



Board Report

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MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 10, 2025

SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Measure M Active Transportation, programmed revenues, and uses to support discussion on the effective and efficient use of funds.

ISSUE

To support the discussion for the effective and efficient use of funds, this quarterly presentation provides the committee with the status of Metro active transportation activities related to Measure M projects.

EQUITY PLATFORM

The Measure M related activities for active transportation include two projects in the Measure M Expenditure Plan that will connect the bike path gaps along the Los Angeles River in the San Fernando Valley and in Central Los Angeles, as well as the Metro Active Transport, Transit and First/Last Mile (MAT) Program, a discretionary grant program guided by the priorities in the Active Transportation Strategic Plan (ATSP). Measure M also funds active transportation projects programmed by subregions through the Multiyear Subregional Program (MSP). In addition to funding these activities, Metro engages in First/Last Mile planning for communities to access existing and future major transit stops. Equity is built into Metro's approach to all of these activities.

The 2023 ATSP identified and prioritized a regional active transportation network based on criteria, including overlap with Equity Focus Communities (EFC). Projects in the ATSP regional network are eligible for MAT Program Cycle 2 funding. In addition to evaluating projects for investments in EFCs, MAT Cycle 2 project applications were evaluated based on factors including robust partnerships with Community Based Organizations (CBO) to ensure community engagement in project development. Project applications that were submitted for MAT Cycle 1 in 2020 were given bonus points for locations within EFCs. All selected projects that are being developed using Cooperative Agreements with Metro include CBO partnerships.

The LA River Project - Central City section directly serves seven EFC census tracts in the

communities of Lincoln Heights, Chinatown, and Boyle Heights. Approximately 23% of the population in this area lives under the poverty line and more than 22% of the working-age population does not use cars as a primary mode of transportation. This path will not only be used for recreational purposes but also serve as a low-cost transportation option for those who have limited car ownership. The LA River Project - San Fernando Valley section directly serves two EFCs in the community of Reseda. It is being delivered by the City of Los Angeles.

ATTACHMENT

Attachment A - Presentation

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Metro is making it easier to walk, bike, and roll.

ACTIVE TRANSPORTATION UPDATES

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

SEPTEMBER 10, 2025

Measure M Support for Active Transportation

- > Measure M Expenditure Plan Projects
 - LA River Waterway & System Bike Path (Central City)
 - LA River Waterway & System Bike Path (San Fernando Valley)
 - Metro Active Transport (MAT) Program (16 projects selected in Cycle 1)
- > Locally-Selected Projects
 - Local Return
 - Multi-year Subregional Program (MSP)
 - 3% Local Contribution for First/Last Mile Projects



LA River Waterway & System Bike Path (Central Cities)



Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

- > Draft Environmental Impact Report (DEIR) to be released in Fall 2025
- > Selection of a single alternative and start of 60% design (subject to comments from US Army Corps of Engineers and LA Department of Water & Power (LADWP))
- > Potential to phase the project by segment
- > Agreements with Third Parties in progress:
 - LA County, City of LA, LADWP, Railroads, Caltrans
 - Agreement with the City of Vernon being revised due to LA County coordination
- > Operations & Maintenance lead and Construction Entity, yet to be determined

Update since June MMITOC meeting:

- Pre-DEIR Release Public Meetings to be held in September and October
- DEIR Public Hearings to be held in Fall 2025



Complete LA River Bike Path (San Fernando Valley)

- > LA Bureau of Engineering is Lead Agency
- > 13 miles of bikeway gap closures
 - 9 segments from Vanalden Ave to Forest Lawn Dr
 - Design to be complete by 2027; Construction to be complete by 2029
- > Cost estimate for the project is \$170M
- > \$60M in Measure M funding; funding agreement executed in June 2024; City of LA awarded an additional \$34M in California Active Transportation Program (ATP) funding; City seeking remaining funding
- > Per Metro Board direction, City to assume all phases of development, including operations and maintenance (in partnership with US Army Corps of Engineers)

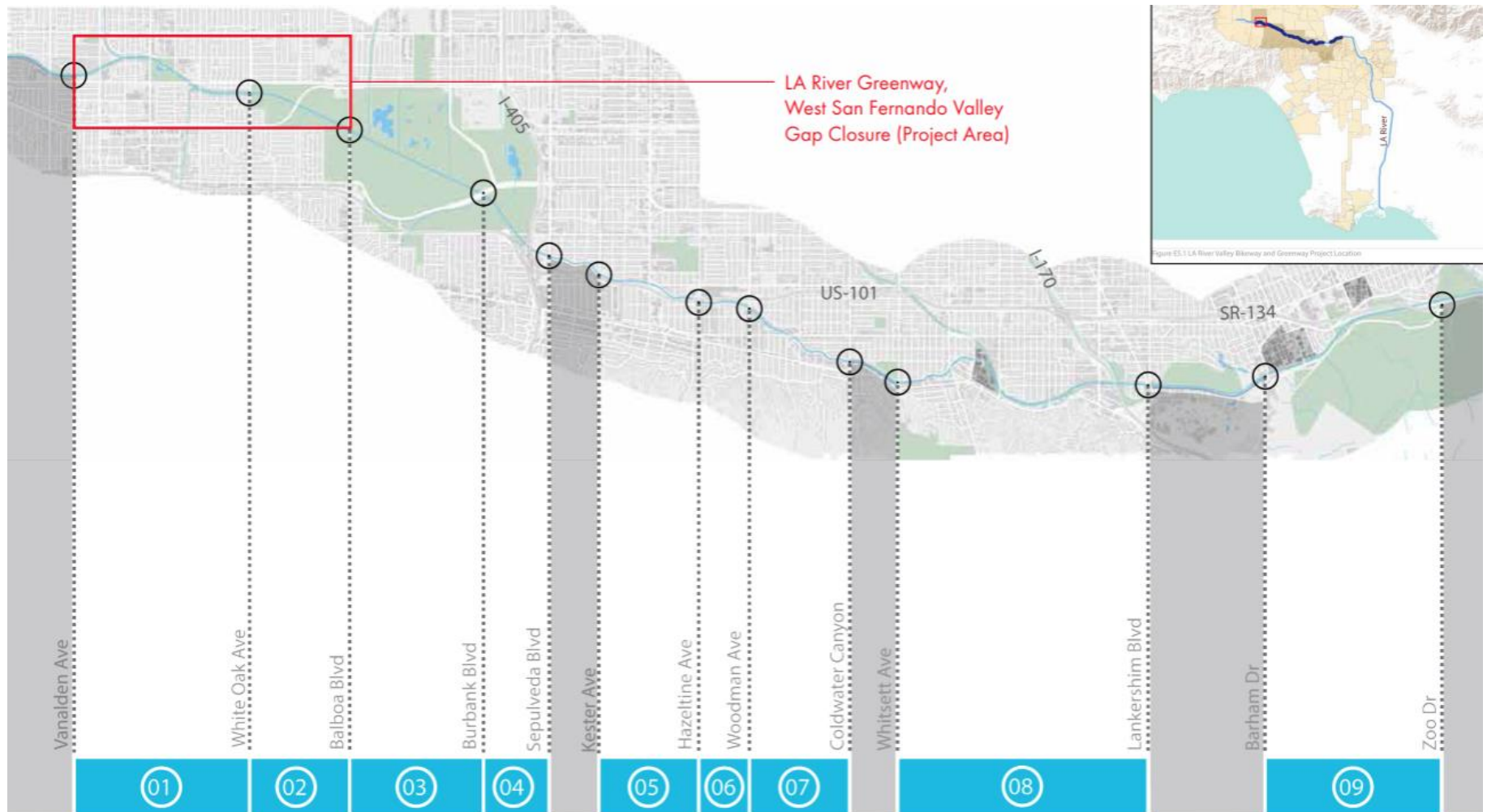
Update since June MMITOC meeting:

- Bids for construction of Segments 1&2 were higher than expected. Bid package is being revised. Bids expected by December. Construction of all phases anticipated 2026-2029



Segment of LA River Bike Path completed in 2014

Complete LA River Bike Path (San Fernando Valley)



Los Angeles River Valley Bikeway and Greenway Design Completion Project
(2017 Feasibility Study)

Constructed Segments or in Design Phase

01 Segment Number



Metro Active Transport Program Cycle 1



- > \$63.1M approved in 2021 for Cycle 1 to 10 jurisdictions:
 - 11 First/Last Mile Projects
 - 5 Active Transportation Corridor Projects to build approximately 20 miles of new bikeways
- > \$6.4M approved in April 2025 to augment funding for 7 of these projects
- > Most projects in Planning and Design Phase
 - Projects delayed initiation due to pandemic issues
 - Most awards included early phases
- > Significant funding capacity remains as of July:

MAT Cycle 1 Funds Spent	Funds Programmed
\$4,481,286	\$69,500,000

Update since June MMITOC meeting:

- > Funding Agreements amendments for augmentation initiated

Metro Active Transport Program Cycle 2

- > The Cycle 2 MAT solicitation was released February 6, 2025
 - Received 29 applications totaling \$150.7 million on April 7
 - 11 First/Last Mile applications
 - 14 Active Transportation Corridor (biking/rolling) applications
 - 2 Pedestrian District applications
 - 2 Quick Build applications
 - Projects evaluated on ATSP priority (tier and score) as well as application criteria of safety, project delivery, partnerships, alignment with plans and projects, and support for the Olympics Mobility Concept Plan (MCP)
- > \$80.5 million is available for programming
- > Timely use of funds
- > Staff recommends 16 projects for award and increase the funding amount to \$85.5 million
- > Metro Board expected to select Cycle 2 projects for award on September 25



Thank you



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