



Metro®

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, June 4, 2025

10:00 AM

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To give written or live public comment, please see the top of page 4

**Measure M Independent Taxpayer Oversight
Committee**

Paul Rajmaira – Chair

Linda Briskman – Vice Chair

Ryan Campbell

Michael Moore

Jesse Soto

Virginia Tanzmann

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process, labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - <https://records.metro.net>

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - <https://www.metro.net>

TDD line (800) 252-9040

Board Clerk Email - boardclerk@metro.net

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 10:00 AM Pacific Time on June 4, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 4 de Junio de 2025. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. **SUBJECT: REMARKS BY THE CHAIR** [2025-0393](#)
RECOMMENDATION
RECEIVE remarks by the Chair.
2. **SUBJECT: REMARKS BY THE CHIEF EXECUTIVE OFFICER** [2025-0477](#)
RECOMMENDATION
RECEIVE remarks by the Chief Executive Officer.
3. **SUBJECT: MINUTES** [2025-0394](#)
RECOMMENDATION
APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held March 5, 2025.
Attachments: [Minutes - Measure M March 5, 2025](#)
4. **SUBJECT: ORAL REPORT ON THE FY26 BUDGET** [2025-0353](#)
RECOMMENDATION
RECEIVE oral report on review of the FY26 Budget to support discussion on the effective and efficient use of funds.
Attachments: [Presentation](#)
5. **SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS** [2025-0350](#)
RECOMMENDATION
RECEIVE oral report on review of the Measure M transit operations budget and countywide bus service metrics to support discussion on the effective and efficient use of funds.
Attachments: [Presentation](#)
6. **SUBJECT: LOCAL RETURN** [2025-0343](#)
RECOMMENDATION
RECEIVE oral report on Local Return programmed revenues and uses for Los Angeles County jurisdictions to support discussion on the effective and efficient use of funds.

Attachments: [Presentation](#)

7. **SUBJECT: STATE OF GOOD REPAIR** [2025-0241](#)

RECOMMENDATION

RECEIVE oral report on State of Good Repair budget and expenses.

Attachments: [Presentation](#)

8. **SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL
 PROJECTS** [2025-0212](#)

RECOMMENDATION

RECEIVE oral report on Transit and Highway Capital Projects to support discussion on the effective and efficient use of funds.

Attachments: [Attachment A - Transit and Highway Capital Update](#)
 [Attachment B - Transit Planning Update](#)
 [Attachment C - Complete Streets & Highways Project Updates](#)

9. **SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES** [2025-0294](#)

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

Attachments: [Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2025-0426](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2025-0394, **File Type:** Minutes

Agenda Number: 3.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 4, 2025

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held March 5, 2025.



MINUTES

Wednesday, March 5, 2025

10:00 AM

Measure M Independent Taxpayer Oversight Committee

**DIRECTORS PRESENT:
Linda Briskman – Vice Chair
Ryan Campbell
Richard Stanger
Virginia Tanzmann**

CALLED TO ORDER: 10:00 A.M.

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR

2025-0074

RECEIVED remarks by the Chair.

Vice Chair Briskman let the public know that there are currently 2 vacancies on the Committee. The vacancies have specific requirements to qualify and if interested, visit the Measure M website for further information. The Board Clerk added that members of the public are welcome to email BoardClerk@metro.net for further information as well.

LB	RC	RS	VT	PR (Chair)
P	P	P	P	A

2. SUBJECT: MINUTES

2025-0152

APPROVED Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held December 11, 2024.

LB	RC	RS	VT	PR (Chair)
Y	Y	Y	Y	A

3. SUBJECT: COST-BENEFIT ANALYSIS FOR METRO CAPITAL PROJECTS

2025-0176

RECEIVED oral report on cost-benefit analysis for Metro capital projects.

Director Stanger asked for clarification regarding whether the cost-benefit analysis would be completed for a project on its own. Normally cost-benefits analyses are used to compare several project candidates to each other. Staff responded that the framework is still under development but that it can be used for specific projects. Director Tanzmann added that she would like environmental benefits included in the framework.

LB	RC	RS	VT	PR (Chair)
P	P	P	P	A

LB = L. Briskman	RC = R. Campbell	RS = R. Stanger	VT = V. Tanzmann	PR = P. Rajmaira
LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT				

4. SUBJECT: MEASURE M AUDITS OF FISCAL YEAR 2024

2025-0057

RECEIVED AND FILED the Independent Auditor's Report on:

- A. Schedule of Revenues and Expenditures for Measure M Special Revenue Fund for the Fiscal Year ended June 30, 2024, completed by BCA Watson Rice, LLP (BCA);
- B. Compliance with Requirements Applicable to Measure M Ordinance and Measure M Local Return Guidelines for the Fiscal Year ended June 30, 2024, completed by Vasquez & Company, LLP (Vasquez); and
- C. Compliance with Requirements Applicable to Measure M Ordinance and Measure M Local Return Guidelines for the Fiscal Year ended June 30, 2024, completed by Simpson & Simpson, CPAs (Simpson).

Director Campbell asked for clarification on the audits for Huntington Park and the City of Compton, including next steps. Staff said they issued a letter to the cities. The City of Huntington Park was able to perform some parts of their procedure, so they issued a modified opinion. In regard to the City of Compton, the biggest issue is that the city did not have their local funds separated by bank account and they will open different bank accounts for each fund. Additionally, they will go through a full audit again next year. The city is experiencing staff turnover and has a backlog of audits yet to be completed for years 2020, 2021, and 2022. If they do not pass their audit, Metro can withhold funding until they pass their audit.

LB	RC	RS	VT	PR (Chair)
P	P	P	P	A

**5. SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET
AND SERVICE METRICS**

2025-0062

RECEIVED oral report on review of the Measure M transit operations budget and countywide bus service metrics to support discussion on the effective and efficient use of funds.

Director Stanger commented that based on the table, it is difficult to separate Measure M operating funds from other sales tax funds, yet Measure M's oversight committee is the only oversight committee that reviews operations funding. Because the operating funds of all sales tax measures are lumped together, it makes no sense to have just the Measure M oversight committee (or any oversight committee) overseeing transit operating funds.

(continued on next page)

(Item 5 – continued from previous page)

Vice Chair Briskman asked where the funding will come from for new security measures to which staff responded that it would come from operations and capital budgets.

LB	RC	RS	VT	PR (Chair)
P	P	P	P	A

6. SUBJECT: LOCAL RETURN

2025-0061

RECEIVED oral report on Local Return programmed revenues and uses for Los Angeles County jurisdictions to support discussion on the effective and efficient use of funds.

Vice Chair Briskman asked what happens if revenues do not keep up with projects that are already in the works. Staff answered that although it is not an issue they have encountered, cities are able to keep a reserve, and they will need to mitigate that issue if they encounter it.

LB	RC	RS	VT	PR (Chair)
P	P	P	P	A

7. SUBJECT: STATE OF GOOD REPAIR

2024-1019

RECEIVED oral report on State of Good Repair budget and expenses.

LB	RC	RS	VT	PR (Chair)
P	P	P	P	A

8. SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS

2025-0060

RECEIVED oral report on Transit and Highway Capital Projects to support discussion on the effective and efficient use of funds.

(continued on next page)

(Item 8 – continued from previous page)

Discussion ensued regarding operating plans for future projects with clarification coming from staff that if the project is coming online in 2025, then its operating plan and operating costs have already been approved by the board and is available to share with the committee. If the project is slated to come online further out, estimated operating costs are likely still in development.

LB	RC	RS	VT	PR (Chair)
P	P	P	P	A

9. SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES **2025-0051**

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

LB	RC	RS	VT	PR (Chair)
P	P	P	P	A

RECEIVED General Public Comment.

ADJOURNED AT 11:33 A.M.

Created by: Collette Langston
Board Clerk



Collette Langston, Board Clerk



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0353, **File Type:** Oral Report / Presentation

Agenda Number: 4.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 4, 2025

SUBJECT: ORAL REPORT ON THE FY26 BUDGET

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on review of the FY26 Budget to support discussion on the effective and efficient use of funds.

ISSUE

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the Agency's projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures, which are authorized on a life of project basis.

On April 30, 2025, the FY26 Proposed Budget was made available to the public on the Metro website, through the Records Management Center and on the plaza level of the Gateway building. On April 15, 2025, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than ten news publications and in various languages. The Board approved the FY26 Budget at the public hearing held on May 15, 2025.

EQUITY PLATFORM

Metro's commitment to equity is embedded in the FY26 Budget development process through the continued application of Equity Zero-Based Budgeting (EZBB). Guided by the pillars of 'Listen and Learn' and 'Focus and Deliver,' Metro is ensuring that resource allocation directly addresses the diverse needs of riders and results in meaningful outcomes that improve access to opportunity. These pillars are acted on by continuously learning from stakeholders and using needs-based analyses to develop targeted solutions to improve mobility in Los Angeles County and the surrounding region. Public feedback is meticulously documented and integrated into the budget, shaping priorities that reflect our community's values. The Office of Management and Budget will

continue to assess the budget's impact on equity, sustainability, safety, and ADA accessibility, ensuring our system serves all residents effectively.

Leveraging the Equity Focus Communities (EFC) map, Metro has been able to understand regional equity needs and impact for low-income and zero-vehicle households and respond to them with first-last-mile and community employment initiatives. Per Board Direction, the EFC Budget Assessment was introduced with the FY23 Budget. It is a geographic equity analysis to identify the extent that Metro's budget invests in EFCs, which comprise approximately 40% of Los Angeles County's population. The FY23 Budget established a baseline of 67.3% EFC Benefits. The FY26 Budget exceeds this baseline with EFC Benefits of 79.2% of the budget. The budget will continue to prioritize investments that maintain essential service levels and ensure that funds will be distributed in a way that prioritizes the needs of the communities who are most reliant on the service.

ATTACHMENTS

Attachment A - FY26 Budget Presentation

Prepared by: Cosette Stark, Executive Officer, Local Programming, (213) 922-2822
Michelle Navarro, Senior Executive Officer, Finance, (213) 922-3056

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Metro Fiscal Year 2026 Proposed Budget



Measure M Independent Taxpayer Oversight Committee

June 4, 2025





Metro

One Metro

For generations of Angelenos and visitors as we welcome the world



Customer Experience

- Listen & Learn: Extensive Outreach
- Safe Metro for riders & employees
- New mid-line cleaning
- Station Experience

Multi-layered Care-based Approach to Public Safety

- Transit Ambassadors
- Crisis intervention
- Community intervention specialists
- Contract law enforcement
- Homeless Outreach
- TAP-to-Exit/Taller Faregates Pilot
- Weapons Detection Phase 2 Pilot

Ready to Welcome the World

- FIFA World Cup 2026
- First choice in transportation
- Legacy infrastructure projects
- Lasting impacts for residents & visitors

The FY26 Budget demonstrates our commitment and continued investments in Putting People First



Metro

Risks and Uncertainties

National Economy

- Tariff increases
- Market volatility
- Period of instability
- Federal Reserve to pause interest rate reductions
- Concerns of both recession & inflation
- Federal grant uncertainties impact transportation funding

Local Economy

- Recent wildfires
- Rising housing & insurance costs
- Reduced consumer spending due to lower consumer confidence
- Increased costs in non-taxable items reduces disposable income, impacting sales tax revenues

Cost Increases

- Expanding rail system
- Rising capital costs
- Labor expense
- Persistent inflationary pressures
- Preparing for mega sporting events

Resources

Expenditures



FY26 Proposed Budget reflects a \$181.0M or 2.0% increase from FY25

- Balanced Budget
- 3 Fund source categories
- 10 Program expenditure items



Metro

Transit Infrastructure Development (TID) - \$2.2B

Legacy projects to serve our communities

PLANNING

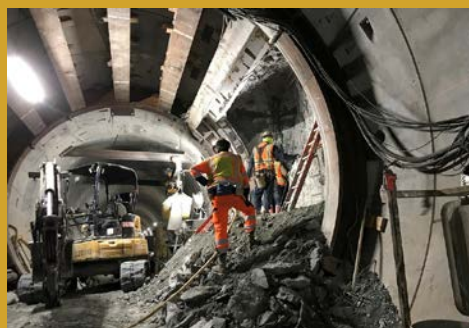
\$280.7M

Countywide BRT Planning	\$3.5M
C/K Line Ext. to Torrance	\$61.0M
E Line Eastside LRT Phase 2	\$87.7M
Eastside Access	\$0.2M
ESFV LRT (Shared Corridor)	\$0.7M
K Line Northern	\$9.4M
North San Fernando Valley BRT	\$0.4M
Rail & Bus Ops Control Center	\$17.3M
Sepulveda Corridor	\$76.6M
SGV Transit Feasibility Study	\$1.4M
Vermont Transit Corridor	\$22.4M

CONSTRUCTION

\$1,810.8M

A Line Foothill Ext. 2A & 2B	\$148.0M
D Line Westside Ext.	\$778.9M
East San Fernando Valley LRT	\$267.7M
G Line BRT Improvements	\$215.0M
NoHo to Pasadena BRT Connector	\$84.5M
Southeast Gateway Line	\$316.0M



TRANSITIONAL COSTS & REVENUE READINESS

\$45.8M

A Line Foothill Ext. 2B	\$7.2M
D Line Westside Ext. Section 1	\$15.6M



LAX/Metro Transit Center*	\$22.9M
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* Contract closeout activities post opening

Reflects a \$249.4M or 12.7% increase from FY25

- Planning & Studies increases by \$65.3M (30.3%)
- Transit Construction grows by \$184.1M (10.5%)
- Support project closeout & systemwide projects: \$81.0M



Metro

Metro Transit Operations - \$2.9B

Service plans and initiatives to improve customer experience

Bus Service

\$1.9B
(+\$114.2M, +6.4%)



- Maintain existing NextGen Bus Plan service levels, continuing to expand NextGen speed and reliability initiatives

Rail Service

\$968.1M
(+\$68.9M, +7.7%)



- A Line to Pomona & D Line Section 1 extensions and improved service frequencies

Metro Micro

\$23.1M
(-\$19.2M, -45.5%)



- New Business Model: New operations and software contracts, same geographical coverage

Reflects a \$163.8M or 6% increase from FY25

- Bus system labor - largest component in bus operating (62.1% of total cost)
- Rail budget supports 1.53M rail RSH






- Metro Micro - implementing new delivery model, reducing costs by \$19.0M, while maintaining service levels



Metro

Focus on Safety – Station Experience

Putting People first with increased safety and cleanliness

Restrooms	Elevators/Escalators	Taller Faregates Pilot	Weapons Detection Phase 2 Pilot	Lighting Retrofit
<p>Throne Restrooms</p> <ul style="list-style-type: none">• ADA Expansion• 50 by Summer 2026	<ul style="list-style-type: none">• Modernization & Replacement• Open Door Cleanliness• Attendants to monitor/assist	<ul style="list-style-type: none">• LAX/Metro Transit Center• Expanded to 21 stations	<ul style="list-style-type: none">• AI powered concealed weapons detection pilot extended - 12 months	<ul style="list-style-type: none">• Improved visibility & safety
				

- Continue to expand investments in faregates pilot
- Enhance CCTV system

- Implement various lighting retrofits
- Improvements to signage and wayside features throughout system

Multi-layered Care-based Public Safety

- Safety presence by continuing Transit Ambassadors
- Adding 46 Transit Security Officers
- Homeless Outreach budget : \$19.1M, a 4.4% increase
- Crisis Intervention program startup as part of the TCPSD implementation



Free & Reduced Fare Programs

- GoPass – K-14 students
- LIFE – 20-trips/month
- U-Pass – college students
- Employer pass – employee passes
- Mobility Wallet – subsidies of \$150 per month
- South LA Eco Lab Project – 6-month passes to LIFE riders in South LA



Cleaning

- Bus: Daily cleaning - 4 terminals 7-days/week
- Rail: Daily Division cleaning, 3 End-of-line (EOL) cleaning shifts, 7-days/week
- New mid-line cleaning: trains cleaned while in service
- Stations: Rail custodial staff @ 17 Hot Spots
- Facilities: Graffiti control, power sweeping, trash removal



- 13% increase to continue to make improvements on cleaning efforts
- Expanding outreach on GoPass and LIFE programs



Metro

Capital Improvement Program (CIP) - \$608.8M

Serving riders with transit options that are sustainable, reliable, and innovative

Bus

\$176.4M

(+31.0M, +21.3%)



Bus Zero Emissions Buses (ZEB): continue procurement of buses (\$35.0M) & infrastructure (\$57.2M)

Rail

\$253.4M

(+\$17.7M, +7.5%)



Rail Cars: \$181.2M in new vehicles & existing vehicle refurbishment

Other Asset Improvements

\$179.0M

(-\$17.2M, -8.8%)



Customer Experience: \$19.2M customer experience tech enhancements

Reflects a \$30.4M or 5.3% increase from FY25

- CIP focuses on maintaining, upgrading, & modernizing assets to ensure equipment & peripheral systems to provide reliable & high-quality service
- \$608.8M allocated for maintaining system in a state of good repair, for improvements, & modernization

Local Return, TDA 3 & 8 : \$844.8M (-\$76.6M, -8.3%)



- Allocations to 88 cities & LA County for transit & mobility improvements
- Local Return – Prop A & C Measure R & M
- TDA Articles 3 & 8

Regional Transit : \$761.8 (-\$44.0M, -5.5%)



- Municipal & Local Operator's funds
- Access Services (+7.5%)

Major Projects : \$72.4M (-\$138.6M, -65.7%)



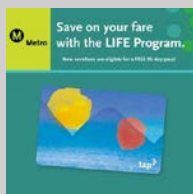
- Alameda Corridor East Phase II
- Antelope Valley Metrolink Line
- Inglewood Transit Connector
- Sankofa Park

Other Local Programs : \$76.3M (-\$5.4M, -6.6%)



- Call for Projects
- Active Transportation & Transit
- Congestion Reduction Toll Revenue Grants
- Federal Pass-Throughs
- Transit Oriented Development Grants

Fare Assistance (LIFE) : \$36.4M (+\$2.1M, +6.1%)



- Low Incomes Fares is Easy (LIFE) Program

Regional Fed. Grants : \$21.8M (-\$2.0M, -8.4%)



- Job Access Reverse Commute (JARC)
- New Freedom Program
- Section 5310
- Surface Transportation Program – Local Exchange

Reflects a \$264.4M or 12.7% reduction from FY25

- Sales Taxes: FY26 projected lower than FY25
- Major Projects: Allocations decreased due to completion of projects



Metro

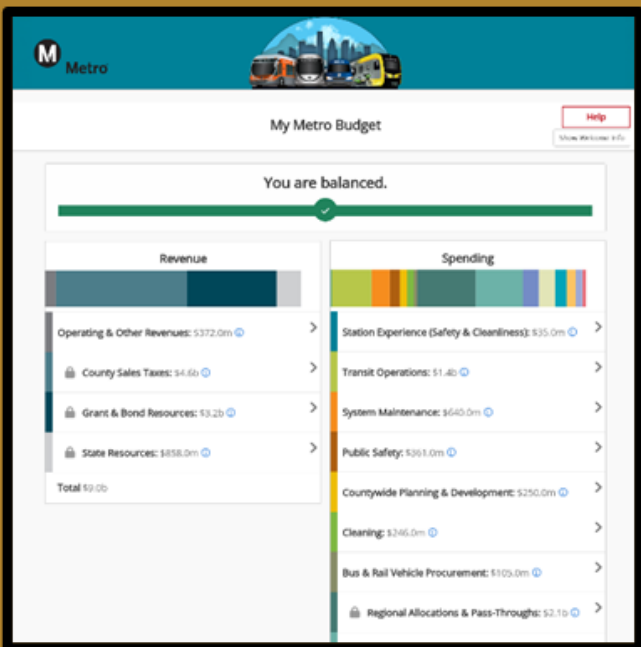
Other Programs - \$1.9B

Serving transit needs of communities across LA County

Highway Multimodal Development \$626.7M	Regional Rail \$119.0M*	General Planning & Programming \$280.0M	Oversight & Admin \$101.7M	Debt Program \$481.8M	Congestion Management \$129.9M
<ul style="list-style-type: none">• Reflects a \$55.1M or 8.1% reduction from FY25• Decreasing due to project schedules and project phasing• Bus investments up 200% from FY24• New Bus Priority Lanes & Transit Signal Priority• Expand NextGen speed & reliability initiatives	<ul style="list-style-type: none">• Reflects a \$61.9M or 108.4% increase from FY25• Double Tracking & Grade Separation transitioning to construction phase• FY26 Metrolink budget * (<i>PENDING APPROVAL</i>)	<ul style="list-style-type: none">• Reflects a \$20.5M or 7.9% increase from FY25• Mobility initiatives and other programs reported in four major categories:• \$99.1M - Active Transportation, Bike & Other• \$87.6M - Property Management• \$51.5M - Financial, Grants Mgmt & Admin• \$41.8M - Unsolicited Proposals, P3 & Other	<ul style="list-style-type: none">• Reflects a \$11.6M or 12.8% increase from FY25• \$65.2M - Recurring Activities• \$25.3M - Valuing Workforce• \$11.3M - Customer Experience	<ul style="list-style-type: none">• Reflects a \$16.5M or 3.3% reduction from FY25• Debt Service Costs for bonds are issued to advance major capital investment projects	<ul style="list-style-type: none">• Reflects a \$5.3M or 4.3% increase from FY25• Express Lanes: Procuring a new Back Office System (BOS)• Freeway Service Patrol: Service reductions on select routes• Motorist Services: Increased costs for RIITS and LA SAFE• Rideshare Services: Minor decrease due to savings in services, outreach, and program support

* Metrolink's FY26 Proposed Budget is preliminary, pending the transmittal of Metrolink's official budget request.

My Metro Budget Activity



- 50% EFC
- 44% Income <\$25,000
- 39% Hispanic
- 72% Ride 1+ day/week



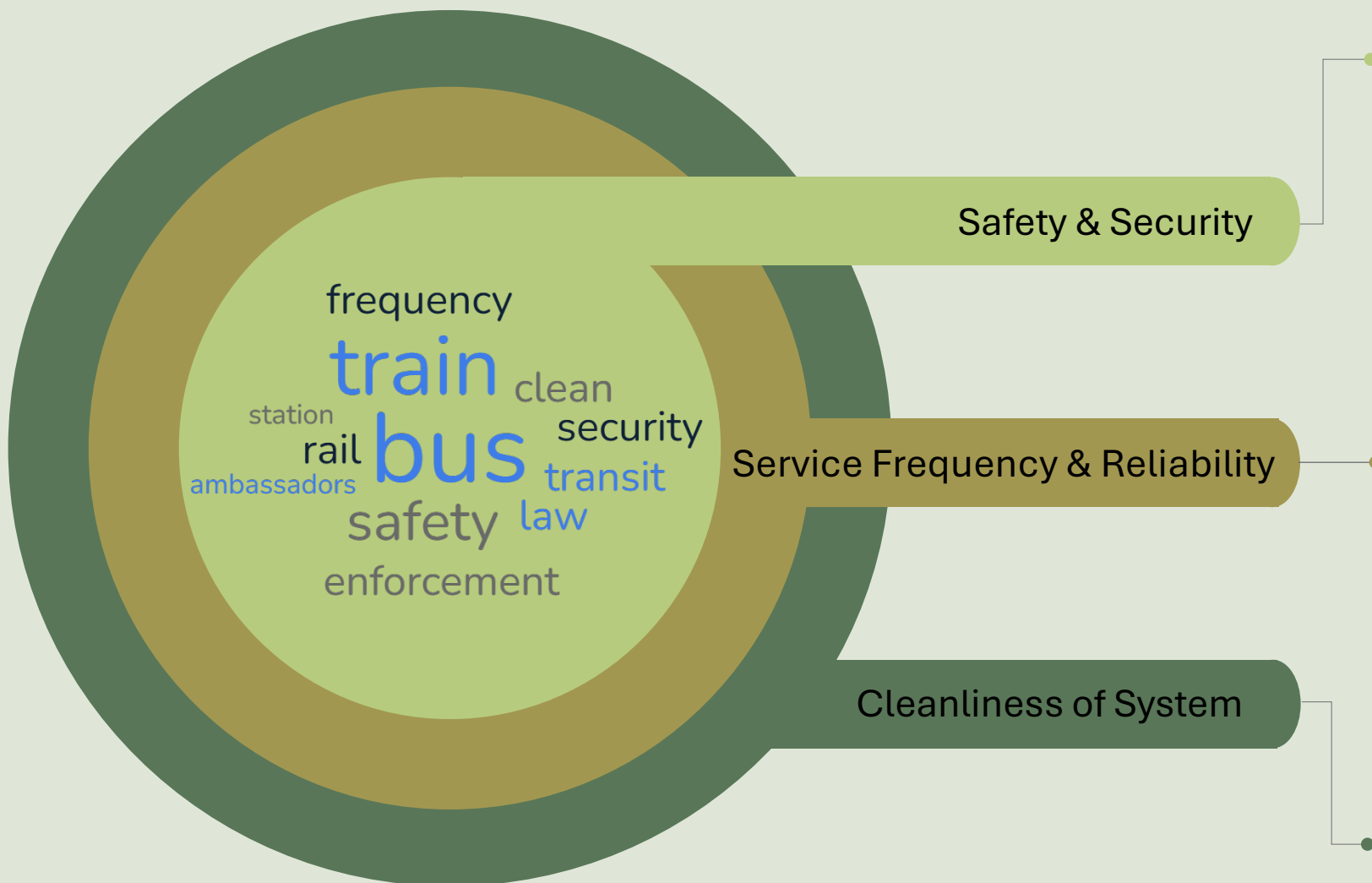
6,400+ Respondents & 4,300+ Written Comments
Collection Period: October 2024 – May 2025

Summary

Telephone Town Hall – February 4, 2025	>2,100 listeners including 121 Spanish listeners
My Metro Budget Activity (https://mybudget.metro.net)	>6,400 responses >4,300 comments >30,000 QR Info cards
Community Based Organizations	392 reached, 7 responded, 1 committed
Email Blasts/Community Newsletters	>15
Social Media Platforms	5 – Facebook, Instagram, X, LinkedIn, NextDoor, The Source/El Pasajero
Newsprint Publications – Public Hearing Announcement	20 newsprint agencies
Stakeholder & Public Engagement Meetings	25

- Base participation of My Metro Budget Activity increased from FY25 (+2,200 responses)
- ICMA Voice of the People Award Recipient
- Utilized a variety of marketing methods

- Introduced language translation feature (9 languages)
- First year utilizing CBO database



- \$392.5M budget for public safety resource deployment
- Reflects \$13.3M or 1.9% increase from FY25
- Includes multi-layered approach:
 - Transit Ambassadors
 - Community Intervention Specialists
 - Transit Community Public Safety Department transition

- \$2.8B budget for Operations & Maintenance.
- Reflects \$157.6M or 5.8% increase from FY25
- Maintain existing NextGen service levels
- Expand NextGen speed & reliability initiatives
- Improved rail service frequencies

- \$316.2M budget for cleaning initiatives
- Reflects \$36.6M or 13.1% increase from FY25
- Includes \$10.0M for Station Experience Program
- 34 new custodial staff & 86 new service attendants
- New mid-line cleaning: trains cleaned while in service



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0350, File Type: Oral Report / Presentation

Agenda Number: 5.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 4, 2025

SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on review of the Measure M transit operations budget and countywide bus service metrics to support discussion on the effective and efficient use of funds.

ISSUE

To support the discussion on the effective use of Measure M fund budget and expenses, this report provides: 1) efficiency and effectiveness metrics for Metro's systemwide service during second quarter fiscal year 2024 (FY24) and FY25, 2) second quarter FY25 budget versus actual data for Metro operations and maintenance, 3) Measure M transit fund allocations, expenditures and associated operating statistics for each Los Angeles County bus operator, and 4) the most recent National Transit Database efficiency and effectiveness data for Los Angeles transit operators receiving Measure M funding.

EQUITY PLATFORM

Under Board-adopted Measure M Guidelines, the Measure M Transit Operations and Maintenance 20% funds allocated to transit agencies support the implementation of various transit services and improvements throughout the region. Twenty percent of Measure M Ordinance funding is allocated to Metro and the municipal transit operators on an annual basis by formula based on vehicle service miles operated and a fare unit ratio that serves as a proxy for ridership and is intended to enhance mobility for transit users and individuals with disabilities. In the second quarter of FY25, Metro boardings and vehicle revenue hours both increased, with boardings increasing the most, demonstrating improved effectiveness, which directly benefits disadvantaged communities who rely on Metro for access to opportunities by providing increased service frequency.

ATTACHMENT

Attachment A - Transit Budget and Service Metrics Presentation

Prepared by: Cosette Stark, Executive Officer, Local Programming, (213) 922-2822

Joseph Forgiarini, Sr Exec. Officer, Service Development, (213) 418-3400
Michelle Navarro, Senior Executive Officer, Finance, (213) 922-3056

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Transit Operations Budget & Service Metrics Update

Joseph Forgiarini, Senior Executive Officer, Service Development
Cosette Stark, Executive Officer, Local Programming
June 4, 2025 | Measure M Independent Taxpayer Oversight Committee



Metro Efficiency & Effectiveness Metrics Q2 FY24 vs. Q2 FY25

	Year to Date thru Dec. 31, 2023				Year to Date thru Dec. 31, 2024			
Metro	UPT	VRH	UPT/VRH	Ops \$/VRH	UPT	VRH	UPT/VRH	Ops \$/VRH
Systemwide	74,680,340	2,020,589	36.96	\$ 294.0	80,140,161	2,059,711	38.91	NA

Ops \$ = Operating Costs
VRH = Vehicle Revenue Hours
UPT = Unlinked Passenger Trips (Boardings)
Unaudited data

3 of 4 Metrics Improved in FY25 vs FY24

- Boardings Increased
- Vehicle Revenue Hours Increased
- Boardings per Vehicle Revenue Hour Increased
- Under budget due to staff vacancies, contract invoice delays & lower than anticipated fuel costs

	Year to Date thru Dec. 31, 2024			
Metro Transit	Budget	Actuals	(Over)/Under Budget	Actuals %Budget
Operations & Maintenance	\$ 1,290.5	\$ 1,047.6	\$ 242.9	81.2%

Represents All Metro Fund Sources, Including Measure M

Within Budget

Q2 FY25 Transit Operations Allocation, Expense & Service

FY
26



Agency	FY25 MM 20%	Q2 Actuals	Annual Budget*	% of Budget MM	Q2 VRH	Q2 UPT
Arcadia	\$ 188,014	\$ 94,007	\$ 3,124,000	6.02%	1,084	2,032
Claremont	61,068	30,534	314,828	19.40%	348	2,716
Commerce	301,416	150,708	6,822,411	4.42%	1,321	16,599
Culver City	3,212,969	1,606,484	33,749,760	9.52%	3,303	87,734
Foothill	16,750,754	8,375,377	160,801,440	10.42%	48,208	585,916
Gardena	3,162,084	1,581,042	29,005,314	10.90%	5,964	158,850
La Mirada	50,685	25,342	1,330,000	3.81%	154	783
Long Beach	14,556,334	7,278,168	129,576,159	11.23%	40,726	1,228,349
Montebello	4,890,081	2,445,040	35,370,400	13.83%	12,189	230,144
Norwalk	1,822,528	911,264	19,494,765	9.35%	5,292	73,228
Redondo Beach	379,614	189,808	4,448,389	8.53%	1,507	11,616
Santa Monica	12,077,934	4,930,572	92,809,275	13.01%	1,092	440,140
Torrance	3,627,588	1,965,366	37,030,979	9.80%	10,176	155,630
Antelope Valley	3,900,972	1,950,486	43,349,745	9.00%	9,536	74,705
Santa Clarita	2,336,279	206,110	27,054,484	8.64%	1,052	20,743
LADOT	8,676,214	4,338,108	55,660,784	15.59%	28,512	561,510
Metro Bus	\$172,865,983	\$102,650,000	\$9,016,400,000	1.92%	378,249	13,853,365
Total	\$ 248,860,517	\$ 138,728,416	\$ 9,696,342,733		548,713	17,504,060

Unaudited data

* Represents total budget to be funded by multiple funding sources, including Measure M

National Transit Database Bus Metrics

FY
26

M Metro



Operator - Motor Bus	FY 22				FY 23				Vehicle #
	UPT	VRH	UPT/VRH	Ops \$/VRH	UPT	VRH	UPT/VRH	Ops \$/VRH	
Antelope Valley	1,003,883	147,343	6.8	\$ 159.40	1,106,968	158,655	7.0	\$ 151.84	62
Arcadia	23,737	14,627	1.6	73.19	20,649	13,469	1.5	97.65	N/A
Commerce	239,106	38,538	6.2	152.76	443,696	47,841	9.3	138.42	17
Culver City	2,267,843	131,498	17.2	176.50	2,664,745	123,547	21.6	191.96	60
Foothill	6,852,419	794,370	8.6	131.19	7,864,856	785,522	10.0	147.74	363
Gardena	1,599,539	92,161	17.4	243.16	1,899,928	94,529	20.1	250.89	52
LADOT	12,629,788	618,895	20.4	124.58	14,344,180	622,327	23.0	118.64	243
Long Beach	17,389,283	590,493	29.4	171.34	16,780,493	641,980	26.1	172.74	157
Montebello	2,581,161	166,870	15.5	155.94	2,611,349	167,058	15.6	175.96	66
Norwalk	789,462	89,459	8.8	159.18	1,022,686	83,689	12.2	179.51	34
Redondo Beach	287,901	34,327	8.4	112.41	267,790	34,100	7.9	139.14	14
Santa Clarita	1,643,466	105,471	15.6	142.71	1,925,883	104,984	18.3	144.98	53
Santa Monica	6,312,168	413,078	15.3	179.23	7,741,258	410,707	18.8	195.11	184
Torrance	2,096,578	116,515	18.0	192.11	1,813,540	99,778	18.2	253.33	63
Metro Bus	193,446,174	6,016,524	32.2	\$ 191.07	206,240,433	6,457,517	31.9	\$ 218.99	1,984

- Total FY23 Operating Expenses: \$1.96 billion - (Metro comprised 72%)
- 11 of 16 improved in ridership & riders per vehicle hour
- 7 of 16 increased vehicle hours
- Only 3 improved on cost per vehicle hour

Ops \$ = Operating Costs
VSM = Vehicle Service Miles
VRH = Vehicle Revenue Hours
PMT = Passenger Miles Travelled
UPT = Unlinked Passenger Trips (Boardings)



Publicly Available Data

- FTA NTD Transit Agency Profiles –



https://www.transit.dot.gov/ntd/transit-agency-profiles?field_geography_target_id=2481&field_address_administrative_area=CA&combine=

- Metro Ridership Data on Metro.net –



<https://opa.metro.net/MetroRidership/>

- SB 125 Transit Operator Ridership Data on Metro.net –

https://ntd-monthly-ridership--cal-itp-data-analyses.netlify.app/rtpa_los-angeles-county-metropolitan-transportation-authority/0__monthly_ridership_report__rtpa_los-angeles-county-metropolitan-transportation-authority





Board Report

File #: 2025-0343, File Type: Oral Report / Presentation

Agenda Number: 6.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 4, 2025

SUBJECT: LOCAL RETURN

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Local Return programmed revenues and uses for Los Angeles County jurisdictions to support discussion on the effective and efficient use of funds.

ISSUE

To support the discussion on Local Return revenue amounts programmed and usage by each Los Angeles County local jurisdiction, this report provides a quarterly update and presents the status of Local Return funding in the third quarter of fiscal year 2025 (FY25). This includes a summary of Measure M fund use within the third quarter and updates on current points of concern with Metro's Board of Directors.

EQUITY PLATFORM

Local Return receives a 17% revenue share of the Measure M Ordinance funding apportioned to local jurisdictions by population. Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. This includes improvements for public access, paratransit services for seniors and individuals with disabilities, and transit subsidies for students and low-income residents. Local Jurisdictions make the determination of the projects that are most beneficial for their communities. Staff will continue to support jurisdictions in meeting Local Return requirements through workshops, multiple written communications regarding deadlines, and one-on-one briefings with the goal of improving program compliance. In May, Metro held a FY25 Consolidated Audit Workshop to clarify the programs requirements with audit compliance. Staff also worked with cities that have funds due to lapse by proposing to create Capital Reserve accounts so those jurisdictions may have additional time to complete larger projects. These Capital Reserve accounts are scheduled to be considered by the Metro Board this June. In reply to the March 2023 Metro Board Bus Shelters Motion (Motion 20), Local Return will continue to monitor and report on bus stop improvements for the region, and will inform the planned Quality of Life Scorecard of the data so that they may assess how the pass-through funding supports local infrastructure.

ATTACHMENT

Attachment A - Local Return Presentation

Prepared by: Chelsea Meister, Manager, Transp. Planning, Local Programming,
(213) 922-5638
Susan Richan, Senior Director, Local Programming, (213) 922-3017
Cosette Stark, Executive Officer, Local Programming, (213) 922-2822

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088

Measure M Local Return

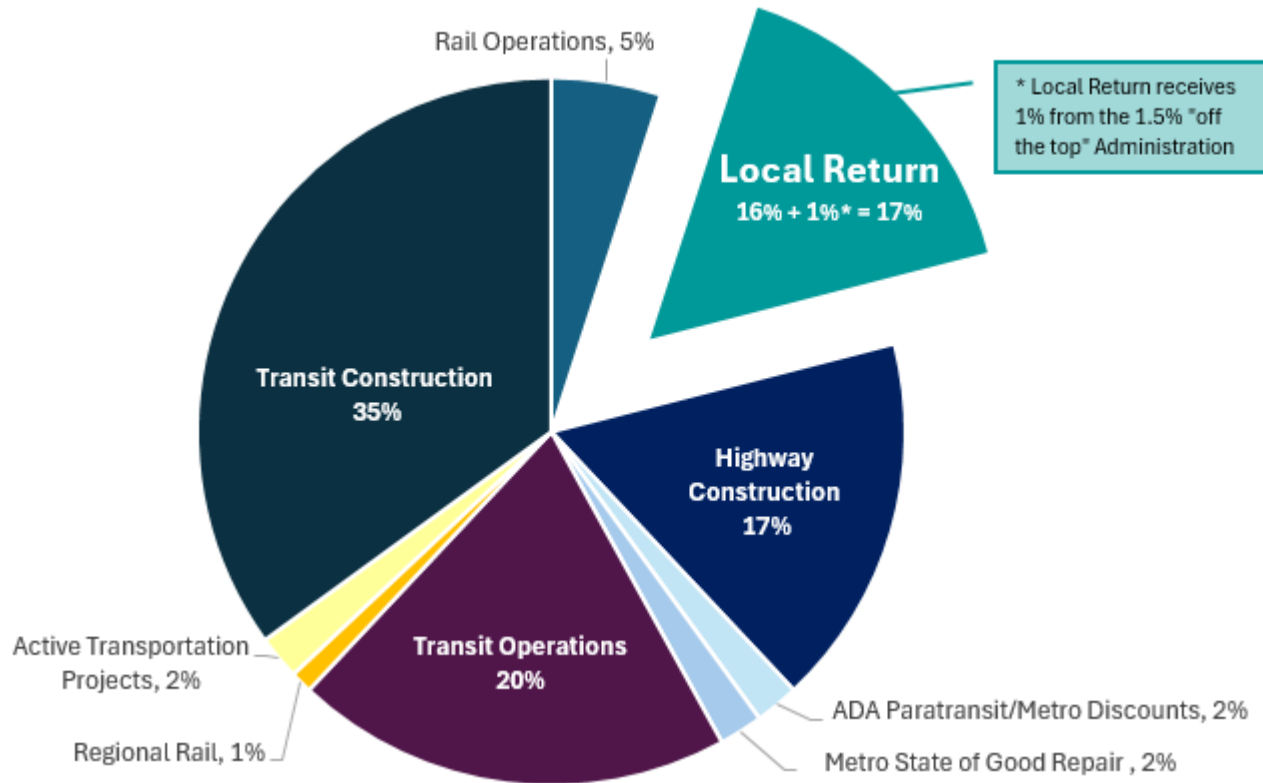


Measure M Oversight Committee
Local Programming
June 2025 update



Metro

Local Return (LR) – Measure M



- **Measure M**
 - Approved 2016
 - Funding started FY18
- **LR share 17%**
 - 16% share + 1% of the 1.5% off the top
- **Requires Assurances and Understanding agreement**
- **Due Dates (same for all LR funds)**
 - August 1 – Budget
 - October 15 – Expenditures
- **Annual Compliance Audits**

Local Return – Updates

Measure M Updates

- Capital Reserves going to Board this month with 3 Measure M projects: Hidden Hills, Lakewood, and South Pasadena for total of \$1.5 million
- Audit workshop was May 28th

Metro Board Bus Shelters Motion (Motion 20)

- Investigate Local Return investments in bus stops and other efforts
- To date in 2025, 3 cities are using Measure M LR funds for bus stops
- Most cities use other local return sources for bus stop improvements
- This will inform planned Quality of Life Scorecard which will assess how pass-through funding supports local infrastructure including bus stops

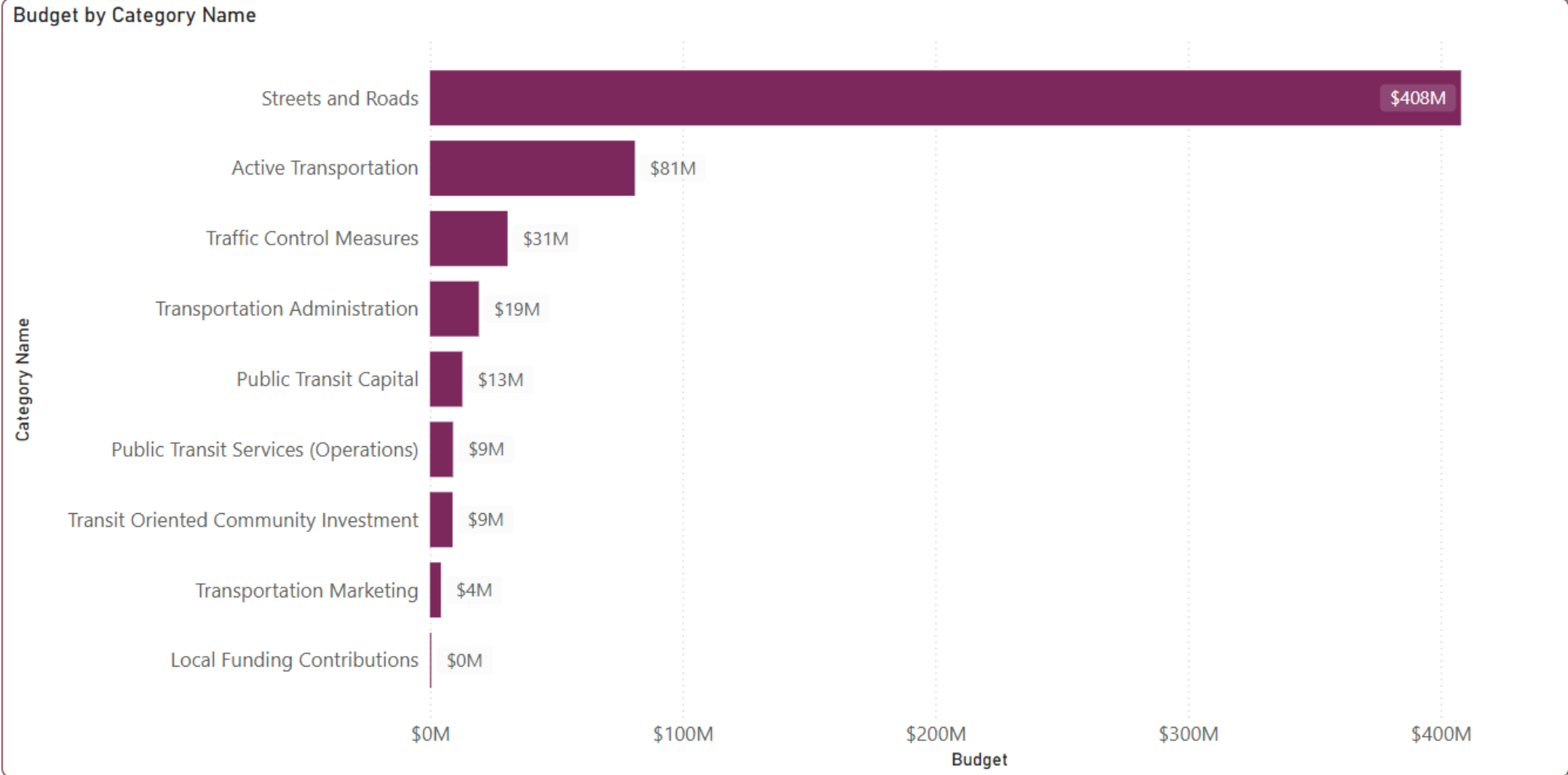
FY25 Measure M Local Return Fund Usage

Approved Budget 2025

\$575M

Total No of Projects in 2025

749



THANK YOU

Questions?

Local Programming

Susan Richan

richans@metro.net

(213) 922-3017

Chelsea Meister

meisterc@metro.net

(213) 922-5638



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0241, **File Type:** Oral Report / Presentation

Agenda Number: 7.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 4, 2025

SUBJECT: STATE OF GOOD REPAIR

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on State of Good Repair budget and expenses.

ISSUE

To support the discussion for the effective and efficient use of funds, this quarterly presentation provides the committee with Metro's status in meeting State of Good Repair (SGR) requirements per the Federal Transit Administration's Transit Asset Management (TAM) Rulemaking. This includes progress on condition assessments performed by Enterprise Transit Asset Management (ETAM) in support of the implementation of the new Enterprise Asset Management (EAM) system.

EQUITY PLATFORM

The Enterprise Transit Asset Management (ETAM) assessment contracts cover all Metro-owned stations, tunnels, bridges, facilities, and buildings that house Metro employees. ETAM assesses all of Metro's structures and facilities to prevent major disruption of service to Los Angeles communities. Ensuring a state of good repair directly benefits riders, particularly low-income riders without access to a vehicle and others who are more reliant on public transportation for their daily needs.

Prepared by: Randall Lamm, Deputy Executive Officer, Enterprise Transit Asset Management, (213) 922-5543

Reviewed by: Kenneth Hernandez, Interim Chief Transit Safety Officer, (213) 922-2990



Measure M Independent Taxpayer Oversight Committee

Enterprise Transit Asset Management
State of Good Repair

June 4, 2025



Metro

Transit Asset Management – Accomplished as of FY25 Q3

Continued Condition Assessments:

- Structures Inspections Contract: 7-year contract for FY20-26 inspections. Approved 20 of 27 final inspection reports by the end of FY25 Q3.
- Facility Condition Assessments required per FTA TAM Rulemaking: 3-year contract for FY23-25 required assessments. Approved 70 reports by the end of FY25 Q3 of 75 assessments due in FY25.
- Per the Public Transportation Agency Safety Plan (PTASP) Rulemaking requirement, the interdepartmental memo was sent to report on structures inspections and facilities assessments.

FTA TAM Rulemaking Compliance:

- December 19, 2024: Revision 2 responses to questions were submitted to NTD.
- December 4, 2024: Revision 1 responses to questions were submitted to NTD.
- November 4, 2024: Data shared with MPO (SCAG) per TAM Rulemaking.
- November 4, 2024: 2024 Group TAM Plan sent to 33 participating agencies.
- October 31, 2024: Reported FY24 data into NTD.
- October 31, 2024: Group TAM data reported to NTD.
- October 3, 2024: FY25 Target memo signed by CEO/Accountable Executive.
- October 1, 2024: Group TAM updated.
- April 7, 2025: Received NTD close out letter from FTA accepting Metro's 2024 Report.

Transit Asset Management – In Progress as of FY25 Q3

New Asset Onboarding:

- Collect asset records on New Extensions per NTD reporting requirements:
- K Line (Westchester to C Line), AMC station
 - New Assets for FTA Reporting: Guideway Elements (Track, Systems), Facilities (Stations, Maintenance Facilities)
 - Rolling Stock – New Rail Vehicles: HR4000 entering service
- Coordinating process for “on-boarding” of new assets with EAM Team.
- FY26 anticipating PLE-1 and Foothill 2B asset records to be collected.

Enterprise Asset Management (EAM):

- Coordination with System Integrator, KPMG, continues through FY26 Q2 to implement TAM requirements in Phases II through IV.

FTA TAM Rulemaking Compliance Deadline Tasks:

- FY25 Q3 through Q4: Collection of new asset inventory data.
- April/May: Group TAM Plan - coordinate with 34 sub-recipient transit agencies.
- May/June/July: Metro TAM data - FY25 data collection and 6/30/2025 cutoff.
- August/September: Validate information with asset owners and formulate targets.
- September/October: Acquire Executive approval and report data into the NTD.
- **October 31, 2025:** Next TAM and Group TAM reporting due for Reporting Year 2025.



Metro

Federal Transit Administration (FTA) Annual Reporting 10/31/2024

Rolling Stock and Equipment: FY25 Targets

FTA TAM Rulemaking: “§ 625.45 Setting performance targets for capital assets.

(a) General.

(1) A provider must set one or more performance targets for each applicable performance measure.

(2) A provider must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.”

	FTA TAM Performance Measures / Targets						Based on FY24 Census Date (6/30/2024)				FY25 Forecast (6/30/2025)			
	Asset Class	Performance Measure based on 49 CFR Part 625	① FY24 Target (reported to FTA)	② = ⑥ / ⑤ FY24 Actual (Calc'd by FTA)	② = ① FY24 Performance Meet/Exceed	③ = ⑩ / ⑨ FY25 Target* (reported to FTA)	④ Total Asset Count	⑤ "Active" Asset Count	⑥ Meet/Exceeded ULB (NTD Method [†])	⑦ Average Age	⑧ Total Asset Estimate	⑨ "Active" Asset Estimate	⑩ Meet/Exceeded ULB (NTD Method [†])	⑪ Average Age
Rolling Stock	Articulated Bus (AB)	625.43(b): Rolling stock. The performance measure for rolling stock is the percentage of [active, dedicated] revenue vehicles [for which the agency has capital responsibility] within a particular asset class that have either met or exceeded their useful life benchmark.	35%	34.07%	Met	35%	277	270	92	8.3	274	269	94	9.3
	Bus (BU)		1%	1.68%	Not Met	2%	1,789	1,722	29	8.1	1,877	1,809	32	8.8
	Heavy Rail Vehicles (HR)		30%	30.23%	Not Met	24%	100	86	26	27.4	126	112	26	22.4
	Light Rail Vehicles (LR)		0%	0.00%	Met	0%	337	317	0	9.0	337	323	0	10.6
Equipment	Asset Class	Performance Measure based on 49 CFR Part 625	FY24 Target (reported to FTA)	FY24 Actual (Calc'd by FTA)	FY24 Performance Meet/Exceed	FY25 Target * (reported to FTA)		Total Asset Count	Exceeded ULB (NTD Method [†])	Average Age		Total Asset Estimate	Exceeded ULB (NTD Method [†])	Average Age
	Automobiles	625.43(a): Equipment: (non-revenue) service vehicles. The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their useful life benchmark.	52%	51.75%	Met	57%		487	252	9.8		500	284	10.3
	Trucks and Other Rubber Tire Vehicles		41%	42.71%	Not Met	52%		995	425	11.0		1,024	523	11.4
	Steel Wheel Vehicles		20%	20.00%	Met	20%		10	2	11.1		10	2	12.1

* FY25 Target is the forecast performance or condition rounded up to the next whole percentage.

† Uses the FTA/NTD method of calculating age: **Census Year - Year of Manufacture** for each asset.



Metro

Federal Transit Administration (FTA) Annual Reporting 10/31/2024

Facilities and infrastructure: FY25 Targets

FTA TAM Rulemaking: “§ 625.45 Setting performance targets for capital assets.

(a) General.

(1) A provider must set one or more performance targets for each applicable performance measure.

(2) A provider must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.”

	FTA TAM Performance Measures / Targets						Based on FY24 Census Date (6/30/2024)		
	Asset Class	Performance Measure based on 49 CFR Part 625	① FY24 Target (reported to FTA)	② = ⑥ / ⑤ FY24 Actual (Calc'd by FTA)	② = ① FY24 Performance Meet/Exceed	③ = ⑩ / ⑨ FY25 Target * (reported to FTA)	④ Total Asset Count	⑤ Facilities Assessed	⑥ Facilities Below TERM Condition 3
Facilities	Passenger Facilities (Stations & Parking)	625.43(d): Facilities. The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%	0.00%	Met	0%	285	233	0
	Administration & Maintenance Facilities		0%	0.00%	Met	0%	152	152	0
Infrastructure	Asset Class	Performance Measure based on 49 CFR Part 625	FY24 Target (reported to FTA)	FY24 Actual (Calc'd by FTA)	FY24 Performance Meet/Exceed	FY25 Target * (reported to FTA)		Total Revenue Track	Average Performance Restriction
	Heavy Rail (HR)	625.43(c): Infrastructure: rail fixed-guideway, track, signals, and systems. The performance measure for rail fixed-guideway, track, signals, and systems is the percentage of track segments with performance restrictions.	2%	0.19%	Met	2%		31.84 miles	0.06 miles
	Light Rail (LR)		4%	2.77%	Met	4%		186.76 miles	5.18 miles

* FY25 Target is the forecast performance or condition rounded up to the next whole percentage.

‡ Uses the FTA/NTD method of calculating age: **Census Year - Year of Manufacture** for each asset.



Metro



Thank you!

Enterprise Transit Asset Management
State of Good Repair



Metro



Board Report

File #: 2025-0212, File Type: Oral Report / Presentation

Agenda Number: 8.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 4, 2025

SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Transit and Highway Capital Projects to support discussion on the effective and efficient use of funds.

ISSUE

To support the objectives of the Measure M Independent Taxpayer Oversight Committee in monitoring the effective and efficient uses of tax revenue funds, this report provides progress updates on transit and highway capital projects as identified by the Measure M Ordinance and Expenditure Plan. This quarterly presentation is prepared by Program Management with support from Program Controls for projects in the construction phase, Operations, Shared Mobility for ExpressLanes and, Countywide Planning and Development for highway projects and for transit projects in the planning phase of development.

EQUITY PLATFORM

This report is provided on a regular basis and includes high-level summary updates on multiple projects. Equity assessments for each project were provided as a baseline summary in October 2024 (File #2024-0507).

The following equity assessment baseline is being provided for the I-405 Sepulveda Pass (Phase 1) ExpressLanes Project that was recently added to the Complete Streets & Highways Project Update in Attachment C.

Complete Streets and Highways Projects

I-405 Sepulveda Pass (Phase 1) ExpressLanes Project (I-405 ExpressLanes) is currently in the environmental phase and includes evaluating four alternatives (no build and three build alternatives) to determine the feasibility of converting existing high-occupancy vehicle (HOV) lanes or carpool lanes into dynamically priced, high-occupancy toll (HOT) lanes, called ExpressLanes, in both directions along I-405 between I-10 and US 101. Equity considerations have been integrated and will continue to be part of the environmental process. Eighteen percent (18%) of the I-405 ExpressLanes

extension three-mile buffer project area is in 13 Equity Focus Communities (EFCs). The remaining project area (82%) comprises non-EFCs. EFCs along the I-405 ExpressLanes Project corridor are prioritized for engagement to ensure inclusive, meaningful public participation through digital communications, participation in community events, and outreach through Community Based Organizations (CBOs).

ATTACHMENTS

Attachment A - Transit and Highways Capital Update

Attachment B - Transit Planning Project Update

Attachment C - Complete Streets & Highways Project Update

Prepared by:

Alice Tolar, Senior Manager, Shared Mobility, (213) 418-3334

Philbert Wong, Senior Director, Shared Mobility, (213) 418-3137

Jay Yoon, Executive Officer, Program Control, (213) 922-7525

Allison Yoh, Executive Officer, Countywide Planning & Development,
(213) 922-4812

Michelle E. Smith, Executive Officer, Complete Streets & Highways,
(213) 547-4368

Michael Cano, Senior Executive Officer (interim), Multimodal Integrated Planning, (213)
418-3010

David Mieger, Senior Executive Officer, Mobility Corridors, (213) 922-3040

Shahrazad Amiri, Deputy Chief Operations Officer, (213) 922-3061

Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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

Tim Lindholm, Chief Program Management Officer, (213) 922-7297

Conan Cheung, Chief Operations Officer, (213) 418-3034

Transit & Highway (Capital) Update

Measure M Oversight Committee

June 2025

Transit / Highway Engineering and Construction

Construction Projects

- LAX/Metro Transit Center
- Gold Line Foothill Extension Phase 2B – Pomona
- Westside Purple Line – Section 3
- G Line BRT Improvements Project
- I-5 North County Enhancements
- 105 Express Lanes

Alternative Delivery Projects – Phase 1

- East San Fernando Valley Transit Corridor
- North Hollywood to Pasadena BRT Project
- Southeast Gateway Line
- Vermont Transit Corridor

Operational Projects

- North San Fernando Transit Corridor Project



LAX/Metro Transit Center (AMC)

BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$898.6M	\$898.6M	\$898.6M
	Variance from Approved LOP:	\$0M (0%)	\$0M (0%)	OK
	Variance from Revised Budget:		\$0	OK

* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	Fall 2024	N/A	Fall 2024	6/6/2025***
	Variance from Original:		+20d (2%)	+171d(+16%)
	Variance from Revised Schedule:			N/A

** Current Forecast is based on March 2025 Schedule Update

*** Pre-revenue train testing has begun in November 2024, and system integration testing ongoing.



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 1,577,543 (purely construction hours);
Recordable Injury Rate: 1.14 vs. The National Average: 2.4.

Updates

Overall project progress is 98.7% complete

Primary Station Construction at 98.4% completion

- Station-wide buildout (interior and exterior) nearing completion at the LRT, Metro Hub, Bike Hub
- Low-Voltage Testing progressing: SCADA, Mechanical, Electrical – SIT 1 and SIT 2 on-going
- Fire Alarm nearing completion for SIT 1.
- Vertical circulation systems are progressing, with elevators and escalators being finalized. State inspections on-going.
- Pre-Punchlist development on-going
- Site-wide civil improvements progressing: All site-wide hardscape complete. Landscape and irrigation nearing completion

Equity

- 100% of the project is located within or adjacent to Equity Focus Communities.



Metro Hub Mezzanine Level





Bike Hub and LAWA APM



June 2025 Measure M Oversight Committee



Los Angeles County Metropolitan Transportation Authority

Gold Line Foothill Extension Phase 2B

BUDGET				
		Approved LOP*	Previous Period	Current Forecast**
		\$1,533M	\$1,533M	\$1,533M
	Variance from Approved LOP:		\$0M (0%)	\$0 (0%) 
	Variance from Revised Budget:			\$0 (0%) 

* At time of the award of contract – Board Approval (June 2017)

**Current Forecast does not include funding received from CALSTA SB125

SCHEDULE			Revenue Operation	
	Original *	Approved Rebaseline	Previous Period	Current Forecast**
	January 2025	N/A	Summer 2025	Summer 2025
	Variance from Original:		0d (0%)	0d (0%) 
	Variance from Revised Schedule:		n/a	n/a 

* The Original date reflects the Authority's Substantial Completion date

** Current Forecast is from the Authority's January 2025 Schedule Update. Authority achieved substantial completion on January 3, 2025, and assumes Revenue Operation will follow 6 months later for the first segment to Pomona.



Gold Line Foothill Extension Phase 2B

Safety

- Project Hours: 2,477,840 (as of March 2025)
- Recordable Injury Rate: 0.32 vs. the National Average: 2.4.

Updates

- **Overall Project Progress is 96% complete**
- Foothill Gold Line Authority achieved substantial completion with the Kiewit-Parsons Joint Venture on January 3, 2025.
- Project transition period began on January 6, 2025, and continued through January 31, 2025. This transition period allows for shared responsibility between agencies for minor construction work and the transition of safety protocol from the Gold Line Authority to Metro.
- SIT-1 Testing is 100% complete.
- Metro staff is currently performing SIT2/SCADA testing for the project in preparation of the pre-revenue period.

Equity

- 25% of the project is located within or adjacent to Equity-Focus Communities.



Glendora Station – Security and Safety Check



Emergency Response Units - Full Scale Incident Exercise





Westside Purple Line Extension – Section 3

BUDGET				
	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$3,599 M	\$3,224 M	\$3,277 M	\$3,277 M
	Variance from Approved LOP:		+\$53M (1.6%)	+\$53M (1.6%) 
	Variance from Revised Budget:			\$0 

* At time of the award of contract – Board Approval February 2019

** Excludes finance costs. In June 2023, the Board approved \$53M LOP increase for Concurrent Non-Full Funding Grant Agreement (Non-FFGA) activities.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	March 2027	Summer 2027	Summer 2027	Summer 2027
	Variance from Original:		+131d (3.91%)	+180d (5.4%) 
	Variance from Revised Schedule:			+48d (1.4%) 

* Based upon agreed modification.



Westside Purple Line Extension – Section 3

Safety

Project Hours: 3,990,245 Recordable Injury Rate: 1.55 vs. The National Average: 2.4.

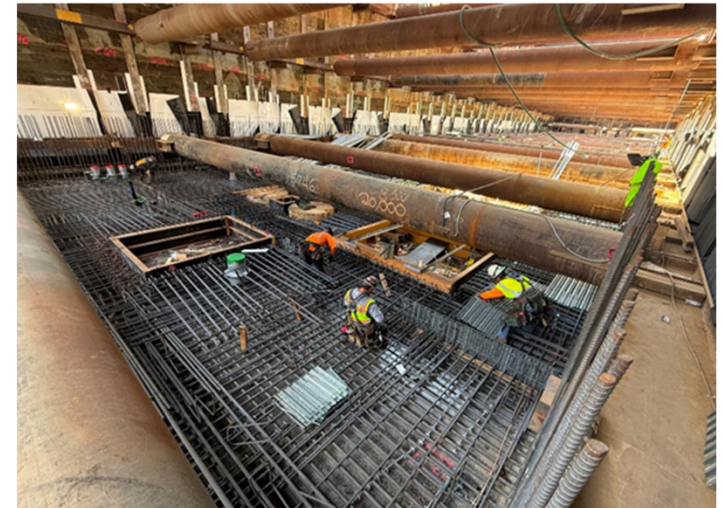
- C1151: Project Hours: 1,902,537; Recordable Injury Rate: 2.52.
- C1152: Project Hours: 2,087,708; Recordable Injury Rate: 0.67.

Updates

- **Overall Project Progress is 62% complete.**
- **Final design progress is 97% complete.**
- **Westwood/UCLA Station**
 - Upper exterior wall concrete placement was started.
 - Northeast entrance pile installation was completed.
- **Westwood/VA Hospital Station**
 - Main box lower exterior wall concrete was completed.
 - Main entrance drilling for elevator casing was completed.
- **Tunnels**
 - Excavation for eleven of fourteen cross passages are complete.
 - Final lining for two of fourteen cross passages are complete.
 - Tunnel first stage invert concrete placement is 35% complete.
- **Equity**
 - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.





Westwood/UCLA Station:
Concrete Placement for Main Entrance Invert





Westwood/VA Hospital Station:
Rebar Installation for Concourse level (Looking West)



G Line BRT Improvements

BUDGET				
		Approved LOP	Previous Period	Current Forecast
	Project	\$668.45M	\$668.45M	\$668.45M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:			\$0M 

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Winter 2027	N/A	Winter 2027	Winter 2027
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 



G Line BRT Improvements

Safety

Project Construction Hours: 120,047.9; Recordable Injury Rate: 0 vs. National Average: 2.4.

Updates

Progressive Design Build Contract

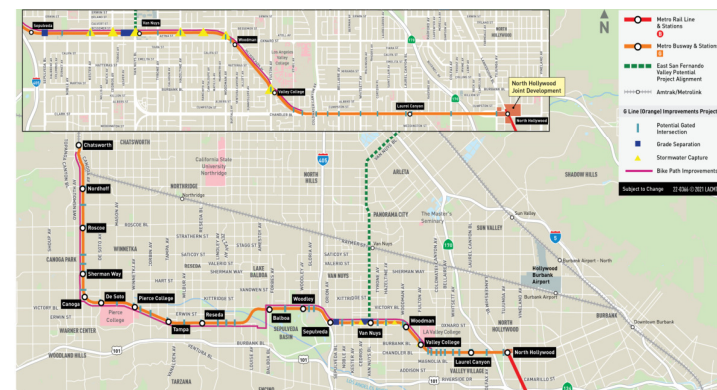
- The Life of Project (LOP) budget was approved at the September 2024 Board meeting.
- EWP 4 for the construction of Grade Separations, Station and Bike Path Improvements was executed December 2024 and NTP issued in January 2025.
- Construction work started which includes fencing installation, tree and grub removal, and Van Nuys station demolition.
- Phase II Environmental Site Assessment is currently underway.
- The AFC design was approved for Van Nuys. The AFC design for Bike Path improvements and 100% design for Sepulveda is also underway.
- Advancing the gated intersections alternative, which includes gates at 13 intersections and traffic signal upgrades at the remaining crossings.

Utility Owner-Performed Advanced Utility Relocation (AURs)

- Sepulveda – Relocation of communication lines are complete. All necessary underground infrastructure has been installed. LADWP 34.5kv lines remain and are scheduled to be relocated by April 2026

Property Acquisitions

- Metro has obtained possession of all required properties



Project Map



Phase II Environmental Site Assessment



Equity

- 15 of 17 stations (88%) are within or adjacent to Equity Focus Communities.





June 2025 Measure M Oversight Committee

I-5 North County Enhancements

BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$679.3M	\$679.3M	\$679.3M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	N/A 

* At time of the award of contract - Board Approval (March 2021)

SCHEDULE			Substantial Completion	
	Original	Approved Re-baseline	Previous Period	Current Forecast
	July 2026	N/A	Summer 2026	Winter 2027**
	Variance from Original:		+0d (0%)	+195d (10%) 
	Variance from Revised Schedule:		N/A	N/A 

** Schedule analysis shows a 195-day delay in substantial completion. Metro disagrees with Contractor's schedule analysis. Working with contractors to mitigate delay and improve the schedule performance.



I-5 North County Enhancements

Safety

Project Hours: 953,405; Recordable Injury Rate: 1.68 vs.
The National Average: 2.4.

Updates

- **Overall Project progress is 52% complete.**
- Construction Stage 1 and Stage 2 continues:
 - Work on 7 bridges throughout the project.
 - Construction of approximately 18 Retaining/Sound Walls on-going throughout the project.
 - On-going work in the median includes barrier and foundations.
 - Lean Concrete Base (LCB) and Jointed Plain Concrete Paving (JPCP) is starting on shoulders.
- Castaic Creek Bridge superstructure is ongoing.
- Project Team continues to coordinate with various stakeholders.

Equity

- This project is not located within or adjacent to Equity Focus Communities.



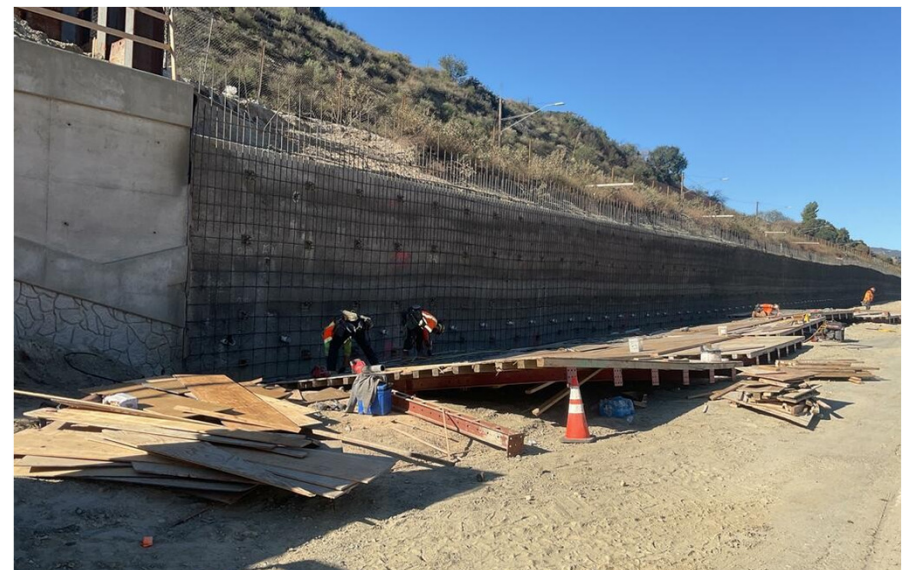
Place Rebar at Santa Clara OH Bridge SB I-5



Magic Mountain Bent 4 Pour 48IN CIDH



Rolled Soffit at Castaic Creek Bridge NB I-5





Prep Forms at Retaining Wall 2449





June 2025 Measure M Oversight Committee

105 Express Lanes

BUDGET				
		Approved Budget to Date*	Previous Period	Current Forecast
	Pre-Construction	\$757M	\$119M	\$757M
	Project	N/A	N/A	\$1.4B-\$1.5B
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%)
	Variance from Approved LOP:		N/A	N/A 
	Variance from Revised Budget:			\$0M 

*The Revised Forecast is derived from the ongoing Project estimate, which is in progress following the recent construction contract mod award for Segment 1 and a more precise estimate for Segments 2 & 3 by CMGC.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period**	Current Forecast**
	N/A	N/A	Spring 2028	Spring 2028 
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A

**Note: Spring of 2028 operation is for Segment 1. Segment 2/3 currently is forecasting Summer of 2029



105 Express Lanes

Safety

Segment 1

- Project plan to start to report after May when the project reach 80,000 to 100,000 hours

Updates

All Segments

- Project is working with Build American Bureau on the TIFIA application.
- FHWA cost & schedule risk assessment (CSRA) draft report prepared.

Segment 1

- Construction started on 2/3/25. Currently the work has been focused on implementing temporary striping and clearing and removal of the existing sound walls in preparation of pavement construction.

Segment 2 and 3

- The revised 65% construction schedule is under review by Metro.
- Final pricing is anticipated to start in June of 2025.
- Design 95% submittal is anticipated to start in July 2025.
- Segment 3 design is coordinating with Southeast Gateway Line project.

Roadside Toll Collection System (RTCS)

- RTCS Design is in progress.

Equity

- 92% of the project is within or adjacent to Equity Focus Communities.
- Equity assessment in progress that identifies and prioritizes projects that could be funded with future net toll revenue



Clearing and Grubbing with removal of the existing sound walls






Projects without Life of Project (LOP) Budget



Engineering Projects

- North Hollywood to Pasadena BRT Project
- East San Fernando Valley Transit Corridor
- Southeast Gateway Line
- Vermont Transit Corridor



North Hollywood to Pasadena BRT

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Pre-Construction	\$135.2M	N/A	\$135.2M
	Project	N/A	\$308M-515M	\$308-515M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A 
	Variance from Revised Budget:			N/A 

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Summer 2027	December 2027
	Variance from Original:		N/A	N/A 
	Variance from Revised Schedule:			N/A 

** Current Forecast is Metro's Internal Schedule, Baseline schedule is not yet approved at time of update.



North Hollywood to Pasadena BRT

Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

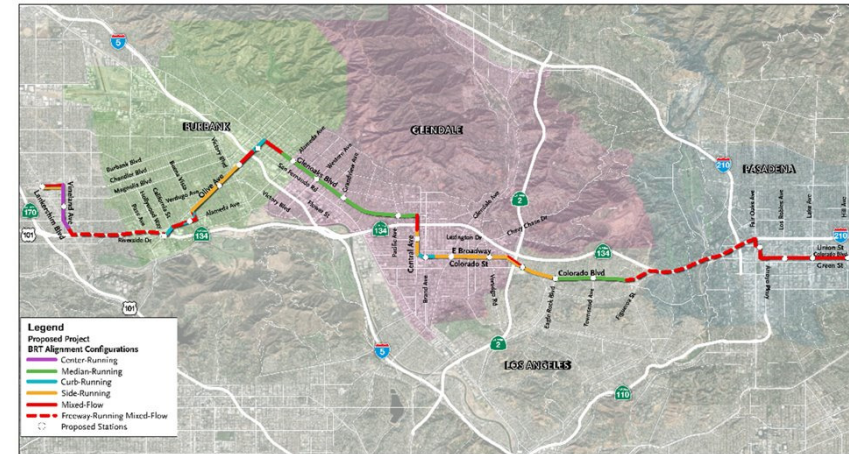
Updates

Design is 30% complete.

- Project Office established in Glendale near the center of the alignment
- Designer responding to comments from Cities and preparing 60% design packages for submission in May and June
- CM/GC preparing 30% Opinion of Probable Construction Cost (OPCC)
- CM/GC preparing an Early Works Package proposal for potholing activities

Equity

- 60% of the project is within or adjacent to Equity Focus Communities



Project Map





View of Vineland Ave / Lankershim Blvd





June 2025 Measure M Oversight Committee

East San Fernando Valley Transit Corridor

BUDGET				
		Approved Budget to Date*	Previous Period	Current Forecast
	Pre-Construction	\$1,488M	\$1,488M	\$1,488M
	Project	N/A	\$3,573M	\$3,573M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:			\$0M 

*The Board approved an increase to the Pre-Construction Budget in February 2025.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Fall 2031	Fall 2031
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

**Current schedule forecast reflects Metro's Internal Schedule. The actual Baseline schedule will be negotiated with Progressive Design Builder as part of the Phase 2.



East San Fernando Valley Transit Corridor

Safety

PS89616000 Contract Hours Worked: 86,127; Recordable Injury Rate: 0 vs. National Average: 2.40.



Updates

- **FTA Coordination**
 - FTA Quarterly Briefing Meeting held in March 2025
- **Progressive Design-Build Contract**
 - Value Engineering underway for Phase 2 Construction scope
 - Preparing EWP-07 Utility Adjustments 5/8, civil site - target Spring 2025
- **Real Estate**
 - Acquisitions - 20 offers issued, 11 offers accepted, 9 closed escrow
 - Relocations underway - 29 businesses relocated
- **Design**
 - Final Design activities underway
 - 10 Design Unit submittals to be submitted in next 3 months
- **Construction**
 - Design utility field investigations being performed
 - UA 6 substantially complete, k-rail installed to support construction of UA's 4 and 2/3/7
 - LADWP and SoCal Gas completing UA electrical intercept work and gas utility relocations, respectively
- **Light Rail Vehicle (LRV) Procurement**
 - LRV Manufacturing Contract RFP issued in January 2025.
- **Equity**
 - 100% of the project is within or adjacent to Equity Focus Communities.



June 2025 Measure M Oversight Committee



Southeast Gateway Line

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Pre-Construction*	\$998M	NA	\$998M
	Project**	NA	NA	\$8.2B-\$9.5B***
	Variance from Approved Pre-Construction Budget:		NA	\$0M (0%) 
	Variance from Approved LOP:		NA	NA
	Variance from Revised Budget:			\$0M 

*The Board approved Pre-Construction Budget on 2/27/2025.

** The Board has not established LOP budget for the project.

***The Current Forecast is based on the latest FTA Risk Assessment.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Winter 2035	Winter 2035
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

**Current schedule forecast reflects Metro's Internal Schedule.



June 2025 Measure M Oversight Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)





Significant Impact
(over 10% variance)



Southeast Gateway Line

- **Project Development**
 - Completed FTA Project Development statutory requirements
 - Submitted request for approval to enter Engineering on Nov 19, 2024
 - FTA/PMOC completed risk assessment which established risk-adjusted project cost; awaiting final report
 - FTA approved Letter of No Prejudice (LONP) for the Advanced Works scope on Jan 17, 2025, allowing for reimbursement of costs incurred before FFGA award
- **Advanced Engineering**
 - Completed 30% design for critical elements including utilities, freight, and grade crossings for the CMGC Advanced Works
 - Continue 30% design refinements on LRT elements
 - Continue design coordination with key external stakeholders including UPRR, POLA/POLB, Caltrans, cities, CPUC, and self-performing utility owners
 - 2nd VE workshop scheduled for May 2025
- **Site Investigations**
 - Completed utility potholing
 - Geotechnical investigation work complete except in rivers pending permit from LA County/USACE (defer to next dry season)
 - Completed environmental sampling and report on San Pedro subdivision
- **Advanced Works Construction Contract (CM/GC)**
 - Board approved contract award on Feb 27, 2025
- **Equity**
 - 65% of the project is within or adjacent to Equity Focus Communities.



Vermont Transit Corridor

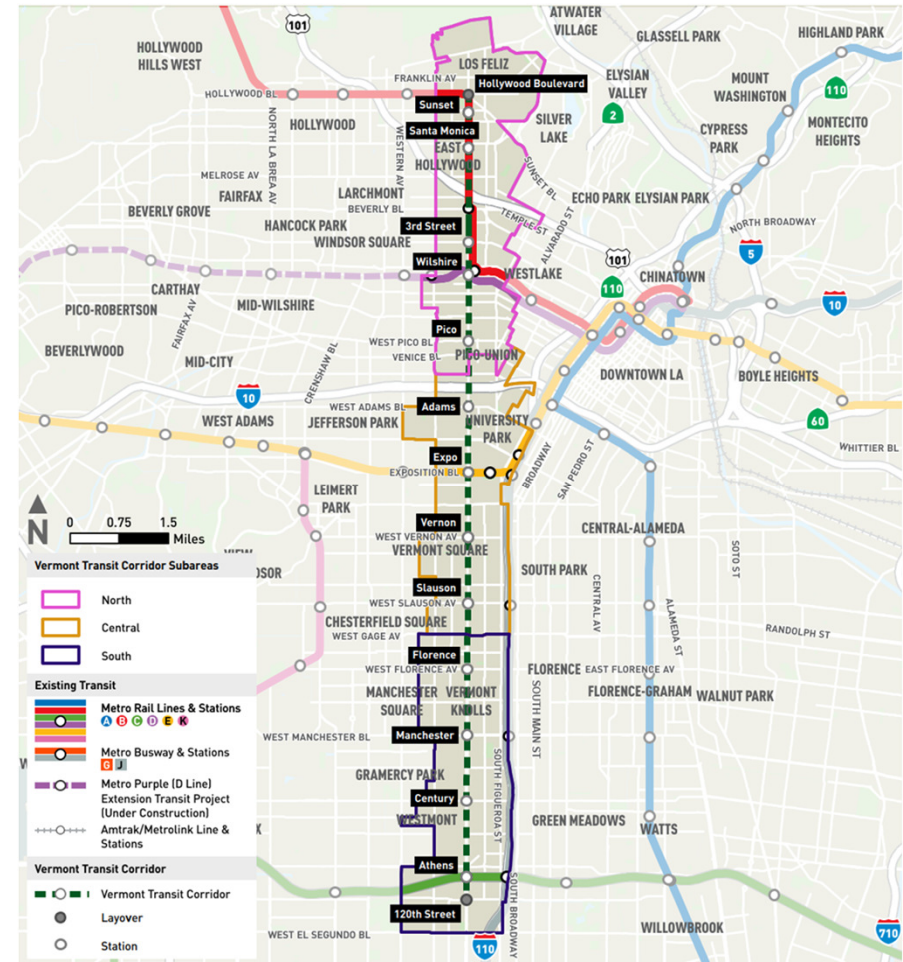
BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast
	Project	N/A	\$328M - \$399M	\$328M - \$399M
	Variance from Approved Pre-Construction Budget:		NA	\$0M (0%) 
	Variance from Approved LOP:		NA	NA
	Variance from Revised Budget:			\$0M 

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Spring 2028	Spring 2028
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 



Vermont Transit Corridor

- **Project Development**
 - Received FTA approval to enter Project Development
 - LPA approved
 - CEQA exemption approved
 - Advanced Conceptual Engineering 15% design complete
- **Preliminary Engineering**
 - NTP Issued November 2024
 - Design coordination in process with key external stakeholders such as City of Los Angeles and utility owners.
 - BRT station design in progress.
 - Over the Shoulder design progress reviews with the City of Los Angeles completed end of April
- **Equity**
 - 87% of the project is within or adjacent to Equity Focus Communities.







Operational Projects

- **North San Fernando Transit Corridor Project**



NSFV Transit Corridor Project

BUDGET				
		Approved LOP	Previous Period	Current Forecast
		\$180M	\$180M	\$180M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:			\$0 

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	Summer 2025	N/A	Winter 2027	Summer 2028
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

**Project elements delivered incrementally. Likely, last elements to be completed are expected to be ZEB and charging*



NSFV Transit Corridor Project

Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. The National Average: 2.4.

Updates

- **Roscoe BI Bus Priority Lanes**
 - 100% design approved by City
 - Installation by completed by City of LA October 31, 2024.
- **All Door Boarding**
 - 2,900 BMVs install by February 28, 2025. Testing is continuing Q4 FY25.
- **Bus Bulbs (82 locations)**
 - Contract Modification approved Sep 2024.
 - Design to began in Q2 FY25
- **5 Key Transfer Locations**
 - Design began in Q2 FY25
 - Construction to start in Q3 FY26
- **Bus Shelters**
 - Construction and installation agreement for 393 shelters executed 10/2023
 - Installations began Q3 FY25; 15 shelters installed as at 3/31/25.
- **Transit Signal Priority (7 Corridors)**
 - 35% design
 - Installation to begin Q3 FY25
 - Completion by Q2 FY26
- **75 Battery Electric Buses + Charging**
 - Included in ZEB procurement RFP which closed 3/20/25. Award by early 2026.
 - Chargers in separate RFP that closed 4/14/25. Award by end of 2025.
- **Service Frequency Improvements on Lines 152 (Roscoe) and 166 (Nordhoff)**
 - Implementation of first phase June 2024. Further improvements in FY26
- **Equity**
 - 42% of the project is within or adjacent to Equity Focus Communities.



Rendering of an improved stop on Nordhoff/Lindley



Measure M Independent Taxpayer Oversight Committee

Transit Planning Update

June 4, 2025

Allison Yoh
Executive Officer

Measure M Transit Projects



> Major Pillar Projects

- (1) C Line Extension to Torrance
- (2) Sepulveda Transit Corridor
- (3) Eastside Transit Corridor Phase 2

> Other Projects in Planning

- Vermont Transit Corridor
- K Line Northern Extension

C (Green) Line Extension to Torrance

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

Final EIR

\$2.2B (2031\$, midpoint of construction)

Recent Activities

- Continue preparation of Final Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), including responses to all comments on all alignments included in Draft EIR
- Completed field work (i.e., surveys to confirm right of way and project footprint)
- Coordinating with cities, stakeholders and Community Based Organizations (CBOs)

Next Actions

- Update engineering drawings for Hybrid Locally Preferred Alternative (LPA)
- Refine cost estimates and funding plan for LPA



Sepulveda Transit Corridor

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

Draft EIR

\$5.7B (2015\$)

Recent Activities

- Completed environmental technical analyses and draft chapters
- Review of Administrative Draft Environmental Impact Report (EIR)
- Preparation of new online platform to support ease of navigation of Draft EIR
- Development of cost information
- Coordinating with Federal Transit Administration on Planning & Environmental Linkages (PEL) study

Next Actions

- Final check on Administrative Draft EIR
- Schedule public update meetings
- Schedule release of Draft EIR and open public comment period



Eastside Transit Corridor Phase 2

Preliminary Studies

Draft EIR

Final EIR



Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

EIR Certified
NEPA TBD

IOS - \$7.9B
(2031\$, midpoint of construction)

Recent Activities

- Jan/Feb: Community meetings in East LA, Commerce, Montebello, virtual (216 attendees)
- Feb: Master Cooperative Agreement (MCA) executed with Montebello
- Utility potholing in Montebello, Commerce, East Los Angeles
- Ongoing coordination with cities, utility owners, railroads
- Working with Federal Transit Administration (FTA) on entry into environmental review under National Environmental Protection Act (NEPA)



Next Actions

- MCAs expected with Cities of Commerce and Whittier (April)
- Geotechnical investigations (Spring 2025)
- Coordinate with Gateway Cities Council of Governments to initiate a city manager technical advisory committee (Spring 2025)

Vermont Transit Corridor

Preliminary Studies

CEQA
Exemption



NEPA
Exclusion

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

CEQA Exemption / NEPA Exclusion

\$425M (2015\$)



Recent Activities

- March 2025 Board approval of Locally Preferred Alternative (LPA) as a 12.4 mile, at-grade, side-running Bus Rapid Transit (BRT) line, concurrence that project is exempt from California Environmental Quality Act (CEQA) per SB 922 provision
- Federal Transit Administration (FTA) approval of entry into Project Development for Small Starts Grant Program; determination of Categorical Exclusion under National Environmental Protection Act (NEPA)

Next Actions

- Continue design work to 30% as milestone toward service by 2028 Olympic and Paralympic Games
- Coordinate with FTA on Categorical Exclusion

K Line (Crenshaw) Northern Extension

Preliminary Studies



Draft EIR

Current Phase

Most Recent Cost Estimate

Draft EIR

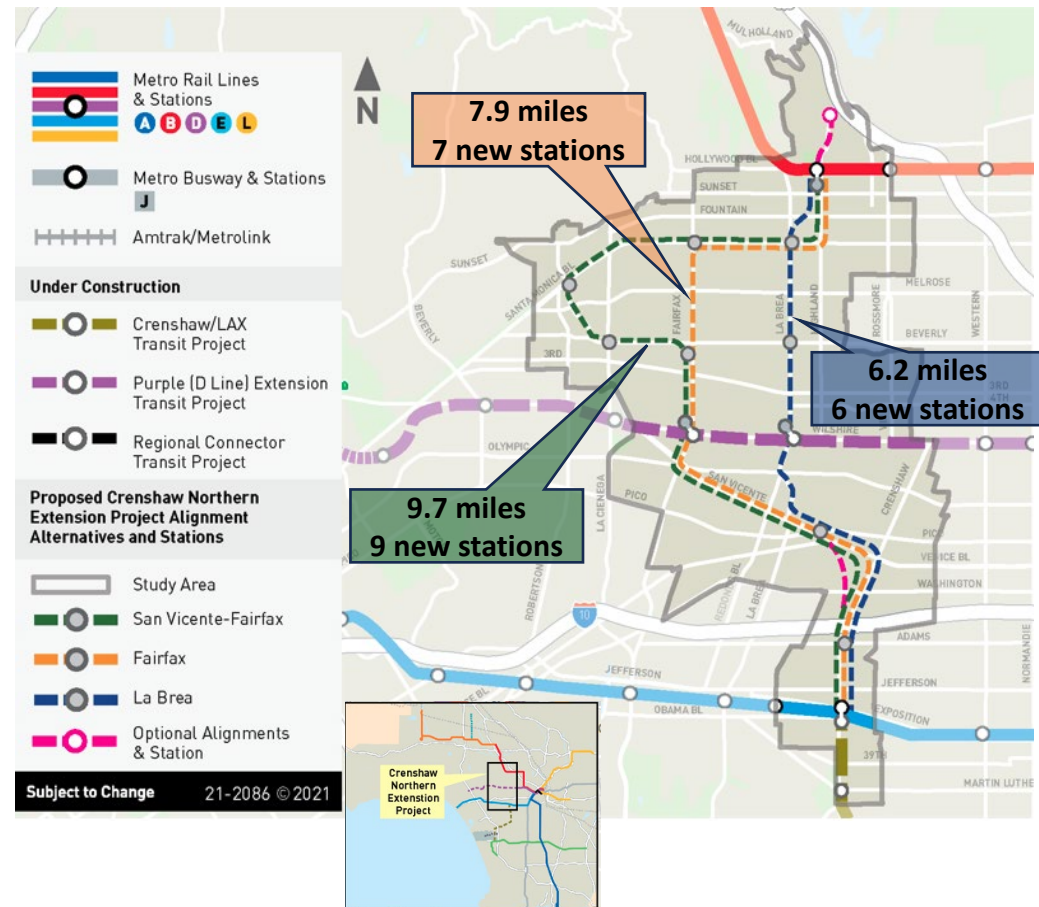
\$2.24B (2015\$)

Recent Activities

- Reviewing comments on Draft Environmental Impact Report (EIR)
- Additional alignment analysis in Mid-City area
- Reviewing tunnel safety research
- Informational meetings with stakeholders and elected officials (Cedars-Sinai, Mid-Wilshire communities, etc.)

Next Actions

- Complete analysis of alignments and tunnel safety research in response to community feedback on Draft EIR
- Share findings with stakeholders to further engage on project



Measure M Independent Taxpayer Oversight Committee

Complete Streets & Highways Project Updates

Michelle E. Smith

Executive Officer, Complete Streets & Highways

June 2025

State Route 71 (SR-71) South Gap Closure Project (I-10 to the San Bernardino County Line)

Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$148.10M	\$98.04M
Design (Phase 2)	\$23.0M	\$12.67M

Purpose and Scope

- **Caltrans-managed** construction project that adds one HOV* lane and one mixed-flow lane in each direction along SR-71 between I-10 and the San Bernardino County Line.
- Project was split into two Phases in 2019.

Multimodal Elements

- HOV* lanes will encourage carpool, vanpool and transit (bus) usage, replace structurally deficient and non-ADA** compliant pedestrian overcrossing, and reconstruct 2 railroad overpasses to meet new standards and facilitate more goods movement.

Status

- South Segment (Phase 1) – Construction is 75% complete.
- North Segment (Phase 2) – Caltrans design resumed after Board allocated Measure M funds to close the design funding gap. Construction estimate is \$259M. Grant funds are being pursued to close the construction funding gap.



Phase 1 Challenges

Resolve issues (delays and outstanding claims) prior to contract acceptance in October 2025.

Phase 2 Challenges

- Utility and railroad coordination could delay project schedule.



* High-occupancy vehicle (HOV)

** American Disability Act

State Routes 57/60 Interchange Improvements

Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$296.4M	\$82.02M

Purpose and Scope

- Major operational/safety improvements including grade separation of Grand Avenue eastbound off-ramp.
- Construction led by the San Gabriel Valley COG* with Metro and Caltrans oversight.

Multimodal Elements

- Project includes improvements to local bridge, sidewalk and bicycle facilities.

Status

- Grand Avenue westbound off ramp work is underway.
- Construction contract progress -30% completed as of March 2025. Construction completion expected in Summer 2028.

Challenges

- Timely reviews, approvals and coordination with Third Parties (Coordination being held with Caltrans and Contractor to make up for SCE** utility relocation delay).
- Potential delay associated with greater than normal rain days observed over the past year.



I-405 South Bay Curve Improvements (I-105 to Artesia Boulevard- Auxiliary Lanes)

Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations.
- Provide northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans Right-of-Way to reduce collisions (rear end, sideswipe, broadside) attributed to existing weaving/lane change conflicts.
- Metro leading design phase and coordinating transfer of Construction Phase to Caltrans.

Multimodal Elements

- Pedestrian/bicycle facilities and transit stops to be studied.
- High visibility crosswalks, pedestrian flashing beacons, and cyclist signage to be provided.

Status

- Environmental Document completed and approved.
- 95% design plan comment resolution with Caltrans.
- Utility coordination underway.

Challenges

- Coordinating with South Bay Cities COG* to close the construction funding gap of \$148M.



I-405 South Bay Curve Improvements (I-110 to Wilmington Avenue – Auxiliary Lanes)

Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on and off ramp locations.
- Provide northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans Right-of-Way to reduce collisions (rear end, sideswipe, broadside) attributed to existing weaving/lane change conflicts.

Multimodal Elements

- Project will include ramp termini improvements (e.g., continental crosswalks, leading pedestrian intervals, cyclist signage, etc.).

Status

- Caltrans is reviewing and approving technical studies to support DEIR/EA*.
- Scoping period was completed in October 2024.
- Circulation of Draft Environmental document expected in Summer 2026.



Challenges

- Construction phase is not fully funded.

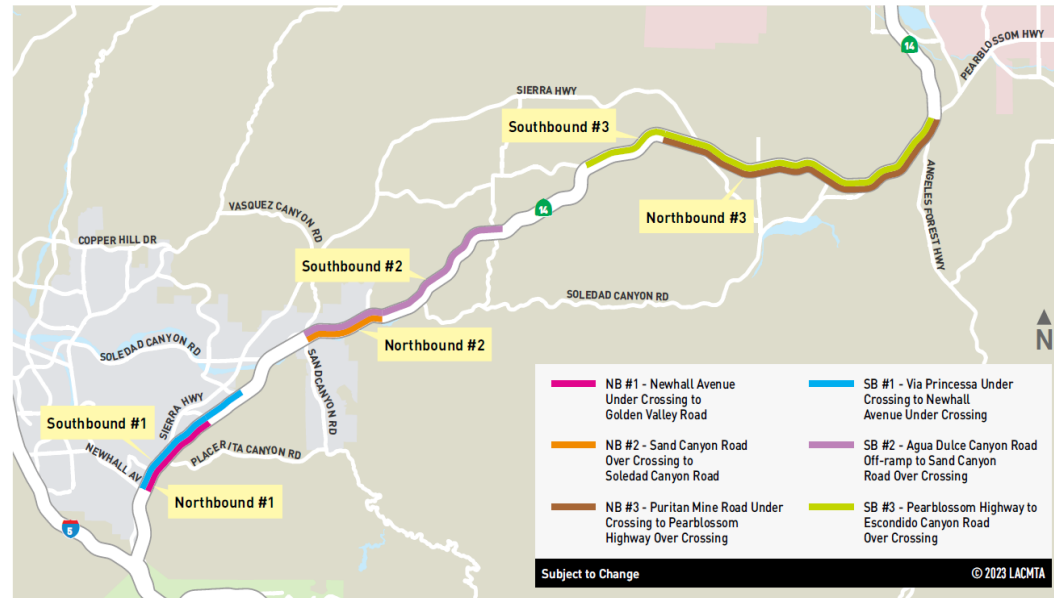
State Route 14 Safety & Mobility Improvements- North Los Angeles County (Newhall Avenue Undercrossing to Pearblossom Highway)

Purpose and Scope

- Evaluate lane reconfigurations where there are gaps, ramp realignment, structure widening, retaining wall construction, and drainage modifications.
- Address traffic safety concerns (exceeds statewide average incident rates).
- Eliminate bottleneck areas within the project limits to minimize conflicting weaving and merging by motorists (exceeds statewide average incident rates).

Multimodal Elements

- Environmental document to evaluate multimodal elements (commuter rail, bike, pedestrian improvements).



Status

- Environmental phase underway and expected to be completed in Fall 2027.
- September 2024 Project Scoping meetings postponed to allow more time to coordinate with agency partners.

Challenges

- Vehicle Miles Traveled (VMT) analysis and potential mitigation to be determined.
- Design and Construction phases are not fully funded.

I-405 ExpressLanes Project -- Sepulveda Pass (Phase 1)

(ExpressLanes from I-10 to US 101)

Purpose and Scope

- Provide additional mobility options within the geographically constrained Project Corridor and provide resources to implement related projects and facilitate future improvements, including multi-modal options, within the Project Corridor.
- Improve traffic flows, person throughput, and reliability.

Multimodal Elements

- Environmental document is evaluating potential multimodal elements (transit, bike, pedestrian improvements).

Status

- Preparation of the environmental document is ongoing.

Challenges

- Caltrans approval of Vehicle Miles Traveled (VMT) analysis and potential mitigation required.





Board Report

File #: 2025-0294, File Type: Oral Report / Presentation

Agenda Number: 9.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 4, 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 oversight of 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 including the LA River Waterway & System Bike Path and the Metro Active Transport Program.

EQUITY PLATFORM

The Measure M related activities for active transportation include the Active Transportation Strategic Plan (ATSP) and subsequent Metro Active Transport, Transit and First/Last Mile (MAT) Program, as well as two projects in the Measure M Expenditure Plan that will connect the bike path gaps along the Los Angeles River. Metro also 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. MAT Cycle 2 project applications will also be evaluated based on factors including robust partnerships with Community Based Organizations (CBO). 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 households in this area are low income (\$60,000) and more than 22% of the working-age population (16-64) 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

Prepared by: James Andrew, Senior Manager, Countywide Planning & Development,
(213) 547-4306
Peter Carter, Senior Director, Countywide Planning & Development,
(213) 922-7480
Cory Zelmer, Deputy Executive Officer, Countywide Planning & Development, (213)
922-1079
Allison Yoh, Executive Officer, Countywide Planning & Development,
(213) 922-4812
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213)
922-3040
Nicole Ferrara, Deputy Chief Planning Officer, Countywide Planning & Development,
(213) 547-4322

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



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

ACTIVE TRANSPORTATION UPDATES

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

JUNE 4, 2025



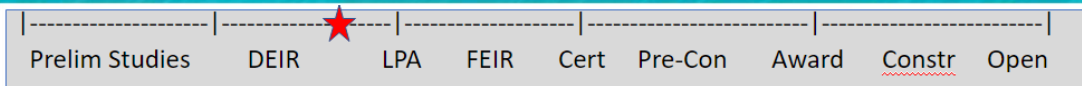
Metro

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
- > 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)



- > Metro leads Environmental Clearance and Design
- > Environmental and Design Progress
 - Finalizing Draft Environmental Impact Report (EIR) for release in 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)
- > Coordination with LA Department of Transportation and Council District 1
- > 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 March MMITOC meeting:



- A Communication Plan was developed for the LA River Project



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)

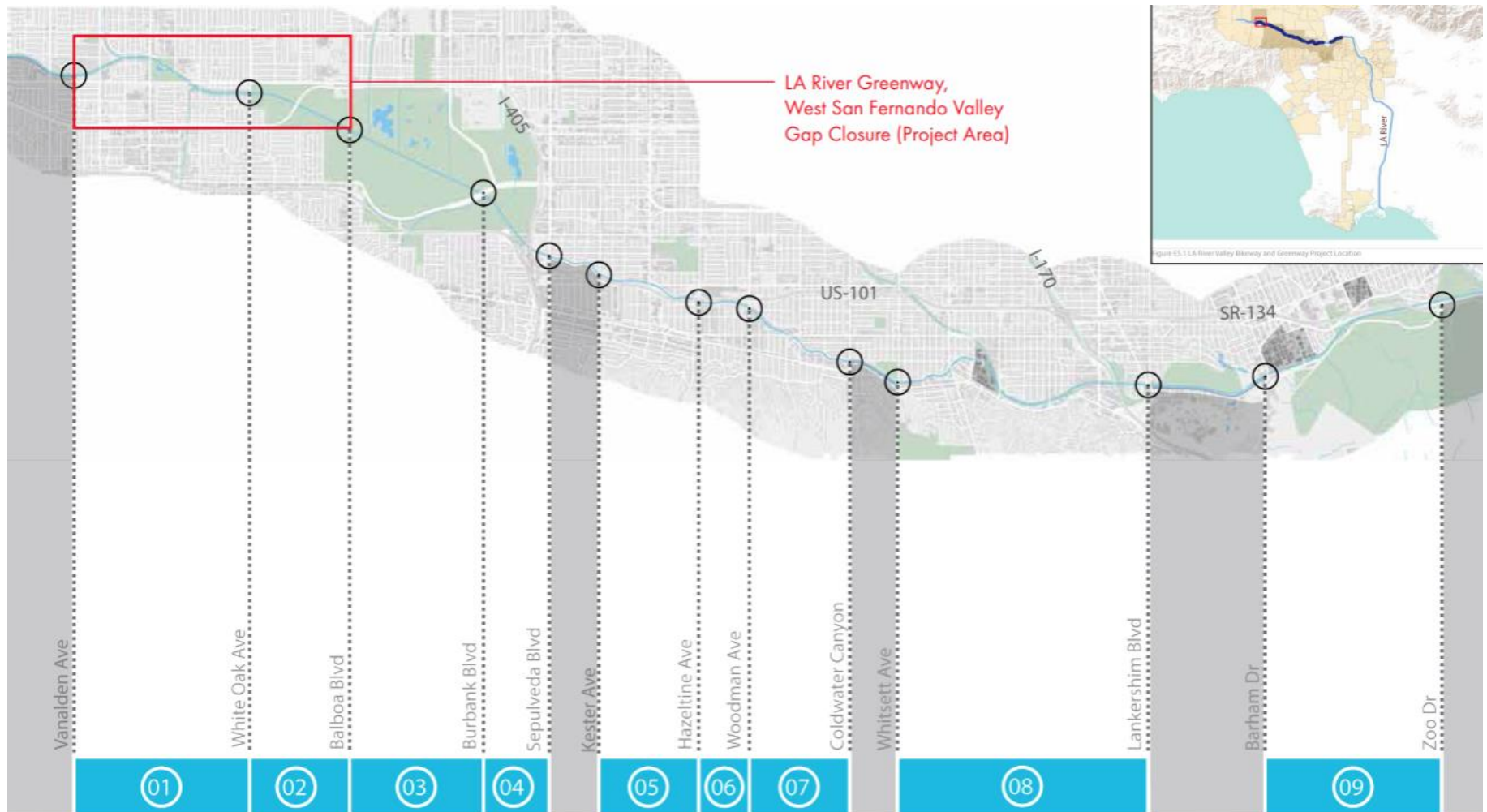
Update since March MMITOC meeting:

- Bids for construction of Segments 1&2 received in May, Notice to Proceed (NTP) expected by July. Design for Segment 8 initiated. Construction of all phases anticipated 2025-2029



Segment of LA River Bike Path completed in 2014

Complete LA River Bike Path (San Fernando Valley)



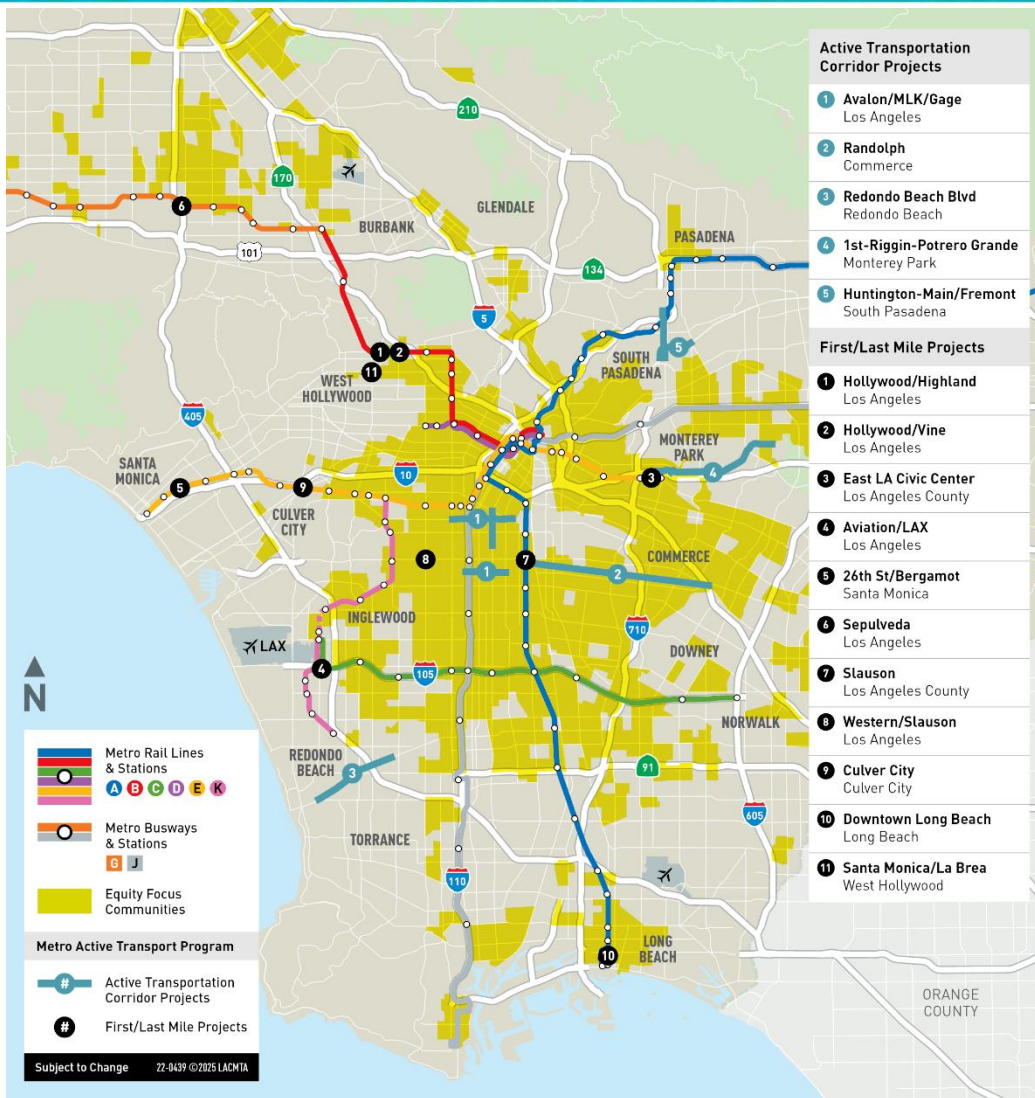
Los Angeles River Valley Bikeway and Greenway Design Completion Project
(2017 Feasibility Study)

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
- > 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 April:

MAT Cycle 1 Funds Spent	Funds Programmed
\$4,345,205	\$63,100,000

Update since March MMITOC meeting:

- > In April 2025, Metro Board approved augmentation of funds for 7 MAT Cycle 1 projects in the amount of \$6.4M

Metro Active Transport Program Cycle 2

- > Cycle 2 Solicitation Closed April 7
 - 29 Applications Received from 19 jurisdictions
 - \$150.7M Requested

- > \$75M expected to be available; additional \$5.5M left from Cycle 1 may also be available

- > To be selected and programmed in Summer/Fall



Thank you



James Andrew, *Senior Manager Planning*
Metro
One Gateway Plaza, MS 99-22-22
Los Angeles, CA 90012



213.547.4306



andrewj@metro.net



metro.net/about/active-transportation/



@metrolosangeles



losangelesmetro

