental Graphic Design Standards, Materials & Fabrication: The Materials and Fabrication Graphic Design Standards serve as a comprehensive guide for any entity that is fabricating and/or installing signs that include Metro branding or service information. The document provides guidance on fabrication methods and material applications that maintain the Metro brand identity and quality assurance standards.

Although the First Last Mile Strategic Plan established goals and provided a toolkit to evaluate and recommend FLM treatments, it did not formalize a process for integrating the policy into Metro planning and project delivery. In 2016, the Metro Board gave broad direction on a variety of activities to implement, or facilitate implementation, of FLM projects. The Board motions directed staff to undertake the following actions:

NEW TRANSIT PROJECTS (SUBJECT TO FLM GUIDELINES)

Incorporate first/last mile improvements into the project delivery process for future transit capital projects

Incorporate first/last mile improvements with transit capital projects starting with Purple (D Line) Section 2

Allow local jurisdictions to use first/last mile improvements toward 3% contribution on rail transit projects

Conduct first/last mile planning for 254 station areas in the county

Facilitate first/last mile improvements initiated by local jurisdictions through technical and grant assistance

Incorporate the newly-designated Countywide First/Last Mile Priority Network into the Long-Range Transportation Plan

OTHER FLM POLICIES & ACTIVITIES

Figure 1-1: Metro Board Motion 14.1 and 14.2 Policy Directives

Appendix B:

Glossary of Terms

- > **Access shed** – An access shed refers to the area surrounding the transit station that a person would reasonably traverse as the “first or last mile” to or from a station. For pedestrians, this access shed is typically within a half-mile radius, or 15-minute walk; for bicycles, this access shed is typically within a three-mile radius due to the faster speeds of a wheeled transportation mode. Related terminology includes walk shed for pedestrians and bike shed for bicycles.
 - > **Bus Rapid Transit (BRT)** – A form of bus service operating in a segregated running ways dedicated to transit for a majority of its route. The service represents a substantial investment in a defined corridor or subarea. Defined stations, traffic signal priority for transit and short headway bidirectional services for a substantial part of weekdays and weekends are included in this service.
 - > **Corridor-based Bus/BRT** – A form of bus service representing a substantial investment in a defined corridor, having defined stations, traffic signal priority for transit and short headway bidirectional services in portions of a segregated fixed-guideway for a substantial part of weekdays.
 - > **California Environmental Quality Act (CEQA)** – The state law that guides the environmental clearance process for certain projects.
 - > **Core Capacity Improvement Projects** – Projects that include improvements to capacity to an existing fixed guideway system by at least 10%, as described by the Federal Transit Administration (FTA).
 - > **Community Based Organizations (CBOs)** – A non-profit group that is representative of a community or a significant segment of the community and works to meet community needs. Members of these organizations are experts in their own communities, typically with unique and granular knowledge of local conditions and needs.
 - > **Corridor Projects** – These projects propose the implementation of high-capacity transit services along a defined or specified corridor, linking together a series of neighborhoods and destinations along the corridor through a network of transit stations or stops. Transit corridor projects may propose either rail or bus service to operate in the corridor.
 - > **Corridor-Based Bus Rapid Transit Projects** – Projects that include improvements to bus rapid transit operating along a specific corridor but not on separated right-of-way, as defined by the FTA.
 - > **Countywide BRT Vision & Principles** – Metro’s current BRT planning study that will establish BRT design guidelines for Los Angeles County and evaluate potential corridors for future BRT investment.
 - > **Environmental Clearance Process** – This process involves the preparation of the appropriate environmental document (i.e. categorical exemption, mitigated negative declaration, or environmental impact report) by the appropriate lead agency, following the guidelines of the California Environmental Quality Act (CEQA).
 - > **Equity Focus Communities (EFCs)** – Under Metro’s developing equity policy, the EFC metric identifies communities are census tracts where 1) at least 40% of the population is low-income (less than \$35,000 annual income), and 2) at least 80% of the population is Non-White or at least 10% of households do not own a car.
 - > **First/Last Mile (FLM)** – Bus and rail services that frame the core of a transit rider’s trip from origin to destination, but users must complete the first and last portion on their own; they must first walk, drive or roll themselves to the nearest station. This is the first and last mile of the user’s trip, or first/last mile.
 - > **Letter of No Prejudice (LONP)** – For FLM projects committed under 3% agreements, there may be instances where a local jurisdiction would like to start a project prior to the 3% Agreement being executed. A Letter of No Prejudice (LONP) allows a jurisdiction to use local funds to start a specific aspect of their project (a portion of the Scope of Work) for a specified dollar amount and still be credited for that portion of their 3% contribution. However, it offers the jurisdiction no guarantee that the 3% credit will be available in the future and that proceeding with the project is at the local jurisdiction’s sole risk. FLM projects implemented for 3% credit must be included in the adopted FLM plan along with meeting other requirements laid out in these Guidelines.
- The local jurisdiction must request a LONP in writing and provide Metro with a list of tasks desired to be undertaken before the Agreement is executed, the amount to be expended for the specific tasks along with a schedule for completing the work. LONP needs to be signed by the Chief Planning Officer and requires Metro staff to review and approve prior to being transmitted to the Chief Planning Officer.
- Local jurisdiction must submit Quarterly reports if a LONP is approved for the project.

- > **Locally Preferred Alternative (LPA)** – The preferred project that emerges from a corridor level analysis which evaluates all reasonable mode and alignment alternatives for addressing a transportation problem.
- > **Local Return** – Metro’s program to formulaically distribute countywide sales tax revenues to local jurisdictions to fund transportation programs in local jurisdictions.
- > **Master Cooperative Agreement (MCA)** – An agreement between Metro and a local jurisdiction to establish cooperative process and terms for delivering Metro projects, and is the typical agreement used for any necessary review and permitting of transit corridor projects.
- > **Measure M** – Los Angeles County’s most recent transit-supportive sales tax measure, adopted by voters in 2016, which adds a half-cent to the sales tax in the county and includes funding for first/last mile improvements. This measure expanded Measure R, which was a half-cent sales tax increase approved in 2008, by adding new transit projects and expediting others previously approved under Measure R.
- > **Metro Active Transport, Transit and First/Last Mile (MAT) Program** – Program established by Measure M which is expected to fund over \$857 million (2015\$) by 2039 in active transportation projects throughout the Los Angeles region.
- > **National Association of City Transportation Officials (NACTO)** – A coalition of transportation officials that develops best practices for street design and transportation.
- > **National Environmental Protection Act (NEPA)** – The federal law that guides the environmental clearance process for other projects.
- > **NextGen Bus Plan** – Metro’s first system-wide redesign effort in over 25 years, with the goal of increasing ridership and service reliability.
- > **Pathway Network** – A hierarchy of first/last mile routes that extend out from a transit station, that people can use to find and access the transit station. The development of a station-specific Pathway Network is organized around five core values: Safe, Intuitive, Universally Accessible, Efficient, and Fun. Pathways to a station are striated hierarchically into arterials, collectors, and cut-throughs.
- > **Pathway Arterial** – Pathway Arterials are categorized as the main branch lines that extend from stations and function as primary routes used to connect people to and from the Metro Station. Pathway Arterials typically feed directly into and connect to the station.
- > **Pathway Collector** – Pathway Collectors are categorized as secondary feeder routes that provide efficient access to Pathway Arterials and support crossing movements to reduce travel distances for non-motorized users. Pathway Collectors tend to be smaller in scale and character than Pathway Arterials.
- > **Pathway Cut-Throughs** – Pathway Cut-Throughs are categorized as off-street passageway that shorten walking or biking distance and make it easier for a transit rider to get to a transit station.
- > **Public Private Partnership (P3)** – An agreement formed between both private and public-sector partners in an attempt to develop transportation infrastructure, known as P3 projects.
- > **Transit Fixed Guideway projects** – Projects that include improvements to a bus rapid transit route operating within a separated right-of-way, as defined by the FTA.
- > **Transit Oriented Communities (TOC) Policy** – Metro policy framework that supports people driving less and using transit more by coordinating community development and land use with transportation planning.
- > **Vision 2028 Strategic Plan** – Metro’s big picture plan to improve mobility in Los Angeles County and explains what the public can expect from Metro over the next ten years.
- > **Walk Audit** – During a walk audit, community members and other stakeholders document what it is like to walk and bike around the station area, taking note of elements that make it easier or harder to access the Metro station. These are typically performed within a half-mile from the Metro station being studied.

Appendix C: Table of Roles and Responsibilities

| | | Metro FLM Team | Metro Mobility Corridors Team | Metro Community Relations | Metro Program Management | Metro Strategic Financial Planning | Metro Arts and Design | Local Jurisdictions | Community-Based Organizations |
|-----------------------------|--|-----------------|-------------------------------|---------------------------|--------------------------|------------------------------------|-----------------------|---------------------|-------------------------------|
| FLM PLANNING | Existing Conditions Analysis | Lead | Participate | | | | | Participate | |
| | FLM Technical Walk Audit | Lead | Support | Support | | | | Participate | Participate |
| | Draft Pathway Network | Lead | Participate | | | | | Participate | Participate |
| | Community Engagement | Lead Support | | Lead Support | | | | Participate | Participate Support |
| | Final Pathway Network and Project Ideas | Lead | Support | | | | Participate | Participate | Participate |
| | Project Scoring and Cost Estimates | Lead | | | Participate | | | Participate | |
| FLM ENVIRONMENTAL CLEARANCE | Clearance Documentation | Support | | Support | Review | | | Lead | Participate |
| | Lead Agency Action | Support | | | | | | Lead | |
| FLM PRELIMINARY ENGINEERING | Project Administration and Management Plan | Review | | | | | | Lead | |
| | QA/QC Plan | Review | | | | | | Lead | |
| | Project Schedule | Review | | | | | | Lead | |
| | 15% and 30% Design Submittals | Review | Review | | Review | | Review | Lead | Participate |
| | Updated Cost Estimates | Review | Review | | Review | | | Lead | |
| | Final FLM Budget | Review | Review | | Review | | | Lead | |
| FLM IMPLEMENTATION | Final Design | Review | | | Review | | Review | Lead | |
| | Funding | Support | | | | Support | | Lead | |
| | Construction | Participate | | | Participate | | | Lead | |
| | Maintenance | | | | | | | Lead | |

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Appendix D: Community Engagement Examples from FLM Plans

As mentioned in the body of the FLM Guidelines, community engagement is part and parcel of the FLM planning methodology and adds value to the final work products. Below are summaries of the community engagement approach from the Blue Line FLM Plan and the Gold Line 2B FLM Plan as examples for future FLM planning efforts. The goal of community engagement is to tap the community's knowledge to understand details in the existing environment; understand how people currently walk, bike or roll in the station area; educate community members on what FLM is; and ultimately gain support for the Pathway Network and project list by reflecting community desired-project types.

It should be noted that Metro's forthcoming Community-Based Organization Partnering Strategy includes multiple recommendations based on internal Metro department feedback and external input from Community-Based Organizations (CBOs) about how to successfully partner with CBOs. The recommendations are wide-ranging and applicable to different scenarios for working hand-in-hand with CBOs. The recommendations should be reviewed and applied for future projects.

Blue (A Line) FLM Plan Engagement Summary

(excerpted from full plan available here: http://media.metro.net/projects_studies/toc/images/report_toc_MBLFLM_execsummary.pdf)

CBOs were tasked with coordinating a series of activities in 11 of the 22 Blue (A Line) station areas. CBOs collectively decided which of the 11 station areas to focus their public engagement efforts. From the walk audit summaries, the

project team developed a menu of transportation treatments which residents could reference to determine which ones would be most relevant to meet their needs. At each event, these treatments were displayed on large poster boards and residents were given corresponding stickers to place on a large map of the station area where these treatments were needed. Four of the 11 activities featured "pop-up" engagement activities where similar questions were asked about infrastructure treatments, most frequently used pathways to the Blue (A Line) stations, and general feedback about community members' experience using the Blue Line.

At the "pop-up" activities, examples of some infrastructure treatments, such as wayfinding signage and street furniture were temporarily rolled out into the space where they might be recommended in the final Plan. CBOs coordinated these engagement activities by plugging into already planned community activities, such as the Jazz Festival, or locating them near highly populated areas such as a busy transit station or a park. At each event the CBOs created a festive atmosphere to attract residents to participate, including a live DJ, food, giveaways from Metro, community bike rides, tables with community resources, and artists creating artwork inspired by the location and the event in real time. Creating a festive environment brought many people into the engagement process in an inviting manner and CBOs engaged more people and a greater diversity of people than could have been reached through traditional planning methods. Input from the walk audits and the community activities were directly used to inform the Station Area Summaries.

Gold (L Line) 2B FLM Plan Engagement Summary

(excerpted from the appendix to the full plan available here: http://media.metro.net/projects_studies/FLM/images/appendices_FLM_GoldLineFoothillExtension2b.pdf)

Event Types

Stakeholder Interviews

The Arroyo Group conducted one-on-one in-person or telephone stakeholder interviews with representatives of regional institutions. These interviews focused on understanding each institution's background, employee and customer base, and desired or planned improvements relating to first/last mile access.

Community Pop-Up Activities

The Arroyo Group, with Metro staff, set up pop-up booths at existing activities to engage attendees in the first/last mile planning process. Pop-up activities were chosen to engage a broad cross-section of the general public. The main goal was to solicit information on potential pathways and barriers to walking biking as well as engaging attendees in future FLM outreach. The key questions to be answered included:

- > Where do you live/work?
- > Are you familiar with the new Gold Line station?
- > What would encourage you to walk or bike to the new station?
- > What path(s) would you take?

In addition to providing many good input into the process, community pop-up activities served to increase excitement and enthusiasm for Metro and the Gold (L Line) and to answer general questions related to the timing, location and operation of the line.

Public Workshops

Public workshops were stand-alone public meetings focused on presenting and reviewing the draft pathway network. Meetings were noticed by Metro, City staff and The Arroyo Group. Public workshops tended to attract a more interested and knowledgeable public who were able to provide feedback on specific pathways and project ideas identified by the project team.

Focus Group Meetings

Focus group meetings were meetings with members of identified stakeholder groups with a specific focus on youth and active transportation advocates. Meetings were conducted either by using the public workshop format of presenting and reviewing the draft pathway network, or by using the pop-up event format of soliciting input to the plan through a series of stations.

Community Intercepts

Community intercepts were engagement activities set up in public places to solicit input on the FLM process, pathways and project types. Parks, social service centers and existing public transit stops/stations were targeted to incorporate the opinion of existing transit riders, low-income populations and young families. Active SGV led these activities.

Council/Commission Meetings

Metro and The Arroyo Group visited several City Commissions and the Glendora City Council. The purpose of these meetings was to provide information about the project and solicit feedback on key pathways project types, in order to build support for the process in preparation for implementation by cities.

Appendix E: Sample Scope of Work for Preliminary Engineering

The following summary/sample scope is intended to provide general guidance for local agencies on contracting for preliminary engineering:

Project Administration/Project Schedule – The consultant will be required to prepare a project schedule and administration process to track progress and deliverables.

Quality Assurance/Quality Control (QA/QC) – The selected consultant is required to prepare a QA/QC plan for the production and review of design deliverables for the preliminary engineering contract.

Coordination Process – As described in the guidelines above, and established in cooperative terms in Box 6, the consultant will participate and facilitate in the coordination process for the preparation of the design drawings.

Local Planning Documents and Design Standards – The consultant will meet with the relevant local jurisdictions to discuss local plans for the project area, and collect local engineering standard drawings and other relevant documents that should be referenced when preparing preliminary engineering plans (15%, 30% design).

Base Mapping/Project Survey – Consultant shall obtain base mapping for the full extent of the FLM project limits along each project corridor in each station area. Base mapping detail shall be sufficient enough to allow for completion of 30% design and identification of critical design inputs, such as right-of-way limits, location of curb and gutter, and utilities (both above ground and locations for access to below grade utilities).

Utility/As-Built Research – Consultant shall research and obtain readily available utility verification maps and input into the base mapping. Identified utilities should include wet and dry utility types, sizes, materials, and as-built drawing

numbers. Utility research will be limited to areas in which physical FLM improvements are anticipated. The research should include sending out letters to utilities with an interest in the project study area and receiving as-built plans. This research will also include obtaining as-built drawings for the project corridors from appropriate local jurisdictions, and if necessary, Caltrans. Note: For projects that do not include curb modifications or ground disturbance – such as restriping of traffic lanes to provide bicycle lanes, or installation of wayfinding signage – utility investigation may not be necessary.

15% Design Package – The 15% design package typically represents approximately 50% completion of the preliminary engineering (30% design) plans. This submission of these in-process plans allows for review and comment during the design process.

30% Design Package – Contents of the 30% design package will vary among stations and project corridors, depending on the FLM elements proposed. For example, one project corridor may include sidewalk, lighting, and landscaping improvements, while another may be focused on the improvements necessary to implement a protected bicycle lane. These two project types, along with the range of different FLM improvement elements, will result in different packages of required design drawings.

The sheet list provided below is intended to identify a likely range of sheet types that would be required as part of the 30% design.

- > **Title Sheet** – Consultant shall prepare a title sheet on a Metro Title Block that includes an index of sheets, the project description, location map, and limits of work that summarizes the overall project plan set.
- > **Index of Sheets** – Consultant shall prepare a sheet index (table of contents) that identifies the location of each sheet, divided by discipline.
- > **Key Map** – Consultant shall prepare a sheet that includes a key map, sheet map, and the general notes for the overall project plan set.
- > **Legend and Abbreviations** – Consultant shall prepare a sheet legend for the plan symbols and list commonly-used and any specialty abbreviations for the project.
- > **Typical Cross Sections** – Consultant shall prepare typical section sheets for each proposed project corridor depicting the proposed FLM improvements that include existing ground, traveled way, shoulders, cut/fill slopes, retaining walls, existing/proposed fences, and existing/proposed right-of-way, at logical locations.

- > **Roadway Design Sheets** – Consultant shall prepare layout and profile sheets that include horizontal and vertical information for the FLM project design. Vertical data should be labeled in the profile, horizontal data should be labeled in the plan view, and curve data should be organized in data tables. The layout and profile sheets shall reflect existing topography, existing and proposed right-of-way, and existing utilities. The layout and profile sheets should identify the proposed FLM improvements, including drainage modifications, and any existing items that are required to be removed or demolished.
 - > **Signing & Striping Plans** – Consultant should prepare signing and striping plans for bikeway and street traveled way, as appropriate. Sign Plans include providing regulatory signs and directional signs in accordance with CA MUTCD guidelines, and if applicable, with Metro wayfinding signage guidelines. Striping Plans include striping and markings in accordance with CA MUTCD guidelines. Side street intersections that require modifications to signing and striping are included.
 - > **Sign Details** – Consultant shall prepare signing, hardware, and mounting details for signing plans for streets, bikeways, and intersections. Details will be in accordance with appropriate local jurisdiction standards and Chapter 12 of the Metro Signage & Environmental Graphic Design Standard: Trailblazing where applicable.
 - > **Preliminary Drainage Details** – Consultant shall prepare preliminary drainage detail sheets to support the drainage plans shown on the Layout and Profile sheets, where appropriate. Details may include standard headwalls, transitions to/from pipes to ditches, riprap sections, and other drawings needed for the drainage construction. For FLM projects that do not impact the existing drainage patterns on the project streets (i.e. wayfinding, lighting, striped bicycle improvements), drainage plans and details would likely not be required.
 - > **Electrical Plans** – Consultant should prepare sidewalk, bikeway, and street lighting plans, as appropriate based on the proposed FLM improvements for the subject project corridor. The sheets shall include all work necessary to install bikeway and street lighting circuits. Lighting throughout the project corridor shall conform to the appropriate local jurisdiction or Caltrans standards for street lighting.
 - > **Traffic Signal Plans** – As appropriate and if FLM projects require traffic signal modifications, the Consultant should prepare plans to modify traffic signals and upgrade intersection controls, if needed. The plans shall include the work necessary to modify the traffic signals and shall conform to the requirements of the appropriate local jurisdiction. A separate detail sheet should be prepared for each signal.
 - > **Utility Relocation Plans** – As appropriate, the consultant shall prepare plans to indicate which utilities will be relocated as a result of the FLM improvements. Callouts will include but are not limited to “raise manholes, canisters, and facilities to grade” and “protect facilities in place.” All local jurisdiction and franchise utility relocations should be assumed to be performed by the appropriate local jurisdiction or franchise utility company. Plans will indicate utility relocation by others. Consultant will need to coordinate with local jurisdiction and franchise utility companies to identify where relocation of utility infrastructure will be required for the proposed FLM improvements.
 - > **Landscape Plans** – As appropriate, Consultant should provide detailed landscape plans to include:
 - Plant List Sheet – A landscape summary sheet that includes an index of landscape sheets, plant list, and landscape legend that summarizes the landscape plan set.
 - Planting Plans – Plans for the proposed planting areas along and within project corridors, including planting layout and planting quantities. If appropriate and part of the FLM project list, site furnishings may be added to the planting plans.
 - > **Wayfinding Signage Plans and Details** – Prepare wayfinding signage plans, including layouts showing the locations of FLM wayfinding signs. Consultant should prepare details for wayfinding signage plans providing destination and mileage information. Details will be in accordance with appropriate local jurisdiction standards and Chapter 12 of the Metro Signage & Environmental Graphic Design Standard: Trailblazing where applicable.
- Each project will have variations in the design scope and therefore in terms of the number sheets for completion of the design effort. Sheet count is a function of the number stations involved in the project, the overall length of the project corridors selected for inclusion in preliminary engineering, the extent and variety of FLM improvements proposed along the selected project corridors, local jurisdiction design standards and guidelines.
- Cost Estimates** – These new, refined cost estimates that reflect the design elements proposed in the preliminary engineering design plans and will provide a greater level of cost certainty than the estimates prepared during the FLM planning phase. Cost estimates will be prepared following Metro guidelines and format to the extent required and established in cooperative terms.

Appendix F: First/Last Mile Methodology Update (2020)

This addendum presents changes to the Metro First/Last Mile (FLM) Planning methods as established in the 2014 First/Last Mile Strategic Plan. Proposed changes are a result of ongoing experience and lessons learned from completed and in progress First/Last Mile plans and is further informed by discussion among the FLM Planning team, Metro Transit Oriented Communities, and Metro consultant teams. Updates focus on how to create more efficient and equitable planning processes and outcomes. The updates are also intended to clarify ambiguities and common divergences in the current methodology, with an eye toward generating clear deliverables and projects that directly reflect community needs.

Each step is described below with a brief description, lessons learned from past experience, and a summary of roles. For more detailed descriptions of these steps, please reference the First/Last Mile Strategic Plan (2014) and completed FLM Plans online, as well as the First/Last Mile Safety Analysis Tool (2020) and First/Last Mile Planning for Micromobility report (2020) that are included as attachments to this methodology update.

I. First/Last Mile Planning Process

1. Existing Conditions Analysis

Description: The existing conditions analysis is the first step to understand the local environment around each station including land use, key destinations, existing and locally planned bicycle facilities, and collisions, among other data points.

Product: A memo detailing existing conditions, with accompanying data source references, maps and narrative.

Update: Existing conditions analysis should include a narrative component that describes how the various data layers (e.g., land use, destinations, existing and planned facilities) inform the overall conditions and needs of the planning area.

This narrative should be digestible to stakeholders and the community, and should be referenced in later tasks in order to create a consistent through-line of data. In other words, these data should be referenced to explain the evidence and logic for proposed pathways and projects that emerge later. The narrative should, for example, describe how key destinations within the land use layer may draw riders from the transit station, potentially serving as a later justification for a Pathway leading to that destination. The existing conditions analysis should also follow the First/Last Mile Safety Analysis Tool (see attachment A) to identify and document key safety “hotspots” in the planning area. The analysis should also identify possible contributing factors, such as street geometry and speed limits, in order to establish project need for later plan development. If the station areas evidence significant micromobility device usage (i.e. shared, electric scooters), this existing conditions analysis should also follow the recommendations in the First/Last Mile Planning for Micromobility report to accommodate the needs of other wheel-based users (see attachment B).

2. Local jurisdiction coordination

Description: Coordination with local agencies occurs through the first/last mile planning process and is key to aligning engagement efforts and planning projects with local plans and priorities. Local agencies also aid in reviewing the final first/last mile plan and project list.

Product: A series of meetings culminating in a review process of final plan products

Update: Coordination with relevant agencies of the local jurisdiction should occur through, at minimum, three meetings over the course of the first/last mile planning process. First, a meeting at the outset of the planning process should seek agency input on engagement in the relevant planning areas and should highlight any other relevant plans or issues. A midpoint meeting should provide local staff with a preview of draft pathway networks. Upon completion of the planning process, a final meeting should be held to review the pathway network and project list with local staff. This meeting will also serve as the kick-off for the formal local jurisdiction review of these planning products. This schedule of meetings should be considered a minimum, as additional meetings with local staff may be held as needed.

3. FLM Technical Walk Audit

Description: During walk audits, technical staff and consultants collect data on strengths, barriers and observed behaviors related to the walking and bicycling environment around the station. This step is a key component of FLM planning because it gives the project team on-the-ground,

experiential knowledge about the station area. Walk audits, unless otherwise directed, are conducted using Metro's web-based data collection tool, which allows participants to document specific locations with comments and photos about conditions. Some walk audits may also be conducted by community members as an introduction to other subsequent community engagement described below.

Product: Walk audit memo documenting process, participants, and insights from walk audits, as well as mapped data layers of identified barriers, strengths, and opportunities.

Update: The project team should conduct technical walk audits for all stations on a given project, oriented towards collecting site-specific data necessary to inform the pathways development. Participants should be FLM and Metro staff and the FLM consultant team, and should also include CBO partners unless not feasible.

Supplemental audits with community members and stakeholders are not required but can be useful for introducing FLM concepts and methods, but should be separated from key data-gathering steps necessary to progress to pathway layout. Community walk audits may be conducted as an orientation to FLM planning concepts. Noting that walk audits with community members and the public can be labor intensive and time consuming to organize, these community focused audits can be sequenced separately from other FLM planning steps (e.g., they can take place later in the process after technical walk audits, or when other community engagement steps are complete/in process). Types of data and input collected from community focused walk audits can be determined on a project-by-project basis, but should generally focus on simple and subjective feedback about street segments and walking routes in the station area (e.g. walking on specific block feels more/less safe and comfortable).

If the station area has significant micromobility device usage, a site visit may also be considered to observe strengths and barriers to these wheeled modes. Again, the First/Last Mile Planning for Micromobility (linked as an attachment at the end of this appendix) report details this activity.

4. FLM Draft Pathway Network

Description: The development of the Pathway Network (key routes to walk, bike, or roll to the station) is based on research of local plans, existing facilities, existing conditions data analysis, and data collected during the walk audit. This step ensures a clear nexus between FLM improvements and the transit riders' experience. Additionally, the inclusion of local plans and existing facilities avoids duplicating or getting ahead of local efforts to improve their city streets.

Product: Set of Draft Pathway Network maps

Update: The Draft FLM Pathway Network should include and reflect narrative elements established in the existing conditions memo, in order to communicate how the proposed pathways address existing conditions and needs, and establish a record and rationale for development of pathway network segments.

5. Community Based Organizations

Description: The regular, integrated involvement of one or more community-based organizations (CBOs) is a key aspect of the FLM planning process. CBOs are regularly integrated into the project team, and fulfill a variety of roles in the outreach and planning processes, depending on exact nature of the project.

Update: It is expected that Community-based organizations (CBOs) are involved throughout the plan development process, with a focus on outreach and community engagement methods and execution. While the contracting mechanism may differ per project, CBOs must be formally integrated into the project team, with documentation of roles and processes among the CBO, Metro, and the project team. Upon entering a contract, a Project Charter or similar must be established to discuss shared goals, values, and key process points. Additionally, it is important to discuss and understand areas where Metro and CBO priorities diverge and determine how the team will resolve and move forward on any disagreements that may arise (see: East San Fernando Valley Transit Project CBO Charter). The Project Charter is developed through a meeting of the full team including Metro Corridors PM, Metro Community Relations lead, Metro FLM PM, and consultant team (technical and outreach).

The exact role a CBO(s) takes on within the project team should be determined on a case-by-case basis, depending on factors such as the unique needs of the project area and the focus and capacity of the CBO(s). However, the ultimate roles should be chosen from a menu of activities, which includes but is not limited to: input on draft and final pathway networks and projects, advice and input on the planning effort overall, outreach event planning and communications assistance, and outreach staffing.

6. Community Engagement

Description: Community engagement is a critical component due to the detailed and highly localized nature of FLM projects. As a consequence, it occurs at multiple points in the process. Typically, FLM efforts include a range of methods to engage the community including public activities, stakeholder

interviews, and surveys (online or intercept). The purpose of these participatory activities is two-fold: 1) to collect data/feedback to inform FLM planning and 2) to foster general awareness of FLM issues to communities.

Product: A Community Engagement Summary/Results Memo, documenting the engagement formats, who participated, and takeaways from community feedback. The memo, which is distinct from the earlier engagement approach memo, should detail data gathered from the community on prioritizing FLM improvement types and locations.

Update:

- > Audiences: FLM planning outreach shall prioritize engagement with the core audience for FLM improvements: transit riders, especially those who live, work, play, and go to school around the station area. Targeted outreach shall utilize the Metro Equity Platform and tools to ensure racial, gender, and socioeconomic disparities are addressed in the proposed outreach process. Activities that reach riders where they are should be the primary in-person outreach activity (see below).
- > Established stakeholders (local institutions, business improvement districts, local association representatives) should be engaged and informed through structured interviews as part of the engagement process. Neighborhood Councils, or similar localized representative bodies, could be included in the general outreach process, including invites to participate in any applicable community walk audits and broader community engagement activities. Metro staff may accommodate meetings and a staff presentation upon request.
- > CBOs: As detailed above, it is expected that CBOs play a significant role in the engagement process. While exact roles depend on the project and must be outlined in an established Project Charter from a menu of activities, CBO involvement is key for identifying, reaching, and engaging with target audiences in activities and other outreach formats.
- > Engagement activities: The preferred format for in-person outreach are activities that meet target audiences where they are, capitalizing on existing and regular activities and community gatherings and recognizing that they may not be actually residents immediately next to the station areas. Event format should avoid the traditional town hall style and other standalone public meeting formats that can be difficult for key demographics of the public to attend. While there is no specific required format for pop-up activities, the team - consultant(s), staff, CBO(s) - should seek to craft formats

that offer a creative, tactile, and “gamified” engagement that draw in individuals and encourage participation. These should seek to collect data that reflects the improvement types and accompanying locations desired by community members, as well as destinations and key places of interest to which community members travel. In addition, inquiring about travel patterns provides an opportunity to check for discrepancies with the Draft Pathway Network.

7. Final Pathway Network and Project Ideas

Description: Collected community feedback (e.g. from stakeholder interviews, walk-audits, and other community engagement activities) is used to validate or correct the draft Pathway Network, as well as reflect the project ideas and priorities of the community. At this stage, review of the Pathway Network and project ideas by the local jurisdictions and CBO is requested before finalization.

Product: Final Pathway Network maps, illustrations of conditions, and list of projects

Update: Following the updates noted in Step 1, Existing Conditions, and Step 3, FLM Draft Pathway Network, the Final Pathway Network and Project Ideas document should reflect the culmination of existing conditions and community needs/desires as documented through community engagement.

Accompanying the Final Pathway Network should be high-level conceptual design illustrations of typical proposed project conditions in all Arterial and Collector Pathways. These may consist of plan and/or street cross sections with dimensions, and should reflect rough estimates of the right-of-way impacts of implementing FLM projects. This should serve to highlight any major feasibility issues regarding ROW conflicts and to detail potential reconfiguration tradeoffs.

The Final Pathways should also incorporate and elaborate upon the safety effects, impacts, and purposes of each pathway, per the First/Last Mile Safety Analysis Tool. This also includes noting overlaps with local jurisdiction priority areas such as High Injury Networks.

8. Project Scoring and Cost Estimates

Description: Projects are categorized by type and location, and are subsequently scored on a number of variables. The variables, for both pedestrian and wheel projects, may fall within weighted categories of safety, comfort, community input, and connectivity. An example of scoring variables for pedestrian projects and bicycle projects is provided below from the Purple Line Extension Sections 2&3 FLM Plan.

Individual projects may use different criteria or weighting as relevant to the conditions along the study corridor, but each would include, at minimum, the categories of safety, community input, and connectivity for walking and rolling to the station.

At this stage, Metro will develop rough order of magnitude (ROM) cost estimates for the projects with input from the local jurisdictions.

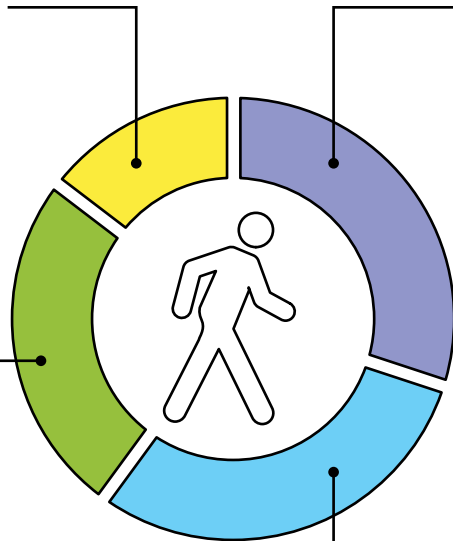
Product: Selected list of projects, matrix reflecting project weights and scores.

**15%
Connectivity**

Projects that connect to primary streets, major destinations, or cut-throughs

**25%
Community Input**

Projects mentioned during pop-ups, walk audits, and online survey



**30%
Comfort**

Projects that make walking more comfortable and easier to navigate

**30%
Safety**

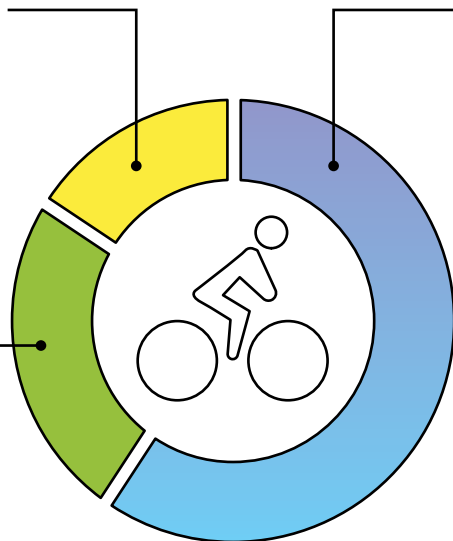
Collision data

**15%
Connectivity**

Projects that connect to primary streets, the station, the existing or planned bicycle network, or major destinations

**25%
Community Input**

Projects mentioned during pop-ups, walk audits, and online survey



**60%
Safety and Comfort**

Collision data, conformance to NACTO Guidelines, and provision of controlled crossings or bicycle amenities

II. Key Work Products

The following deliverables are required at the completion of FLM Planning:

- > **Pathway Network** – map indicating primary and secondary pathways to the station and FLM project locations with the half-mile radius of the station
 - Update: Plan and/or Cross-section illustrations:
Conceptual design illustrations demonstrating feasibility and potential ROW issues for FLM pathway projects
- > **Project List** – project list corresponding to the Pathway Network maps that includes additional detail about the project (e.g. description, extent, and location)
- > **Rough Order of Magnitude Cost Estimates** – cost estimates for all FLM projects using best cost estimating practices and recent cost examples
- > **Prioritized Projects List** – selected projects that have received local jurisdiction concurrence to advance to the next project phase. The method for prioritization will be refined after the completion of First/Last Mile Guidelines.

For next steps in engineering and implementation, refer to the Critical Actions to Advance as listed in Chapter 2, Section A, of the First/Last Mile Planning Guidelines.

III. Attachments

- > **A. First/Last Mile Safety Analysis Tool:** The updated safety analysis and approach presents a more detailed integration of safety data into the Existing Conditions step of FLM planning. The analysis will shed further light onto the contributing factors of unsafe traffic conditions in station areas, and will contribute to the continuity of data-based justifications for improvements throughout the planning process. <http://media.metro.net/2020/First-Last-Mile-Safety-Analysis-Tool.pdf>
- > **B. First/Last Mile Planning for Micromobility Study:** This study presents changes to the FLM planning process and to the FLM toolkit of improvements in order to best plan for the use of new shared, dockless electric micromobility devices as first/last mile modes. The methods included should be considered applicable to the Existing Conditions Analysis, Walk Audit, and Draft and Final Pathways Steps. <http://media.metro.net/2020/Micromobility-FLM.pdf>

Future addendums to the First/Last Mile Strategic Plan and other guiding FLM documents, addressing potential needs such as project feasibility analysis, should be added as the need arises, following input from the FLM, transit project, and consultant teams.

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Appendix G: FLM Program Commitments by Transit Project

The following table lists completed and ongoing Metro transit projects, providing the applicability of FLM program commitments. Each project listed has an associated First/Last Mile Plan. The table also notes whether the transit project received grant/technical assistance and whether the 3% local contribution is applicable to the project. Note that FLM plans for existing stations for new lines or extensions generally do not qualify, but may be evaluated on a case-by-case basis.

| PROJECT | PROGRAM COMMITMENTS | | | NOTES |
|--|----------------------|-----------------------------|------------------------|-------------------|
| | First/Last Mile Plan | Grant/ Technical Assistance | 3% Contribution Credit | |
| New Rail Line | | | | |
| East San Fernando Valley Light Rail Transit Corridor | ✓ | ✓ | ✓ | FLM Plan complete |
| West Santa Ana Branch | ✓ | ✓ | ✓ | |
| Sepulveda Pass Transit Corridor | ✓ | ✓ | ✓ | |
| Rail Line Extension | | | | |
| D Line (Westside Purple Line Extension Section 2) | ✓ | ✓ | ✓ | FLM Plan complete |
| D Line (Westside Purple Line Extension Section 3) | ✓ | ✓ | ✓ | FLM Plan complete |
| L Line (Gold) Foothill 2B Extension | ✓ | ✓ | ✓ | FLM Plan complete |
| C Line (Green) Extension to Torrance | ✓ | ✓ | ✓ | |
| L Line (Gold) Eastside Extension | ✓ | ✓ | ✓ | |
| Crenshaw North Extension | ✓ | ✓ | ✓ | |
| Added/Relocated Station | | | | |
| Aviation/96th Street (Airport Metro Connector) Station | ✓ | ✓ | ✓ | |
| Added/Relocated Station/BRT Project | | | | |
| G Line (Orange) BRT Improvements | ✓ | ✓ | | FLM Plan complete |

| PROJECT | PROGRAM COMMITMENTS | | | NOTES |
|---|----------------------|-----------------------------|------------------------|--|
| | First/Last Mile Plan | Grant/ Technical Assistance | 3% Contribution Credit | |
| BRT Project | | | | |
| North Hollywood to Pasadena Corridor | ✓ | ✓ | | BRT project/FLM plan for selected stations |
| North San Fernando Valley Corridor* | ✓ | ✓ | | BRT project/FLM plan for selected stations |
| Under Construction at Time of Board Policy | | | | |
| Crenshaw/LAX Transit Corridor | ✓ | ✓ | see note | FLM Plan complete for stations in Inglewood Inglewood 3% agreement in place pre-Guidelines; \$6M commitment to FLM implementation |
| Regional Connector | ✓ | ✓ | | |
| D Line (Westside Purple Line Extension Section 1) | ✓ | ✓ | | |
| TBD | | | | |
| Vermont Transit Corridor | ✓ | ✓ | tbd | mode undetermined; 3% applicable if rail selected |

*The scope of the North San Fernando Valley Corridor project is currently under review and may result in a revision to the applicability of this project.

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FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
10/19/22

The following worksheets summarize Metro's **Aviation/96th Street** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Aviation/96th Street First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

ITEM NO. 40

Aviation/96th St Station

| Priority Project ID | Previous FLM Priority Project? (Project Number) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|---------------------------------|---|-----------------|---------------------------------|----------------------------|-------------|
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1A) | Arbor Vitae St. | Pedestrian and Cyclist Lighting | Aviation Bl to Portal Av | 1 |
| 2 | ✓ (1A) | Arbor Vitae St. | Landscape and Shade Trees | Aviation Bl to Portal Av | 1 |
| 3 | ✓ (1A) | Arbor Vitae St. | Access Ramps | Aviation Bl | 1 |
| 4 | ✓ (1A) | Arbor Vitae St. | High Visibility Crosswalks | Aviation Bl | 1 |
| 5 | ✓ (1B) | Arbor Vitae St. | Pedestrian and Cyclist Lighting | Portal Av to Airport Bl | 1 |
| 6 | ✓ (1B) | Arbor Vitae St. | Landscape and Shade Trees | Portal Av to Airport Bl | 1 |
| 7 | ✓ (1B) | Arbor Vitae St. | Access Ramps | Bellanca Av and Airport Bl | 1 |
| 8 | ✓ (1B) | Arbor Vitae St. | High Visibility Crosswalks | Bellanca Av and Airport Bl | 1 |
| 9 | ✓ (1B) | Arbor Vitae St. | Bus Stop Improvements | Bellanca Av (2 locations) | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

ITEM NO. 40

Aviation/96th St Station

| Priority Project ID | Previous FLM Priority Project? (Project Number) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|--|---|-----------------|------------------------------|-----------------------|-------------|
| WALK - Additional Priority Projects | | | | | |
| 10 | Tier 1 | Century Blvd | New or improved crosswalks | Along corridor | |
| 11 | Tier 1 | Century Blvd | New or improved sidewalks | Along corridor | |
| 13 | Tier 1 | Century Blvd | Curb improvements | Along corridor | |
| 14 | Tier 1 | Century Blvd | Pedestrian and Bike Lighting | Along corridor | |
| 15 | Tier 1 | Century Blvd | Bike Facility or Amenity | Along corridor | |
| 16 | Tier 1 | Century Blvd | Bus Stop Improvements | Along corridor | |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

| Aviation/96th St Station | | | | | |
|----------------------------------|--|------------------------|-------------------------------------|------------------------------|-------------------|
| Priority Project ID | Previous FLM Priority Project? (Project Number) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1A) | Arbor Vitae St. | Bicycle Lane (Class II) | Aviation Bl to Portal Av | 1 |
| 2 | ✓ (1B) | Arbor Vitae St. | Protected Bicycle Lane (Class IV) | Portal Av to Airport Bl | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

| Aviation/96th St Station | | | | | |
|---|--|------------------------|-------------------------------------|--------------------------------|-------------------|
| Priority Project ID | Previous FLM Priority Project? (Project Number) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 3 | Tier 2 | Arbor Vitae St | Bike facility or Amenity | Sepulvda Blvd to Aviation Blvd | 3 |
| 4 | Tier 1 | Century Blvd | Bike facility or Amenity | Along corridor | 3 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR**10/19/2022**

The following worksheets summarize Metro's **East San Fernando Valley Transit Corridor** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **East San Fernando Transit Corridor First/Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ITEM NO. 10

| East San Fernando Valley - Sylmar/San Fernando Station | | | | | |
|--|--|--|-------------------------------|--|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (2) | San Fernando Rd | Landscape & Shade | Oro Grande St to Sayer St and Hubbard St to Huntington St (0.85 miles) | 1 |
| 2 | ✓ (3) | San Fernando Rd | Signalized Crossings | At S Lazard St & Huntington St | 1 |
| 3 | ✓ (4) | San Fernando Rd | Pedestrian & Cyclist Lighting | Hubbard St to Huntington St | 1 |
| 4 | ✓ (7) | Hubbard St | Landscape & Shade | Laurel Canyon Blvd to 5th Ave (1.25 miles) | 1 |
| 5 | ✓ (8) | Hubbard St | Pedestrian & Cyclist Lighting | Jackman Ave to 4th St (0.61 miles) | 1 |
| 6 | ✓ (9) | Hubbard St | Curb Extensions | At 1st St & 2nd St | 1 |
| 7 | ✓ (10) | Hubbard St | Bus Stop Improvements | Truman St & 1st St/Frank Modugno Dr | 1 |
| 8 | ✓ (11) | Hubbard St | Curb Extensions | 4th St | 1 |
| 9 | ✓ (12) | Frank Modugno Drive/ 1st St | Pedestrian & Cyclist Lighting | Sayre St to Orange Grove Ave (0.47 miles) | 1 |
| 10 | ✓ (14) | San Fernando Rd/ Frank Modugno Drive/ 1st St | Landscape & Shade | Oro Grande St to Huntington St (0.088 miles) | 1 |
| 11 | ✓ (15) | 1st St | Curb Ramps | Huntington St | 1 |
| 12 | ✓ (16) | San Fernando Rd | Curb Extension | Astoria St | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

| ESFV Transit Corridor - Sylmar/San Fernando Station | | | | | |
|---|--|-----------------|-----------------------------------|--|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | San Fernando Rd | Protected Bicycle Lane (Class IV) | Hubbard St to San Fernando Mission Blvd (0.57 miles) | 1 |
| 2 | ✓ (3) | Hubbard St | Bicycle Lane (Class II) | Laurel Canyon Blvd to Glenoaks Blvd (1.50 miles) | 1 |
| 3 | ✓ (14) | Hubbard St | Bicycle Lane (Class II) | Glenoaks Blvd to Eldridge Ave (1.50 miles) | 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

| ESFV Transit Corridor - Sylmar/San Fernando Station | | | | | |
|---|--|--------------------|--------------------------|---------------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 4 | (#2) | San Fernando Rd | Striped Lanes | Bleeker St to Hubbard Ave | 3 |
| 5 | (#7) | East Canyon Chanel | Off-Street Path | Rincon Ave to Bleeker St | 3 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

East San Fernando Valley - Maclay Station

| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|---------------------------------|--|-----------------|-------------------------------|---|-------------|
| WALK - Priority Projects | | | | | |
| 1 | ✓ (5) | San Fernando Rd | Pedestrian & Cyclist Lighting | San Fernando Mission Blvd to Brand Blvd | 1 |
| 2 | ✓ (6) | San Fernando Rd | Landscape & Shade | Huntington St to Wolfskill St | 1 |
| 3 | ✓ (7) | San Fernando Rd | Signalized Crossing | At Kalisher St | 1 |
| 4 | ✓ (8) | San Fernando Rd | Curb Ramps | At Kalisher St | 1 |
| 5 | ✓ (14) | Maclay Ave | Pedestrian & Cyclist Lighting | Hollister St to 4th St | 1 |
| 6 | ✓ (15) | Maclay Ave | Landscape & Shade | Hollister St to 1st St | 1 |
| 7 | ✓ (19) | Brand Blvd | Pedestrian & Cyclist Lighting | Hollister St to 4th St | 1 |
| 8 | ✓ (20) | Brand Blvd | Curb Extension | At 1st St | 1 |
| 9 | ✓ (21) | Brand Blvd | Curb Extension | At Hollister St, Coronel St, Pico St, Celis St, | 1 |
| 10 | ✓ (22) | Brand Blvd | Curb Extension | At Library St | 1 |
| 11 | ✓ (23) | 1st St | Pedestrian & Cyclist Lighting | Alexander St to Brand Blvd | 1 |
| 12 | ✓ (24) | 1st St | Curb Extension | At Harding Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Maclay Station | | | | | |
|--|--|--------------------------|---|---|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | San Fernando Rd | Protected Bicycle Lane (Class IV) | Kittridge St to Wolfskill St (0.13 miles) | 1 |
| 2 | ✓ (2) | Brand Blvd | Bicycle lanes (Class II) & Bicycle Friendly Street (Class III) | O'Melvany Ave to Truman St, Truman St to Mission City Trail & Mission City Trail to 4th St (0.85 miles) | 1 |
| 3 | ✓ (4) | Maclay Ave | Bicycle Friendly Streets (Class III) & Bicycle lanes (Class II) | Amboy St to Truman St, Truman St to 1st St & 1st St to 4th St (0.92 miles) | 1 |
| 4 | ✓ (5) | Maclay Ave | Bicycle Lane (Class II) | 4th St to 8th St (1 mile) | 1 |
| 5 | ✓ (7) | 1st St | Bicycle Friendly Street (Class III) | Brand Blvd to Harding (0.40 miles) | 1 |
| 6 | ✓ (12) | Brand Blvd / Macneil St. | Bicycle Friendly Street (Class III) | 4th St to 8th St (1.03 miles) | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ESFV Transit Corridor - Paxton Station

| Priority Project ID | Previous FLM Priority Project? (Project ID) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|---------------------------------|---|-----------------|-------------------------------|------------------------------|-------------|
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | San Fernando Rd | Landscape & Shade | Pacoima Wash to Filmore St | 1 |
| 2 | ✓ (2) | San Fernando Rd | Bus Stop Improvements | Paxton St | 1 |
| 3 | ✓ (3) | San Fernando Rd | Pedestrian & Cyclist Lighting | Desmond St to Filmore St | 1 |
| 4 | ✓ (4) | San Fernando Rd | Signalized Crossing | At Filmore St | 1 |
| 5 | ✓ (5) | San Fernando Rd | Signalized Crossing | At Desmond St | 1 |
| 6 | ✓ (6) | San Fernando Rd | Curb Extension | At 118 Freeway Access Ramp | 1 |
| 7 | ✓ (7) | San Fernando Rd | Curb Extension | At 118 Freeway Access Ramp | 1 |
| 8 | ✓ (8) | Paxton St | Landscape & Shade | Kewen Ave to San Fernando Rd | 1 |
| 9 | ✓ (9) | Paxton St | Pedestrian & Cyclist Lighting | Telfair Ave to Bradley Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

| ESFV Transit Corridor - Paxton Station | | | | | |
|--|---|-----------------|--------------------------|--|------------|
| Priority Project ID | Previous FLM Priority Project? (Project ID) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (4) | Paxton St | Bicycle Lane (Class II) | Arleta Ave to Foothill Blvd (2.80 miles) | 1, 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ESFV Transit Corridor - Paxton Station

| Priority Project ID | Previous FLM Priority Project? (Project ID) | Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
|---|---|--------------|--------------------------|-----------------------------------|------------|
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 2 | (#1) | Telfair Ave | Bike-Friendly St | Pacoima Wash to Filmore | 3 |
| 3 | (#2) | Pacoima Wash | Off-Street Path | Telfair Ave to Bradley Ave/4th St | 3 |
| 4 | (#3) | Bradley Ave | Bike-Friendly St | Pacoima Wash to Filmore | 3 |
| 5 | (#5) | Desmond St | Bike-Friendly St | Telfair Ave to San Fernando Rd | 3 |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

| ESFV Transit Corridor - Van Nuys/San Fernando Station | | | | | |
|---|--|-----------------|-------------------------------|------------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | San Fernando Rd | Landscape & Shade | Filmore St to Pierce St | 1 |
| 2 | ✓ (2) | San Fernando Rd | Bus Stop Improvements | Van Nuys Blvd | 1 |
| 3 | ✓ (3) | San Fernando Rd | Pedestrian & Cyclist Lighting | Filmore St to Pierce St | 1 |
| 4 | ✓ (4) | San Fernando Rd | New or Improved Sidewalks | Segment south of Filmore St | 1 |
| 5 | ✓ (5) | Van Nuys Blvd | Landscape & Shade | From Norris Ave to Kewen Ave | 1 |
| 6 | ✓ (6) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | From Norris Ave to Kewen Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

| ESFV Transit Corridor - Van Nuys/San Fernando Station | | | | | |
|---|--|------------------|---------------------------------------|---|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Protected Bicycle Lane (Class IV) | San Fernando Rd to Glenoaks Blvd (0.78 miles) | 1 |
| 2 | ✓ (8) | Van Nuys Blvd | Protected Bicycle Lane (Class IV) | Glenoaks Blvd to Foothill Blvd (0.75 miles) | 2 |
| 3 | ✓ (10) | San Fernando Rd. | Shared-use/ Off Street Path (Class I) | Brandford St to Lankershim Blvd (1.34 miles) | 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ITEM NO. 16

| ESFV Transit Corridor - Laurel Canyon Station | | | | | |
|---|--|--------------------|-------------------------------|--|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Laurel Canyon Blvd | Landscape & Shade | Paxton St to Terra Bella St | 1 |
| 2 | ✓ (2) | Laurel Canyon Blvd | Curb Ramps | At Carl St, Pierce St, Gager St, Gain St, Remington St | 1 |
| 3 | ✓ (3) | Laurel Canyon Blvd | Access Ramps | At Filmore St | 1 |
| 4 | ✓ (6) | Laurel Canyon Blvd | Pedestrian & Cyclist Lighting | Filmore St to Pierce St | 1 |
| 5 | ✓ (7) | Laurel Canyon Blvd | New or Improved Sidewalks | Van Nuys Blvd to Remington St | 1 |
| 6 | ✓ (8) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | I-5 Freeway underpass to Kewen Ave | 1 |
| 7 | ✓ (9) | Van Nuys Blvd | Bus Stop Improvements | Laurel Canyon and Haddon Ave | 1 |
| 8 | ✓ (10) | Van Nuys Blvd | Landscape & Shade | From I-5 Freeway to Kewen Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

| ESFV Transit Corridor - Laurel Canyon Station | | | | | |
|---|--|--------------------|--------------------------|---|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (4) | Laurel Canyon Blvd | Bicycle Lane (Class II) | Terra Bella St to Paxton St (1.09 miles) | 1 |
| 2 | ✓ (5) | Laurel Canyon Blvd | Bicycle Lane (Class II) | Terra Bella St to Peoria St & Paxton to Rinaldi St (3.85 miles) | 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

| ESFV Transit Corridor - Laurel Canyon Station | | | | | |
|---|--|-----------|--------------------------|-----------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 3 | (#1) | Pierce St | Bike-Friendly St. | I-5 to Haddon Ave | 3 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Arleta Station | | | | | |
|--|--|--------------------------|-------------------------------|---|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Landscape & Shade | Bordeaux Ave to 1-5 freeway | 1 |
| 2 | ✓ (2) | Van Nuys Blvd | Bus Stop Improvements | Arleta Ave | 1 |
| 3 | ✓ (3) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | Bordeaux Ave to 1-5 freeway | 1 |
| 4 | ✓ (4) | Arleta Ave/Devonshire St | Pedestrian & Cyclist Lighting | Filmore St to Pierce St | 1 |
| 5 | ✓ (5) | Arleta Ave/Devonshire St | Landscape & Shade | Pacoima Diversion Channel to Terra Bella St | 1 |
| 6 | ✓ (6) | Arleta Ave/Devonshire St | New or Improved Sidewalks | Pacoima Diversion Channel | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

| ESFV Transit Corridor - Arleta Station | | | | | |
|---|--|------------|--------------------------|---------------------------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WALK - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 7 | (#16) | Filmore St | Pedestrian Bridge | Filmore St, Pacoima Diversion Channel | 3 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ESFV Transit Corridor - Arleta Station

| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
|----------------------------------|--|--------------------------|-------------------------------------|--|------------|
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | Arleta Ave/Devonshire St | Protected Bicycle Lane (Class IV) | Terra Bella St to Arleta Ave & Arleta Ave to Filmore St (0.96 miles) | 1 |
| 2 | ✓ (3) | Arleta Ave | Protected Bicycle Lane (Class IV) | Devonshire St to Paxton Ave (0.17 miles) | 1 |
| 3 | ✓ (8) | Arleta Ave | Protected Bicycle Lane (Class IV) | Paxton St to Fox St & Terra Bella St to Osborne St (1.22 miles) | 2 |
| 4 | ✓ (9) | Arleta Ave | Bicycle Lane (Class II) | Osborne St to Tujung Wash (1 mile) | 2 |
| 5 | ✓ (11) | Arleta Ave | Bicycle Friendly Street (Class III) | Fox St to Brand Blvd (0.37 miles) | 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

| ESFV Transit Corridor - Woodman Station | | | | | |
|---|--|-----------------|-------------------------------|-----------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Landscape & Shade | Bordeaux Ave to Gledhill St | 1 |
| 2 | ✓ (2) | Van Nuys Blvd | Bus Stop Improvements | Woodman Ave | 1 |
| 3 | ✓ (3) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | Bordeaux Ave to Gledhill St | 1 |
| 4 | ✓ (4) | Van Nuys Blvd | Access Ramps | Plummer St | 1 |
| 5 | ✓ (6) | Woodman Ave | Landscape & Shade | Filmore St to Plummer St | 1 |
| 6 | ✓ (7) | Woodman Ave | Pedestrian & Cyclist Lighting | Filmore St to Plummer St | 1 |
| 7 | ✓ (10) | Woodman Ave | Curb Extension | Plummer St | 1 |
| 8 | ✓ (11) | Woodman Ave | Access Ramps | Filmore St | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Woodman Station | | | | | |
|---|--|-----------------|--------------------------|-----------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| NO PROPOSED PROJECTS ON PRIMARY PATHWAYS | | | | | |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ESFV Transit Corridor - Nordhoff Station

| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|---------------------------------|--|-----------------|-------------------------------|-----------------------------|-------------|
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Bus Stop Improvements | Nordhoff St and Tupper St | 1 |
| 2 | ✓ (2) | Van Nuys Blvd | Landscape & Shade | Gledhill St to Parthenia St | 1 |
| 3 | ✓ (3) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | Gledhill St to Parthenia St | 1 |
| 4 | ✓ (4) | Nordhoff St | Landscape & Shade | Kester to Woodman Ave | 1 |
| 5 | ✓ (5) | Nordhoff St | Signalized Crossing | Wakefield Ave | 1 |
| 6 | ✓ (6) | Nordhoff St | Pedestrian & Cyclist Lighting | Cedros Ave to Wakefield Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

| ESFV Transit Corridor - Nordhoff Station | | | | | |
|---|--|----------------|-----------------------------|------------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 7 | (#8) | Terra Bella St | Residential Traffic Calming | Nordhoff St to Woodman Ave | 3 |
| 8 | (#9) | Terra Bella St | Street Lights | Nordhoff St to Wakefield Ave | 3 |
| 9 | (#10) | Terra Bella St | Street Trees | Nordhoff St to Woodman Ave | 3 |
| 10 | (#11) | Terra Bella St | Pedestrian Lights | Nordhoff St to Woodman Ave | 3 |
| 11 | (#12) | Terra Bella St | Curb Extensions | Tupper St | 3 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Nordhoff Station | | | | | |
|--|--|-----------------|--------------------------|---|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (3) | Nordhoff St | Bicycle Lane (Class II) | Sylmar Ave to Moonbeam Ave (0.12 miles) | 1 |
| 2 | ✓ (10) | Nordhoff St | Bicycle Lane (Class II) | 405 freeway to Balboa (1.70 miles) | 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Nordhoff Station | | | | | |
|---|--|----------------|--------------------------|----------------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 3 | (#1) | Pacoima Wash | Off-Street Path | Plummer St to Parthenia St | 3 |
| 4 | (#2) | Terra Bella St | Striped Lanes | Nordhoff St to Woodman Ave | 3 |
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*Note - Inclusion as a priority project does not alter or reduce mitigation requirements for Metro.

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

| ESFV Transit Corridor - Roscoe Station | | | | | |
|--|--|-----------------|-------------------------------|--------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Bus Stop Improvements | Roscoe Blvd | 1 |
| 2 | ✓ (2) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | Parthenia St to Lorne St | 1 |
| 3 | ✓ (3) | Van Nuys Blvd | Landscape & Shade | Parthenia St to Lorne St | 1 |
| 4 | ✓ (5) | Roscoe Blvd | Landscape & Shade | Willis Ave to Lennox Ave | 1 |
| 5 | ✓ (6) | Roscoe Blvd | Pedestrian & Cyclist Lighting | Willis Ave to Lennox Ave | 1 |
| 6 | ✓ (7) | Roscoe Blvd | Signalized Crossing | At Wakefield Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

| ESFV Transit Corridor - Roscoe Station | | | | | |
|--|--|-----------------|-----------------------------------|--|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | Roscoe Blvd | Protected Bicycle Lane (Class IV) | Van Nuys Blvd to Woodman Ave (0.91 miles) | 1 |
| 2 | ✓ (10) | Roscoe Blvd | Protected Bicycle Lane (Class IV) | Woodman Ave to Laurel Canyon Blvd (2.07 miles) | 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Roscoe Station | | | | | |
|---|--|--------------|--------------------------|-------------------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 3 | (#4) | Parthenia St | Protected Lanes | Pacoima Wash to Van Nuys Blvd | 3 |
| 4 | (#5) | Chase St | Striped Lanes | Pacoima Wash to Van Nuys Blvd | 3 |
| 5 | (#7) | Willis Ave | Bike-Friendly St | Chase St to Lanark St | 3 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ITEM NO. 16

| ESFV Transit Corridor - Van Nuys/MetroLink Station | | | | | |
|--|--|-----------------|-------------------------------|-------------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Landscape & Shade | Cohasset St to Lorne St | 1 |
| 2 | ✓ (2) | Van Nuys Blvd | Bus Stop Improvements | At Keswisck St and Saticoy St | 1 |
| 3 | ✓ (3) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | Cohasset St to Lorne St | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Van Nuys Metrolink Station | | | | | |
|--|--|-----------------|--------------------------|-----------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| NO PROPOSED PROJECTS ON PRIMARY PATHWAYS | | | | | |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Van Nuys Metrolink Station | | | | | |
|--|--|-------------------|--------------------------|-----------------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Additional Priority Projects | | | | | |
| 1 | (#4) | Keswick/Raymer St | Bike-Friendly St | Kester Ave to Van Nuys Blvd | 3 |
| | | | | | |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Van Nuys Metrolink Station | | | | | |
|---|---|----------------|-------------------------------------|------------------------------|-------------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 2 | (#1) | Pacoima Wash | Protected Lanes | Raymer St to Van Nuys Blvd | 3 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ITEM NO. 16

| ESFV Transit Corridor - Sherman Way Station | | | | | |
|---|--|-----------------|-------------------------------|-----------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Landscape & Shade | Pacoima Wash to Hart St | 1 |
| 2 | ✓ (2) | Van Nuys Blvd | Bus Stop Improvements | Sherman Way | 1 |
| 3 | ✓ (3) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | Pacoima Wash to Hart St | 1 |
| 4 | ✓ (5) | Van Nuys Blvd | Signalized Crossing | Gault St | 1 |
| 5 | ✓ (7) | Sherman Way | Pedestrian & Cyclist Lighting | Cedros Ave to Tyrone Ave | 1 |
| 6 | ✓ (8) | Sherman Way | Landscape & Shade | Kester Ave to Hazeltine Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ESFV Transit Corridor - Sherman Way Station

| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
|----------------------------------|--|-----------------|-----------------------------------|---|------------|
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | Sherman Way | Protected Bicycle Lane (Class IV) | Kester Ave to Hazeltine Ave (1 mile) | 1 |
| 2 | ✓ (7) | Sherman Way | Protected Bicycle Lane (Class IV) | Hazeltine Ave to Laurel Canyon Blvd & Kester Ave to Balboa Blvd (5 miles) | 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ESFV Transit Corridor - Vanowen Station

| Priority Project ID | Previous FLM Priority Project? (Project ID) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|---------------------------------|---|-----------------|-------------------------------|-----------------------------|-------------|
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | Hart St to Kittridge St | 1 |
| 2 | ✓ (2) | Van Nuys Blvd | Landscape & Shade | Hart St to Kittridge St | 1 |
| 3 | ✓ (3) | Van Nuys Blvd | Bus Stop Improvements | Vanowen St | 1 |
| 4 | ✓ (4) | Vanowen St | Pedestrian & Cyclist Lighting | Cedros Ave to Tyrone Ave | 1 |
| 5 | ✓ (5) | Vanowen St | Landscape & Shade | Kester Ave to Hazeltine Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Vanowen Station | | | | | |
|---|--|-----------------|--------------------------|-----------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| NO PROPOSED PROJECTS ON PRIMARY PATHWAYS | | | | | |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ITEM NO. 16

| ESFV Transit Corridor - Victory Station | | | | | |
|---|--|-----------------|-------------------------------|-------------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Bus Stop Improvements | At Victory Blvd and Sylvan St | 1 |
| 2 | ✓ (2) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | Kittridge St to Sylvan St | 1 |
| 3 | ✓ (3) | Van Nuys Blvd | Landscape & Shade | Kittridge St to Sylvan St | 1 |
| 4 | ✓ (4) | Victory Blvd | Pedestrian & Cyclist Lighting | Cedros Ave to Tyrone Ave | 1 |
| 5 | ✓ (5) | Victory Blvd | Landscape & Shade | Kester Ave to Hazeltine Ave | 1 |
| 6 | ✓ (7) | Sylvan St | Landscape & Shade | Vesper Ave to Van Nuys Blvd | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

| ESFV Transit Corridor - Victory Station | | | | | |
|---|--|-----------------|--------------------------|-----------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| NO PROPOSED PROJECTS ON PRIMARY PATHWAYS | | | | | |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

| ESFV Transit Corridor - Victory Station | | | | | |
|---|--|-----------------|--------------------------|---------------------------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 1 | (#1) | Friar St | Bike-Friendly St | Friar St Between Hazeltine and Kester | 3 |
| | | | | | |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ITEM NO. 16

| ESFV Transit Corridor - Van Nuys MOL Station | | | | | |
|--|---|-----------------|-------------------------------|-----------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project ID) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Bus Stop Improvements | Bessemer St to Aetna St | 1 |
| 2 | ✓ (2) | Van Nuys Blvd | Landscape & Shade | Hatteras St to Sylvan St | 1 |
| 3 | ✓ (3) | Van Nuys Blvd | Pedestrian & Cyclist Lighting | Hatteras St to Sylvan St | 1 |
| 4 | ✓ (8) | Bessemer St | Pedestrian & Cyclist Lighting | Cedros Ave to Tyrone Ave | 1 |
| 5 | ✓ (9) | Bessemer St | Landscape & Shade | Kester Ave to Hazeltine Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Van Nuys MOL Station | | | | | |
|--|---|-----------------|-----------------------------------|--|------------|
| Priority Project ID | Previous FLM Priority Project? (Project ID) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | Van Nuys Blvd | Protected Bicycle Lane (Class IV) | Orange Line Busway to Burbank Blvd (.58 miles) | 1 |
| 2 | ✓ (6) | Van Nuys Blvd | Protected Bicycle Lane (Class IV) | Burbank Blvd to LA River (1.10 miles) | 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ITEM NO. 10

| ESFV Transit Corridor - Van Nuys MOL Station | | | | | |
|--|---|--|--------------------------|-----------------------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Project ID) | Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Add Priority Projects | | | | | |
| 3 | (#3) | Cedros Ave | Bike-Friendly St | Kester Ave to Metro Orange Line | 3 |
| 4 | (#5) | Vesper Ave / (Hatteras st)/ Cedros Ave | Bike-Friendly St | Metro Orange Line to Burbank Blvd | 3 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ITEM NO. 10

| East San Fernando Valley - Special Cases | | | | | |
|--|---------------------|--|---|-------------------------------------|--------------------------------|
| Walk or Wheel Project | Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits |
| Sylmar/San Fernando Station | | | | | |
| Walk Project | 2 | ✓ (3) | San Fernando Rd | Signalized Crossings | At S Lazard St & Huntington St |
| Wheel Project | 3 | ✓ (6) | San Fernando Rd/ Frank Modugno Dr/ 1st St | Bicycle Friendly Street (Class III) | Polk St to Harding St (1 mile) |
| Maclay Station | | | | | |
| Walk Project | 5 | ✓ (10) | Maclay Ave | Curb Extension | At 4th St |
| Paxton Station | | | | | |
| Walk Project | 4 | ✓ (5) | San Fernando Rd | Signalized Crossing | At Desmond St |
| Nordhoff Station | | | | | |
| Walk Project | 4 | ✓ (5) | Nordhoff St | Signalized Crossing | Wakefield Ave |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
10/19/22

The following worksheets summarize Metro's **Gold Line Foothill Extension 2B** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Gold Line Foothill Extension 2B First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station | | | | | |
|--|---|-----------------|-----------------------------|---|-------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (27) | Glendora Avenue | New/Improved Crossings | Glendora Village Plaza (250 ft south of Meda Ave) | 1 |
| 2 | ✓ (27) | Glendora Avenue | New/Improved Crossings | 375 ft. north of Foothill Blvd | 1 |
| 3 | ✓ (34) | Glendora Avenue | New/Improved Crossings | Foothill Blvd | 1 |
| 4 | ✓ (60) | Glendora Avenue | Pedestrian/Cyclist Lighting | Foothill Blvd to Route 66 | 1 |
| 5 | ✓ (40) | Glendora Avenue | Street Furniture | Foothill Blvd to Route 66 | 1 |
| 6 | ✓ (27) | Glendora Avenue | New/Improved Crossings | Carroll Avenue | 1 |
| 7 | ✓ (35) | Glendora Avenue | Bus Stop Improvements | Ada Avenue | 1 |
| 8 | ✓ (35) | Glendora Avenue | New/Improved Crossings | Ada Avenue | 1 |
| 9 | ✓ (40) | Glendora Avenue | Street Trees | Ada Avenue to Route 66 | 1 |
| 10 | ✓ (37) | Glendora Avenue | New/Improved Crossings | Gold Line ROW | 1 |
| 11 | ✓ (49) | Glendora Avenue | New/Improved Crossings | Route 66 | 1 |
| 12 | ✓ (52) | Glendora Avenue | New/Improved Sidewalks | Gold Line ROW to Colorado Ave | 1 |
| 13 | ✓ (39) | Ada Avenue | New/Improved Sidewalks | Grand Avenue to Vermont Avenue | 1 |
| 14 | ✓ (30) | Ada Avenue | New/Improved Crossings | Vermont Avenue | 1 |
| 15 | ✓ (40) | Ada Avenue | New/Improved Sidewalks | Glendora Avenue to Cullen Avenue | 1 |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station | | | | | |
|---|--|------------------------|-------------------------------------|----------------------------------|--------------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 16 | ✓ (45) | Ada Avenue | Pedestrian/Cyclist Lighting | Glendora Avenue to Cullen Avenue | 1 |
| 17 | ✓ (38) | Grand Ave | New/Improved Crossings | Foothill Bl | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station | | | | | |
|---|--|------------------------|--------------------------------------|---------------------------------------|-------------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (27) | Glendora Avenue | Protected Bicycle Lane (Class IV) | Sierra Madre Avenue to Bennett Avenue | 2 |
| 2 | ✓ (55) | Glendora Avenue | Protected Bicycle Lane (Class IV) | Foothill Blvd to Route 66 | 1 |
| 3 | ✓ (54) | Glendora Avenue | Protected Bicycle Lane (Class IV) | Route 66 to Arrow Highway | 1, 2 |
| 4 | ✓ (38) | Gold Line ROW | Shared Use/Off-Street Path (Class I) | Foothill Blvd to Carroll Ave | 1 |
| 5 | ✓ (48) | Foothill Blvd | Protected Bicycle Lane (Class IV) | Citrus Ave to Grand Ave | 2 |
| 6 | ✓ (33) | Foothill Blvd | Bicycle Lane (Class II) | Grand Ave to Vista Bonita Ave | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - San Dimas Station | | | | | |
|--|--|------------------------|-------------------------------------|-------------------------------------|--------------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓(39) | Bonita Avenue | Landscape and Shade Trees | Arrow Highway to Cataract Avenue | 1 |
| 2 | ✓ (39) | Bonita Avenue | New/Improved Crossings | Cataract Avenue | 1 |
| 3 | ✓(45) | Bonita Avenue | Landscape and Shade Trees | San Dimas Avenue to East City Limit | 1 |
| 4 | ✓ (38) | Bonita Avenue | New/Improved Crossings | Iglesia Street | 1 |
| 5 | ✓ (54) | Bonita Avenue | New/Improved Sidewalks | Walnut Avenue to East City Limit | 1 |
| 6 | ✓ (50) | San Dimas Avenue | New/Improved Crossings | Bonita Avenue | 1 |
| 7 | ✓ (45) | San Dimas Avenue | New/Improved Sidewalks | Bonita Avenue to Gold Line ROW | 1 |
| 8 | ✓ (50) | San Dimas Avenue | New/Improved Crossings | Railroad Track | 1 |
| 9 | ✓ (40) | San Dimas Avenue | New/Improved Crossings | Commercial Street | 1 |
| 10 | ✓ (43) | San Dimas Avenue | New/Improved Sidewalks | Metrolink RR to Avenue Domingo | 1 |
| 11 | ✓ (34) | Puddingstone Dr | New/Improved Crossings | San Dimas Av | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

ITEM NO. 10

| GOLD LINE FOOTHILL EXTENSION 2B - San Dimas Station | | | | | |
|---|---|-----------------|--------------------------------------|--|------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (54) | Bonita Avenue | Protected Bicycle Lane (Class IV) | Arrow Highway to 200' East of Cataract Ave | 1, 2 |
| 2 | ✓ (50) | Bonita Avenue | Bicycle Lane (Class II) | San Dimas Av to Iglesia Street | 1 |
| 3 | ✓ (42) | Bonita Avenue | Bicycle Lane (Class II) | Iglesia St to Walnut Avenue | 1 |
| 4 | ✓ (54) | Bonita Avenue | Protected Bicycle Lane (Class IV) | Walnut to East City Limit | 1, 2 |
| 5 | ✓ (45) | San Dimas | Bicycle Lane (Class II) | 5th Street to Bonita Avenue | 1 |
| 6 | ✓ (45) | San Dimas | Bicycle Lane (Class II) | Bonita Avenue to Arrow Highway | 1 |
| 7 | ✓ (42) | San Dimas | Bicycle Lane (Class II) | Arrow Highway to Puddingstone Drive | 1, 2 |
| 8 | ✓ (44) | San Dimas | Bicycle Lane (Class II) | Puddingstone Drive to Via Verde | 2 |
| 9 | ✓ (19) | Puddingstone Dr | Shared Use/Off Street Path (Class I) | San Dimas Av to Puddingstone Dr | 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station | | | | | |
|---|---|-----------------|---------------------------------|----------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (25) | Station | Bus Stop Improvements | Arrow Hwy and Fairplex Dr | 1 |
| 2 | ✓ (53) | Second St | New/Improved Sidewalks | D St to E St | 1 |
| 3 | ✓ (44) | Live Oak Wash | New/Improved Crossings | White Avenue | 1 |
| 4 | ✓ (29) | Live Oak Wash | New/Improved Crossings | D St | 1 |
| 5 | ✓ (49) | E St | New/Improved Crossings | Bonita Ave | 1 |
| 6 | ✓ (47) | E St | New/Improved Crossings | Third St | 1 |
| 7 | ✓ (42) | E St | New/Improved Crossings | Second St | 1 |
| 8 | ✓ (51) | E St | New/Improved Sidewalks | Second St to Arrow Hwy | 1 |
| 9 | ✓ (45) | E St | New/Improved Crossings | First St | 1 |
| 10 | ✓ (41) | Fairplex Dr | New/Improved Sidewalks | Arrow Hwy to Metrolink ROW | 1 |
| 11 | ✓ (36) | Fairplex Dr | Landscape and Shade Trees | Arrow Hwy to Metrolink ROW | 1 |
| 12 | ✓ (41) | Fairplex Dr | Pedestrian and Cyclist Lighting | Arrow Hwy to Metrolink ROW | 1 |
| 13 | ✓ (40) | Fairplex Dr | New/Improved Crossings | Metrolink RR | 1 |
| 14 | ✓ (45) | Bonita Ave | New/Improved Crossings | Glenfield Ave | 2 |
| 15 | ✓ (59) | Bonita Ave | Pedestrian and Cyclist Lighting | B St to East city Limit | 1 |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station | | | | | |
|---|---|-----------------|---------------------------------|--------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 16 | ✓ (29) | White Ave | New/Improved Crossings | Grove St | 1 |
| 17 | ✓ (44) | White Ave | New/Improved Crossings | Bonita Ave | 1 |
| 18 | ✓ (49) | White Ave | Pedestrian and Cyclist Lighting | Bonita Ave to First St | 1 |
| 19 | ✓ (35) | White Ave | Landscape and Shade Trees | Bonita Ave to First St | 1 |
| 20 | ✓ (24) | White Ave | New/Improved Crossings | First St | 1 |
| 21 | ✓ (40) | White Ave | Pedestrian and Cyclist Lighting | First St to Arrow Hwy | 1 |
| 22 | ✓ (30) | White Ave | Landscape and Shade Trees | First St to Arrow Hwy | 1 |
| 23 | ✓ (35) | White Ave | New/Improved Sidewalks | First St to Arrow Hwy | 1 |
| 24 | ✓ (61) | Arrow Hwy | New/Improved Sidewalks | Wheeler Ave to White Ave | 1 |
| 25 | ✓ (41) | Arrow Hwy | Landscape and Shade Trees | A St to White Ave | 1 |
| 26 | ✓ (40) | Arrow Hwy | New/Improved Crossings | E St | 1 |
| 27 | ✓ (41) | Arrow Hwy | Pedestrian and Cyclist Lighting | E St to White Ave | 1 |
| 28 | ✓ (40) | Arrow Hwy | New/Improved Crossings | Metrolink RR | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

ITEM NO. 10

| GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station | | | | | |
|---|---|-------------------|--------------------------------------|-------------------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (40) | Live Oak Wash | Shared Use/Off-Street Path (Class I) | White Ave to D St | 2 |
| 2 | ✓ (60) | E St | Protected Bicycle Lane (Class IV) | Eight St to Arrow Hwy | 1 |
| 3 | ✓ (38) | Fairplex Dr | Protected Bicycle Lane (Class IV) | Arrow Hwy to Puddingstone Dr | 1, 2 |
| 4 | ✓ (60) | Bonita Av | Bicycle Lane (Class II) | West City Limit to D St | 1, 2 |
| 5 | ✓ (50) | Bonita Av | Bicycle Lane (Class II) | D St to E St | 1 |
| 6 | ✓ (55) | Bonita Av | Bicycle Lane (Class II) | E St to East City Limit | 1, 2 |
| 7 | ✓ (60) | White Av/Fruit St | Bicycle Lane (Class II) | Baseline Rd to Eight Street | 2 |
| 8 | ✓ (54) | White Av | Bicycle Lane (Class II) | Eight St to Gold Line ROW | 1 |
| 9 | ✓ (40) | White Av | Bicycle Lane (Class II) | First St to Arrow Hwy | 1 |
| 10 | ✓ (35) | White Av | Protected Bicycle Lane (Class IV) | First St to Arrow Hwy | 2 |
| 11 | ✓ (35) | White Av | Shared Use/Off-Street Path (Class I) | Arrow Hwy to South City Limit | 1 |
| 12 | ✓ (41) | Arrow Hwy | Protected Bicycle Lane (Class IV) | E St to White Av | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - Pomona North | | | | | |
|--|---|-----------------|-----------------------------|---------------------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓(52) | Garey Av | Pedestrian/Cyclist Lighting | Harrison Av to Bonita Av | 1 |
| 2 | ✓ (54) | Garey Av | New/Improved Sidewalks | Bonita Av to Arrow Hwy | 1 |
| 3 | ✓(39) | Garey Av | Landscape and Shade Trees | Bonita Av to Arrow Hwy | 1 |
| 4 | ✓ (59) | Garey Av | Pedestrian/Cyclist Lighting | Bonita Av to Arrow Hwy | 1 |
| 5 | ✓ (39) | Garey Av | Seating | Bonita Av to Arrow Hwy | 1 |
| 6 | ✓ (41) | Garey Av | New/Improved Crossings | Bonita Av | 1 |
| 7 | ✓ (44) | Garey Av | New/Improved Crossings | Arrow Hwy | 1 |
| 8 | ✓ (44) | Bonita Av | New/Improved Sidewalks | Fulton Rd to 900 ft. west of Garey Av | 1 |
| 9 | ✓ (54) | Bonita Av | Pedestrian/Cyclist Lighting | Fulton Rd to Garey Av | 1 |
| 10 | ✓ (39) | Bonita Av | Landscape and Shade Trees | Fulton Rd to Garey Av | 1 |
| 11 | ✓ (52) | Bonita Av | Landscape and Shade Trees | Garey Av to Melbourne Av | 1 |
| 12 | ✓ (33) | Thompson Creek | New/Improved Crossings | White Av | 2 |
| 13 | ✓ (42) | Fulton Rd | New/Improved Crossings | Arrow Hwy | 1 |
| 14 | ✓ (37) | Fulton Rd | New/Improved Crossings | La Verne Av | 1 |
| 15 | ✓ (36) | Fulton Rd | New/Improved Crossings | Bonita Av | 1 |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - Pomona North | | | | | |
|---|--|------------------------|-------------------------------------|------------------------------|--------------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 16 | ✓ (40) | Fulton Rd | Landscape and Shade Trees | Bonita Av to La Verne Av | 1 |
| 17 | ✓ (50) | Fulton Rd | Pedestrian/Cyclist Lighting | Bonita Av to La Verne Av | 1 |
| 18 | ✓ (35) | Fulton Rd | New/Improved Crossings | RR Track | 1 |
| 19 | ✓ (39) | Garey Av | New/Improved Crossings | RR Track | 1 |
| 20 | ✓ (39) | Garey Av | Bus Stop Improvements | RR Track | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

ITEM NO. 10

| GOLD LINE FOOTHILL EXTENSION 2B - Pomona North | | | | | |
|--|---|-----------------------|--------------------------------------|-----------------------------|------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (60) | Garey Av | Protected Bicycle Lane (Class IV) | White Oak Dr to Harrison Av | 1, 2 |
| 2 | ✓ (59) | Garey Av | Protected Bicycle Lane (Class IV) | Harrison Av to La Verne Av | 1 |
| 3 | ✓ (55) | Garey Av | Protected Bicycle Lane (Class IV) | La Verne Av to Alameda St | 2 |
| 4 | ✓ (60) | Bonita Av | Protected Bicycle Lane (Class IV) | Fulton Rd to Carnegie Av | 1, 2 |
| 5 | ✓ (35) | Thompson Creek | Shared Use/Off-Street Path (Class I) | Garey Av to Bonita Av | 1, 2 |
| 6 | ✓ (35) | Fulton Rd | Protected Bicycle Lane (Class IV) | Bonita Av to Arrow Hwy | 1 |
| 7 | ✓ (35) | Thompson Creek | Shared Use/Off-Street Path (Class I) | Arrow Hwy to White Av | 1, 2 |
| 8 | ✓ (43) | Metrolink Parking Lot | Shared Use/Off-Street Path (Class I) | N/A | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - Claremont | | | | | |
|---|---|-----------------|-----------------------------|-------------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (46) | College Av | New/Improved Crossings | 6th St | 1 |
| 2 | ✓ (51) | College Av | New/Improved Crossings | 1st St | 1 |
| 3 | ✓ (62) | College Av | New/Improved Sidewalks | 1st St to Arrow Hwy | 1 |
| 4 | ✓ (42) | College Av | Landscape and Shade Trees | 1st St to Arrow Hwy | 1 |
| 5 | ✓ (62) | College Av | Pedestrian/Cyclist Lighting | 1st St to Arrow Hwy | 1 |
| 6 | ✓ (54) | College Av | New/Improved Crossings | Green St | 1 |
| 7 | ✓ (56) | College Av | New/Improved Crossings | Arrow Hwy | 1 |
| 8 | ✓ (46) | College Av | Pedestrian/Cyclist Lighting | Blaisdell Park to San Jose Av | 1 |
| 9 | ✓ (41) | College Av | New/Improved Sidewalks | Blaisdell Park to San Jose Av | 1 |
| 10 | ✓ (57) | Harvard Av | New/Improved Crossings | 1st St | 1 |
| 11 | ✓ (44) | 1st St | Bus Stop Improvements | Harvard Av | 1 |
| 12 | ✓ (61) | 1st St | New/Improved Crossings | Indian Hill Bl | 1 |
| 13 | ✓ (38) | 1st St | New/Improved Crossings | Village Plaza Walkway | 1 |
| 14 | ✓ (46) | 1st St | Landscape and Shade Trees | College Av to Columbia Av | 1 |
| 15 | ✓ (32) | 1st St | New/Improved Crossings | Claremont Bl | 1 |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

| GOLD LINE FOOTHILL EXTENSION 2B - Claremont | | | | | |
|--|--|------------------------|-------------------------------------|-------------------------------|--------------------|
| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 16 | ✓ (46) | 1st St | New/Improved Crossings | Columbia Av | 1 |
| 17 | ✓ (27) | 1st St | New/Improved Crossings | Mills Av | 1 |
| 18 | ✓ (48) | Bonita Av | New/Improved Crossings | Indian Hill Bl | 1 |
| 19 | ✓ (53) | Bonita Av | New/Improved Sidewalks | Carnegie Av to Indian Hill Bl | 1 |
| 20 | ✓ (37) | Green St Extension | New/Improved Sidewalks | Bucknell Av | 1 |
| 21 | ✓ (37) | Green St | New/Improved Crossings | Indian Hill Bl | 1 |
| 22 | ✓ (47) | Green St | Landscape and Shade Trees | Indian Hill Bl to College Av | 1 |
| 23 | ✓ (26) | Oakdale Dr | New/Improved Crossings | Arrow Hwy | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont

| Priority Project ID | Previous FLM Priority Project? (Prioritization Score) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Method Met |
|----------------------------------|---|-----------------|--------------------------------------|--------------------------------------|------------|
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (56) | College Av | Bicycle Lane (Class II) | 6th St to Bonita Av | 1 |
| 2 | ✓ (62) | College Av | Protected Bicycle Lane (Class IV) | 1st St to Arrow Hwy | 1 |
| 3 | ✓ (51) | College Av | Bicycle Lane (Class II) | Arrow Hwy to San Jose Av | 1, 2 |
| 4 | ✓ (54) | 1st St | Shared Use/Off-Street Path (Class I) | College Av to Pacific Electric Trail | 1, 2 |
| 5 | ✓ (53) | Bonita Av | Protected Bicycle Lane (Class IV) | Carnegie Av to Indian Hill Bl | 1, 2 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
10/19/2022

The following worksheets summarize Metro's **Purple (D Line) Extension Transit Project Section 2&3** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Purple (D Line) Extension Transit Project Section 2&3 First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Wilshire/Rodeo

| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|---------------------------------|--|----------------------|---------------------------------|---------------------------|-------------|
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Wilshire Blvd | High Visibility Crosswalk | Linden Dr to Wetherly Dr | 1 |
| 2 | ✓ (2) | Wilshire Blvd | Bus Stop Improvements | Linden Dr to Wetherly Dr | 1 |
| 3 | ✓ (3) | Wilshire Blvd | Pedestrian and Cyclist Lighting | Linden Dr to Wetherly Dr | 1 |
| 4 | ✓ (4) | Wilshire Blvd | Seating | Linden Dr to Wetherly Dr | 1 |
| 5 | ✓ (6) | Wilshire Blvd | Landscaping and Shade Trees | Linden Dr to Wetherly Dr | 1 |
| 6 | ✓ (7) | Beverly Dr | Curb Extensions | Park Way to Olympic Blvd | 1 |
| 7 | ✓ (8) | Beverly Dr | High Visibility Crosswalk | Park Way to Olympic Blvd | 1 |
| 8 | ✓ (9) | Beverly Dr | New or Improved Sidewalk | Park Way to Olympic Blvd | 1 |
| 9 | ✓ (10) | Beverly Dr | Bus Stop Improvements | Park Way to Olympic Blvd | 1 |
| 10 | ✓ (11) | Beverly Dr | Seating | Park Way to Olympic Blvd | 1 |
| 11 | ✓ (13) | N. Santa Monica Blvd | High Visibility Crosswalk | Bedford Dr to N Alpine Dr | 1 |
| 12 | ✓ (14) | N. Santa Monica Blvd | Bus Stop Improvements | Bedford Dr to N Alpine Dr | 1 |
| 13 | ✓ (15) | N. Santa Monica Blvd | Pedestrian and Cyclist Lighting | Bedford Dr to N Alpine Dr | 1 |
| 14 | ✓ (17) | N. Santa Monica Blvd | Landscaping and Shade Trees | Bedford Dr to N Alpine Dr | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 16

PURPLE LINE EXTENSION 2&3 - Wilshire/Rodeo

| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|----------------------------------|--|-----------------|-----------------------------------|---|-------------|
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | Beverly Dr | Protected Bicycle Lane (Class IV) | Santa Monica Blvd to Olympic Blvd | 1 |
| 2 | ✓ (2) | Beverly Dr | Bicycle-friendly Intersection | Wilshire Blvd, Charleville Blvd, Gregory Way, Santa Monica Blvd | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 15

| PURPLE LINE EXTENSION 2&3 - Century City/Constellation | | | | | |
|--|--|---------------------|---------------------------------|--|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Constellation Blvd | New or Improved Sidewalk | Century Park East and Century Park parking garage entrance | 1 |
| 2 | ✓ (2) | Constellation Blvd | Bus Stop Improvements | Avenue of the Stars | 1 |
| 3 | ✓ (3) | Constellation Blvd | Pedestrian and Cyclist Lighting | Around Station | 1 |
| 4 | ✓ (5) | Constellation Blvd | Landscape and Shade Trees | Avenue of the Stars | 1 |
| 5 | ✓ (6) | Constellation Blvd | Traffic Calming | Century Park East and Century Park parking garage entrance | 1 |
| 6 | ✓ (7) | Constellation Blvd | High Visibility Crosswalk | Century Park East and Century Park parking garage entrance | 1 |
| 7 | ✓ (8) | Avenue of the Stars | High Visibility Crosswalk | Constellation | 1 |
| 8 | ✓ (9) | Avenue of the Stars | Traffic Calming | Along corridor | 1 |
| 9 | ✓ (10) | Avenue of the Stars | Pedestrian and Cyclist Lighting | Around Station | 1 |
| 10 | ✓ (11) | Avenue of the Stars | Bus Stop Improvements | Constellation Blvd & Santa Monica Blvd | 1 |
| 11 | ✓ (12) | Avenue of the Stars | Seating | Near Station | 1 |
| 12 | ✓ (13) | Avenue of the Stars | Landscape and Shade Trees | Constellation Blvd | 1 |
| 13 | ✓ (22) | Santa Monica Blvd | High Visibility Crosswalk | Avenue of the Stars, Century Park E, Fox Hills Dr, Cornstalk Ave, Warnall, Ave, Benecia Ave, Ensley Ave, and Club View Dr. | 1 |
| 14 | ✓ (23) | Santa Monica Blvd | Bus Stop Improvements | Along Corridor | 1 |
| 15 | ✓ (25) | Santa Monica Blvd | Landscape and Shade Trees | Median at Avenue of the Stars | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 15

| PURPLE LINE EXTENSION 2&3 - Century City/Constellation | | | | | |
|--|--|---------------------|-----------------------------------|--|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | Constellation Blvd | Protected Bicycle Lane (Class IV) | Along Corridor | 1 |
| 2 | ✓ (3) | Constellation Blvd | Bicycle Friendly Intersection | Century Park West, Avenue of the Stars, Century Park East | 1 |
| 3 | ✓ (4) | Santa Monica Blvd | Protected Bicycle Lane (Class IV) | Pandora Ave to Moreno Dr | 1 |
| 4 | ✓ (5) | Santa Monica Blvd | Bicycle Friendly Intersection | Century Park West, Club View Dr, Avenue of the Stars, Century Park East, Moreno Dr, Lasky Dr | 1 |
| 5 | ✓ (6) | Avenue of the Stars | Protected Bicycle Lane (Class IV) | Along Corridor | 1 |
| 6 | ✓ (7) | Avenue of the Stars | Bicycle Friendly Intersection | Santa Monica Blvd, Constellation Blvd | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 16

| PURPLE LINE EXTENSION 2&3 - Century City/Constellation | | | | | |
|---|--|--------------|--|-----------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 7 | (#11) | Club View Dr | Class III Sharrows with street calming | Along corridor | 3 |
| 8 | (#15) | Warnall Ave | Class III Bike Boulevard with street calming | Along corridor | 3 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 15

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|---------------------------------|--|-----------------|---------------------------------|---|-------------|
| WALK - Priority Projects | | | | | |
| 1 | ✓ (1) | Wilshire Blvd | Bus Stop Improvements | Veteran Ave, Westwood Blvd, Glendon Ave | 1 |
| 2 | ✓ (2) | Wilshire Blvd | Pedestrian and Cyclist Lighting | Along corridor | 1 |
| 3 | ✓ (3) | Wilshire Blvd | Seating | At controlled intersections | 1 |
| 4 | ✓ (5) | Wilshire Blvd | Landscape and Shade Trees | South side of the street and street corners | 1 |
| 5 | ✓ (6) | Wilshire Blvd | High Visibility Crosswalk | Westwood Blvd, Glendon Ave, Malcom Ave, 1-405 on ramp | 1 |
| 6 | ✓ (7) | Wilshire Blvd | New or Improved Sidewalk | South side of Wilshire Blvd | 1 |
| 7 | ✓ (8) | Westwood Blvd | High Visibility Crosswalk | Wilshire Blvd, Kinross Ave, Weyburn Ave, Ashton Ave | 1 |
| 8 | ✓ (9) | Westwood Blvd | Bus Stop Improvements | Wilshire Blvd | 1 |
| 9 | ✓ (10) | Westwood Blvd | Pedestrian and Cyclist Lighting | Along corridor | 1 |
| 10 | ✓ (11) | Westwood Blvd | Seating | Corners and midblock | 1 |
| 11 | ✓ (13) | Westwood Blvd | New and Improved Sidewalk | Not given | 1 |
| 12 | ✓ (14) | Westwood Blvd | Landscape and Shade Trees | South of Wilshire Blvd | 1 |
| 13 | ✓ (15) | Gayley Ave | High Visibility Crosswalk | Lindbrook Dr, Kinross Ave, Weyburn Ave, Le Conte Ave, new midblock x-ing at Levering Ave, scramble at Wilshire Blvd | 1 |
| 14 | ✓ (16) | Gayley Ave | Curb Extensions | Lindbrook Dr, Kinross Ave, Weyburn Ave | 1 |
| 15 | ✓ (17) | Gayley Ave | New or Improved Sidewalk | Consider decorative paving seen on Lindbrook/Westwood | 1 |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 16

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|---------------------------------|--|-----------------|---------------------------------|-----------------------|-------------|
| WALK - Priority Projects | | | | | |
| 16 | ✓ (18) | Gayley Ave | Pedestrian and Cyclist Lighting | Along corridor | 1 |
| 17 | ✓ (20) | Gayley Ave | Bus Stop Improvements | North of Le Conte Ave | 1 |
| 18 | ✓ (21) | Gayley Ave | Landscape and Shade Trees | Along corridor | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 16

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|----------------------------------|--|-----------------|-----------------------------------|--|-------------|
| WHEEL - Priority Projects | | | | | |
| 1 | ✓ (1) | Westwood Blvd | Protected Bicycle Lane (Class IV) | Le Conte Ave to Massachusetts Ave | 1 |
| 2 | ✓ (2) | Westwood Blvd | Bicycle Friendly Intersection | Lindbrook Dr, Wilshire Blvd, Rochester Ave, Ohio Ave | 1 |
| 3 | ✓ (6) | Gayley Ave | Protected Bicycle Lane (Class IV) | Wilshire Blvd to Veteran Ave | 1 |
| 4 | ✓ (7) | Gayley Ave | Bicycle Friendly Intersection | Wilshire Blvd, Le Conte Ave, Lindbrook Dr | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 15

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
|---|--|--------------------|--|---|-------------|
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 5 | (#3) | Ohio Ave | Class IV protected bike lane | Westgate Ave to Westwood Blvd | 3 |
| 6 | (#5) | Ohio Ave | Bicycle-friendly intersection | Kelton Ave, Westwood Blvd | 3 |
| 7 | (#8) | Wilshire Blvd | Bicycle-friendly intersection & hub | Veteran Ave, Gayley Ave, Westwood Blvd (hub at station) | 3 |
| 8 | (#11) | Rochester Ave | Class III Bike Boulevard with street calming | East from Veteran Ave | 3 |
| 9 | (#12) | Rochester Ave | Bicycle-friendly intersection | Vetern Ave, Midvale Ave, Westwood Blvd | 3 |
| 10 | (#16) | Broxton Ave | Class III Bike Boulevard with street calming | Le Conte Ave to Kinross Ave | 3 |
| 11 | (#18) | Midvale/Kenton Ave | Class III Bike Boulevard with street calming | Wilshire Blvd to Santa Monica Blvd | 3 |
| 12 | (#19) | Weyburn Ave | Bicycle-friendly intersection | Weyburn Pl to Gayley Ave | 3 |
| 13 | (#23) | Le Conte Ave | Biycle-friendly intersection | Gayley Ave, Hilgard Ave | 3 |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 16

| PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital | | | | | |
|--|--|-----------------|---------------------------------|-------------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WALK - Priority Projects | | | | | |
| 1 | ✓ (8) | Wilshire Blvd | High Visibility Crosswalks | Barrington Ave to I-405 | 1 |
| 2 | ✓ (9) | Wilshire Blvd | Bus Stop Improvements | Barrington Ave to I-405 | 1 |
| 3 | ✓ (10) | Wilshire Blvd | Pedestrian and Cyclist Lighting | Barrington Ave to I-405 | 1 |
| 4 | ✓ (12) | Wilshire Blvd | Landscape and Shade Trees | Barrington Ave to I-405 | 1 |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 16

| PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital | | | | | |
|--|--|-----------------|--------------------------|-----------------------|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Primary Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WHEEL - Priority Projects | | | | | |
| NO PROPOSED PROJECTS ON PRIMARY PATHWAYS | | | | | |
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REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

ITEM NO. 15

| PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital | | | | | |
|---|--|--|-------------------------------|--|-------------|
| Priority Project ID | Previous FLM Priority Project? (Project #) | Pathway | Safety & Access Elements | Cross Street / Limits | Methods Met |
| WHEEL - Conditional* Priority Projects | | | | | |
| *Pending verification of safe and continuous connection between the project and the station | | | | | |
| 1 | (#1) | Ohio Ave | Class IV Protected Bike Lane | Barrington Ave to Sepulveda Blvd | 3 |
| 2 | (#2) | Ohio Ave | Bicycle-friendly intersection | Sawtelle Blvd | 3 |
| 3 | (#7) | Federal Ave/San Vincente Blvd/Bringham Ave | Class II bike lane | South of Wilshire Blvd | 3 |
| 4 | (#8) | Federal Ave/San Vincente Blvd/Bringham Ave | Class IV protected bike lane | Wilshire Blvd to Darlington | 3 |
| 5 | (#9) | Federal Ave/San Vincente Blvd/Bringham Ave | Bicycle-friendly intersection | Bringham Ave | 3 |
| 6 | (#10) | Veteran Ave | Class II bike lane | New bike lane to connect new bike boulevard on Rochester Ave | 3 |
| 7 | (#11) | Veteran Ave | Bicycle-friendly intersection | Kinross Ave, Wilshire Blvd, Rochester Ave, Weyburn Ave | 3 |

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

ITEM NO. 10
213.922.2000 Tel
metro.net

May 11, 2023

Connie Llanos
Interim General Manager
Los Angeles Department of Transportation
100 South Main Street, 10th Floor
Los Angeles, California 90012

Attn: Tomas Carranza/Rubina Ghazarian

RE: Request for Letter of No Prejudice for First Last Mile Project Planning and Delivery

Dear Ms. Llanos:

This is in response to your February 1, 2023 letter requesting a Letter of No Prejudice from the Los Angeles County Metropolitan Transportation Authority (“LACMTA”). This Letter of No Prejudice allows the City of Los Angeles (City) to use funds under the City’s control to begin aspects of First Last Mile (FLM) Project development as described in the attached scope of work, and to have the option to seek credit for associated expenses toward their 3% local contribution which will be memorialized in a future Measure M 3% Contribution Agreement.

This allowance extends only through 30% design of any FLM projects, and the City must request an extension if credit for expenses beyond 30% design is desired and if a 3% Contribution Agreement is not yet in place. It will be critical for the City to follow LACMTA’s First Last Mile Guidelines approved in May 2021 throughout project development.

Additional conditions and recitals of this allowance are as follows:

- Any work and related local expenditures that the City completes under this Letter of No Prejudice is undertaken solely at the risk of the City, which is ultimately responsible for delivery, operations, and maintenance of FLM improvements. LACMTA shall have no responsibility or obligation to directly fund the Project based on anything contained in this letter.
- The City understands and agrees that should the City choose to initiate any work under this Letter of No Prejudice, it in no way implies or assures that the associated FLM project(s) will be given a higher priority by LACMTA in the assignment or award of available funds over other projects within any Metro discretionary grant program.
- All expenses made prior to the execution of the 3% Contribution Agreement and as of the date of this letter must be fully documented, in compliance with the scope and conditions of the FLM Cooperative Agreement, and attributable to specific projects. Among other goals, this will facilitate LACMTA’s review of cost estimates at 30% design, which will be the basis for any credit applied to the City’s 3% contribution.
- LACMTA shall consider expenditures in an amount up to \$1,762,755 as local expenditures for the Project effective as of the date of this letter.

Ms. Lanos
May 11, 2023
Page 2 of 2

- Upon commencement of local expenditures, the City shall submit any recurring progress report consistent with the LACMTA requirements.
- Any local expenditures incurred under this Letter of No Prejudice may be audited and any expenses found not to be in compliance with the terms and conditions of the FLM Guidelines will be disallowed.
- The indemnity requirements as provided in the future 3% Contribution Agreement shall apply to any local match funds expended as described in this letter.

If the Grantee fails to meet the above conditions, this letter shall be void and not binding upon LACMTA.

If you should have any questions regarding the terms and conditions of this Letter of No Prejudice, please call Adam Stephenson, Senior Director, (213) 534-4322 or email stephensona@metro.net.

Sincerely,



Ray Sosa
Deputy Chief Planning Officer

Attachment A – City of Los Angeles' LONP Request, including the Project Scope of Work, Schedule, and Budget

CITY OF LOS ANGELES
CALIFORNIA

Connie Llanos
INTERIM GENERAL MANAGER



KAREN BASS
MAYOR

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

February 1, 2023

Laurie Lombardi, Senior Executive Officer
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza
Los Angeles, CA 90012

Subject: **Request for Letter of No Prejudice for First Last Mile Project Planning and Delivery**

Dear Ms. Laurie Lombardi,

In October 2022, the Metro Board [approved](#) the First Last Mile (FLM) priority [project lists](#) for the East San Fernando Valley transit corridor (ESFV), the Purple Line extension (PLE 2/3), and the 96th/Aviation station. According to Metro's adopted [FLM Guidelines](#), Board approval of the priority project list sets into motion new phases of FLM project development, which include Metro sharing a draft cooperative agreement with the City of Los Angeles and initiating 3% negotiation discussions. An optional step outlined in Metro's FLM Guidelines allows jurisdictions to request a Letter of No Prejudice (LONP) from Metro to begin crediting FLM related project development costs toward a jurisdiction's 3% monetary obligation, pursuant to the Measure M Ordinance.

According to the FLM Guidelines description on page 43: "For FLM projects committed under 3% agreements, there may be instances where a local jurisdiction would like to start a project prior to the 3% Agreement being executed. A Letter of No Prejudice (LONP) allows a jurisdiction to use local funds to start a specific aspect of their project for a specified dollar amount and still be credited for that portion of their 3% contribution. However, it offers the jurisdiction no guarantee that the 3% credit will be available in the future and that proceeding with the project is at the local jurisdiction's sole risk. FLM projects implemented for 3% credit must be included in the adopted FLM plan along with meeting other requirements laid out in these Guidelines. The local jurisdiction must request a LONP in writing and provide Metro with a list of tasks desired to be undertaken before the Agreement is executed, the amount to be expended for the specific tasks along with a schedule for completing the work. LONP needs to be signed by the Chief Planning Officer and requires Metro staff to review and approve prior to being transmitted to the Chief Planning Officer. Local jurisdiction must submit Quarterly reports if a LONP is approved for the project."

In accordance with the adopted Metro FLM Guidelines, we are sharing the following expected tasks, schedule, and budget for Metro's consideration in issuing a LONP to the City of Los Angeles.

Expected Consultant Scope of Work

The City developed an expected consultant scope of work to implement FLM projects. A detailed list of these tasks are below.

Task 1: Project Kickoff, Project Coordination, and Project Management Deliverables:

- Project kick-off meeting
- Project administration and management plan
- Project quality assurance and quality control plan (QA/QC)
- Regular check-ins with project team
- Agendas, meeting notes
- Bi-weekly status/progress reports
- Monthly invoices and project progress reports

Task 2: Conceptual Design, Visualizations, and Data Collection Deliverables:

- Connectivity and Safety Improvements Plan
- Draft & Final Feasibility Studies
- Vehicle, Pedestrian, and Bicycle Traffic Counts, including but not limited to turning movement counts, screen line counts, speed tubes
- Warrant analysis (as needed)
- Conceptual Plans
- Photo and other visual simulations
- Geocoded priority projects maps and ArcGIS source files
- Development of 15% engineering plan sets and proposed cost estimates
- Coordination with Metro for review of 15% engineering plan sets and associated cost estimates

Task 3: Community Engagement Deliverables:

- Community engagement plan focused on community-based organizations and local stakeholders within 3 miles of each station area and with a heavy focus on ½ mile radius
- Materials and facilitation of public outreach meetings
- Public outreach meeting summaries
- Public outreach summary, including key takeaways and findings

Task 4: Preparation of Final Conceptual Plans and Grant Application(s) Deliverables:

- Final 30% engineering plan sets and updated cost estimates that meet Metro review requirements and to the satisfaction of City staff
- Environmental assessments (expected to mainly require Notices of Exemption) for station areas
- Final implementation plan for each station area in map and spreadsheet form
- Development of project implementation grant applications including but not limited to grant narratives, visuals, data analysis, community engagement summaries

Project Schedule

The City expects the project bid and award phase will extend for three months. Over these three months, City staff will finalize and post the scope of work to the City's publicly accessible procurement webpage. Bidders would have six weeks to respond and bids will be reviewed over a two-week period.

The total project schedule, including the bid period, is expected to last **21 months**. The project schedule is anticipated to extend a total of 18 months from consultant onboarding to preparation of final conceptual plans and grant applications with the following priorities (adjustable per Metro preference):

1. East San Fernando Valley transit corridor (ESFV) Phase 1
2. East San Fernando Valley transit corridor (ESFV) Phase 2
3. Purple Line extension (PLE 2/3)
4. 96th/Aviation station

Project Budget

The project budget assumes \$80,000 for a focused approach to each of the 16 station areas. Calculating costs for all FLM station areas results in an anticipated budget ceiling for 16 stations of **\$1,280,000**.

Consultants may propose optional, additional, or scalable tasks, services, equipment, or technologies not contemplated in the outlined scope of work that would improve the deliverables or enhance the project as a whole. The City of Los Angeles will consider the optional, additional, or scalable proposed items and their effect on the anticipated project budget, as well as the potential for cost escalation between now and when the scope of work is released for bid, up to an amount of **\$100,000**.

The contractual services would be managed by one (1) Transportation Planning Associate II, who would dedicate at least 30% of their time to this effort during the 21 month project schedule, amounting to \$65,071. This effort would be overseen by one (1) Supervising Transportation Planner I, who would dedicate at least 10% of their time to this effort over the 21 months period, amounting to \$26,324. Both positions would be LADOT staff. This effort would be supported by six (6) Transportation Engineer Associate IIIs, four (4) Civil Engineers, one (1) Supervising Transportation Planner I, and two (2) Supervising Transportation Planner II representing the following departments: LADOT, Bureau of Engineering (BOE), StreetsLA (SLA), and Bureau of Street Lighting (BSL). These staff would dedicate approximately 10% of each of their time over the course of 18 months to prepare and review materials, amounting to \$291,360. The anticipated total staff costs amounts to **\$382,755**.

As such, the final proposed budget is **\$1,762,755**.

We anticipate that our request for a LONP will advance FLM project planning and delivery. We appreciate Metro's collaboration and look forward to improving pathways to stations in order to increase safety and accessibility to transit for people of all ages and abilities. If you have any questions regarding our request, please contact Rubina Ghazarian at rubina.ghazarian@lacity.org or Tomas Carranza at tomas.carranza@lacity.org.

Sincerely,



Connie Llanos
Interim General Manager
Los Angeles Department of Transportation (LADOT)

c: Fanny Pan, Executive Officer
Daniel Rodman, Mayor's Office
David Hirano, CAO
Dan Mitchell, LADOT
Jay Kim, LADOT
Julie Sauter, BOE
Mara Luevano, SLA