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Agenda - Final

Wednesday, June 3, 2026

10:00 AM

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**Measure M Independent Taxpayer Oversight
Committee**

*Linda Briskman, Chair
Ryan Campbell, Vice Chair
Michael Moore
Paul Rajmaira
Jesse Soto
Virginia Tanzmann*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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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.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting notwithstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

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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.

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The Meeting begins at 10:00 AM Pacific Time on June 3, 2026; you may join the call 5 minutes prior to the start of the meeting.

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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.

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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 3 de Junio de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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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
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Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. **SUBJECT: REMARKS BY THE CHAIR** [2026-0377](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

2. **SUBJECT: MINUTES** [2026-0421](#)

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held March 4, 2026.

Attachments: [MINUTES - Measure M March 4, 2026](#)

3. **SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT** [2026-0326](#)

RECOMMENDATION

RECEIVE AND FILE an update on the development of the Measure M 10-Year Comprehensive Assessment framework.

Attachments: [Attachment A - MM Comp. Assessment Proposed Objectives & Criteria](#)

4. **SUBJECT: ORAL REPORT ON THE FY27 BUDGET** [2026-0337](#)

RECOMMENDATION

RECEIVE oral report on review of the FY27 Budget.

Attachments: [Presentation](#)

5. **SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET
AND SERVICE METRICS** [2026-0330](#)

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** [2026-0321](#)

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: [Attachment A - Motion 20 - Metro Bus Shelters Motion Presentation](#)

7. **SUBJECT: STATE OF GOOD REPAIR** [2026-0333](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

8. **SUBJECT: MMITOC ORAL REPORT ON TRANSIT AND HIGHWAY PROJECTS** [2026-0219](#)

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 Project Update](#)
[Attachment C - Complete Streets and Highways Project Update](#)

9. **SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES** [2026-0314](#)

RECOMMENDATION

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

Attachments: [Attachment A - Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2026-0383](#)

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 #: 2026-0421, **File Type:** Minutes

Agenda Number: 2.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 3, 2026

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held March 4, 2026.



MINUTES

Wednesday, March 4, 2026

10:00 AM

Measure M Independent Taxpayer Oversight Committee

DIRECTORS PRESENT:

Linda Briskman, Chair

Michael Moore

Paul Rajmaira

Jesse Soto

Virginia Tanzmann

CALLED TO ORDER: 10:12 A.M.

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR

2026-0071

RECEIVED remarks by the Chair.

Chair Briskman welcomes back Director Tanzmann.

RC	MM	PR	JS	VT	LB (Chair)
A	P	P	P	P	P

2. SUBJECT: MINUTES

2026-0146

APPROVED Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held December 3, 2025.

RC	MM	PR	JS	VT	LB (Chair)
A	Y	Y	Y	Y	Y

3. SUBJECT: ELIGIBILITY TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH SENATE BILL 707 (DURAZO)

2026-0101

APPROVED the Measure M Independent Taxpayer Oversight Committee's use of relaxed teleconferencing rules for eligible subsidiary bodies pursuant to Senate Bill 707 (SB 707), Government Code section 54953.8.6, as authorized by the findings made by the Metro Board of Directors.

Chair Briskman asked whether the public is required to be notified if members are joining virtually. Board Clerk Langston responded that members of the public do not need to be notified.

Chair Briskman expressed concerns about meetings where only one member might be present in person. She encouraged that for the audit meeting, the committee should consider meeting in person due to the importance of the meeting and an in-person discussion will be more robust. Board Clerk Langston mentioned that during attendance polling, she will let members know how many members are virtual vs in-person, and this information can be used for members to make adjustments as needed.

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RC = R. Campbell	MM = M. Moore	PR = P. Rajmaira	JS = J. Soto	VT = V. Tanzmann	LB = L. Briskman
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LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

(Item 3 – continued from previous page)

Director Rajmaira shared similar concern to Chair Briskman regarding communication between members if everyone is remote. Director Tanzmann expressed appreciation for the flexibility of joining remotely in previous meetings. Director Soto agreed with Chair Briskman that meetings regarding audits or those that include an important vote should be held in person. Director Moore commented on importance of being in person to communicate with one another and members of the public, and stated he prefers to be in person as much as possible.

RC	MM	PR	JS	VT	LB (Chair)
A	Y	Y	Y	Y	Y

4. SUBJECT: MEASURE M AUDITS OF FISCAL YEAR 2025

2026-0058

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, 2025 (Attachment A), 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, 2025 (Attachment B), 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, 2025 (Attachment C), completed by Simpson & Simpson, CPAs (Simpson).

There was heavy discussion regarding the expenditures, revenues, and fund balance for Measure M fund. Concerns were stated about the fund decreasing at such a large rate. Chair Briskman expressed concern that ultimately there might come a time where Measure M may not be able to fund the scheduled projects. Chair Briskman requested staff to report back with a presentation regarding forecast of when this will occur. Staff responded that Office of Management and Budget (OMB) will be notified of the request.

Deputy Chief Executive Officer Gookin commented that Metro is approaching its decennial process and that the Committee members will be informed. She further added that Board Budget Workshops have been implemented in the last couple of years, as well as this year, to further engage the Board on discussing the overall fiscal health of the agency.

(continued on next page)

(Item 4 – continued from previous page)

Director Rajmaira asked about findings related to cities spending funding before receiving formal approval. Vasquez & Company, LLC explained these are mainly administrative findings and did not result in disallowed costs. Metro granted retroactive approval during the audit process, which resolved issues before the audit concluded. Cities clarified that the findings were mainly caused by staff turnover, and they are working on improving staff training going forward.

RC	MM	PR	JS	VT	LB (Chair)
A	P	P	P	P	P

5. SUBJECT: MY METRO BUDGET ACTIVITY

2026-0094

RECEIVED an oral report and live demonstration of the My Metro Budget Activity and the My Metro Priorities.

RC	MM	PR	JS	VT	LB (Chair)
A	P	P	P	P	P

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

2026-0055

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.

RC	MM	PR	JS	VT	LB (Chair)
A	P	P	P	P	P

7. SUBJECT: LOCAL RETURN

2026-0054

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.

RC	MM	PR	JS	VT	LB (Chair)
A	P	P	P	P	P

8. SUBJECT: STATE OF GOOD REPAIR**2025-0880**

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

RC	MM	PR	JS	VT	LB (Chair)
A	P	P	P	P	P

9. SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS**2025-1088**

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

Director Rajmaira raised a question regarding whether federal funding has shrunk or grown compared to 2016, and what percentage of the budget is provided by federal revenue today. Staff will follow up.

RC	MM	PR	JS	VT	LB (Chair)
A	P	P	P	P	P

10. SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES**2026-0044**

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

RC	MM	PR	JS	VT	LB (Chair)
A	P	P	P	P	P

RECEIVED General Public Comment.

ADJOURNED AT 12:09 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2026-0326, File Type: Oral Report / Presentation

Agenda Number: 3.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 3, 2026

SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE an update on the development of the Measure M 10-Year Comprehensive Assessment framework.

ISSUE

The Measure M Ordinance requires that Metro prepare a comprehensive assessment at 10-year intervals. As we approach the 10-year anniversary of Measure M, staff have begun preparing the required comprehensive assessment (Assessment). The Assessment will encompass a five-year look back and 10-year look forward to evaluate progress in delivering the voter-approved program while positioning the agency and its partners for the next decade of investment.

The final Assessment will be presented to the MMITOC for review and to enable the MMITOC to make findings and/or provide recommendations for improving the program. The Assessment and the results of the MMITOC review will then be presented to the Metro Board for consideration and approval. Additionally, every ten years, the Board may adopt amendments to the Measure M Ordinance and Expenditure Plan within the prescribed parameters of the ordinance.

BACKGROUND

The Measure M Ordinance, approved by 71.5% of voters in November 2016, incorporates a continuous monitoring approach for the oversight of the projects and programs in the Expenditure Plan. Central to this approach is the MMITOC, which provides ongoing program oversight in accordance with the ordinance requirements.

The first Measure M Five-Year Comprehensive Assessment and Equity Report was prepared in 2023, covering the initial five years of Measure M (FY 2018-22), which found that Measure M had generated 95% of its forecasted revenue. The first Assessment also documented disruptions caused by COVID-19 and Metro's efforts to navigate those challenges which occurred in that period. It was presented to MMITOC in October 2023, and subsequently to the Metro Board along with the MMITOC's findings and recommendations for improving the program.

Metro has begun preparing the 10-Year Comprehensive Assessment. Metro staff provided a status update on the Assessment process to Metro Board members at the April 2026 Metro Planning and Programming Committee Meeting. Similarly, this status report provides an overview of the Assessment process, content, schedule, financial capacity, and Assessment objectives and criteria.

DISCUSSION

Assessment

The Assessment will build on the foundation of the 2023 Measure M Five-Year Comprehensive Assessment and Equity Report to analyze efficiency and effectiveness in delivering Measure M projects and programs. It will examine the progress in delivery of the Measure M Expenditure Plan and identify opportunities for process improvements and best practices to improve coordination.

Five themes were used to organize key assessment areas:

- **Stewardship**: How Metro manages the resources it oversees;
- **Mobility**: How Metro is progressing in its planned expansion and in providing transit services equitably;
- **Experience**: How Metro customers feel about safety, comfort, reliability, and convenience;
- **Community**: How Metro supports livability in neighborhoods; and
- **Regional**: How Metro's service sustainably connects to trends in the area, including job access, economic activity, housing supply and regional mobility services.

Within each of these key areas, specific criteria were established in the form of questions to be answered through data analysis. This structure allows breadth and depth of analysis for Metro to assess progress and identify challenges and opportunities for the future.

Expenditure Plan Major Projects and MSPs will be evaluated within a financial framework that compares projected 2016 Measure M revenues and expenditures with current estimates to assess the performance of the Measure M sales tax and of Metro in developing and delivering the projects and programs identified in the Expenditure Plan.

Project and program-level analysis of Expenditure Plan Major Projects and MSPs will be assessed for alignment with Measure M goals and the ability of projects and programs to deliver the benefits committed to in the Measure M Ordinance. The evaluation will also emphasize fiscal stewardship by comparing individual project costs to revenues and accounting for long-term operations and maintenance cost implications. The analysis will incorporate traditional mode-specific performance indicators (i.e., transit, highway, and active transportation modes) while also assessing broader outcomes, including expected economic benefits, equitable access, reduced reliance on operations-eligible funds, and capacity to leverage state and federal dollars. Consideration will also be given to Board priorities and policies, such as Pillar Projects.

Staff is coordinating across Metro departments to identify potential capital and operations needs over the next ten years. Any additional projects that may be recommended through this interdepartmental process will be evaluated using the same framework for Board consideration.

Assessment Objectives and Criteria

To guide the comprehensive evaluation of performance, staff plans to use the objectives and criteria developed for the 2023 Measure M 5-Year Comprehensive Assessment and Equity Report with minor modifications. These objectives and criteria are based on best practices, aligned with the requirements of the Measure M ordinance, and were previously subject to MMITOC consultation and Board approval. Modifications or additions to the objectives and criteria have been made solely to incorporate the recommendations from the 2023 Measure M 5-Year Comprehensive Assessment and Equity report and input previously received from MMITOC. Additional criteria have also been added to support the expanded analysis of Expenditure Plan projects and programs required of this Assessment.

The draft objectives and criteria are provided in Attachment A for MMITOC consultation and comment.

Financial Capacity

The following table compares the estimates of total Measure M revenue in the Expenditure Plan to the forecast prepared in October 2024 for the 2025 Metro Short Range Transportation Plan. Forecasted Measure M sales tax revenue is down \$3,400 million (5.3%) during the first 30 years (FY 2018 through FY 2047) and \$13,638 million lower (11.2%) over 40 years.

Comparison of Measure M Sales Tax Forecast June 2016 vs. October 2024 (\$in millions)				
	FY 2018-32 (15 Years)	FY 2033-47 (15 Years)	FY 2048-57 (10 Years)	FY 2018-57 (40 Years)
Expenditure Plan (June 2016)	\$17,265	\$47,070	\$57,300	\$121,390
2025 SRTP (Oct 2024)	\$17,121	\$43,683	\$47,062	\$107,916

The table above illustrates that there may not be capacity to add Expenditure Plan Major Projects. However, Metro staff are currently updating the Measure M sales tax forecast based on an April/May 2026 taxable sales forecast from the UCLA Anderson School of Management, whose forecast has served as the basis for the Measure M sales tax forecast since 2016. The April/May 2026 forecast will be used for the Assessment and outreach to stakeholders regarding potential amendments to the Expenditure Plan. Metro staff also review multiple other forecasts of Los Angeles County sales tax (or proxy statistics), which show different forecasts, some significantly lower than UCLA's, and this may be included in the Assessment and outreach to stakeholders.

Amendments

Amendments that may be considered by the Board (not more than once in any ten-year period commencing in FY 2027), contingent on approval of the Assessment, include the following:

- Adding New Projects/Programs: Metro may add a project or program to the Expenditure Plan as long as it does not delay the start date, opening date, or Measure M funding of other projects and programs. A project or program added using surplus funds must be in the same

- subregion as the unspent Measure M revenues;
- Intermodal Transfers: Metro may transfer net revenue between the transit and highway sub-funds; and
- Subregional Maps: Metro may amend the Measure M subregional maps beginning with the comprehensive assessment in FY 2047.

An amendment to add a new project or program to the Expenditure Plan is permitted so long as it does not delay the start date, opening date or Measure M funding of other projects and programs in the Expenditure Plan. The addition of a new project or program is limited by availability of funding.

An intermodal transfer amendment allows Metro to move funding from a highway project or program to a transit project or program, or vice versa. These funds may be transferred either to:

- Add a new project or program; or
- An existing project or program in the Expenditure Plan.

The Measure M ordinance does not require intermodal transfers of revenue to remain in the subregion of origin.

If an Expenditure Plan project or program is completed but does not spend all the revenue stipulated in the Expenditure Plan, resulting in surplus funds, the Metro Board must determine by a two-thirds (2/3) vote that the project or program is complete. Any surplus funds remaining may be transferred to a new Measure M project or program. However, surplus funds may only be transferred between projects or programs in the subregion of origin, as defined in the Measure M Ordinance. A transfer of surplus Measure M funds may occur between projects or programs and may include transfers within the same transportation mode, highway to highway or transit to transit.

Additional amendments are available for Board consideration and are subject to a two-thirds vote (2/3) but are not dependent on approval of the Assessment or restricted to a once in a ten-year period. The Board may amend the Schedule of Funds Available columns of the Expenditure Plan, which show the Start Date and eligibility for Measure M use on construction, provided that it does not reduce the amount of funds assigned to any other project or program. This type of amendment is elaborated in the Metro Early Project Delivery Strategy Policy. The Board may also amend Section 11 of the Measure M Ordinance entitled Amendments, but this requires both a two-thirds vote (2/3) and approval by a majority of the voters voting on a measure to approve the amendment.

Stakeholder Engagement

Staff will coordinate closely with subregions and stakeholders to inform them of the assessment of Measure M projects and programs, as well as any potential amendments. Stakeholder engagement is intended to ensure that subregional priorities, locally identified mobility needs, and existing planning efforts are accurately represented and accounted for in the Assessment.

Staff will maintain ongoing dialogue on potential Measure M amendments throughout the Assessment. This engagement will help validate technical findings, understand implementation considerations, and ensure that recommendations are informed by local planning contexts and

subregional perspectives while maintaining alignment with Measure M regional objectives.

Approvals and Schedule

Both the MMITOC and Board have distinct roles in the review and approval of the Assessment and any proposed amendments. The MMITOC is responsible for reviewing the Assessment and make findings and/or recommendations for improving the program, which are then transmitted to the Board for consideration. In addition, the MMITOC must review any proposed amendments and make a finding as to whether the proposed amendments further the purpose of the Measure M Ordinance.

At least 60 days prior to Board consideration of any proposed amendments, notice must be provided to all 88 cities in Los Angeles County, the Los Angeles County Board of Supervisors, and the public. The Board has final decision-making authority to approve or disapprove both the Assessment and any proposed amendments. This process is sequential and contingent, insofar as the Board must approve the Assessment by a two-thirds (2/3) vote prior to consideration of any amendments, which also require approval by a two-thirds (2/3) vote.

Staff presented the Assessment framework and anticipated schedule to the Metro Planning & Programming Committee at its April 2026 meeting. As indicated in that Committee presentation, the Assessment objectives and criteria are presented to MMITOC for their consultation, consistent with the Measure M Administrative Guidelines.

The following table outlines the anticipated schedule for soliciting feedback from the MMITOC and the Board on the Assessment findings and potential amendments to inform the development of the final recommendations. Feedback received from both the MMITOC and the Board will be incorporated into the final Assessment and proposed amendments.

Schedule for Public Engagement & Consideration

Action	Body	Date
Assessment framework	Board	April 2026
Assessment framework objectives and criteria	MMITOC	June 2026
Assessment objectives and criteria	Board	July 2026
Assessment preparation and stakeholder engagement	All stakeholders	June 2026-June 2027
Draft Assessment and proposed amendments	Board & MMITOC	March 2027
60-day public review	All stakeholders	March-May 2027
Assessment comments and findings on amendments	MMITOC	June 2027
Consideration of Assessment for adoption by two-thirds (2/3) vote	Board	July 2027
Consideration of proposed amendments for adoption by two-thirds (2/3) vote	Board	July 2027

EQUITY PLATFORM

The Assessment will provide a broad analysis of the impacts of Measure M through Metro's Equity Platform framework. Metro serves riders throughout the Los Angeles region, including lower-income, Black, Indigenous, and other People of Color (BIPOC). The Assessment will consider the impacts of Metro's investments on the people of Los Angeles County by analyzing demographic disparities in ridership, mobility choices, and investments. Work on the Assessment also includes development of an Access to Opportunity tool that will be utilized to create a deeper understanding of how Measure M investments have shaped access to opportunity in Los Angeles County.

Findings from the Assessment will be shared with community-based organizations to engage stakeholders in identifying how the findings may or may not align with lived experiences on the Metro system. This feedback will be incorporated into the final Assessment document.

Implementation of Strategic Plan Goals

The Assessment supports Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within Metro." The Assessment will provide transparency and accountability in the delivery of the Measure M program while seeking to ensure the effective delivery of the Measure M program.

NEXT STEPS

Staff will receive and document MMITOC comments on the objectives and criteria. Staff will return to the Board in July 2026 to share MMITOC feedback and present the objectives and criteria for final consideration and approval.

Development of the Assessment will continue in coordination with Metro departments, community-based organizations, Metro advisory bodies, subregions, and stakeholders. This work will include refining the project and program evaluation framework, coordinating agencywide needs across departments, and extensive data collection to inform the assessment.

In the first quarter of 2027, staff will return to both the MMITOC and Board with a draft of the Assessment and initial recommendations for any potential amendments. The draft Assessment with potential amendments will be released for a 60-day public review and comment period. Feedback received from stakeholders, MMITOC and the Board will be incorporated into the final Assessment and proposed amendments, which will be presented to the MMITOC for review, comment, and requisite findings on any potential amendments, and subsequently brought to the Board for final consideration in July 2027.

ATTACHMENTS

Attachment A - Measure M Comprehensive Assessment Proposed Objectives and Criteria

Prepared by: Paul Backstrom, Senior Director, Countywide Planning and Development, (213) 922-2183
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Reviewed by:

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

ATTACHMENT A

Measure M Comprehensive Assessment Objectives and Criteria

The Measure M 10-Year Comprehensive Assessment (the Assessment) will assess the overall performance of the Measure M program, including major expenditure plan projects and Multi-Year Subregional Programs (MSP) that are either completed or anticipated to be completed during the next ten-year period. The Assessment will be informed by the Measure M Ordinance goals, key assessment objectives, and performance criteria.

To ensure continuity across Measure M assessments, the proposed objectives and criteria build on those in the 2023 Measure M Five-Year Comprehensive Assessment and Equity Report adopted by the Metro Board of Directors in 2023 (MM5Y Assessment). A clean version of the proposed Assessment objectives and criteria is provided below followed by a red-lined version of revisions from the original 2023 MM5Y Assessment

Proposed 10-Year Comprehensive Assessment Objectives and Criteria

The following proposed assessment objectives and criteria build on the previously approved objectives and criteria from the first MM5Y Assessment. These proposed objectives and criteria include updates based on recommendations from the 2023 MM5Y Assessment, MMITOC recommendations, Board amendments, and additional areas of inquiry for the current Assessment.

Proposed Assessment Objectives

- Assess performance on the efficiency and effectiveness in delivering of Measure M projects and programs
- Identify and evaluate any potential barriers in delivery of the Expenditure Plan
- Identify and evaluate opportunities for process improvements
- Identify and evaluate best practices to be used going forward
- Identify and evaluate any organizational changes needed to improve coordination

Proposed Assessment Criteria

Financial Analysis

- Accounting of revenues and expenditures
- Whether initial funding assumptions have been achieved, and by what ratio, and reasoning behind any differences

- Whether pass-through funding to direct and subrecipients is invested in expected, locally controlled infrastructure, operations, and programs and what is the performance outcome (i.e. mobility improvement, ridership, completed projects) of delivery by the pass-through recipients
- Whether Measure M operating and maintenance (O&M) set-aside investments to serve newly built capital assets and projects have been sufficient

Project Delivery

- Identification of potential risks on project deliveries
- Identification of progress of project and schedule related to original projections
- Outcomes (i.e. mobility, jobs created, ridership, accessibility) of the projects and programs included in progress and/or completed (this will measure outcomes by Metro led Measure M projects/programs as well as where any jurisdiction or subregion is the lead agency for a Measure M project/program)

Planning

- Whether/which projects have and/or will boost system-wide connectivity and ridership
- Whether Measure M is helping to address regional per-capita Vehicle Miles Traveled (VMT) targets

Construction

- Whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple mega-projects within similar time periods

Economic Impact

- Whether Measure M projects and programs have contributed to the economy including but not limited to direct and indirect jobs during and after implementation
- Cost/Benefit measurement of expenditure plan projects/programs

Compliance, Transparency, and Accountability

- Demonstration of Metro, direct-recipient, and subrecipient compliance with the Ordinance, including completion of projects/programs
- Whether reporting to MMITOC has been adequate
- Description of the purpose, functionality, and usefulness of the MMITOC meeting requirements of the Ordinance
- Whether reporting to Metro Board on MM has been adequate through reports including all items required in the Ordinance

- Whether Public Information has been available with expected regularity and detail, such as posting of agendas, public hearings, annual audit reports, dedicated website

Equity

- Whether equity and inclusion objectives have been aligned with other Metro endeavors, such as geographic distribution of services related to EFCs
- Whether Measure M investments have increased Access to Opportunity, especially for marginalized and Equity Focus Communities, and what gaps exist in the Measure M program



MEASURE M COMPREHENSIVE ASSESSMENT

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

JUNE 3, 2026



Metro

File# 2026-0326

Comprehensive Assessment

PURPOSE

The Assessment serves as a key milestone in the implementation of Measure M:

- Provide accountability and transparency for Measure M expenditures
- Assess Metro performance in delivering the voter-approved program
- Position Metro and its partners for the next decade of investment



PROCESS



Five-year look back and ten-year look forward



Estimate Measure M financial capacity



Assess project and program benefits



Coordinate with key Metro teams



Gather & evaluate stakeholder feedback



Prepare assessment and amendments for Board consideration*



**2/3 Board vote to approve report and amend Expenditure Plan*

Measure M Independent Taxpayer Oversight Committee

Roles and responsibilities in the development of the Comprehensive Assessment:

- > Consult on the development of the objectives and criteria
- > Review/comment on the Comprehensive Assessment
- > Make findings and/or provide recommendations for improving the Measure M program
- > Review any proposed amendments to the Ordinance, including the Expenditure Plan
- > Make a finding as to whether the proposed amendments further the purpose of the Measure M Ordinance

Assessment Framework Overview

Measure M 5/10- Year Comprehensive Assessment

PART 1

MM5Y* Systemwide Assessment (FY23-27)

- > State of the System & Quality of Life
- > Program Delivery



PART 2

MM10Y** Capital Project and Program Assessment (FY18-37)

- > Performance and Delivery Assessment
- > Measure M Amendments



*MM5Y: Measure M Five-Year Comprehensive Assessment

**MM10Y: Measure M Ten-Year Comprehensive Assessment

MM10Y Assessment and Potential Amendments

MM10Y Performance and Delivery Assessment

- Assess projects and programs that are completed or anticipated to be completed within the next decade based on:
 - Measure M goals
 - Mobility benefits
 - Revenues and expenditures
 - Cost benefit analysis
- MMITOC shall review and comment on the assessment
- Board approval requires a 2/3 vote



Potential Measure M Amendments

- Applies to Transit and Highway subfunds in Measure M (capital)
- Focus on next ten years of Measure M (FY 28-37)
- Demonstrated Measure M financial capacity
- MMITOC shall review amendments
 - Must make a finding as to whether the proposed amendments further the purpose of the ordinance
- Board approval requires a 2/3 vote

Potential Amendments

Intermodal Transfers

- Metro may transfer revenue between the transit and highway sub-funds

Amendment Restriction

- Shall not reduce total net revenues allocated to the sum of the subfunds

Adding New Projects / Programs

- Metro may add a project or program to the Expenditure Plan
- Any project or program added using surplus funds must be in the same subregion as the unspent Measure M revenues

Amendment Restriction

- Shall not delay the start date, opening date, or Measure M funding of other projects and programs

Subregional Maps

Metro may change the subregional maps that apply to Measure M

Amendment Restriction

- Shall not adopt an amendment to subregional maps prior to 2047 comprehensive assessment



**All potential amendments are contingent upon Metro Board approval of the Comprehensive Assessment by 2/3 vote*

Financial Capacity to Add Projects/Programs

Determines if financial capacity exists to add projects or MSPs to the Expenditure Plan through an amendment.

- > Financial forecast prepared for the 2025 Short Range Transportation Plan shows that revenues are down from the 2016 Expenditure Plan forecast
- > Metro staff are currently updating the forecast based on April/May 2026 taxable sales forecast, and it will be incorporated into the Assessment
- > The updated forecast will inform stakeholder discussions regarding potential amendments to the Expenditure Plan

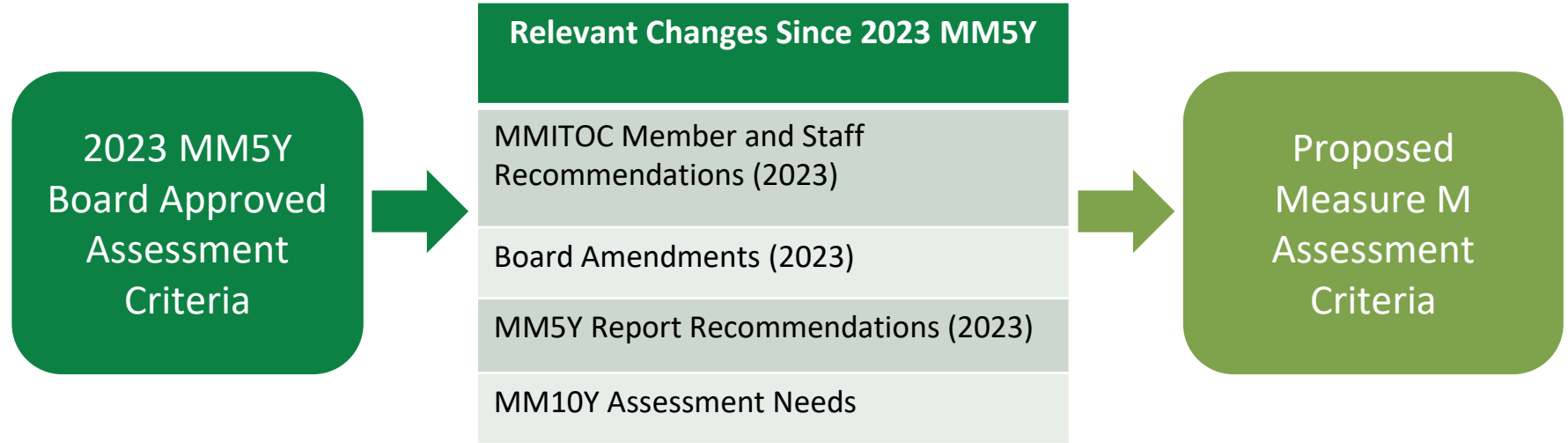
Assessment Objectives

The 2023 Board-Approved Measure M 5-Year Assessment Objectives will guide the Assessments.

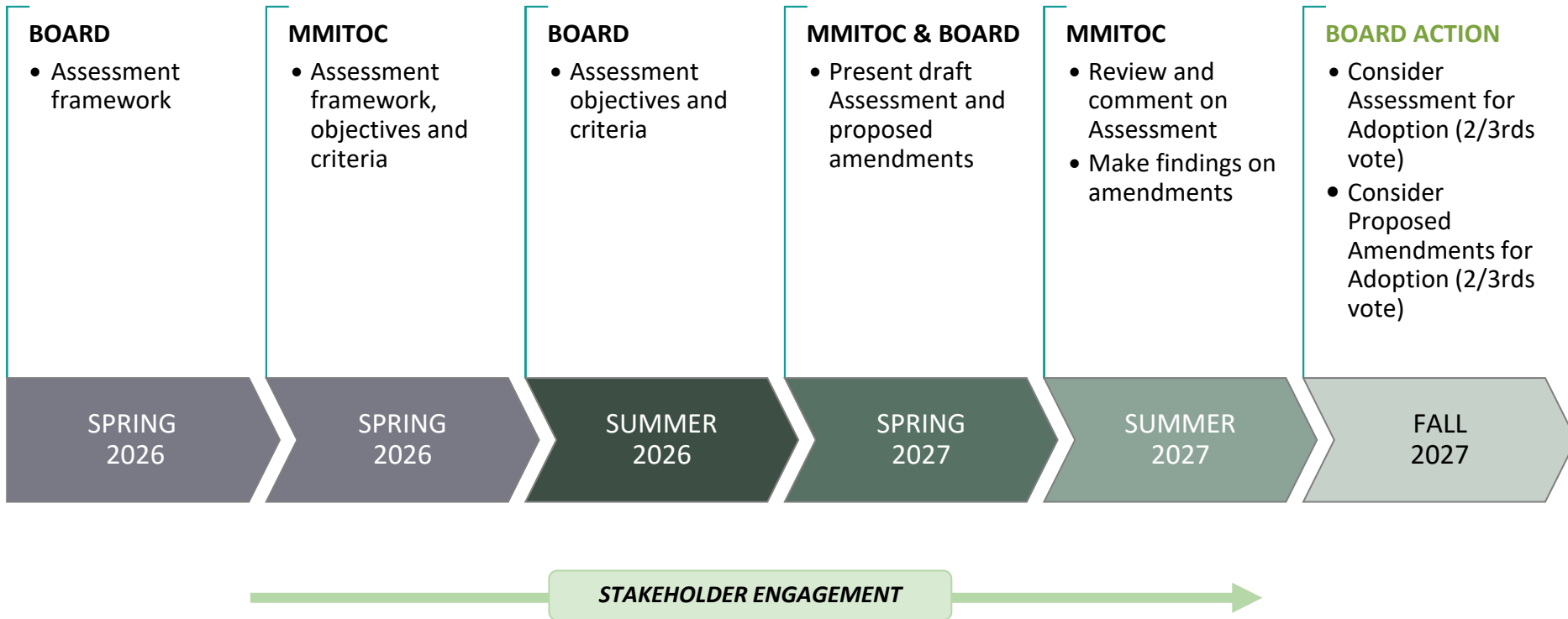
The Assessment Objectives are to:

- > Assess performance on the **efficiency and effectiveness** in delivering Measure M projects and programs
- > Identify and evaluate any **potential barriers** in the delivery of the Expenditure Plan
- > Identify and evaluate opportunities for **process improvements**
- > Identify and evaluate **best practices** to be used going forward
- > Identify and evaluate any **organizational changes** needed to improve coordination

Proposed Assessment Criteria



Milestone Schedule and Next Steps



**MMITOC: Measure M Independent Taxpayer Oversight Committee*



Board Report

File #: 2026-0337, **File Type:** Oral Report / Presentation

Agenda Number: 4.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 3, 2026

SUBJECT: ORAL REPORT ON THE FY27 BUDGET

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on review of the FY27 Budget.

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 May 5, 2026, the FY27 Proposed Budget was made available to the public on the Metro website and through the Records Management Center located on the plaza level of the Gateway building. Advanced public notification of the Budget Public Hearing was issued 30 days and 15 days prior to the scheduled date through advertisements posted in more than ten news publications in various languages. A public hearing of the proposed FY27 Budget was held on May 21, 2026. The Board adopted the FY27 Budget on May 28, 2026.

In addition to providing a report on the FY27 Budget, staff will provide information requested by the Committee during the March 4, 2026 meeting, regarding federal revenues budgeted in recent years and strategies for addressing fluctuations in Measure M fund balances.

EQUITY PLATFORM

Metro's commitment to equity is embedded in the FY27 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 to which 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 FY27 Budget exceeds this baseline with EFC Benefits of 80.4% 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 that are most reliant on the service.

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Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), (213) 922-3056



Metro Fiscal Year 2027 Proposed Budget





1. PROGRAM HIGHLIGHTS

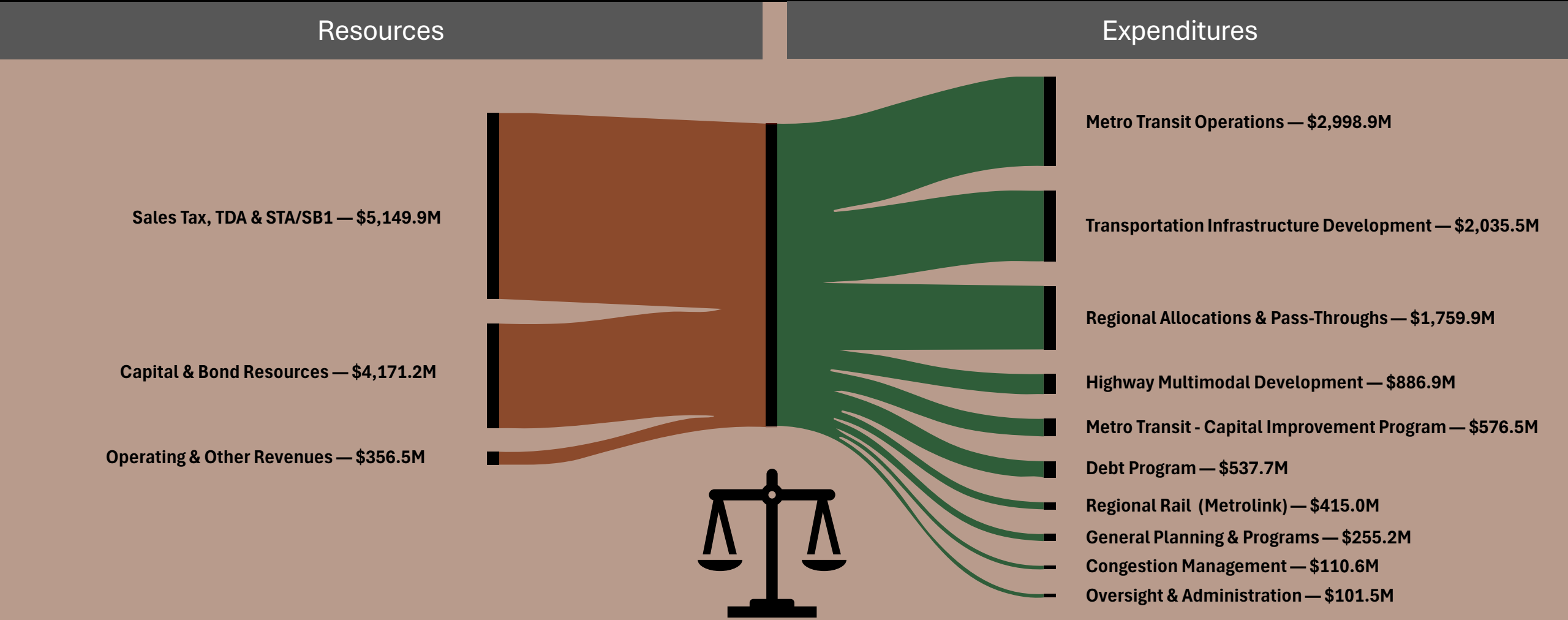
- FY27 Proposed Budget: Revenues vs Expenditures
- Metro Transit – Operations & Maintenance
 - Station Experience
 - Enhancing Customer Experience
- Metro Transit - Capital Improvement Program (CIP)
- Transportation Infrastructure Development (TID)
- Regional Allocation & Pass-throughs
- Other Programs
 - Highway Multimodal Development
 - Regional Rail
 - General Planning & Programming
 - Congestion Management
 - Debt Services
 - Oversight & Administration

2. PUBLIC OUTREACH & ENGAGEMENT



FY27 Proposed Budget - \$9.7B

Balanced Budget that demonstrates our commitment and continued investments to building a world-class transit system



Overview:

- FY27 Proposed Budget \$9.7B reflects a \$223.0M or 2.4% increase over FY26
- Balanced budget with three fund source categories and ten program expenditures



Metro Transit Operations – \$2.99B

Service plans and initiatives to improve customer experience

Bus Service

\$1,939.8M
(+\$44.3M, +2.3%)

Rail Service

\$1,035.3M
(+\$37.7M, +3.8%)

Metro Micro

\$23.8M
(+\$1.4M, +6.1%)



Overview:

- Reflects an \$83.3M or 2.9% increase from FY26
- Maintaining bus, rail, & Micro revenue service hours (8.8M in FY27)
- D Line Section 2 expansion opening
- Bus: Supports NextGen & special events
- Rail: Meets current demand & expands opportunities throughout the region



Station Experience

Redefining the station, reimagining the experience

Safe, Clean Restrooms

- ADA-accessible Throne restrooms
- Up to 64 restrooms by Summer 2026 World Cup
- Ensure responsible use



Tap-To-Exit & Taller Fare Gates

- Implementing at 16 stations in FY27
- Deter fare evasion & improve safety
- Better access control, less trespassing, smoother flow



M

Elevators/Escalators

- Continue modernization & replacement
- Upgrade elevator control systems
- Expand Open-Door Program to all elevators



Lighting Retrofit

- Improved lighting – enhances visibility & safety at stations
- Retrofits at Rail Stations and Transit Centers
- Deter crime and help with wayfinding



Overview:

- FY27 budget: \$29.6M for Station Experience (SX) expansion & enhancements
- SX reduces crime & loitering; expanding systemwide
- Community input drives upgrades (lighting, ADA restrooms, elevators/escalators)



Enhancing Customer Experience

Elevating rider safety and cleanliness across the system

Multi-layered Public Safety Approach



Care-Based Services

Community Intervention Specialists (CIS), Crisis Response Program, Homeless Outreach, Transit Ambassadors



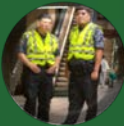
Department of Public Safety (DPS) & Contract Law Enforcement

Crime prevention & respond to calls for services



Metro Transit Security

Fare & Code of Conduct enforcement



Private Security

Security of stations, divisions, & terminals



Cleaning

Bus

Daily @ four terminals seven days per week



Rail

Daily, End-of-Line (EOL) cleaning, three shifts seven days per week, continuing mid-line cleaning



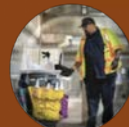
Stations

Rail custodial staff @ 17 hot spots & support for D Line expansion



Facilities

Graffiti control & abatement, pest/bird control, weed control, power sweeping, trash and vegetation removal



Overview:

- \$430M for Public Safety Resource Deployment
- \$311M for cleaning initiatives



Capital Improvement Program - \$576.5M

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

Bus

\$186.0M

(+\$15.7M, +9.2%)

- Procure Zero-Emission Buses (ZEB) and charging infrastructure
- Midlife refurbishments & overhauls
- Facilities Improvements



Rail

\$189.7M

(-\$33.7M, -15.1%)

- Procure new rail vehicles for expansion & replacement
- Midlife refurbishments & overhauls
- Facilities and Wayside improvements



Other Asset Improvements

\$200.8M

(-\$25.4M, -11.2%)

- CCTV, intrusion detection, faregates, signage
- Olympic-related improvements
- Power, IT, and infrastructure upgrades (TPSS, EAMS)
- Transit Signal Priority, NextGen, TAP user interface



Overview:

- Reflects a \$43.4M or 7% decrease from FY26
- CIP budget modernizes Metro infrastructure & assets
- Focus: maintenance, upgrades, and system reliability

- Investments: new technology, vehicles, stations, and systems
- Improve safety, service quality, and customer experience



Transit Infrastructure Development - \$2.0B

Legacy projects to serve our communities

Planning \$229.3M

Countywide BRT Planning	\$3.5M
E Line Eastside LRT Phase 2	\$74.7M
K Line Extension to Torrance	\$52.3M
Metro Command & Control Center	\$20.6M
Sepulveda Corridor	\$69.0M
SGV Forward	\$0.9M
Vermont Rail Corridor	\$8.2M

Construction \$1,739.9M

A Line Foothill Ext. 2B & 2B2	\$93.9M
D Line Extension	\$680.2M
East San Fernando Valley LRT	\$319.2M
G Line BRT Improvements	\$281.4M
NoHo to Pasadena BR	\$44.2M
Southeast Gateway Line	\$188.2M
Vermont BRT	\$132.8M



Closeout & Others \$66.3M

Closeout	\$9.0M
Systemwide incl. Business Solution Center	\$57.3M



Overview:

- Planning efforts continue to move key projects toward shovel-ready delivery
- Advances bus & rail projects from Measure R/M despite rising costs
- Shift in FY27 toward bus projects (Vermont, NoHo–Pasadena, G Line)



Regional Allocations & Pass-Throughs - \$1.76B

Transit investments across LA County



Local Agency Programs

- Local Return
- TDA 3
- TDA 8

\$861.8M

+\$17m (+2.0%)



Regional Transit

- Municipal & Local Operator Funds
- Access Services

\$730.1M

-\$32.1m (-4.2%)



Major Projects

- AV Metrolink Line
- ITC

\$23.3M

-\$49.2m (-67.9%)



Other Local Programs

- Call for Projects
- ATP-Transit
- CRD Toll
- Federal Pass-Thru
- TOD Grants

\$86.3M

+\$14.0m (19.3%)



Regional Federal Grants

- JARC
- New Freedom
- 5310
- Federal Exchange

\$21.8M

-\$0.3m (-1.4%)



Fare Assistance

- LIFE

\$36.7M

+\$0.4m (+1.2%)

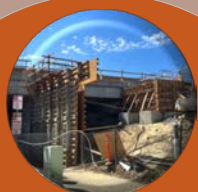
Overview:

- Reflects a \$49.9M or 2.8% decrease from FY26
- Sales Taxes drive most funding; 86% to agencies/jurisdictions, 14% to Access & LIFE
- Funding distributed to regional transit partners and municipalities to carry out local transportation needs



Other Programs - \$2.3B

Other investments that support living, working, and playing in LA



Highway Multimodal
Development
\$886.9M
(+\$249.1M, +39.1%)

- Bus Only Lane projects
- Capacity improvements
- ExpressLanes/HOV improvements



Regional Rail
\$415.0M
(+\$119.0M, +40.2%)

- Link Union Station
- Double Tracking & Grade Separation projects
- Metrolink (FY27 Proposed Budget is pending transmittal of the official budget request)



General Planning &
Programming
\$255.2M
(-\$2.7M, -1.1%)

- Bike Hubs & Lockers
- LA River Bike Path
- Bike share program expansion
- Joint Development initiatives



Congestion
Management
\$110.6M
(-\$19.1M, -14.7%)

- ExpressLanes
- Freeway Service Patrol
- Motorist Services
- Rideshare Services



Debt Program
\$537.7M
(+\$56.5M, +11.7%)

- Debt financing to advance major capital investment projects
- Debt issuance is authorized by state/federal legislation & local sales tax ordinances



Oversight & Admin
\$101.5M
(+\$0.3M, +.3%)

- Legal Services
- Ethical Compliance
- Internal Investigations
- Regulatory Environmental Assessments
- Finance & Compliance Audits

Overview:

- Highway Multimodal Development, Regional Rail, Oversight & Admin, and Debt Program increasing over FY26
- General Planning & Programming and Congestion Management decreasing over FY26



Key Demographics



48%

EFC



10%

Under 18



44%

Income <\$25,000



71%

Ride 1+ day/week

Note: Based on combined responses from My Metro Budget Activity & My Metro Priorities

Participation



My Metro Budget
Activity



5,900+
Respondents
4,800+
Comments

My Metro
Priorities

1,550+
Respondents
200+
Comments

Collection Period: Sept 2025 – May 2026

Key Themes



Public Safety



Service Frequency & Reliability



System Cleanliness

Reach



CBO Engagement
650+ Reached



E-blasts/Newsletters
20+ Distributed



Social Media
4 platforms total



Newsprint
20 agencies



Stakeholder Meetings
28 held



QR Infocards
39,500+ distributed

Overview:

- Base participation increased by 1,000 responses over FY26
- My Metro Budget Activity is an ICMA multi-award-winning initiative
- Introduced “impacts” feature
- **NEW** youth-focused My Metro Priorities
- Increased youth participation over 650%
- Utilized various marketing methods



We Want Your Feedback!

Metro wants to Listen and Learn



My Metro Budget Activity

- > Submit your own budget at mybudget.metro.net



Public Hearing

- > May 21, 2026, 10AM @ Metro HQ



Email

- > Send an email to budgetcomments@metro.net

My Metro Priorities

- > Submit your priorities at mybudget.metro.net/prioritize



Budget Portal

- > Visit the budget portal at budget.metro.net



Mail

- > LACMTA
One Gateway Plaza, MS99-3-1
Los Angeles, CA 90012-2932
Atten: Board Clerk



- State, Federal and Other Fund Sources Fund Expenditure Plan Projects
- Metro Short-Term Borrowing Program
- Annual Equitable Zero-Based Budget (EZBB) Process
- Measure M Decennial Review
- Project Cost Control Strategies
 - Value Engineering
 - Phasing
- Long Range Transportation Plan

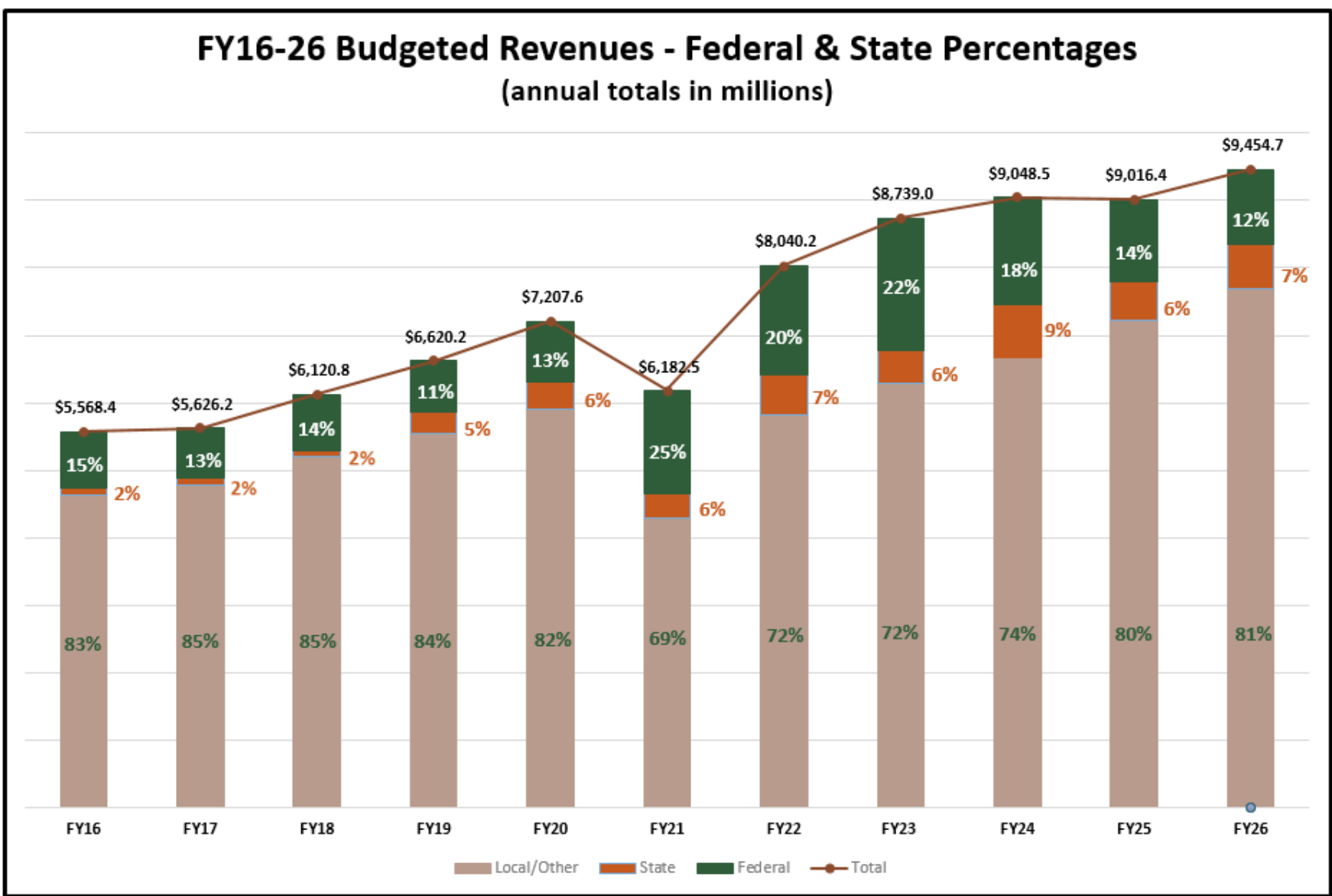


For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
Expenditure Plan Major Projects				1 st yr of Range					
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H



Federal & State Budgeted Revenues

FY16 – FY26



* Federal COVID Recovery Grants Included in FY21, FY22 & FY23

Local/Other includes sales tax revenues

Thank You!



Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952



213.922.6000



budget.metro.net



@metrolosangeles



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Scan the QR Code to access:



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“Go Metro!”



**Board Report**

File #: 2026-0330, **File Type:** Oral Report / Presentation**Agenda Number:** 5.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
JUNE 3, 2026****SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS****SUBJECT: 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) Metro's systemwide service efficiency and effectiveness metrics for quarter two of fiscal year 2025 (FY25) and fiscal year 2026 (FY26), 2) FY26 budget versus actual data for Metro operations and maintenance through second quarter, and 3) Measure M transit fund allocations for Los Angeles County transit operators, expenditures and associated operating statistics through second quarter.

EQUITY PLATFORM

Under Board-adopted Measure M Guidelines, the Measure M 20% Transit Operations funds allocated to transit agencies support the implementation of various transit services and improvements throughout the region. This 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. Metro continues to expand access to opportunities through increased service levels.

During the second quarter of (FY26) Metro provided increased vehicle revenue hours, which demonstrates that Metro continues to improve services for customers who rely on Metro.

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Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), (213)

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



Transit Operations Budget & Service Metrics Update

Joseph Forgiarini, Senior Executive Officer, Service Development

Cosette Stark, Executive Officer, Local Programming

June 3, 2026 | Measure M Independent Taxpayers Oversight Committee



Efficiency & Effectiveness Metrics

Q2 FY25 vs. Q2 FY26

- Boardings ↓
 - Impacts from Immigration Enforcement (ICE)
- VRH ↑
 - Implemented C & K Line service to new LAX/Metro Transit Center Station
 - A Line extension to Pomona North
- Under budget ↓
 - Staffing vacancies
 - Contract invoicing delays

	July 1, 2024 - December 31, 2024				July 1, 2025 - December 31, 2025			
Metro	UPT	VRH	UPT/VRH	Ops \$/VRH	UPT	VRH	UPT/VRH	Ops \$/VRH
Bus	124,066,213	3,452,213	35.94	\$ 242.24	116,734,016	3,477,177	33.57	N/A
Rail	35,381,298	639,133	55.36	742.53	35,056,047	662,243	52.94	N/A
Systemwide	159,447,511	4,091,346	38.97	\$ 316.59	151,790,063	4,139,420	36.67	N/A

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

↑
VRH Increased

	July 1, 2025 - December 31, 2025			
Metro Transit	Budget	Actuals	(Over)/Under Budget	Actuals %Budget
Operations and Maintenance	\$ 1,412.0	\$ 1,251.1	\$ 160.9	88.6%

Represents all Metro fund sources, including Measure M

↑
Within Budget



Agency	FY26 MM 20%	FY26 Actuals	Annual Budget*	% of Budget MM	Q2 VRH	Q2 UPT
Arcadia	\$ 169,890	\$ 47,473	\$ 3,134,000	5.42%	965	2,067
Claremont	59,155	49,496	665,943	8.88%	289	2,373
Commerce	239,956	59,989	7,118,200	3.37%	822	8,380
Culver City	2,653,580	663,395	34,029,437	7.80%	2,600	72,263
Foothill	14,015,784	3,503,946	173,699,370	8.07%	70,478	858,866
Gardena	2,617,634	654,409	36,631,916	7.15%	4,722	91,821
La Mirada	40,952	10,238	1,353,000	3.03%	92	408
Long Beach	11,976,436	2,994,109	136,955,907	8.74%	30,952	928,930
Montebello	3,913,419	978,350	37,805,500	10.35%	16,396	174,772
Norwalk	1,459,050	364,763	20,034,444	7.28%	2,715	37,622
Redondo Beach	324,068	94,904	4,668,053	6.94%	927	6,286
Santa Monica	9,850,578	886,552	97,036,795	10.15%	22,972	477,591
Torrance	3,148,885	856,500	47,011,850	6.70%	10,436	150,228
Antelope Valley	3,183,347	795,837	47,132,716	6.75%	6,445	69,859
Santa Clarita	1,940,477	485,119	29,000,963	6.69%	8,358	98,698
LADOT	7,138,671	1,784,668	72,920,916	9.79%	20,931	175,962
Metro Bus	142,555,807	72,000,000	1,872,000,000	7.62%	504,345	17,062,712
Total	\$ 205,287,689	\$ 86,229,748	\$ 2,621,199,010		704,445	20,218,838

Unaudited data

FY26 Actuals column Includes Q2 data.

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



Metro

Board Report

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

File #: 2026-0321, File Type: Oral Report / Presentation

Agenda Number: 6.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 3, 2026

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 2026 (FY26). This includes a summary of actual Measure M fund use for FY26 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 2026, Metro held a FY26 Consolidated Audit Workshop to clarify the program's requirements with audit compliance. Staff also worked with cities that have funds set to lapse by encouraging them to establish Capital Reserve accounts so that those jurisdictions may have additional time to complete larger projects. Those Capital Reserve accounts will be presented to the Metro Board for approval in July. In response to the March 2023 Metro Board Bus Shelters Motion (Motion 20), Local Return staff will continue to monitor and report on bus stop improvements across the region and will inform the planned Quality of Life Scorecard of the data so that they can assess how pass-through funding supports local

infrastructure.

ATTACHMENT

Attachment A - Motion 20 - Metro Bus Shelters Motion

Prepared by: Chelsea Meister, Manager, Transp. Planning, Local Programming,
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Metro

Board Report

File #: 2023-0184, File Type: Motion / Motion Response

Agenda Number: 20.

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2023

Motion by:

DIRECTORS HAHN, MITCHELL, NAJARIAN, DUPONT-WALKER, AND HORVATH

Metro Bus Shelters Motion

The overwhelming majority of transit riders taking Metro depend on buses for their travel. In the final three months of 2022, Metro buses handled a weekday average of approximately 646,000 boardings every day. Metro operates more than 110 bus routes and serves over 12,000 bus stops, owned by 63 jurisdictions.

As part of Metro's "Shade for All" effort in its 2022 Customer Experience Plan, Metro estimates that only 24% of bus stops served by Metro buses and other municipal transit operators have shelters, and only 46% have seating, which exacerbates conditions for people with limited mobility and older adults. Moreover, in the summer most of Metro's bus stops are located in areas where temperatures average 97 degrees in the middle of the day, and a shade structure could lower that temperature by 25 to 40 degrees. Additionally, at night, many bus stops lack lighting that make transit riders feel safer and more visible.

Bus shelters are almost always the responsibility of the local jurisdiction in which they are located. Several cities have invested heavily in providing shelters to support transit riders, but more can be done. Each city in LA County receives a local return from LA County's Propositions A and C and Measures R and M, which helps fund things like bus shelters, benches, and other local transit needs.

Metro has committed to providing technical assistance to cities, which is a step in the right direction. However, in many cases, cities may still not recognize the need, or may face other constraints. In these circumstances, Metro can provide its data and expertise to alleviate this glaring challenge across the Metro system. Metro can also help local jurisdictions with scarce resources deliver bus stop improvements.

SUBJECT: METRO BUS SHELTERS MOTION**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Mitchell, Najarian, Dupont-Walker, and Horvath that the Board

direct the Chief Executive Officer to:

- A. Identify priority bus stops within each local jurisdiction based upon data, including but not limited to:
 - 1. Ridership per line and stop;
 - 2. Existing bus stop amenities such as seating, shelters, and lighting
 - 3. Heat island index
 - 4. EFCs
 - 5. Safety related incidents over the last three year
- B. Share all available bus stop data with each applicable jurisdiction;
- C. Inventory transportation funding sources which can be leveraged to help local jurisdictions deliver bus stop improvements, including Metro-controlled and pass-through sources as well as both formula and competitive programs;
- D. Recommend technical, financial, and other ways for Metro to support bus stop improvements by local jurisdictions, prioritizing such improvements in Equity Focus Communities;
- E. In consultation with jurisdictions, host a bus stop summit to review the state of bus shelters, including examples of best practices and a vendor showcase;
- F. As part of the annual local return audit, report on the progress of installing and maintaining bus stop amenities by jurisdiction; and
- G. Report back on the above action items in 120 days.

Measure M Local Return

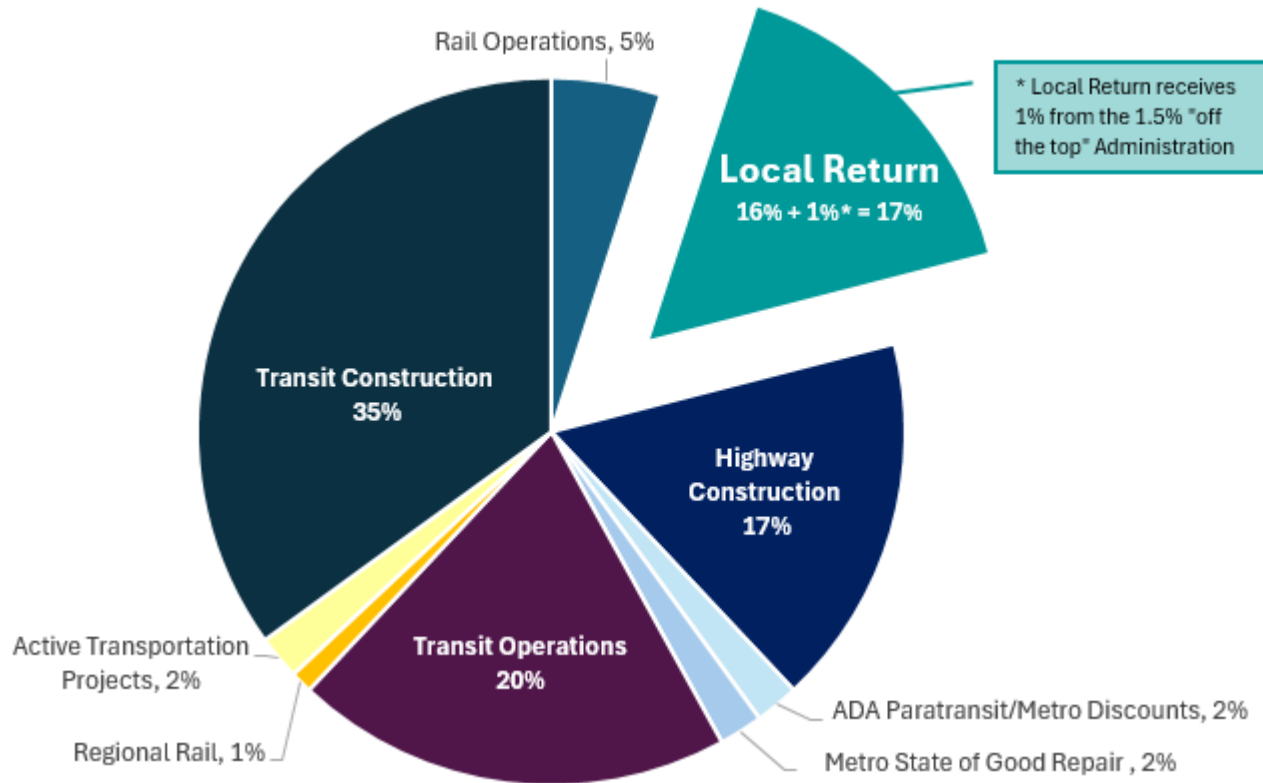


**Measure M Oversight Committee
Local Programming
June 2026 update**



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

- Audit workshop was May 13th
- Proper accounting procedures, timely use of funds, Metro approvals, and other common audit findings were emphasized
- Multiple emails/phone calls/outreach were sent to cities regarding lapsing funds to reduce audit findings in this category for FY26

Proposed Consolidated Local Return Guidelines

- Consolidates 3 separate guidelines into one document
- Modernizes guidelines
 - Accounts for changing transit landscape
 - Incorporates online database
 - Removes outdated procedures and requirements
- Scheduled for Metro Board approval in July 2026

Local Return – Updates

Metro Board Bus Shelters Motion (Motion 20)

- Investigate Local Return investments in bus stops and other efforts
- To date in 2026, 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

FY26 Measure M Local Return Fund Usage

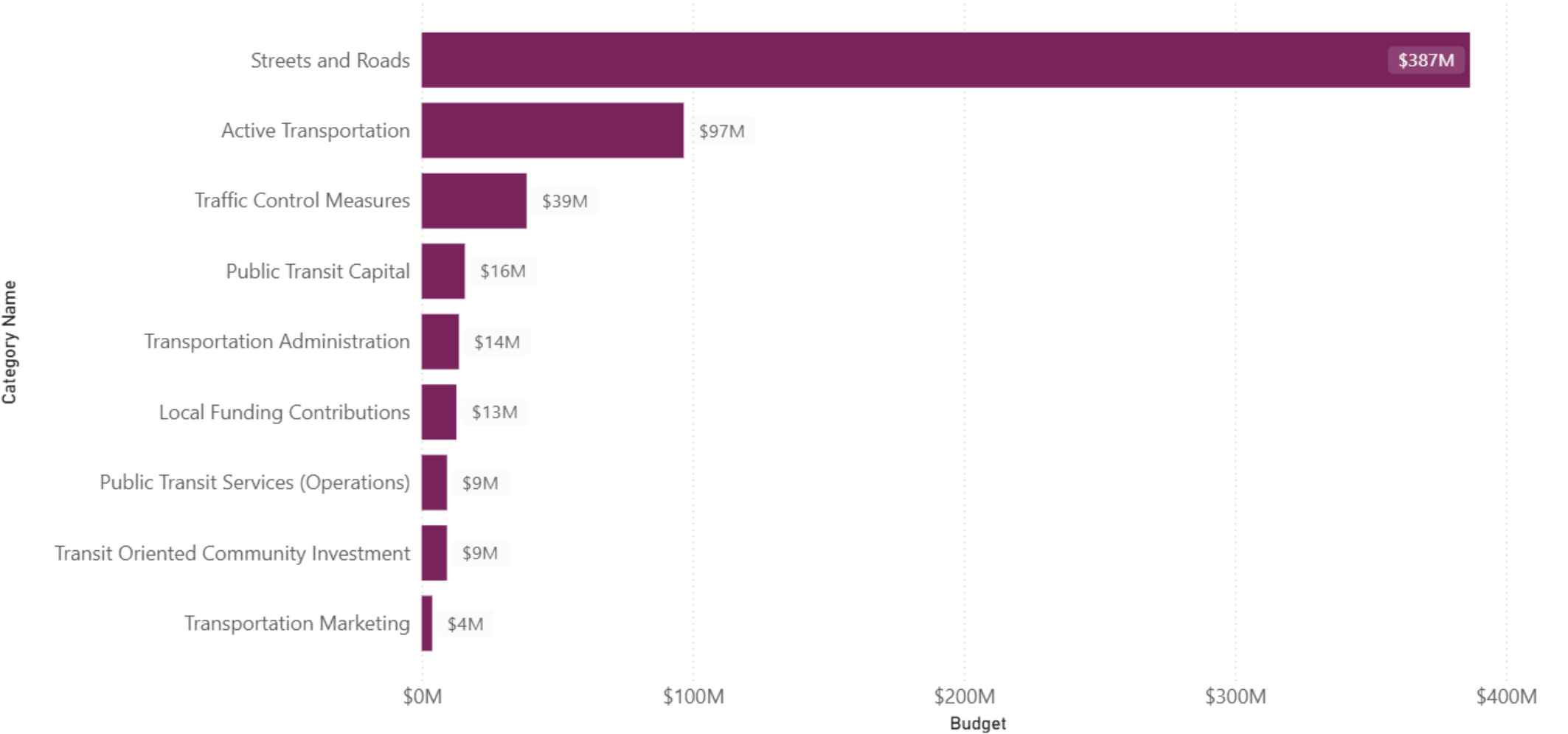
Approved Budget 2026

\$587M

Total No of Projects in 2026

761

Budget by Category Name



THANK YOU

Questions?

Local Programming

Susan Richan

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Chelsea Meister

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Metro

Board Report

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

File #: 2026-0333, **File Type:** Oral Report / Presentation

Agenda Number: 7.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 3, 2026

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. The 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.

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Measure M Independent Taxpayer Oversight Committee

Enterprise Transit Asset Management
State of Good Repair

Transit Asset Management – Accomplished as of FY26 Q3

Continued Condition Assessments:

- Structures Inspections Contract: 7-year contract for FY20-26 inspections: 60 of 67 inspections were completed as of Q3.
- Facility Condition Assessments required per FTA TAM Rulemaking: 60 of 67 inspections were completed as of Q3.
- Per the Public Transportation Agency Safety Plan (PTASP) Rulemaking requirement, the quarterly interdepartmental memo was sent to report on structures inspections and facilities assessments.

FTA TAM Rulemaking Compliance:

- January 2026: Identified subrecipients of FTA grants eligible to participate in FY26 Group TAM.
- February 2026: Responded to comments from NTD.
- March 2026: Confirmed participants in FY26 Group TAM.

Transit Asset Management – In Progress

Condition Inspections:

- Continued procurement process for next cycle of facilities and structures inspections services.

New Asset Onboarding:

- Collecting asset records on New Extensions per NTD reporting requirements.
- Foothill 2b, PLE 1 D Line, Emergency and Security Operations Center (ESOC) building.
- Coordinating process for “onboarding” of new assets with the EAM Team.

Enterprise Asset Management System (EAMS):

- Coordinating with Metro ITS, System Integrator contractor, and Metro lines of businesses on data migration to implement TAM requirements in Phases III and IV.

FTA TAM Rulemaking Compliance Deadline Tasks:

- FY26 Q4: Collect new asset inventory data.
- May/June: Group TAM – FY26 data collection for NTD and 6/30/2026 deadline.
- May/June/July: Metro TAM data – FY26 data collection for NTD and 6/30/2026 deadline.
- August/September: Validate information with asset owners and formulate targets.
- September/October: Acquire Executive approval and report data into the NTD.
- September/October: Acquire Executive approval of updated TAM Plan.
- October 31, 2026: Next TAM and Group TAM reporting due for Reporting Year 2026.

Federal Transit Administration (FTA) Annual Reporting 10/31/2025

Rolling Stock and Equipment: FY26 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 FY25 Census Date (6/30/2025)				FY26 Forecast (6/30/2026)			
	Asset Class	Performance Measure based on 49 CFR Part 625	① FY25 Target (reported to FTA)	② = ⑥ / ⑤ FY25 Actual (Calc'd)	② = ① FY25 Performance Meet/Exceed	③ = ⑩ / ⑨ FY26 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.	35.00%	34.44%	Met	36%	277	270	93	9.4	277	272	97	10.4
	Bus (BU)		2.00%	1.85%	Met	23%	1,798	1,729	32	9.1	1,884	1,816	405	9.8
	Heavy Rail Vehicles (HR)		24.00%	24.49%	Not Met*	20%	114	98	24	24.3	148	132	26	20.1
	Light Rail Vehicles (LR)		0.00%	0.00%	Met	0%	337	320	0	10.3	337	323	0	11.6
Equipment	Asset Class	Performance Measure based on 49 CFR Part 625	FY25 Target (reported to FTA)	FY25 Actual (Calc'd)	FY25 Performance Meet/Exceed	FY26 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.	57.00%	55.85%	Met	29%		487	272	10.3		468	134	6.8
	Trucks and Other Rubber Tire Vehicles		52.00%	50.00%	Met	20%		1,010	505	11.3		1,027	205	7.2
	Steel Wheel Vehicles		20.00%	20.00%	Met	20%		10	2	12.1		10	2	13.1
* FY26 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.														

* FY26 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.

* HR 2025 target not met: Metro anticipated 26 HR4000s would be in service in FY25, however, only 14 HR4000s were put in service due to Contractor production delays which caused late deliveries. For the FY26 target, 34 HR 4000s are expected to be in service with no HR vehicles expected to be retired in FY26.



Metro

Federal Transit Administration (FTA) Annual Reporting 10/31/2025

Facilities and infrastructure: FY26 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 FY25 Census Date (6/30/2025)		
Asset Class	Performance Measure based on 49 CFR Part 625	① FY25 Target (reported to FTA)	② = ⑥ / ⑤ FY25 Actual (Calc'd)	② = ① FY25 Performance Meet/Exceed	③ = ⑩ / ⑨ FY26 Target* (reported to FTA)	④ Total Asset Count	⑤ "Active" Asset Count	⑥ Meet/Exceeded ULB (NTD Method [‡])
Facilities	Asset Class	Performance Measure based on 49 CFR Part 625	FY25 Target (reported to FTA)	FY25 Actual (Calc'd)	FY25 Performance Meet/Exceed	FY26 Target* (reported to FTA)	Total Asset Count	Facilities Assessed
	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.	0.00%	0.00%	Met	0%	290	238
	Administration & Maintenance Facilities		0.00%	0.00%	Met	0%	152	152
								0
Infrastructure	Asset Class	Performance Measure based on 49 CFR Part 625	FY25 Target (reported to FTA)	FY25 Actual (Calc'd)	FY25 Performance Meet/Exceed	FY26 Target* (reported to FTA)		Total Revenue Track
	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.	2.00%	0.00%	Met	2%		31.84 miles
	Light Rail (LR)		4.00%	2.89%	Met	4%		191.82 miles

* FY26 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.



Thank you!

Enterprise Transit Asset Management
State of Good Repair



Metro

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

Board Report

File #: 2026-0219, File Type: Oral Report / Presentation

Agenda Number: 8.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 03, 2026

SUBJECT: MMITOC ORAL REPORT ON TRANSIT AND HIGHWAY 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 use 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; by Operations, Shared Mobility for ExpressLanes; and by Countywide Planning and Development for multimodal highway projects and 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 April 2025 (<<https://boardagendas.metro.net/board-report/2025-0140/>>). Updated Equity assessments for each project will be provided next quarter.

ATTACHMENTS

Attachment A - Transit and Highways Capital Update
Attachment B - Transit Planning Project Update
Attachment C - Complete Streets and Highways Project Update

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Transit & Highway (Capital) Update

Measure M Oversight Committee

June 2026

Transit / Highway Engineering and Construction

Construction Projects

- Westside Purple Line – Section 3
- G Line BRT Improvements
- I-5 North County Enhancements
- I-105 Express Lanes

Alternative Delivery Projects – Phase 1

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

Operational Projects

- North San Fernando Transit Corridor Project



Westside Purple Line Extension Section 3

BUDGET				
	Original Budget*	Revised Budget**	Previous Forecast**	Current Forecast**
	\$3,224M	\$3,277M	\$3,277M	\$3,277M
	Variance from Original Budget:		\$53M (1.6%)	\$53M (1.6%) 
	Variance from Revised Budget:		\$0M (0%)	\$0M (0%) 

FFGA Budget Amount: \$3,599M

*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	Fall 2027	Fall 2027	Fall 2027
	Variance from Original:		+260d (7.8%)	+260d (7.8%) 
	Variance from Revised Schedule:		+0d (0%)	+0d (0%) 

*Based upon executed modification.



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

Westside Purple Line Extension Section 3

Safety

Project Construction Hours: 5,115,505;

Recordable Injury Rate: 1.6 vs. National Average: 2.3.

- C1151: Project Hours: 2,091,382; Recordable Injury Rate: 2.30
- C1152: Project Hours: 3,024,123; Recordable Injury Rate: 1.12

Updates

Overall Project Progress is 76% complete.

Construction Contract Progress is 76% complete.

- Final design progress is 99.5% complete.
- **Westwood/UCLA Station:** Main box appendage concrete placement is completed and backfill is ongoing. Concrete placement for platform and main entrance interior and exterior walls is ongoing. Equipment installation and Mechanical/Electrical/Plumbing work ongoing at both UCLA and VA Hospital stations.
- **Westwood/VA Hospital Station:** Main station box concrete placement for interior walls is 54% complete and roof concrete placement is 84% complete. Main entrance exterior wall concrete placement and invert slab is 50% complete. Foundation for the North Entrance Plaza was completed.
- **Tunnels:** Continued LVT block distribution, special trackwork, lighting, fire sprinkler system and trainway feeder installation. Steel walkway installation is ongoing. Cable pulling continued in Reach 6 and 7.
- **VA Hospital Parking Structure:** Continued VA parking structure work and started constructing level 3 deck.

Equity

1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Westwood/UCLA Station: UCLA Main Station Box Backfill on Wilshire Blvd



Westwood/VA Hospital Station: Upper Interior Masonry Wall Construction



Tunnels: Steel Walkway Construction BL Tunnel



February 2026 Construction Committee

G Line BRT Improvements

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$668.45M	N/A	\$668.45M	\$668.45M
	Variance from Original Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	N/A

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



G Line BRT Improvements

Safety

Project Construction Hours: 223,805;

Recordable Injury Rate: 0 vs. National Average: 2.3.

Updates

Overall Project Progress is 27% complete.

Construction Contract Progress is 7% complete.

Design

- Traffic Signal Reservicing (TSR) Concept of Operations under review
- AFC designs for Van Nuys and Sepulveda were returned Approved as Noted by Metro and near approval from City of LA
- B Line fiber design under development. Cost and schedule proposal for Construction under negotiation. MOD execution needed by end of 2025.
- Gated Intersections 60% design under review

Construction

- Fiber cutover complete
- Installation of bridge spans and soffit for Van Nuys Grade Separation completed in October 2025
- **Construction ongoing:** storm drain installation, Vesper bridge and substructures, potholing for Gated Intersections
- Pilot Gate technology field testing at Hayvenhurst Ave pedestrian crossing completed and report currently routing

Utility Owner-Performed Advanced Utility Relocation (AURs)

- Sepulveda LADWP 34.5kv overhead lines were relocated in June 2025

Property Acquisitions

- Metro has obtained possession of all required properties

Equity

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



Falsework for Van Nuys Bridge



Aerial View of Van Nuys Bridge Construction



Rebar Installation at Van Nuys Bridge



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-5 North County Enhancements Project

BUDGET				
	Original Budget*	Revised Budget	Previous Forecast	Current Forecast
	\$679.37M*	N/A	\$679.37M	\$679.37M
	Variance from Original Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	N/A

*There is no change to the approved LOP of \$679.3M at Contract Award - Board Approval (March 2021).

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	July 2026	N/A	Winter 2027	Winter 2027*
	Variance from Original:		+180d (10.0%)	+180d (10.0%) 
	Variance from Revised Schedule:		N/A	N/A

*The project schedule was re-sequenced to reduce overall delays. Additional optimizations are being reviewed.



I-5 North County Enhancements Project

Safety

Project Construction Hours: 1,241,196;

Recordable Injury Rate: 1.61 vs. National Average: 2.3.

Updates

Overall Project Progress is 59% complete.

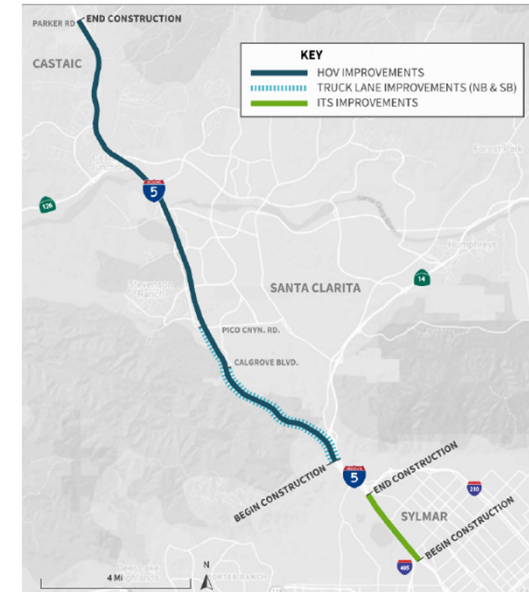
Construction Contract Progress is 67% complete.

Quarterly Work Summary (Stage 2 Outside):

- During the quarter, Stage 2 outside work progressed on both northbound and southbound facilities.
- Roadway activities included drainage, electrical, grading, and paving on North Bound / South Bound shoulders and ramp.
- Structural work advanced with the construction and widening of five (5) bridges and a total of twenty-four (24) retaining walls.
- Critical activities focused on southbound roadway paving south of Gavin Ave. and preparations for upcoming paving operations.

Equity

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



I-5 North County Enhancements Project Map



Drain System 406
Formwork Install



SW 2676 Pile
Concrete Pour



Sign Structure Truss
Installation



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-105 Express Lanes

BUDGET				
	Original Budget*	Revised Budget	Previous Forecast	Current Forecast
	\$1,510M	N/A	\$1,400M - \$1,500M	\$1,510M
	Variance from Original Budget:		\$-110M (-7.3%) - \$-10M (-0.6%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	N/A

*Original LOP Budget was established based on the Board approval in October 2025

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period*	Current Forecast*
	June 2029	N/A	Spring 2029	Spring 2029
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A

*Note: Above table shows Segment 2 & 3 forecasted completion date. Segment 1 is forecasted to complete by Winter 2028.



I-105 Express Lanes

Safety

Project Construction Hours: 169,305;

Recordable Injury Rate: 3.54 vs. National Average: 2.3.

Project continues to focus on safety and reducing the TRIR with no incidents in November 2025.

Updates

Overall Project Progress is 23% complete.

Design Progress is 97% complete.

Segment 1

- Construction is 44% complete.
- Construction is on-going for new sound walls, new retaining walls, bridges widening work and electrical work.
- Roadside Toll Collection System (RTCS) Design is planning on a final submittal in Dec 2025.
- Project team continues working with Rail Operations and Maintenance for the work schedule in the freeway median adjacent to the C Line as well as traction power duct relocations.

Segments 2 and 3

- Design team is working on the 100% submittal.
- October board report has established the overall project LOP.
- FHWA Initial Financial Plan has been revised per comments and is expected to be certified in Dec 2025.
- Project is working with Metro's financial advisors to secure toll backed debt financing.
- ROW acquisition and appraisal is in process.
- Seg 3 design is coordinating with the Southeast Gateway Line project.

Equity

Segment 2 & 3 Equity Assessment was presented to the Board with the Segment 2 & 3 construction contract in October. 62% of Seg 2/3 is within or adjacent to Equity Focus Communities.



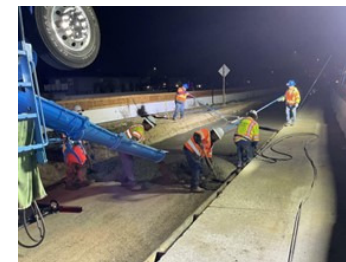
Project Map



105EB Stanford bridge
falsework



105WB RW 270 Soil Nail
Wall Exterior



105WB first pour of
base material on
pavement



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Projects without Life of Project (LOP) Budget

Engineering Projects/Preconstruction Phase

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



North Hollywood to Pasadena BRT

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction	\$135.18M*	\$135.18M	\$135.18M
	Project	N/A	\$308M - \$515M	\$367M - \$465M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

*Pre-Construction Approved Budget to Date includes Early Works Package Budget. But this is not captured in Pre-Construction progress % complete.

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

Recordable Injury Rate: N/A

Reporting will start after 80,000 hours.

Updates

Overall Project Progress is 32% complete.

Pre-Construction Progress is 88% complete.

- CM/GC submitted 60% Opinion of Probable Construction Cost (OPCC)
- 85% Glendale design under review by City and Metro
- City review of 85% Pasadena and Burbank design packages complete
- 85% NoHo and Eagle Rock packages to be submitted December/January
- Potholing Early Works Package Substantially Complete for all segments
- Final Draft of Cooperative Agreement with Glendale pending approval from City

Equity

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



Project Map



Vermont Transit Corridor

BUDGET				
		Approved Budget To Date *	Previous Forecast	Current Forecast
	Pre-Construction	\$198.46M	N/A	\$198.46M
	Project	N/A	N/A	\$328M - \$400M
	Variance from Approved Pre-Construction Budget:		N/A	N/A
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

*The Board approved the Pre-Construction Budget in February 2026.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	N/A	Spring 2028
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A



Vermont Transit Corridor

Safety

Project Construction Hours: N/A;
Recordable Injury Rate: N/A
N/A - Construction not started.

Updates

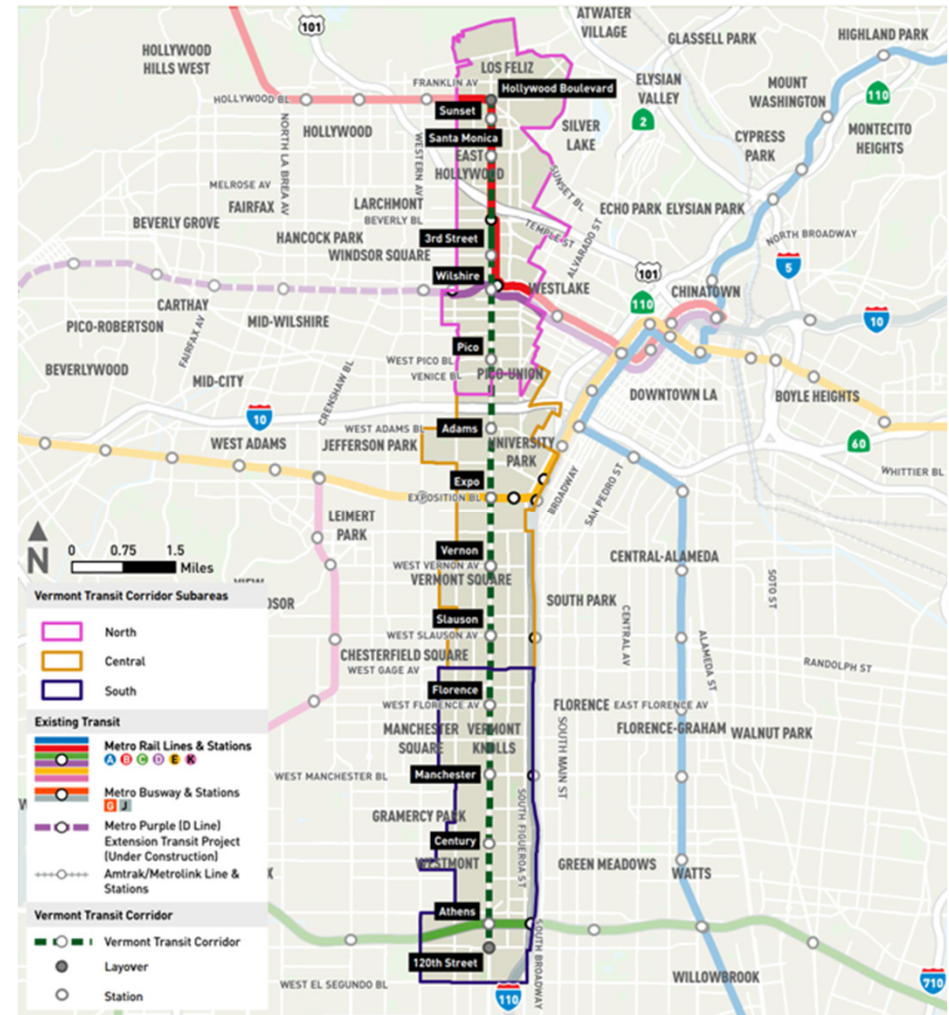
Overall Project Progress is 17% complete.

Environmental Progress is 100% complete.

- NEPA clearance received
- Construction Management Task Order (TO) executed
- Final Design TO executed
- Construction Manager/General Contractor contract award and pre-construction budget approval on February 2026 agenda
- 30% Design complete

Equity

87% of the project is within or adjacent to Equity Focus Communities.



Vermont - Project Map



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

East San Fernando Valley Transit Corridor

BUDGET				
		Approved Budget To Date*, **	Previous Forecast**	Current Forecast**
	Pre-Construction	\$1,488M	\$1,488M	\$1,488M
	Project	N/A	\$3,513M	\$3,573M - \$3,999M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

FFGA Budget Amount: \$3,573M

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

**Excludes finance costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	N/A	N/A	Fall 2031	Fall 2031
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A

*The schedule will be negotiated with Progressive Design Build contractor as part of the Phase 2.



East San Fernando Valley Transit Corridor

Safety

Project Construction Hours: 303,938;

Recordable Injury Rate: 1.31 vs. National Average: 2.3.

Updates

Overall Project Progress is 18% complete.

Construction Contract Progress is 7% complete.

Real Estate

- Acquisitions - 18 parcels have offers accepted
- Relocations underway - 42 businesses relocated

PDB Contract

- Eight Early Work Packages issued.
- Final Design is at the project-wide 80% level.
- Commenced demolition of structures at the site of the Maintenance & Storage Facility.
- EWP-3 Utility Relocations Substantially Complete.
- Water, power, and sewer utility relocations continue along Van Nuys Blvd.
- LADWP and SoCal Gas are completing self-perform utility relocations.

Light Rail Vehicle (LRV) Procurement

- LRV Manufacturing Contract scheduled for award in Summer 2026.

Equity

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



ESFV Project Map



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Southeast Gateway Line

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction*	\$997.75M	\$997.75M	\$997.75M
	Project**	N/A	\$8,200M - \$9,500M	\$8,200M - \$9,500M***
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

*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	Fall 2035	Fall 2035
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A

*Current schedule forecast reflects Metro's Internal Schedule.



Southeast Gateway Line

Safety

Project Construction Hours: N/A;
Recordable Injury Rate: N/A
N/A - Construction not started.

Updates

Entry to Engineering

- Metro submitted the revised Entry to Engineering rating package on May 21, 2025; awaiting approval from FTA

Advanced Engineering

- **Advancing design for critical elements:** utilities at various design stages, freight and grade crossings progressing to 90%, I-105 progressing to 65% for the Advanced Works.
- Continuing with virtual and field diagnostics in coordination with CPUC, cities, and UPRR
- Refining the 30% design for LRT elements
- Continuing coordination with key external stakeholders
- Railroad and Ports ongoing coordination

Advanced Works Construction Contract (CM/GC)

- EWP-1 negotiations near complete and EWP-2 scope under development
- Integrating CMGCs CPM Schedule for Phase 2 works with SGL's program schedule

Other work

- Additional potholing continues at La Habra and San Pedro subdivision
- Self-Performing Utilities relocations in progress (SCG and Kinder Morgan)

Equity

65% of the project is within or adjacent to Equity Focus Communities.



Southeast Gateway Line Project Map

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** - Completed October 2024.
- **All Door Boarding**
 - 2,900 BMVs installed Feb. 2025. Hardware repairs ongoing.
- **Bus Bulbs (82 locations)**
 - Design began in Q2 FY25
 - First batch of 5 at 30% design. Second batch of 10-15 in design
- **5 Key Transfer Locations**
 - Design began in Q2 FY25.
 - Construction to start in Q3 FY27.
- **Bus Shelters**
 - Installations for 392 Shelters began in Q3 FY25.
 - 98 Installed with 70 of these activated with Real Time info by 4/1/26.
- **Transit Signal Priority (7 Corridors)**
 - Installation to begin Q1 FY26.
 - Completion by Q4 FY26.
- **75 Battery Electric Buses**
 - Proposals for new RFP received March 6 with Award anticipated in Summer 2026.
 - Using Washington State contract for up to 40 buses to expedite introduction of BEBs in 2027.
- **Opportunity & En-Route Charging**
 - Limited NTP issued in Feb. 2026 with Design beginning in March 2026.
 - Construction planned via CMGC delivery and planned awarded in Summer 2026.
- **Service Frequency Improvements on Lines 152 (Roscoe) and 166 (Nordhoff)**
 - Implementation of first phase June 2024. Further improvements considered 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 3, 2026

Allison Yoh, Ph.D.
Senior Executive Officer

Measure M Transit Projects



> Major Pillar Projects

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

> Other Projects in Planning

- Vermont Transit Corridor
- K Line Northern Extension

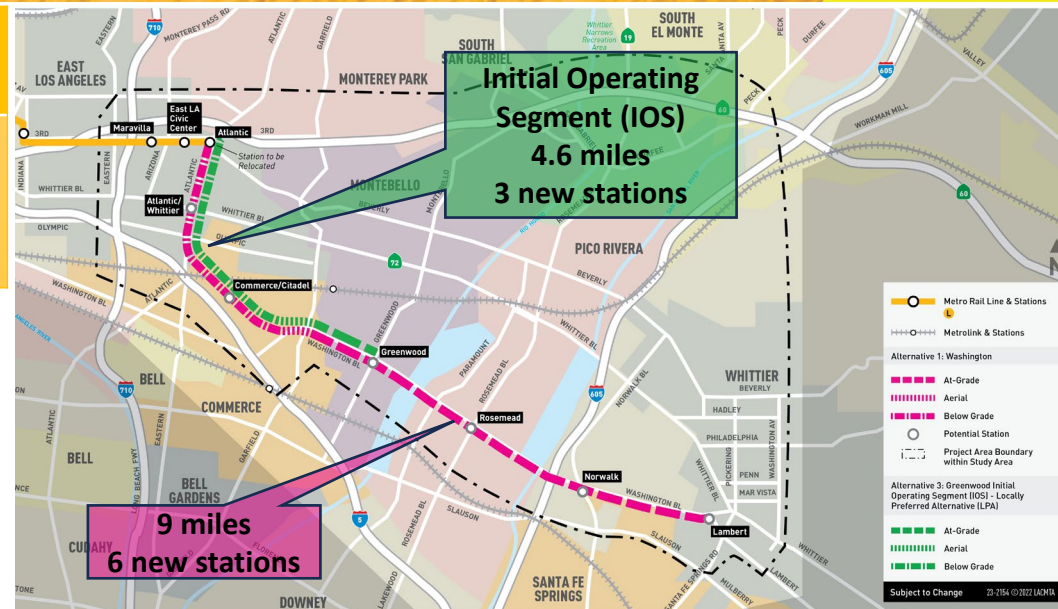
Eastside Transit Corridor Phase 2

Phase	Most Recent Cost Estimate	Funding Secured
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FEIR certified; NEPA/EA underway	IOS - \$7.9B (YOE) per 2022 estimates	\$3.79B (YOE) - local \$168.8M (YOE) - state
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Recent Activities

- Coordination with Federal Transit Administration (FTA) to develop Environmental Assessment (EA) for the Initial Operating Segment (IOS)
- Completed utility potholing for IOS and geotechnical borings for full 9-mile corridor
- Continued advancing 30% Preliminary Engineering (PE) for IOS, with ongoing comment resolution with cities and utility owners.
- Ongoing stakeholder outreach, preparation of notices and collateral materials for anticipated release of EA in May/June
- Increased project visibility and Community Based Organization (CBO) engagement at local events in March/April, such as Seniors on the Move Program, LA County Youth Climate Commission, Metro Youth Council, a CBO Roundtable, and West Whittier Advisory Committee.
- Secured funds of \$133.8M in State Transportation Improvement Program (STIP) in March.



Opportunities

- TIRCP Cycle 8 grant application in May
- Coordinating with City of Pico Rivera and Caltrans to explore interim design options for City's Rio Hondo Washington Blvd Bridge improvements project to not preclude future E Line extension to Whittier

Next Actions

- May/June 2026: Release of EA for the IOS for a 30-day public review period and host 4 public hearings
- Summer 2026: Prepare responses to public comments, Board update and approval of Maintenance and Storage Facility site
- Fall 2026: Prepare Findings of No Significant Impact (FONSI) for FTA approval; Complete Preliminary Engineering

K Line Extension to Torrance

Phase	Most Recent Cost Estimate	Funding Secured
EIR Certified	\$3.4B (2025\$)	\$1.39B (YOE, 2035\$)

Recent Activities

- March 2026: Program Management Support Services (PMSS) contract approved by Board
- Ongoing conversations with Caltrans and cities on approvals and encroachment permits (I-405) and relinquishment of Hawthorne Blvd (SR-107)

Next Actions

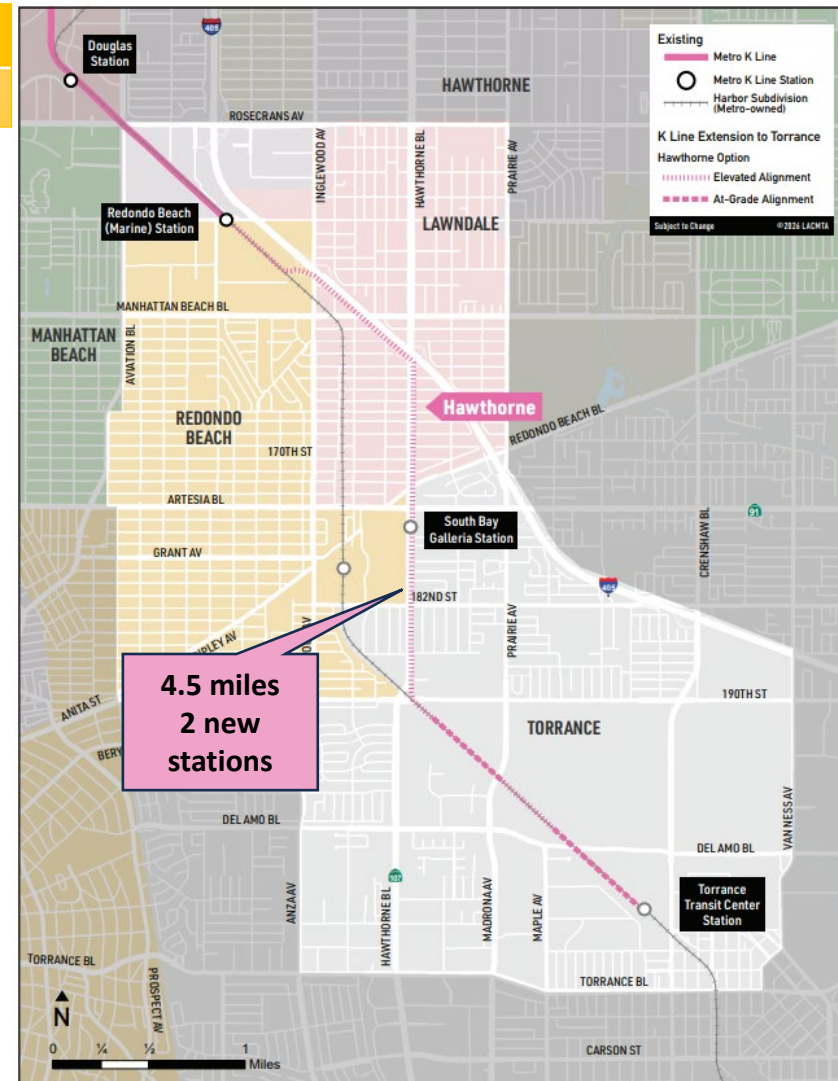
- Contract modification for Preliminary Engineering, first/last mile planning (FLM), additional environmental analysis, phasing, updates to cost/schedule (May 2026)
- Coordinate with corridor cities and third parties including Caltrans, BNSF, utilities, and others on design review and future permitting
- Pursue streamlined process for environmental review per National Environmental Protection Act (NEPA)
- Continue to pursue funding

Challenges/Risks

- Funding gap, 3rd party review/approvals

Opportunities

- Exploration of early work, construction phasing and streamlined federal review



Vermont Transit Corridor

Current Phase	Most Recent Cost Estimate	Funding Secured
Project in Final Design	\$370.6M (YOE\$)	\$108.3M – Federal \$86.06M – State \$25.3 – Local (YOE\$)



Recent Activities

- Program Management progressing Final Design in coordination with:
 - City of Los Angeles
 - County of Los Angeles
 - Caltrans
 - Utility providers
- February 2026: Board approved award of Construction Management/General Contractor (CM/GC) contract
- April 2026: Submitted Small Starts Grant application

Challenges/Risks

- Encountering unknown utilities during construction

Opportunities

- No permanent acquisitions required
- Vehicles to be assigned from current fleet



Next Actions

- Continue coordination with FTA on Small Starts Grant
- Continue coordination with Real Estate on Temporary Construction Easements (TCE)

K Line Northern Extension

Phase	Most Recent Cost Estimate	Funding Secured
LPA selected	IOS @ \$4.67B (2023\$) LPA @\$15.9B (2023\$)	\$2.24B (2015\$)

Recent Activities

- March 2026: Board selection of San-Vicente Fairfax as Locally Preferred Alternative (LPA), contingent upon formation of Enhanced Infrastructure Financing District (EIFD) by City of West Hollywood in coordination with Los Angeles, Initial Operating Segment (IOS) to Wilshire/Fairfax and terminus at Hollywood Bowl and motion to guide next steps.

Next Actions

- Support City of West Hollywood in formation of EIFD
- Update project scopes of work to address additional planning studies and engagement outlined in motion

Challenges/Risks

- Significant funding gap, concerns from Mid-City communities on tunnel alignment and impacts to businesses

Opportunities

- Strong support from City of West Hollywood on formation of EIFD, exploration of phasing and value engineering to control costs, additional engagement



Measure M Independent Taxpayer Oversight Committee

Complete Streets & Highways Project Updates

Michelle E. Smith

Executive Officer, Complete Streets & Highways

June 2026

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

Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$148.10M	\$139.22M
Design (Phase 2)	\$23.0M	\$22.7M

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 (SBC) 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) – Project is substantially completed. Northbound lanes were opened to traffic on 10/31/2025. Northbound and southbound HOV Lanes are open to traffic.
- North Segment (Phase 2) – Caltrans design work is 95% complete. Grant funds (\$80M) were secured and BUILD grant application submitted for construction expected to start in July 2027.



High-occupancy vehicle (HOV)
American Disability Act (ADA)
California Transportation Commission (CTC)
Better Utilizing Investments to Leverage Development (BUILD)



Phase 1 Challenges

- Complete plant establishment activities by the 13-month extension deadline (11/2026) granted by the CTC at the August 2025 meeting.

Phase 2 Challenges

- Lengthy 3rd Party (utility and railroad) reviews and coordination could delay completion of the design phase and start of the construction phase.

State Routes 57/60 Interchange Improvements

Current Phase	Phase Budget	Phase Spent To Date
Construction	\$296.4M	\$126.83M

Purpose and Scope

- Major operational/safety improvements, including grade separation of the 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

- Construction contract completion -49% as of April 2026. COG, Metro, and Caltrans are evaluating interim completion conditions to support 2028 Games readiness, with continued delay challenges.

Challenges

- Contractor is advancing two concepts (stage modifications and reduced ground settlement) to reduce the 200+ working-day delay on the project.
- Stage Modifications can mitigate the schedule by approximately one year. EOR is currently reviewing Stage 2 Phase 1 from the Contractor.
- Reduced settlement can mitigate the schedule by approximately six months.
- Previous action measures have already reduced scheduled delays by 100+ days.



Council of Governments (COG)
Engineer of Record (EOR)

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.
- Project briefings with the City of Carson and SBCCOG will occur before the circulation of the Draft Environmental Document.
- Circulation of Draft Environmental document expected in Summer 2026.



Challenges

- Construction leadership designation is unknown and construction phase is not fully funded.

Draft Environmental Impact Report/ Environmental Assessment (DEIR/EA)
South Bay Cities Council of Governments (SBCCOG)

State Route 14 Safety & Mobility Improvements- North Los Angeles County (I-5 to Agua Dulce Canyon Road)

Purpose and Scope

- Evaluate lane-gap closures where there are lane drops, Transportation System and Demand Management strategies, safety enhancements, complete streets, and wildlife connectivity improvements.
- Address traffic safety concerns (exceeds statewide average incident rates) and enhance travel reliability.
- Minimize conflicting weaving and merging by motorists and improve traffic flow.

Multimodal Elements

- Environmental document to evaluate multimodal elements to create safer, more accessible streets connecting to SR-14 for pedestrians, bicyclists, and transit riders.

Status

Environmental phase underway:

- Scoping meetings: Completed November 2024
- Alternative Analysis: Completed April 2025
- Draft Environmental Document – anticipated Summer 2027
- Final Environmental Document – anticipated Spring 2028



Challenges

- Vehicle Miles Traveled (VMT) analysis and potential mitigations to be determined.

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

(ExpressLanes from I-10 to US 101)

Purpose and Scope

- Propose HOV or HOT mobility options within the geographically constrained Project Corridor.
- Improve traffic flows, person throughput, and reliability.

Multimodal Elements

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

Status

- Caltrans is the CEQA/NEPA Lead agency
- Preparation of the Draft EIR/EIS document is ongoing.

Challenges

- Caltrans approval of Vehicle Miles Traveled (VMT) mitigation plan required for capacity increasing alternatives.

High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT)

California Environmental Quality Act (CEQA)

National Environmental Policy Act (NEPA)

Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

Federal Highway Administration (FHWA)



**Board Report**

File #: 2026-0314, **File Type:** Oral Report / Presentation**Agenda Number:** 9.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
JUNE 3, 2026****SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES****ACTION: RECEIVE ORAL REPORT****RECOMMENDATION**

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

ISSUE

To support the discussion for the effective and efficient use of funds, this quarterly presentation provides the committee with the status of Metro active transportation activities related to Measure M projects including the LA River Waterway & System Bike Path and the Metro Active Transport (MAT) Program.

EQUITY PLATFORM

The Measure M related activities for active transportation include two projects in the Measure M Expenditure Plan that will connect the bike path gaps along the Los Angeles River in the San Fernando Valley and in Central Los Angeles, as well as the Metro Active Transport, Transit and First/Last Mile (MAT) Program, a discretionary grant program guided by the priorities in the Active Transportation Strategic Plan (ATSP). Measure M also funds active transportation projects programmed by subregions through the Multiyear Subregional Program (MSP). In addition to funding these activities, Metro engages in First/Last Mile planning to help communities access existing and future major transit stops. Equity is built into Metro's approach to all 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 were eligible for MAT Program Cycle 2 funding. In addition to evaluating projects for investments in EFCs, MAT Cycle 2 project applications were evaluated based on factors including robust partnerships with Community-Based Organizations (CBOs) to ensure community engagement in project development. Project applications submitted for MAT Cycle 1 in 2020 received bonus points for locations within EFCs. All selected projects that are being developed using Cooperative Agreements with Metro include CBO partnerships.

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

communities of Lincoln Heights, Chinatown, and Boyle Heights. Approximately 23% of the population in this area lives below the poverty line, and more than 22% of the working-age population does not use a car as their 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 with limited car ownership. While Metro is the lead agency for the environmental process, the responsibility for delivery of the project has not been established. The LA River Project - San Fernando Valley section directly serves two EFCs in the Reseda community. It is being delivered by the City of Los Angeles.

ATTACHMENTS

Attachment A - Presentation

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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 3, 2026

Measure M Support for Active Transportation

- > Measure M Expenditure Plan Projects
 - LA River Waterway & System Bike Path (Central City)
 - Complete LA River Bike Path (San Fernando Valley)
 - Metro Active Transport (MAT) Program (32 projects)
- > Locally-Selected Projects
 - Local Return
 - Multi-year Subregional Program (MSP)
 - 3% Local Contribution for First/Last Mile Projects



LA River Waterway & System Bike Path (Central Cities)



Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

- > Metro conducting environmental review:
 - Notice of Preparation (Oct 2019)
 - 4 Scoping Meetings (Nov 2019)
 - Draft Environmental Impact Report Released Dec 18, 2025 with 47-day public comment period
- > Ongoing development of the Locally Preferred Alternative (LPA), based on DEIR evaluation, stakeholder and public comments received
- > Potential to phase the project by segment
- > Agreements with Third Parties in progress
- > Operations & Maintenance lead and Construction Entity, yet to be determined

Update since the March MMITOC meeting:

- Review of public and stakeholder comments received on the Draft EIR
- Cost estimate refinement
- Cost Benefit Analysis (CBA) underway



Complete LA River Bike Path (San Fernando Valley)

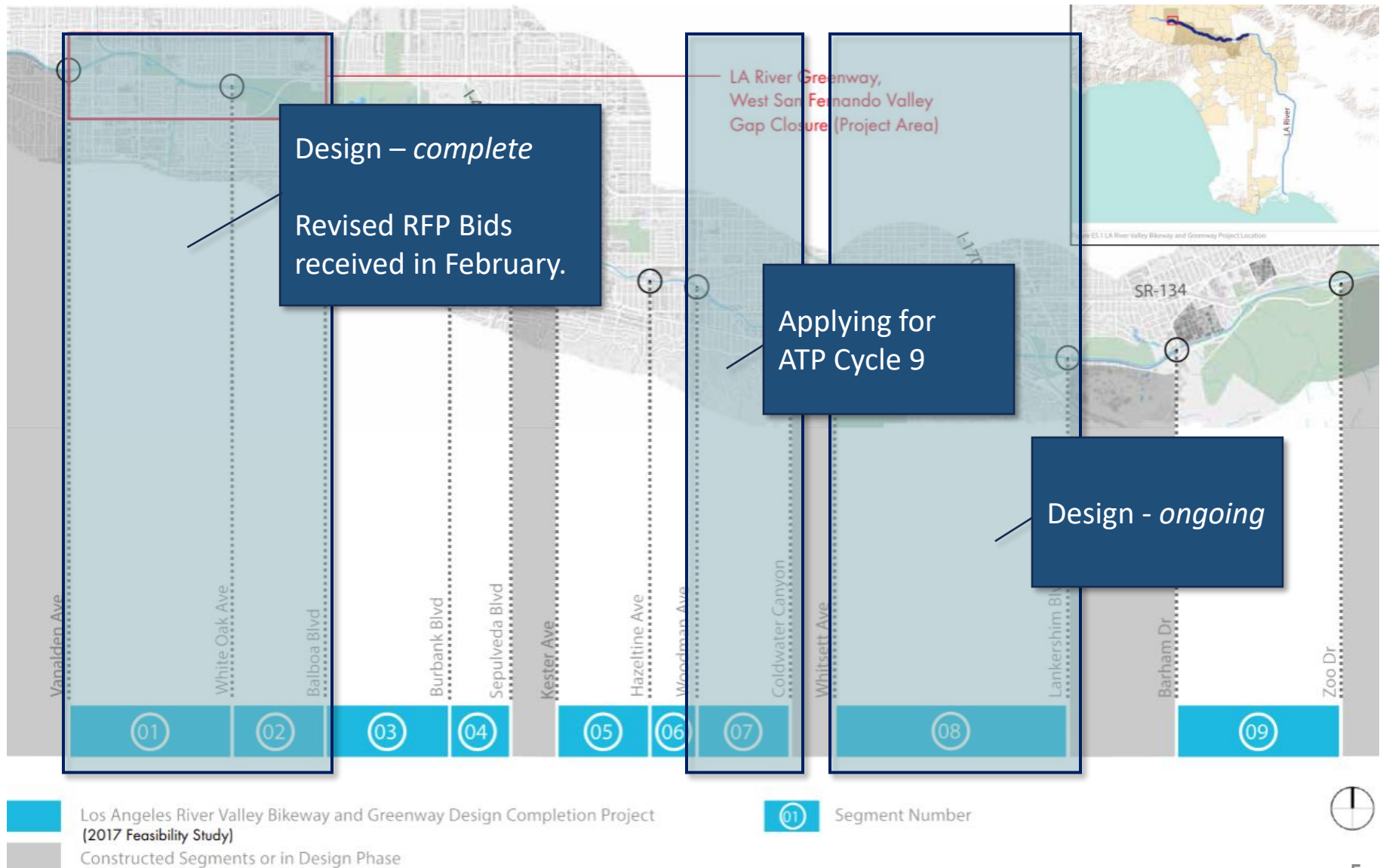
- > LA Bureau of Engineering is leading all phases of development, including operations and maintenance
- > 13 miles of bikeway gap closures
 - 9 segments: Vanalden Ave to Forest Lawn Dr
 - Design of all segments to be complete by 2029; construction of all segments expected by 2032
- > Latest cost estimate for all segments is \$202M
- > Segments 1 & 2 Cost is \$95.4M including contingency funded with:
 - \$40M from Measure M Expenditure Plan
 - \$10M in MAT funding for Segments 1 & 2
 - \$18.6M ATP Cycle 4 funding
 - \$22.9M City Funds
 - \$3M Prop 68 funds (Santa Monica Mountains Conservancy)
- > Remaining Segments Funding
 - \$34M in ATP Cycle 6 funding for Segment 8
 - \$20M Measure M Expenditure Plan
 - City of LA seeking remaining funding



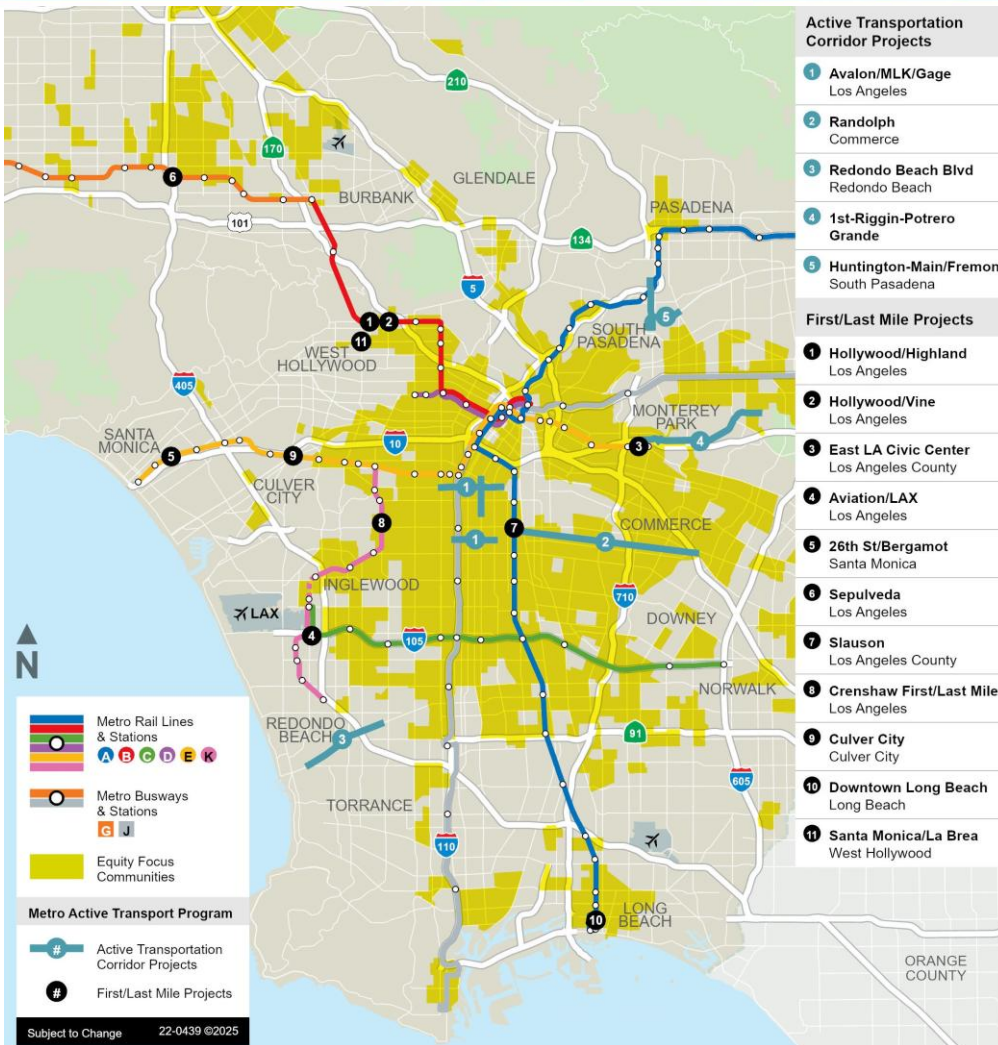
Segment of LA River Bike Path completed in 2014

Update since March MMITOC meeting:
Selected firm for construction contract.
Secured some additional local funding. Metro funding agreement amendment in progress.

Complete LA River Bike Path (San Fernando Valley)



Metro Active Transport Program Cycle 1



> \$63.1M awarded in 2021 and \$6.4M awarded in 2025 to projects in 10 jurisdictions:

- 11 First/Last Mile Projects
- 5 Active Transportation Corridor Projects

> Most projects in Planning and Design Phase and programmed between FY2022 and FY2029

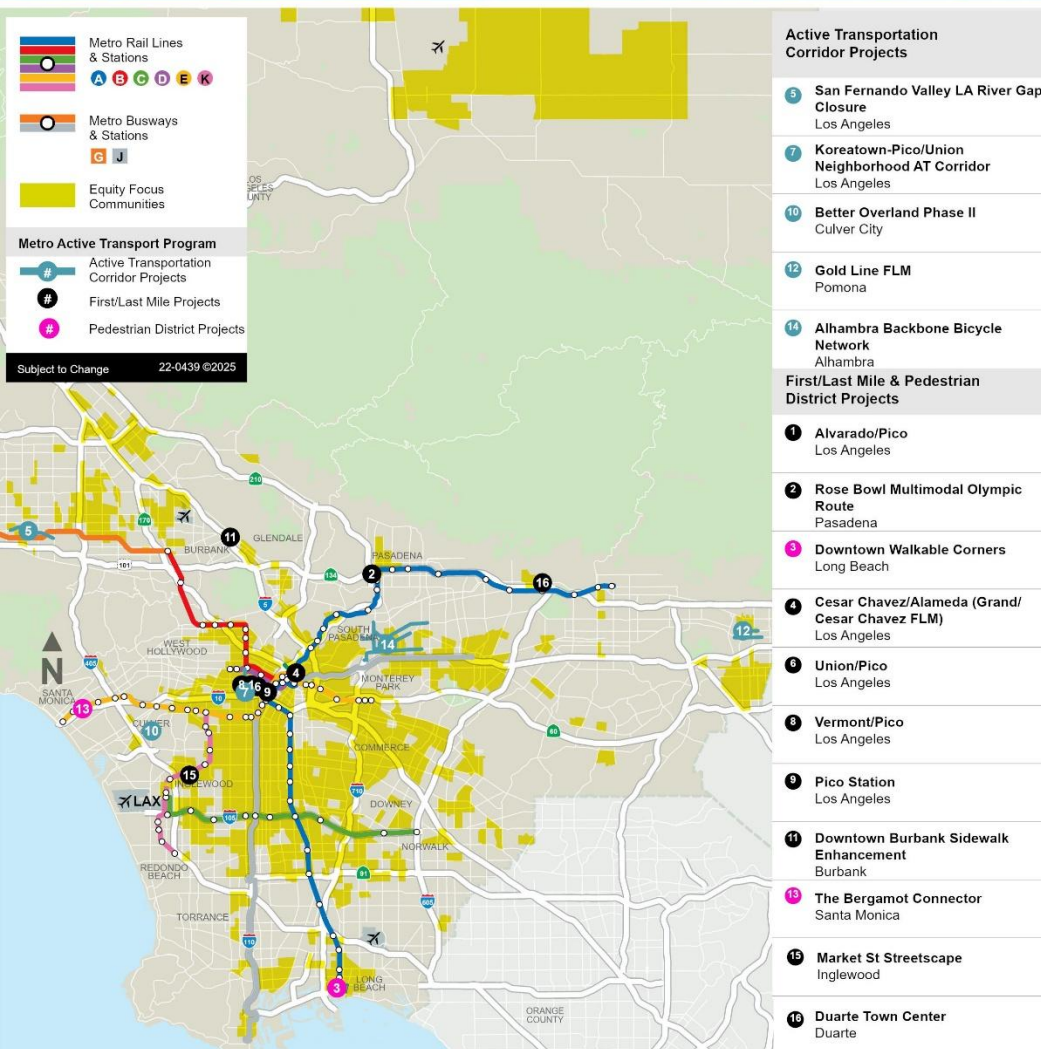
> Approximately \$63.3M remains to be expended as of May

Update since March MMITOC meeting:
None

Total
Programmed
\$69,500,000

Total Expended
\$6,214,365

Metro Active Transport Program Cycle 2



- > \$85.5M awarded to 10 jurisdictions in Fall 2025:
 - 9 First/Last Mile Projects
 - 2 Pedestrian District Projects
 - 5 Active Transportation Corridor Projects
- > Most funding is for construction phase and programmed between FY 2026 and FY 2030
 - 3 awards require completion for 2028 Games; 8 are Games-supportive
- > Projects include:
 - 30.5 miles of active transportation improvements including 28.3 miles of bike lanes/paths
 - Improvements to crosswalks, signals, curb extensions, curb ramps, and traffic calming/diversion for safer access to 11 transit stops/stations

Update since March MMITOC: Funding Agreements and Cooperative Agreements being drafted and executed.

Thank you



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metro.net/about/active-transportation/



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