



Board Report

File #: 2025-0804, File Type: Program

Agenda Number: 5.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2025**

SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT, AND FIRST/LAST MILE (MAT) PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. REPROGRAMMING of funds to later fiscal years for projects previously approved from Measure M Metro Active Transport, Transit, and First/Last Mile (MAT) Program, as shown in Attachment A; and
- B. DEOBLIGATING \$33,046.99 in cost savings of previously approved MAT funding and returning those funds to the MAT Program.

ISSUE

This update includes reprogramming of funds to reflect changes to the programming years of funds for the Cycle 1 for prior [Board approved MAT Program Projects from January 2021](https://boardagendas.metro.net/board-report/2020-0562/) [<https://boardagendas.metro.net/board-report/2020-0562/>](https://boardagendas.metro.net/board-report/2020-0562/). Cycle 1 Projects previously approved experienced delays related to timely execution of agreements due to Covid and due to lessons learned with initiating a new program. Funds will now be programmed through Fiscal Year (FY) 2028-29 as projects have sufficiently progressed. The Board's approval is required to update programming and provide a basis for Metro to enter into agreements and/or amendments with the respective implementing agencies. One project's cost savings is recommended for deobligation.

BACKGROUND

The MAT Program is included as line item 47 in the Measure M Expenditure Plan and allocates \$857.5 million (2015 dollars) for investment in active transportation infrastructure over 40 years. In January 2020, the Board approved the first MAT Program funding Cycle 1 process and selection criteria. The [project selection and programming <https://boardagendas.metro.net/board-report/2020-0562/>](https://boardagendas.metro.net/board-report/2020-0562/) of \$63,100,000 in Measure M MAT Program funds, in support of 17 projects, was approved

by the Board in January 2021.

In July 2024, the Board directed staff [to reprogram five Cycle 1 MAT projects](https://boardagendas.metro.net/board-report/2024-0171/) and delegated authority to approve amendments to Measure M MAT funding agreements that modify the scopes of work of projects and/or extend funding agreement lapse dates. Additionally, in April 2025, the Board [approved the programming](https://boardagendas.metro.net/board-report/2024-1101/) of additional available funding capacity in the amount of \$6,400,000 from the MAT Program to add funds to seven projects; the additional funding allowed previously funded MAT Cycle 1 projects to expand their scopes and deliver improved public benefits.

In September 2025, the Board [approved project selection and programming](https://boardagendas.metro.net/board-report/2025-0429/) of \$85,500,000 in Measure M funding for MAT Cycle 2.

DISCUSSION

There are several reasons for delays in project schedules. Cycle 1 of the MAT Program was launched during COVID-19 pandemic, leading to delays in executing funding agreements and initiating projects. The first cycle also established internal procedures and guidelines which required additional time to integrate and implement into the program. These delays were unique to the first cycle of the program.

The MAT Program allows for applicants to conduct only limited planning prior to submitting a project application to reduce barriers in the application process and increase program participation of eligible agencies. In some instances, this led to initial delays as project sponsors conducted early scoping and community engagement activities to reach a conceptual design phase. Metro also partnered with seven Project Sponsors to lead early design phases. These projects experienced some delays in onboarding contractors and scheduling community engagement events. As projects advanced with community input, scope adjustments caused additional delays. The community engagement process was informed by Metro's Office of Equity and Race's Community-Based Organization Partnering Strategy. Staff will continue to work with project sponsors to address internal and external delays.

All projects have made progress towards completing initial project phases, and 10 of the 17 Cycle 1 MAT projects will begin (6) or complete (4) construction in FY25-26.

This update includes funding adjustments to these MAT Cycle 1 projects sponsored by the following jurisdictions:

City of Los Angeles:

- Reprogram previously approved fiscal year programming to \$7,524,124 in FY 26 for D1102/C1102 - Avalon/MLK/Gage. The proposed project will connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage

Ave, MLK Blvd, and Avalon Blvd. This project will likely decrease Vehicle Miles Traveled (VMT). The funds are programmed for construction phase.

- Reprogram previously approved fiscal year programming to \$3,587,324 as follows: \$64,027 in FY 25, \$204,059 in FY 26, \$1,568,020 in FY 27, \$1,500,000 in FY 28, and \$251,218 in FY 29 for D1207/C1207 - Sepulveda OL. This project will improve safety, access, and mobility to the Sepulveda Station on the G Line through bicycle and pedestrian improvements. This project will likely decrease VMT. The funds are programmed for project scoping, design and plan, specifications, and estimates (PS&E), and construction.

County of Los Angeles:

- Reprogram previously approved fiscal year programming to \$832,338 as follows \$186,076 in FY 26, \$100,000 in FY 27, \$293,131 in FY 28, and \$253,131 in FY 29 for D1209/C1209 for East LA Civic Center. This project will improve access for pedestrians and cyclists to the E Line East LA Civic Center Station. This project will likely decrease VMT. The funds are programmed for project scoping, design and PS&E, construction, and construction engineering.
- Reprogram previously approved fiscal year programming to \$3,302,919 as follows: \$204,854 in FY 26, \$1,204,452 in FY 27, \$1,388,649 in FY 28, and \$504,964 in FY 29 for D1206/C1206 - LAX-Aviation. This project will improve pedestrian and wheeled access to the C Line and future LAX/Crenshaw Line transfer station. This project will likely decrease VMT. The funds are programmed for project scoping, design and PS&E, and construction.
- Reprogram previously approved fiscal year programming to \$4,803,705 as follows: \$166,780 in FY 25, \$120,000 in FY 26, \$110,000 in FY 27, \$100,000 in FY 28, and \$4,306,925 in FY 29 for C1210 - Slauson. This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue (A) Line First/Last Mile Plan. This project will likely decrease VMT. The funds are programmed for design and PS&E, construction, and construction engineering.

City of Redondo Beach

- Reprogram previously approved fiscal year programming to \$7,410,000 as follows: \$1,741,400 in FY 25, \$4,268,600 in FY 26, and \$1,400,000 in FY 27 for D1104/C1104 - Redondo Beach Blvd. This project will install improved and new bike and pedestrian facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east. This project will likely decrease VMT. The funds are programmed for design, PS&E, and construction.

City of Commerce

- Reprogram previously approved fiscal year programming to \$7,852,965 as follows: \$399,074 in FY 25, \$3,214,445 in FY 26, \$2,939,446 in FY 27, and \$1,300,000 in FY 28 for C1101 - Randolph. This project will provide quality improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and the cities of Commerce, Bell, Huntington Park, and Maywood. This project will likely decrease VMT. The funds are programmed for design and PS&E, construction, and construction engineering.

City of Los Angeles:

- MAT funds in the amount of \$2,281,529 were previously awarded and programmed to the City of Culver City and the Los Angeles Department of Transportation (LADOT) for two related projects that improve bicycle and pedestrian safety and access to the Culver City E Line station - D1203/C1201. Through project implementation, there was a cost saving of \$33,046.99. Therefore, staff is recommending deobligating \$33,046.99 in project funding.

DETERMINATION OF SAFETY IMPACT

Reprogramming MAT Program funds will not have any adverse safety impacts. Projects funded through the MAT Program improve safety conditions for pedestrians, people using bicycles and other rolling modes, and transit riders.

FINANCIAL IMPACT

In FY26, \$3,767,653 is budgeted in Cost Center 0441(subsidies budget-Planning) Project #473001 (Metro Active Transportation Program) for reimbursement payments to MAT Projects that are being implemented by local jurisdictions. Since MAT Projects are multi-year projects, the Cost Center managers and Chief Planning Officer are responsible for budgeting in future years.

The \$33,046.99 in deobligated project funds will be made available to the MAT Program.

Impact to Budget

The MAT Program is funded through Measure M Active Transportation 2%. The fund source is not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

Reprogramming MAT funds will continue to support the program's implementation of the Equity Platform framework. The MAT Program is purposed to improve safety and mobility for active transportation users throughout LA County. The improvements prioritize safe and dignified routes and

accommodate vulnerable road users accessing Metro Stations by walking, biking, or rolling. The MAT program initially chose projects based on a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantages. Projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process. Completing the projects through the means of reprogramming is integral to upholding the initial dedication to addressing infrastructure inequities in EFCs.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. Each of these projects within this item support Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The MAT Program advances several goals of the Metro Vision 2028 Strategic Plan, including:

1. Provide high-quality mobility options that enable people to spend less time traveling- The projects advance active transportation corridors and first/last mile improvements that improve accessibility to transit.
2. Deliver outstanding trip experiences for all users of the transportation system - The projects will enhance active transportation linkages to the transportation system.
3. Enhance communities and lives through mobility and access to opportunity- The projects will target key improvements and investments in high-need areas.
4. Transform LA County through regional collaboration and national leadership- The projects empower local jurisdictions to enhance connections to transit.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the reprogramming of funds for the MAT Program Cycle 1 projects. This is not recommended as the projects advance key safety improvements and improve connections to transit, expending Measure M funds as identified in the Measure M Ordinance.

NEXT STEPS

Upon Board approval, staff will coordinate with the implementing agencies to amend existing Funding Agreements to reflect the new programmed years.

ATTACHMENT

Attachment A - MAT Program Cycle 1 Update

Prepared by: Isabelle Garvanne, Senior Transportation Planner, Countywide Planning & Development
Mariko Toy, Senior Transportation Planner, Countywide Planning & Development, (213) 547-4330
Gabriela Lontos-Lawlor, Manager, Countywide Planning & Development (213) 922-2283
Neha Chawla, Senior Manager, Countywide Planning & Development, (213) 547-4330
Jacob Lieb, Deputy Executive Officer, Countywide Planning & Development, (213) 922-4132
Michael Cano, Senior Executive Officer (Interim), Countywide Planning & Development. (213) 418-3010
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274


Stephanie Wiggins
Chief Executive Officer

Program of Projects - First/Last Mile

MAT Program Cycle 1

MAT Cycle 1: First/Last Mile

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior Year Prog.	FY25*	FY26	FY27	FY28	FY29	Total
1	City of Los Angeles		C1204	Hollywood/Highland		\$285,000	\$3,312,701					\$3,597,701
	This project aims to improve pedestrian and bicycling connections to the Hollywood/Highland B Line Stations in Hollywood.											
2	City of Los Angeles		C1205	Hollywood/Vine		\$285,000	\$3,312,701					\$3,597,701
	Same project description as above, for the Hollywood/Vine B Line station area.											
3	Los Angeles County		D1209/C1209	East LA Civic Center	CHG	\$69,662		\$186,076	\$100,000	\$293,131	\$253,131	\$902,000
	This project will improve access for pedestrians and cyclists to the A Line (Previously L line) East Los Angeles Civic Center station.											
4	City of Los Angeles		D1206/C1209	LAX-Aviation	CHG	\$278,770		\$204,854	\$1,204,452	\$1,388,649	\$504,964	\$3,581,689
	This project will improve pedestrian and wheeled access to the C Line (Green) and future LAX/Crenshaw Line transfer station.											
5	Santa Monica		C1211	Olympic/26th		\$893,510						\$893,510
	This project, located at the intersection adjacent to and the blocks immediately north of the 26th St/Bergamot Station on the E Line (Expo), will improve pedestrian and bicycle facilities for riders traveling to and from the station.											
6	City of Los Angeles*		D1207/C1207	Sepulveda OL	CHG	\$294,366	\$64,027	\$204,059	\$1,568,020	\$1,500,000	\$251,218	\$3,881,690
	This project will improve safety, access, and mobility to the Sepulveda station on the G Line (Orange) through bicycle and pedestrian improvements.											
7	Los Angeles County*		C1210	Slauson	CHG	\$206,293	\$166,780	\$120,000	\$110,000	\$100,000	\$4,306,925	\$5,009,998
	This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue Line First/Last Mile Plan (2018).											
8	City of Los Angeles		D1208/C1208	Western/Slauson		\$226,873						\$226,873
	This project will improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave. The project site overlaps with part of the Active Transportation Rail to River Corridor.											
9	Culver City*	Los Angeles	D1201/C1203	Culver City	CHG	\$1,813,513	\$400,000					\$2,213,513
	This project, jointly developed with Culver City and the City of Los Angeles, will improve pedestrian and bicycle access to the Culver City E line station.											
10	Long Beach		C1202	Downtown LB (6th Street)		\$250,000	\$250,000	\$2,004,999	\$2,004,999			\$4,509,998
	The 6th St. project will improve safety through bicycle and pedestrian facilities. The project extent leads directly to the 5th Street Station on the A Line (Blue), and is blocks from the nearby Pacific Station.											
11	West Hollywood*		C1212	Santa Monica/La Brea		\$488,141	\$300,000					\$788,141
	This project will improve pedestrian safety and access to bus stops near the intersection of Santa Monica Blvd and La Brea Avenue.											
12	City of Los Angeles		C1213	Crenshaw Boulevard		\$1,792,511		\$1,586,659				\$3,379,170
	Pedestrian and bicyclist safety and access to multiple K Line stations along Crenshaw Boulevard.											
				TOTAL		\$6,633,639	\$7,806,209	\$2,551,648	\$4,987,471	\$5,286,779	\$5,316,238	\$32,581,984

(*) Updated totals due to additional Cycle 1 funding

Program of Projects - Active Transportation Corridors

MAT Program Cycle 1

MAT Cycle 1: AT Corridors

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY24	FY25*	FY26	FY27	FY28	FY29	Total
1	Los Angeles*		D1102/C1102	Avalon/MLK/Gage**	CHG	\$499,600		\$7,524,124				\$8,023,724
	The proposed project would connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage Ave, MLK Blvd, and Avalon Blvd.											
2	City of Commerce*	Huntington Park, Bell, LACPW	C1101	Randolph**	CHG	\$150,926	\$399,074	\$3,214,445	\$2,939,446	\$1,300,000		\$8,003,891
	Provides high quality mobility improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and Cities of Commerce, Bell, Huntington Park and Maywood.											
3	Redondo Beach*	LACPW, Lawndale	D1104/C1104	Redondo Beach Blvd**	CHG	\$590,000	\$1,741,400	\$4,268,600	\$1,400,000			\$8,000,000
	Install improved and new Bike and Pedestrian Facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east.											
4	Monterey Park	Montebello, LACPW, Rosemead	C1103	1st-Riggin-Potrero Grande		\$10,000	\$395,000	\$5,961,225				\$6,366,225
	Expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities for a variety of road users in unincorporated South San Gabriel, Monterey Park, Montebello, and Rosemead.											
5	South Pasadena		C1105	Huntington-Main/Fremont			\$912,600	\$4,977,660	\$165,900			\$6,056,160
	Improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along the Huntington-Main Corridor by improving 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street.											
				TOTAL		\$1,250,526	\$3,448,074	\$25,946,054	\$4,505,346	\$1,300,000	\$0	\$36,450,000

(*) Updated totals due to additional Cycle 1 funding

(**) Revised Scope of Work is pending Metro's final review and approval



Measure M Metro Active Transport, Transit, and First/Last Mile Program Update



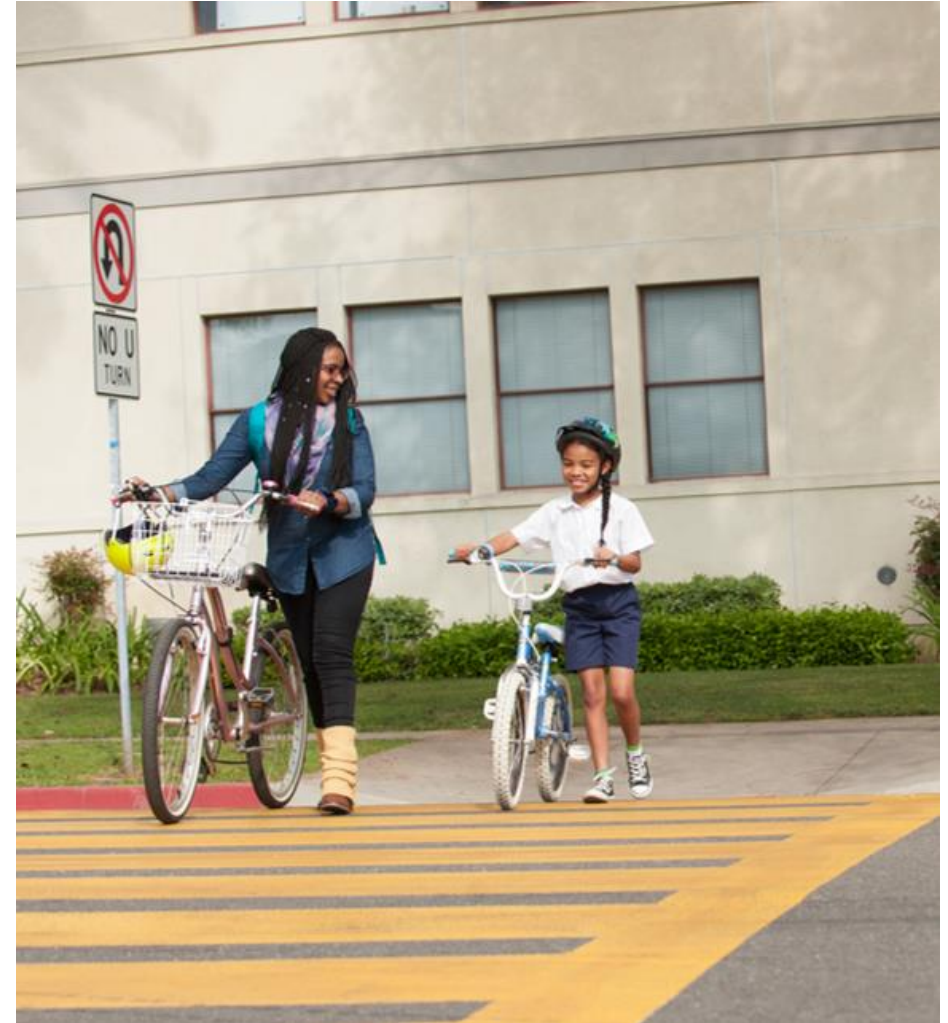
OCTOBER 2025

FILE# 2025-0804

Staff Recommendation

CONSIDER:

- A. REPROGRAMMING of Measure M Metro Active Transport, Transit, and First/Last Mile projects as shown in Attachment A;
- B. DEOBLIGATE \$33,046.99 of previously approved MAT funding and returning those funds to the MAT Program



MAT Program Background

- Multi-year, competitive Measure M grant program for active transportation improvements in LA County
 - **\$857 million** to be available through 2057
 - Increase safety and mode share of walking, biking, and rolling
 - Implementation of **Active Transportation Strategic Plan (ATSP)** network and **Equity Platform**



Discussion

Reprogram previously awarded funds for the specified fiscal years as detailed in Attachment A:

- **City of Los Angeles**
 - Avalon/MLK/Gage Total Project Award: \$8,023,724
 - Sepulveda OL Total Project Award: \$3,881,690
 - LAX-Aviation Total Project Award: \$3,581,689
- **County of Los Angeles**
 - East LA Civic Center Total Project Award: \$902,000
 - Slauson Total Project Award: \$5,009,998
- **City of Redondo Beach**
 - Redondo Beach Total Project Award: \$8,000,000
- **City of Commerce**
 - Randolph, Total Project Award: \$8,003,891

Deobligate \$33,046.99 previously awarded and programmed to the City of Culver City and the City of Los Angeles



Equity

- Cycle 1 chose projects based on a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage
- Projects within Equity Focus Communities (EFCs) were assigned additional points in as part of the evaluation process.
- Many of the Metro-led projects involved Community Based Organization partnerships and meaningful community engagement



Next Steps

- Upon Board approval, staff will coordinate with the implementing agencies to amend existing Funding Agreements to reflect the new programmed years.

