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

Agenda - Final

Wednesday, September 2, 2026

10:00 AM

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Measure M Independent Taxpayer Oversight Committee

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

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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 not withstanding 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.

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

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

LIMITED ENGLISH PROFICIENCY

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

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

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Board Clerk Email - boardclerk@metro.net

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

Live Public Comment Instructions:

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

The Meeting begins at 10:00 AM Pacific Time on September 2, 2026; you may join the call 5 minutes prior to the start of the meeting.

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

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

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 2 de Septiembre de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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

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

Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR 2026-0610

RECOMMENDATION

RECEIVE remarks by the Chair.

2. SUBJECT: MINUTES 2026-0611

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held June 3, 2026.

Attachments: MINUTES - Measure M June 3, 2026

3. SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS 2026-0534

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

4. SUBJECT: LOCAL RETURN 2026-0558

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

5. SUBJECT: STATE OF GOOD REPAIR 2026-0575

RECOMMENDATION

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

Attachments: Presentation

6. SUBJECT: MMITOC ORAL REPORT ON TRANSIT & HIGHWAY PROJECTS 2026-0468

RECOMMENDATION

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

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

7. SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES 2026-0533

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: Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2026-0612

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 #: 2026-0611, **File Type:** Minutes **Agenda Number:** 2.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
SEPTEMBER 2, 2026**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held June 3, 2026.

Metro

MINUTES

Wednesday, June 3, 2026

10:00 AM

Measure M Independent Taxpayer Oversight Committee

DIRECTORS PRESENT:
Ryan Campbell, Vice Chair
Michael Moore
Paul Rajmaira
Jesse Soto

CALLED TO ORDER: 10:10 A.M.

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR 2026-0377

RECEIVED remarks by the Chair.

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

2. SUBJECT: MINUTES 2026-0421

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

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

3. SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT 2026-0326

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

Director Campbell noted that this is the first year the committee has received a 10-Year Comprehensive Expenditure Plan and expressed interest in seeing a comparison between the 5-Year and 10-Year plans.

There was a discussion between Director Rajmaira and staff regarding decreasing financial capacity, transportation needs, and the planning process used to identify and prioritize projects. Director Rajmaira asked whether decreasing financial capacity corresponds to decreasing transportation needs and inquired about the assessments and strategic outlook used to inform long-term planning. Staff explained that project planning and delivery are guided by the Measure M Ordinance, long-range planning efforts, and ongoing Board review of project needs and priorities.

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

****

RC = R. Campbell	MM = M. Moore	PR = P. Rajmaira	JS = J. Soto	VT = V. Tanzmann	LB = L. Briskman

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

4. SUBJECT: ORAL REPORT ON THE FY27 BUDGET **2026-0337**

RECEIVED oral report on review of the FY27 Budget.

Director Moore asked about fluctuations in Capital Investment Grant (CIG) funding. Staff explained that the budget represents a snapshot in time and that funding levels may vary from year to year.

Director Campbell inquired about Olympic funding and whether the anticipated funds had been received. Staff noted that Los Angeles received approximately $90 million, with a portion allocated directly to Metro. Director Campbell also asked whether a report comparing assumptions to actual revenues is available. Staff responded that this analysis is being tracked and will be a major focus of the decennial review.

Director Moore asked about the extension to Claremont. Staff explained that service is currently open to Pomona and that the Foothill Gold Line Construction Authority is planning the extension to Claremont.

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

5. SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS **2026-0330**

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)
P	P	P	P	A	A

6. SUBJECT: LOCAL RETURN **2026-0321**

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)
P	P	P	P	A	A

7. SUBJECT: STATE OF GOOD REPAIR **2026-0333**

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

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

8. SUBJECT: MMITOC ORAL REPORT ON TRANSIT AND HIGHWAY PROJECTS **2026-0219**

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

Regarding the K Line Northern Extension, Director Campbell asked whether West Hollywood needs to justify the buildout. Staff explained that the Locally Preferred Alternative (LPA) is contingent upon West Hollywood's ability to form a district that would create financing committed to the project to fill the funding gap.

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

9. SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES **2026-0314**

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)
P	P	P	P	A	A

ADJOURNED AT 11:49 A.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

Collette Langston, Board Clerk

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

File #: 2026-0534, **File Type:** Oral Report / Presentation **Agenda Number:** 3.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
SEPTEMBER 2, 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 three of fiscal year 2025 (FY25) and fiscal year 2026 (FY26), 2) FY26 budget versus actual data for Metro operations and maintenance through third quarter, 3) Measure M transit fund allocations for Los Angeles County transit operators, expenditures and associated operating statistics through third quarter, and 4) an update on Metro's World Cup Games Enhanced Transit Service.

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 third quarter of FY26, Metro increased vehicle revenue hours, demonstrating that Metro continues to improve services for customers who rely on Metro.

Prepared by: Joseph Forgiarini, Senior Executive Officer, Service Development, (213) 418-3400
Cosette Stark, Executive Officer, Local Programming, (213) 922-2822
Hasmig Chilingarian, Senior Manager, Transportation Planning, (213) 922-3066
Harrison Sutton, Transportation Planner, (213) 922-5474

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

September 2, 2026 | Measure M Independent Taxpayers Oversight Committee

Metro

Efficiency & Effectiveness Metrics

Q3 FY25 vs. Q3 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 thru March 31, 2025				July 1, 2025 thru March 31, 2026			
Metro	UPT	VRH	UPT/VRH	Ops $/VRH	UPT	VRH	UPT/VRH	Ops $/VRH
Bus	183,520,228	5,161,275	35.56	$ 243.41	174,038,029	5,173,787	33.64	N/A
Rail	51,825,622	949,429	54.59	762.66	52,463,828	993,281	52.82	N/A
Systemwide	235,345,850	6,110,704	38.51	$ 323.16	226,501,857	6,167,068	36.73	N/A

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

VRH Increased

	July 1, 2025 - March 31, 2026			
Metro Transit	Budget	Actuals	(Over)/Under Budget	Actuals %Budget
Operations and Maintenance	$ 2,132.6	$ 1,895.5	$ 237.1	88.9%

Represents all Metro fund sources, including Measure M

Within Budget

Q3 FY26 Transit Operations Allocation, Expense & Service

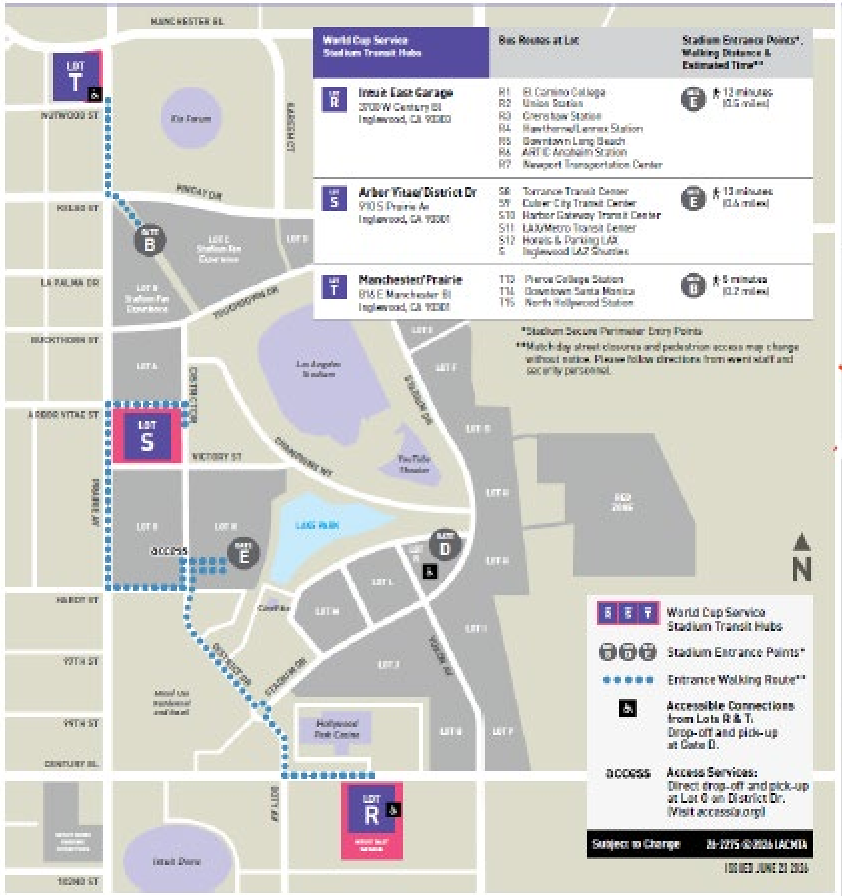
FY 26 Metro

Agency	FY26 MM 20%	FY26 Actuals	Annual Budget*	% of Budget MM	Q3 VRH	Q3 UPT
Arcadia	$ 169,890	$ 142,418	$ 3,134,000	5.42%	1,452	3,159
Claremont	59,155	59,156	665,943	8.88%	415	3,400
Commerce	239,956	179,967	7,118,200	3.37%	1,249	12,559
Culver City	2,653,580	1,990,185	34,029,437	7.80%	3,742	103,250
Foothill	14,015,784	20,199,059	173,699,370	8.07%	105,155	1,276,043
Gardena	2,617,634	1,963,227	36,631,916	7.15%	7,090	137,148
La Mirada	40,952	30,714	1,353,000	3.03%	163	793
Long Beach	11,976,436	8,982,327	136,955,907	8.74%	46,808	1,392,904
Montebello	3,913,419	2,935,065	37,805,500	10.35%	22,579	257,588
Norwalk	1,459,050	1,094,289	20,034,444	7.28%	5,487	77,404
Redondo Beach	324,068	284,712	4,668,053	6.94%	1,365	9,594
Santa Monica	9,850,578	3,940,231	97,036,795	10.15%	34,268	715,349
Torrance	3,148,885	2,641,674	47,011,850	6.70%	15,617	225,312
Antelope Valley	3,183,347	2,387,511	47,132,716	6.75%	9,431	99,908
Santa Clarita	1,940,477	1,455,357	29,000,963	6.69%	11,520	145,500
LADOT	7,138,671	5,354,004	72,920,916	9.79%	28,153	267,168
Metro Bus	142,555,807	216,000,000	1,872,000,000	7.62%	750,423	25,693,889
Total	**$ 205,287,689**	**$ 269,639,896**	**$ 2,621,199,010**		**1,044,917**	**30,420,968**

Unaudited data
FY26 Actuals column Includes Q3 data.
Highlighted cells show improvements from Q3 FY25
*Represents total budget to be funded by multiple funding sources, including Measure M.

Source: Metro Local Programming Measure M Transit Operator Quarterly Reports

WCGETS Service Plan



LOS ANGELES WORLD CUP HOST CITY SUPPORTER

Metro OFFICIAL PUBLIC TRANSIT PROVIDER

This is a team event...

WCGETS Ridership

Route	Description	12-Jun	15-Jun	18-Jun	21-Jun	25-Jun	28-Jun	2-Jul	10-Jul	Total
R1	El Camino College	693	708	404	448	852	1,494	1,270	802	6,671
R2	Union Station	4,052	4,852	4,902	4,868	3,436	5,316	4,972	4,370	36,768
R3	Crenshaw Station	541	788	868	1,114	532	1,290	1,374	1,054	7,561
R4	Hawthorne/Lennox Station	1,379	2,134	2,160	2,544	1,622	2,144	2,752	2,536	17,271
R5	Downtown Long Beach	766	868	912	1,108	1,158	1,092	972	612	7,488
R6	ARTIC Anaheim Station	1,436	1,858	2,504	3,062	1,866	2,970	2,634	1,980	18,310
R7	Newport Transportation Center	454	574	494	714	544	584	602	492	4,458
S10	Harbor Gateway Transit Center	650	1,040	840	1,100	640	1,074	918	556	6,818
S11	LAX/Metro Transit Center	2,130	2,658	2,800	3,080	2,354	3,100	2,556	2,894	21,572
S12	Hotels & Parking LAX	2,449	3,236	3,818	3,594	3,566	4,172	4,382	4,464	29,681
S8	Torrance Transit Center	696	1,112	1,256	1,210	982	1,230	1,130	758	8,374
S9	Culver City Transit Center	954	2,118	1,940	2,216	2,276	2,574	2,158	2,062	16,298
T13	Pierce College Station	564	1,476	1,156	1,336	660	1,018	1,026	742	7,978
T14	Downtown Santa Monica	937	1,258	1,596	1,732	1,934	1,830	1,754	1,588	12,629
T15	North Hollywood Station	840	1,526	1,462	1,698	1,014	1,648	1,644	1,156	10,988
	Total	**18,541**	**26,206**	**27,112**	**29,824**	**23,436**	**31,536**	**30,144**	**26,066**	**212,865**

Rail World Cup Ridership

Route	Description	12-Jun	15-Jun	18-Jun	21-Jun	25-Jun	28-Jun	2-Jul	10-Jul	Total
	A Line	1,372	4,673	12,522	3,829	11,418	6,455	32,134	403	72,806
	B Line	(1,381)	1,094	7,567	15,460	2,097	16,718	1,297	-9	42,843
	C Line	5,966	4,323	6,758	7,970	5,224	9,021	5,996	5,595	50,853
	D Line	1,060	388	20,712	562	2,118	-315	1,931	53	26,508
	E Line	20,179	4,891	10,386	-2,081	3,961	2,374	9,222	3,931	52,863
	K Line	2,886	3,669	3,209	3,436	3,186	5,320	3,065	2,394	27,165
	Total	**30,082**	**19,038**	**61,154**	**29,176**	**28,004**	**39,573**	**53,645**	**12,366**	**273,038**
	% Increase	9%	7%	25%	23%	11%	30%	19%	4%	18%

WCGETS + Rail World Cup Ridership

		12-Jun	15-Jun	18-Jun	21-Jun	25-Jun	28-Jun	2-Jul	10-Jul	Total
	Total	**48,623**	**45,244**	**88,266**	**59,000**	**51,440**	**71,109**	**83,789**	**38,432**	**485,903**

WCGETS Control Centers/Safety Security ESOC/Speed & Reliability

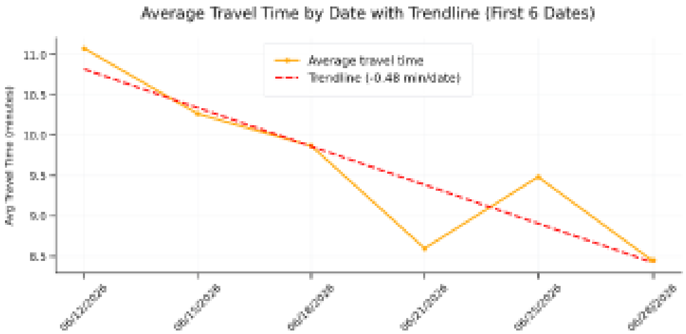
FY 26 Metro

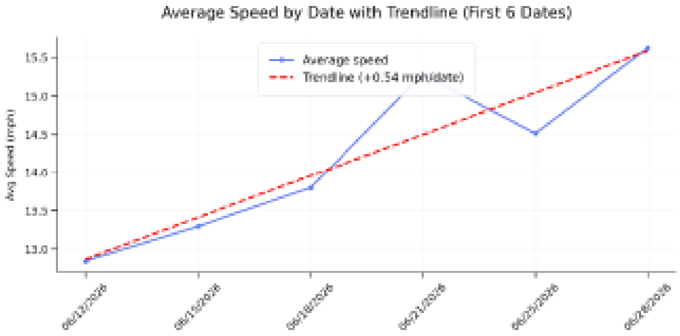
WCGETS OC – Bus Ops

EOC – Multidisciplinary

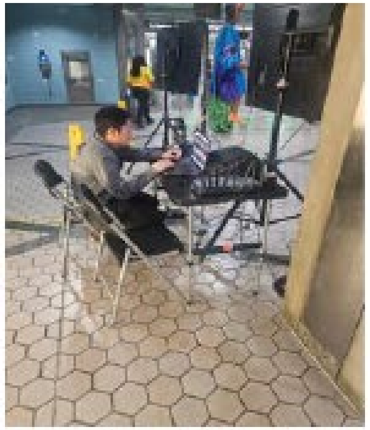
Speed & Reliability

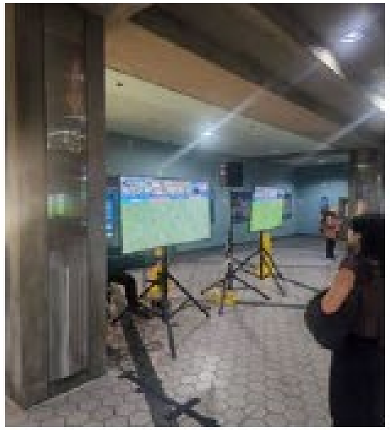
26 Los Angeles World Cup Host City Supporter — Metro

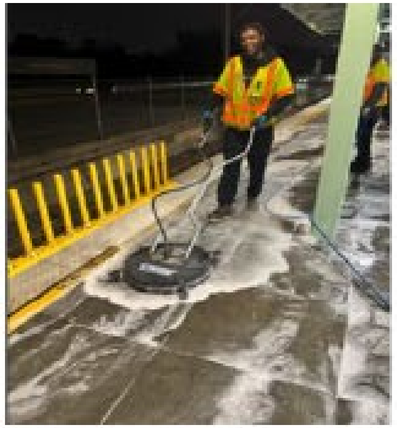




Station and Terminal Operations, Infrastructure, Park and Rides







Metro Values in Practice (MVP), TAP Payments, Accessibility & Heat Mitigation, Surprise and Delight

100% Filled for World Cup Assignments
- MVP Assignments: 5,000+ and 500 reassignments
- 1,700 registered for an average of 3 days
- 25 days, 44 locations

MVP Success Kit & Distribution Day
- Jersey, Bucket Hat, Backpack
- Water bottle
- Foam Finger

Employee Experience & Program Flexibility
- Employee survey
- Meals for all employees
- Employee parking options & shuttle to stadium
- Continuous coordination & communication with partners in real time

TAP Payments
- Over 500,000 open payment transactions to date
- More than 41,000 commemorative cards sold

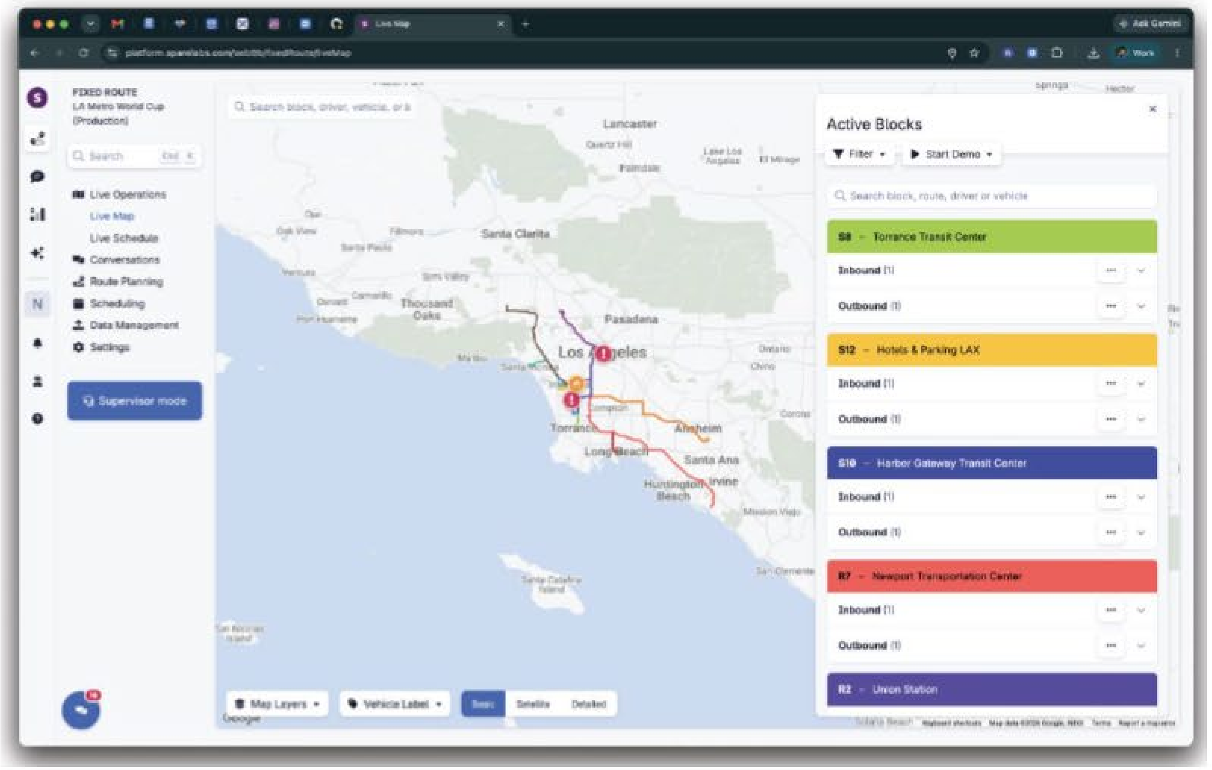
Heat Mitigation – hydration stations, canopies, misters

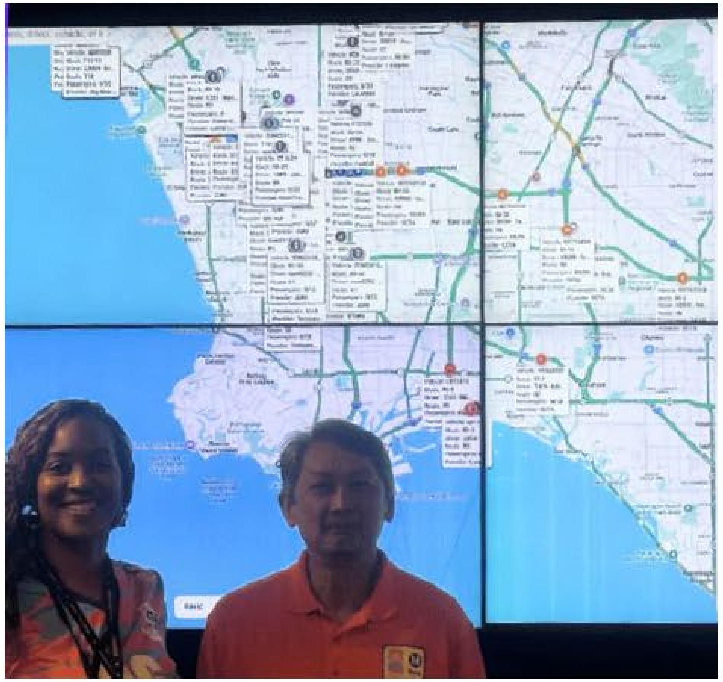
Accessibility - calming pod pilot, language pins

Surprise and Delight – 18 activations with 25+ local orgs

26 LOS ANGELES WORLD CUP HOST CITY SUPPORTER | Metro OFFICIAL PUBLIC TRANSIT PROVIDER

Technology





LOS ANGELES WORLD CUP HOST CITY SUPPORTER

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Board Report

File #: 2026-0558, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
SEPTEMBER 2, 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 fourth 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 raised by 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 supporting 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 programs' requirements for audit compliance. Staff also worked with cities that have funds due to lapse by proposing to create Capital Reserve accounts so those jurisdictions may have additional time to complete larger projects. Those Capital Reserve accounts received Metro Board approval in July 2026.

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 for the region and will inform the planned

Quality of Life Scorecard of the data so they may accurately and fairly assess how the pass-through funding supports local infrastructure.

ATTACHMENT

Attachment A - Motion 20 - Metro Bus Shelters Motion

Prepared by: Chelsea Meister, Senior Manager, Transportation Planning, Local Programming, (213) 922-5638
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Cosette Stark, Executive Officer, Finance, (213) 922-2822

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

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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;

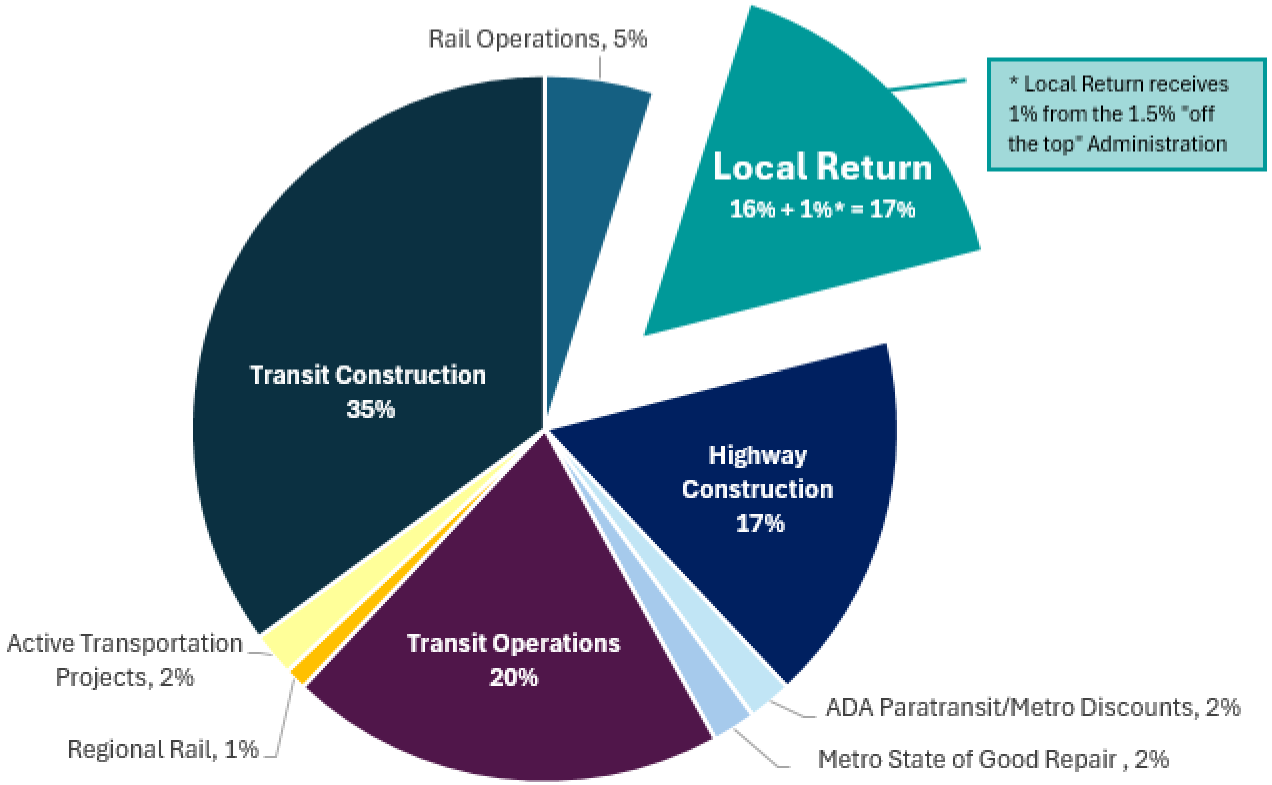
F. As part of the annual local return audit, report on the progress of installing and maintaining bus stop amenities by jurisdiction; and

G. Report back on the above action items in 120 days.

Measure M Local Return

Measure M Oversight Committee
Local Programming
September 2026 update

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**

Metro

Local Return – Updates

Measure M Updates

- Local Return audits will begin in October
- Multiple emails/phone calls/outreach were sent to cities regarding lapsing funds – goal for no audit findings in this category for FY26
- FY26 Measure M Capital Reserves for City of Bell, Beverly Hills, Lawndale, Palmdale, Rolling Hills Estates, San Dimas, and Santa Monica approved July 23rd for a total of $10,735,666 of Measure M Local Return funds being placed on reserve

New Local Return Guidelines

- Modernizes guidelines
  - Accounts for changing transit landscape
  - Incorporates online database
  - Removes outdated procedures and requirements
- Consolidates 3 separate guidelines into one document
- Metro Board Consideration in Late Fall

Metro

Local Return – Updates

Metro Board Bus Shelters Motion (Motion 20)

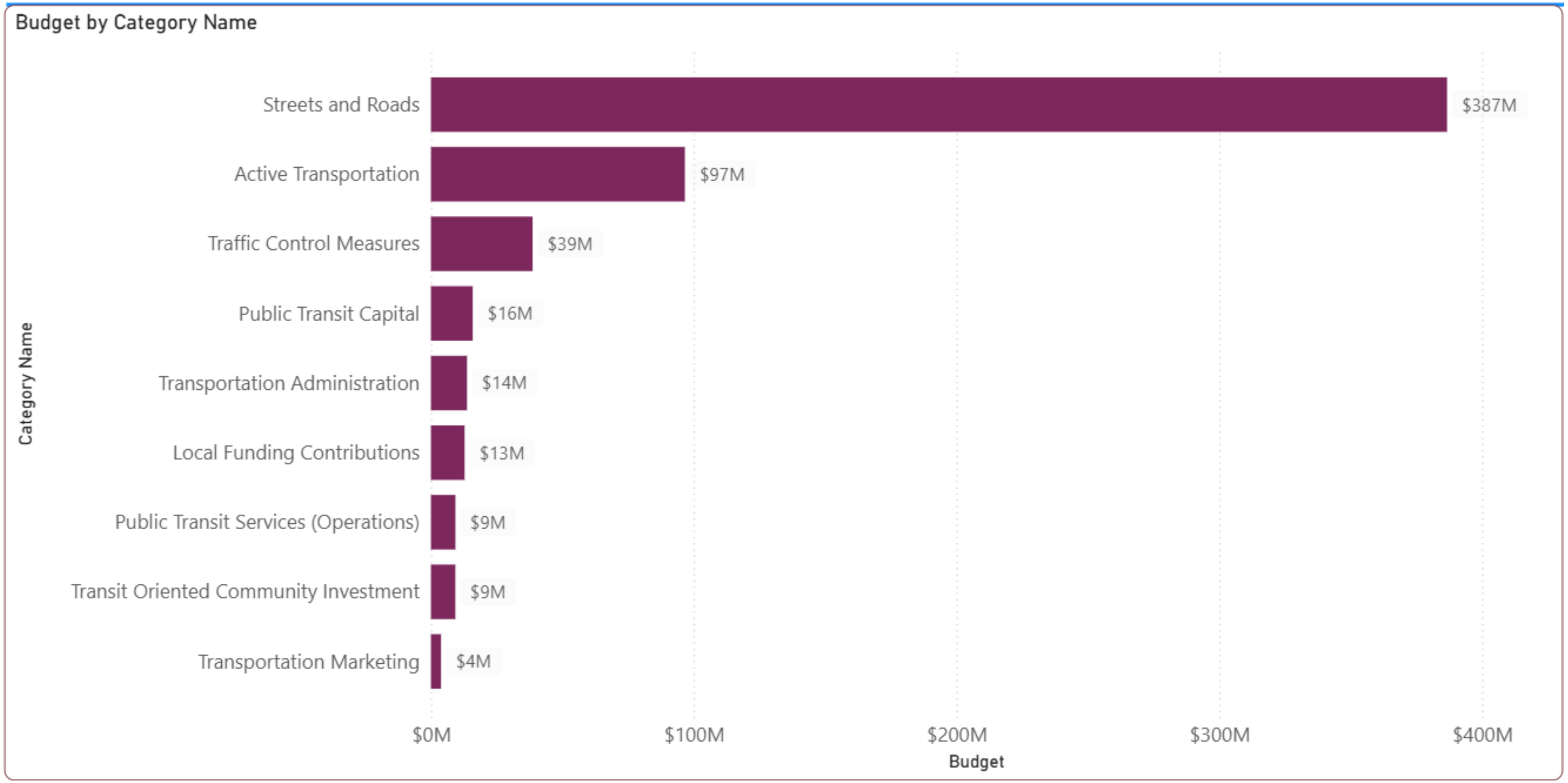
- Investigate Local Return investments in bus stops and other efforts
- To date, 3 cities are using Measure M LR funds for bus stops
    - City of Los Angeles, Baldwin Park, and West Covina
- Most cities use other local return sources for bus stop improvements
- This will inform planned Quality of Life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

Metro

FY26 Measure M Local Return Fund Usage

Approved Budget 2026 $587M

Total No of Projects in 2026 761



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THANK YOU

Questions?

Local Programming

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Board Report

File #: 2026-0575, **File Type:** Oral Report / Presentation **Agenda Number:** 5.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
SEPTEMBER 2, 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. ETAM assesses all of Metro's structures and facilities to prevent major disruption of service to Los Angeles communities. Ensuring a state of good repair directly benefits riders, particularly low-income riders without access to a vehicle and others who are more reliant on public transportation for their daily needs.

Prepared by: Denise Longley, Executive Officer, Administration, (213) 922-7294
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Reviewed by: Kenneth Hernandez, Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990

Measure M Independent Taxpayer Oversight Committee

Enterprise Transit Asset Management

State of Good Repair

September 2, 2026

Metro

Transit Asset Management – Accomplished as of FY26 Q4

Continued Condition Assessments:

- Structures Inspections Contract: 7-year contract for FY20-26 inspections: 67 of 67 inspections were completed and contract closed as of Q4.
- Facility Condition Assessments required per FTA TAM Rulemaking: 67 of 67 inspections were completed as of Q4.
- 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:

- April 2026: Confirmed participants in FY26 Group TAM.
- May 2026: Received updated asset inventories from participants.
- June 2026: Calculated Group TAM Performance.

Metro

Transit Asset Management – In Progress

Condition Inspections:

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

New Asset Onboarding:

- Continued collecting asset records on New Extensions per NTD reporting requirements.
- Updated asset inventories for 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:

- July 2026: Group TAM – FY26 develop unified targets for NTD 10/30/2026 deadline.
- 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.

Metro

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)			
			①	② = ⑥ / ⑤	② = ①	③ = ⑩ / ⑨	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪
	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	"Active" Asset Count	Meet/Exceeded ULB (NTD Method‡)	Average Age	Total Asset Estimate	"Active" Asset Estimate	Meet/Exceeded ULB (NTD Method‡)	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.

* *HR 2025 target not met: Metro anticipated 26 HR4000s would be in service in FY25, however, only 14 HR4000's 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	Facilities Below TERM Condition 3
Facilities	Passenger Facilities (Stations & Parking)	625.43(d): Facilities. The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0.00%	0.00%	Met	0%	290	238	0
Facilities	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	Average Performance Restriction
Infrastructure	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	0.00 miles
Infrastructure	Light Rail (LR)		4.00%	2.89%	Met	4%		191.82 miles	5.54 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.

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Thank you!

Enterprise Transit Asset Management

State of Good Repair

Metro

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Board Report

File #: 2026-0468, **File Type:** Oral Report / Presentation **Agenda Number:** 6.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
SEPTEMBER 2, 2026**

SUBJECT: MMITOC ORAL REPORT ON TRANSIT & 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 July 2026 (<https://boardagendas.metro.net/board-report/2026-0029/>).

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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Reviewed by:

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Transit & Highway (Capital) Update

Measure M Oversight Committee

September 2026

Metro

Transit / Highway Engineering and Construction

Construction Projects

- Westside Purple Line – Section 3
- G Line BRT Improvements
- North Hollywood to Pasadena BRT
- I-5 North County Enhancements
- I-105 Express Lanes
- East San Fernando Valley Transit Corridor

Alternative Delivery Projects – Phase 1

- Vermont 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%) OK
	Variance from Revised Budget:		$0M (0%)	$0M (0%) OK

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%) OK

**Based upon executed modification.*

OK On target ◇ Possible problem (5-10% variance) ! Significant Impact (over 10% variance)

Westside Purple Line Extension Section 3

Safety

Project Construction Hours: 5,757,031;

Recordable Injury Rate: 1.56 vs. National Average: 2.3.

- C1151: Project Hours: 2,095,884; Recordable Injury Rate: 2.29
- C1152: Project Hours: 3,661,147; Recordable Injury Rate: 1.15

Updates

Overall Project Progress is 85% complete.

Construction Contract Progress is 85% complete.

- Final design progress is 99.5% complete.
- **UCLA Station:** Main entrance interior walls completed, exterior walls are ongoing. Began installation of escalators and elevator frames. Northeast Entrance excavation completed. Equipment installation and Mechanical/Electrical/Plumbing works ongoing. Permanent power energization completed.
- **VA Hospital Station:** Main station box interior walls and main entrance concrete placement ongoing. Main box backfill began. North Entrance Plaza concrete and permanent power energization completed. Began installation of elevator frames.
- **Tunnels:** Running rail completed. Continued special trackwork, lighting, fire sprinkler system and trainway feeder installation. Cable pulling continued in Reach 6 and 7.
- **Systems Testing:** Local Field Acceptance Testing began at UCLA and VA Hospital Stations and tunnels.
- **VA Hospital Parking Structure:** Continued parking structure work, stair towers and columns. Electrical and plumbing work ongoing.

Equity

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

Westwood/UCLA Station: Completed Northeast Entrance Excavation and Waterproofing Installation

Westwood/VA Hospital Station: Main Box Backfill Operation

Tunnels: Completed Running Rail Installation

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%) OK
	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%) OK
	Variance from Revised Schedule:		N/A	N/A

OK On target
Possible problem (5-10% variance)
! Significant Impact (over 10% variance)

G Line BRT Improvements

Safety

Project Construction Hours: 338,984;
Recordable Injury Rate: 2.36 vs. National Average: 2.3.

Updates

Overall Project Progress is 35% complete.

Construction Contract Progress is 15% complete.

Design

- Traffic Signal Reservicing (TSR) Preliminary Design Review (PDR) under development
- **Gated Intersection:** 85% design under review
- B Line fiber Segment 3 AFC design approved, Segments 1 and 2 are under review
- Bus detour of Sepulveda Station implemented March 27, 2026

Construction

- **Construction:** Van Nuys bridge 76% complete, station 3% complete
- **Construction:** Vesper bridge 50% complete
- **Construction:** Sepulveda bridge 7% complete
- **Construction:** B Line Tunnel Fiber 22% complete
- Potholing Gated Intersections complete

Equity

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

Project Map

Setting Cages for CIDH Piles at Sepulveda

Installing Straps Van Nuys MSE Walls 3-4

Fiber Installation in B Line Tunnel

North Hollywood to Pasadena BRT

BUDGET	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	$428.99M	N/A	$367M - $465M	$428.99M
	Variance from Original Budget:		$-62M (-14.4%) - $36M (8.4%)	$0M (0%) OK
	Variance from Revised Budget:		N/A	N/A

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	December 2027	N/A	Fall 2027	Summer 2028
	Variance from Original:		N/A	+253d (23.8%) !
	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.

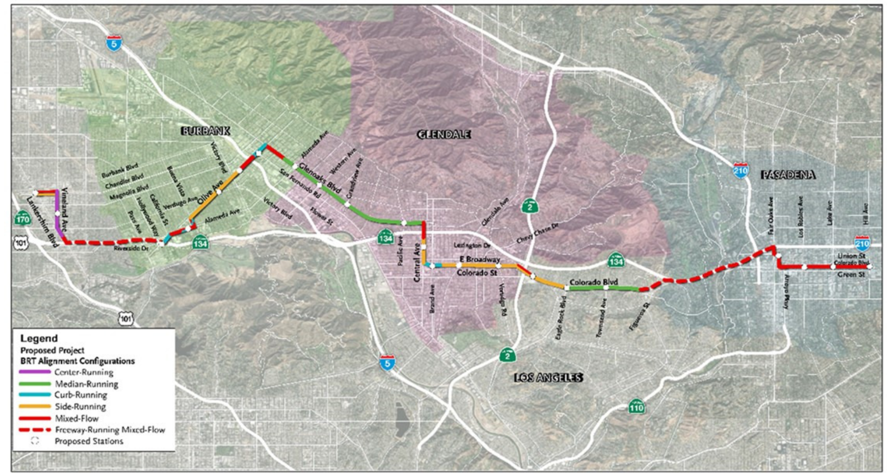
Updates

Overall Project Progress is 35% complete.
Construction Contract Progress is 1% complete.

- 100% Glendale design package submitted to City and under review
- Groundbreaking ceremony in Glendale May 27th
- Life of Project (LOP) budget of $429M approved at May 2026 board meeting
- Approved For Construction (AFC) design package for Burbank submitted to City
- Pasadena Segment Early Works Package approved (Construction began April 2026)

Equity

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



Project Map

Colorado and Lake Westbound Station Construction

Holly and Arroyo Westbound Station Construction

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%) OK
	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**	**Spring 2027***
	Variance from Original:		+180d (10.0%)	+276d (15.4%) !
	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: 1,433,301;
Recordable Injury Rate: 1.67 vs. National Average: 2.3.

Updates

Overall Project Progress is 64% complete.
Construction Contract Progress is 74% complete.
March–May 2026:

- Roadway work included drainage, electrical, grading, southbound and northbound shoulder paving, and the 30-day Hasley closure.
- Structural work progressed on 4 bridges and 15 walls through widening, construction, and finishing activities.
- Key work included southbound paving, retaining wall 2940, north-end drainage improvements, and Soundwall 2773.

Equity

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

I-5 North County Enhancements Project Map


Drainage System 222 Installation


Concrete Barrier Pour at RW 2490


AC Paving NB Gavin Canyon

I-105 Express Lanes

BUDGET	Original Budget*	Revised Budget	Previous Forecast	Current Forecast
	$1,510M	**N/A**	**$1,510M**	**$1,510M**
	Variance from Original Budget:		$0M (0%)	$0M (0%) OK
	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**	**Summer 2029**
	Variance from Original:		+0d (0%)	+68d (1.3%) OK
	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 December 2027.*

I-105 Express Lanes

Safety

Project Construction Hours: 613,067;
Recordable Injury Rate: 1.63 vs. National Average: 2.3.

Updates

Overall Project Progress is 30% complete.

Construction Contract Progress is 28% complete.

Segment 1

- Construction is 60% complete.
- Construction is on-going for new sound walls, new retaining walls, bridges widening work and electrical work.
- Roadside Toll Collection System (RTCS) 100% Design is under Caltrans review and pending encroachment permit.
- Project team continues working with Caltrans and Metro Rail Operations and Maintenance for the work schedule in the freeway median adjacent to the C Line.

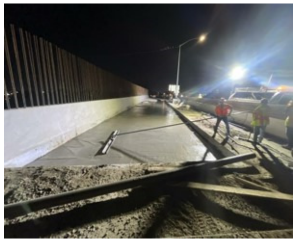
Segments 2 and 3

- Seg 3 100% design package was revised and resubmitted.
- Seg 2 100% design updates are in progress per Caltrans comments.
- Seg 3 construction is expected to start in July 2026.
- Seg 2 construction is expected to start in October 2026.
- ROW acquisition appraisal process is completed and offer packages are being finalized.
- Project is working with Metro's financial advisors to secure toll backed debt financing.
- Seg 3 design is coordinating with the Southeast Gateway Line project.

Equity

Report completed and no update this month.

Project Map



Lean Concrete Base for Outside Widening

Completion of Soundwall Construction

Setting of HUB Building

East San Fernando Valley Transit Corridor

BUDGET				
	Original Budget*	Revised Budget	Previous Forecast	Current Forecast
	$3,999M	N/A	$3,573M - $3,999M	$3,999M
	Variance from Original Budget:		$-426M (-10.6%) - $0M (0%)	$0M (0%) OK
	Variance from Revised Budget:		N/A	N/A

**Original LOP Budget was established based on the Board approval in May 2026.*

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	September 2031	N/A	Fall 2031	Fall 2031
	Variance from Original:		N/A	+87d (2.8%) OK
	Variance from Revised Schedule:		N/A	N/A

OK On target — Possible problem (5-10% variance) — Significant Impact (over 10% variance)

East San Fernando Valley Transit Corridor

Safety

Project Construction Hours: 468,909;
Recordable Injury Rate: 1.28 vs. National Average: 2.3.

Updates

Overall Project Progress is 23% complete.
Construction Contract Progress is 23% complete.
Real Estate

- Maintenance & Storage Facility - 15 of 19 parcels acquired
- Traction Power Substations - 6 of 14 parcels acquired
- 51 businesses relocated

PDB Contract

- Final Design is at the project-wide 90% level.
- Abatement and demolition of structures at the site of the new Maintenance & Storage Facility.
- Water, power, and sewer utility relocations continue along Van Nuys Blvd.
- LADWP and SoCal Gas are completing self-perform utility relocations.

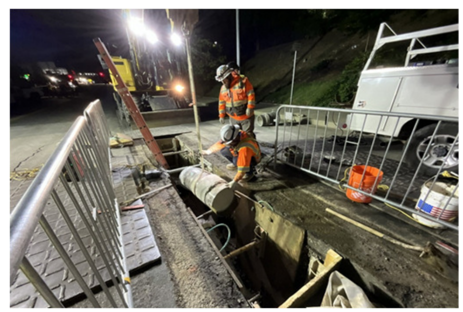
Light Rail Vehicle (LRV) Procurement

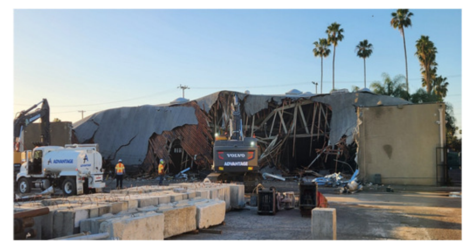
- LRV Manufacturing Contract scheduled for award in Fall 2026.

Equity

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

ESFV Project Map


Waterline installation on Van Nuys Blvd.


MSF Demolition

Projects without Life of Project (LOP) Budget

Engineering Projects/Preconstruction Phase

- **Vermont Transit Corridor**
- **Southeast Gateway Line**

Vermont Transit Corridor

BUDGET

	Approved Budget To Date	Previous Forecast	Current Forecast
Pre-Construction	**$198.46M***	**$198.46M**	**$198.46M**
Project	**N/A**	**$328M - $400M**	**$328M - $400M****
Variance from Approved Pre-Construction Budget:		$0M (0%)	$0M (0%) OK
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.*

***Forecast and Funding excludes the pre-authority costs in line with FTA Small Starts Grant.*

SCHEDULE

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

OK On target
Possible problem (5-10% variance)
Significant Impact (over 10% variance)

Vermont Transit Corridor

Safety

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

Updates

Overall Project Progress is 23% complete.
Pre-Construction Progress is 77% complete.
Design/Pre-Construction

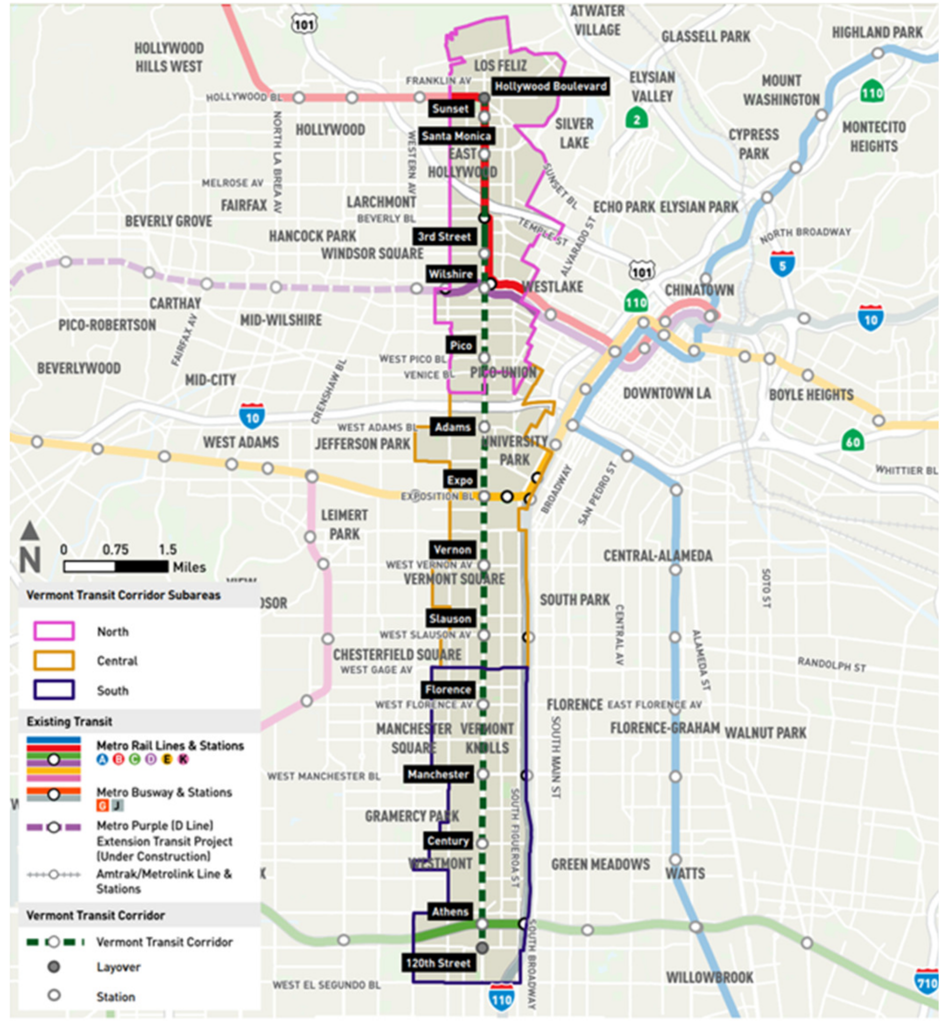
- Construction Manager/General Contractor Notice to Proceed issued March 13, 2026
- 60% Design Complete - Station Package 1
- Traffic signal poles scope reduced from 15 to 1, accepted by LADOT
- Ground Penetrating Radar survey work completed
- 100% Design for Advanced Utility Relocate complete
- Geotechnical borings complete and potholing underway
- OPC 1 process started
- Early Works Package 1 - Pavement and AUR pricing underway
- Executive Directive #16 measures finalized

Federal Transportation Authority (FTA)

- FTA Risk Assessment was completed March 17-19

Equity

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



Vermont - Project Map

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%) OK
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

Overall Project Progress is 3% complete.
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.
- Refining the 30% design for LRT elements

Advanced Works Construction Contract (CM/GC)

- EWP-01 additional hazmat sampling and testing planned execution in Q3 2026
- EWP-2 Advanced Utility Relocation is under development

Other work

- Self-performing utility relocations are in progress
- Construction Maintenance Agreement - Continue negotiations on agreement terms with UPRR/Ports/Caltrans
- Appraisals are underway. Property Impact Statements under development
- Draft Centralized Permitting Agreement under review by Cities

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%) OK
	Variance from Revised Budget:			$0 OK

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%) OK
	Variance from Revised Schedule:			N/A OK

**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 Bl Bus Priority Lanes -** Completed October 2024.
- **All Door Boarding** – BMV's installed. Hardware repairs ongoing.
- **Bus Bulbs (82 locations)**
  - Design began in Q2 FY25
  - First batch of 4 at 85% design. Second batch of 10 at 30% design.
- **5 Key Transfer Locations**
  - One location removed due to ESFV conflict.
  - Design began in Q2 FY25.
  - Construction to start in Q4 FY27.
- **Bus Shelters**
  - Installations for 393 Shelters began in Q3 FY25.
  - 114 Installed; 83 reported 'activated' with Real Time info in Q4 FY26.
- **Transit Signal Priority (7 Corridors)**
  - Installation began Q1 FY26.
  - Completion by Q2 FY27.
- **75 Battery Electric Buses**
  - Award of a contract for a Base Buy of 220 BEBs pending Board approval.
  - Using Washington State contract for up to 40 buses.
- **Opportunity & En-Route Charging**
  - Contract awarded in February. Design began in March 2026.
  - Construction planned via CMGC delivery and pending Board approval.
- **Service Frequency Improvements on Lines 152 (Roscoe) and 166 (Nordhoff)**
  - Implementation of first phase June 2024. Further improvements will be considered in FY27.
- **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

(#2026-0468)

September 2, 2026

Allison Yoh, Ph.D.
Senior Executive Officer

Metro

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

Metro

Eastside Transit Corridor Phase 2

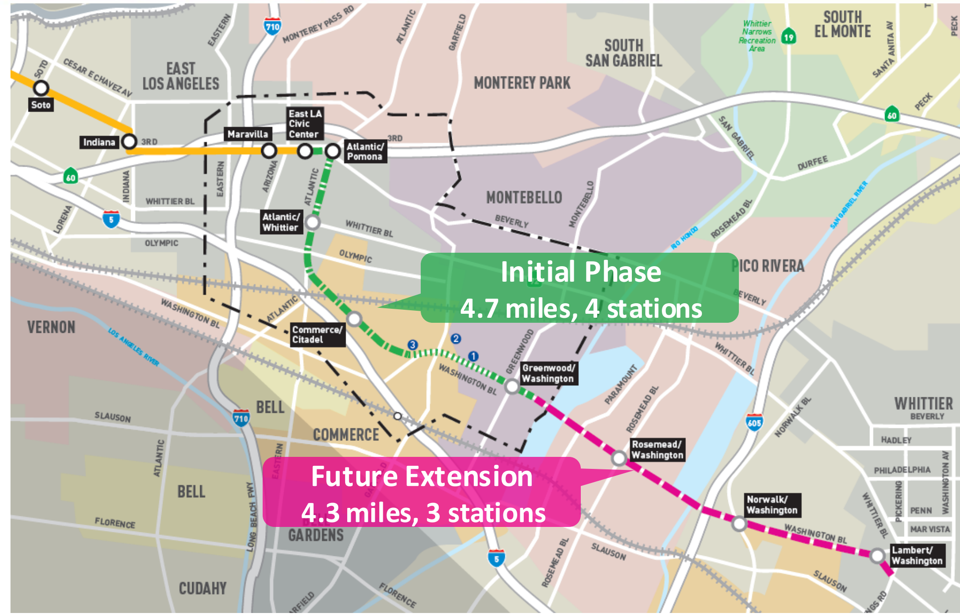
Phase	Environmental Review (National Environmental Policy Act)

Recent Activities

- May: Submitted state grant application to Transit and Intercity Rail Capital Program (TIRCP) Cycle 8
- May/June: Released federal Environmental Assessment (EA) for Initial Operating Segment (IOS); 30-day review ended June 26, with four public hearings. Continued increasing project visibility and Community Based Organization (CBO) engagement at local events.
- June: Successful entry into Capital Investment Grants (CIG) Program's Project Development (PD) phase with Federal Transit Administration (FTA) approval.
- July: Metro Board received the completed federal EA and approved a refined 9-acre Maintenance and Storage Facility (MSF) site in City of Commerce.
- August: Coordinate with FTA to prepare the final NEPA document, a Findings of No Significant Impact (FONSI), with responses to public and agency comments on the EA.

Challenges

- CIG PD phase requires completion within 2 years.



Opportunities

- NEPA document under final review by FTA
- Coordinating with City of Pico Rivera and Caltrans on Rio Hondo Washington Blvd Bridge improvements project designs to not preclude future E Line extension to Whittier

Next Actions

- Fall: Awaiting FTA determination on NEPA document.
- Fall: Complete Preliminary Engineering

K Line Extension to Torrance

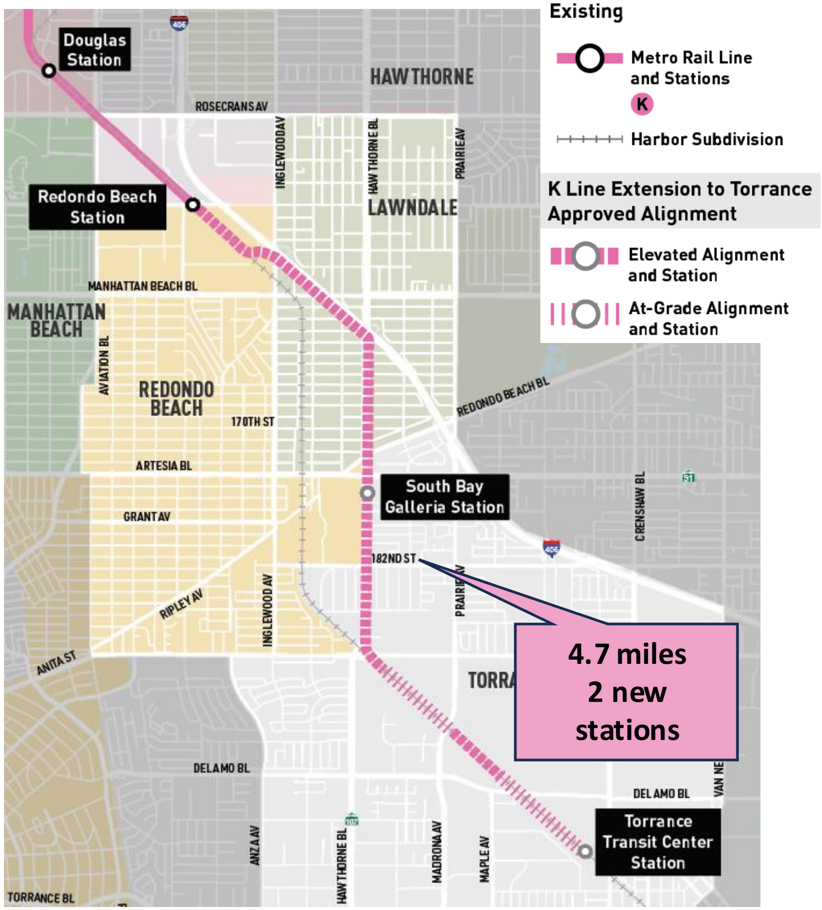
Phase	Pre-Construction

Recent Activities

- March: Program Management Support Services (PMSS) contract approved by Board
- May: Board approval of contract modification for Preliminary Engineering
- June: Kick-off meetings for next phase of design with cities, Caltrans, and third parties

Next Actions

- Initiate field investigations (survey, geotechnical, potholing) in summer, starting from south to north
- Continue coordination with third parties including design review, permits, and Master Cooperative Agreements
- Advance design to 30% engineering, conduct first/last mile planning, value engineering, evaluation of early works and phasing concepts to minimize risks and cost/schedule impacts
- Continue discussions with Caltrans and cities on Caltrans Transit Priority Policy and relinquishment of Hawthorne Blvd in Torrance and Redondo Beach, assumed prior to Project construction start



Challenges

- Third party design reviews and approvals

Opportunities

- Exploration of early works, construction phasing and streamlined federal review for I-405

Sepulveda Transit Corridor

Phase	Environmental Review (California Environmental Quality Act / National Environmental Policy Act)

Recent Activities

- April/May: Completed community meetings to provide project updates (one virtual, four in-person) in Sherman Oaks, Culver City, Van Nuys and Westwood
- May: Board approved contract modifications to advance environmental clearance for the Locally Preferred Alternative (LPA) and support community engagement
- Published Final federal Planning and Environmental Linkages Study
- Submitted request for concurrence on Class of Action determination by FTA.

Next Actions

- Design refinement to reflect LPA direction; update cost estimates to reflect LPA and Initial Operating Segment (IOS)
- Geotechnical investigations underway
- Concurrent advancement of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental clearance focused on LPA

Challenges

- Navigating federal process with P3 approach

Opportunities

- Assess Public-Private Partnership (P3) as IOS delivery method

Vermont Transit Corridor

Phase	Final Design

Recent Activities

- July: Letter of No Prejudice approved by Federal Transit Administration (FTA)
- Program Management progressing Final Design in coordination with City and County of Los Angeles, Caltrans and utility providers
- Began Phase 1 (Pre-Construction Activities), including Geotech borings and potholing
- August: Conducted five community meetings (2 virtual and 3 in-person) to provide both project and construction updates

Next Actions

- Execute Small Starts Grant Agreement (Summer 2026)
- Continue coordination with Real Estate on Temporary Construction Easements (TCE)

Challenges

- Timely execution of funding agreements

Opportunities

- No permanent acquisitions required and vehicles to be assigned from current fleet

K Line Northern Extension

Phase	Environmental Review (California Environmental Quality Act)

Recent Activities

- March: 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 County of Los Angeles; approval of Initial Operating Segment (IOS) to Wilshire/Fairfax with future community engagement and technical review of Mid-City alignment; approval of terminus at Hollywood Bowl.

Next Actions

- Provide technical support to City of West Hollywood in formation of EIFD for additional local funding source before resumption of planning and engineering studies

Challenges

- Finalization of the Mid-City tunnel alignment within 12 months of project re-initiation

Opportunities

- Potential formation of EIFD by City of West Hollywood in coordination with the County

Measure M Independent Taxpayer Oversight Committee

Complete Streets & Highways Project Updates

Michelle E. Smith

Executive Officer, Complete Streets & Highways

2026-0468

Metro

September 02, 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)	$28.75M	$22.7M

Purpose and Scope

- **Caltrans-managed** construction project 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 for 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; BUILD grant application submitted to close the $25M construction funding gap was denied, so an INFRA grant application was submitted. Caltrans Right of Way (ROW) activities ongoing.

Phase 1 Challenges

- Complete plant establishment activities and punch-list items of work by the grant extension deadline (11/2026) approved by the CTC last August 2025.

Phase 2 Challenges

- Lengthy utility and railroad reviews, and ROW activities could delay completing the design phase and the start of construction, expected in 9/2027.

High-occupancy vehicle (HOV)
American Disability Act (ADA)
California Transportation Commission (CTC)
Infrastructure for Rebuilding America (INFRA)

Better Utilizing Investments to Leverage Development (BUILD)

Metro

State Routes 57/60 Interchange Improvements

Current Phase	Phase Budget	Phase Spent To Date
Construction	$296.4M	$147.23M

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

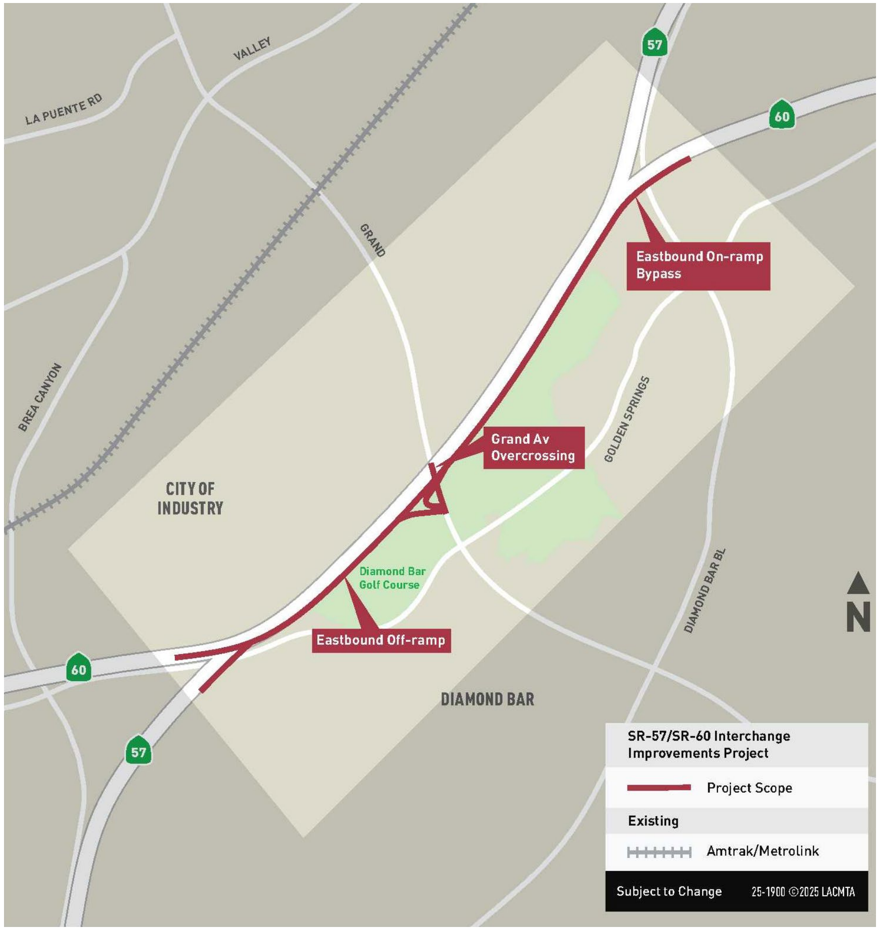
- Improvements to local bridge, sidewalk, and bike facilities.

Status

- Budget is on target. Construction contract completion -55% as of June 2026. COG, Metro, and Caltrans are evaluating interim completion conditions to support 2028 Games readiness. Completion of the Grand Avenue Bridge and structures is anticipated by June 2028 (before 2028 Olympic Games).

Challenges.

- Contractor advanced two concepts (stage modifications and reduced ground settlement) to reduce the 200+ working-day delay on the project.
    1. Stage Modifications mitigated the schedule by approximately one year.
    2. Reduced settlement also mitigated the schedule by approximately six months.
    3. The contractor currently implementing modifications.



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.
- Implement Transportation Systems and Demand Management strategies to improve efficiency and provide additional access and connectivity for pedestrians and bicyclists at local interchanges.

Multimodal Elements

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

Status

- The DEIR/EA is in circulation for a 45-day review period from August 5, 2026, through September 21, 2026.
- Two Public Hearings were held on August 20th and 25th at the Carson Event Center.
- Project team shifting to review and draft responses to all comments received. Final EIR/EA anticipated Summer 2027.

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)

Metro

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

Purpose and Scope

- Enhance safety, mobility, and multimodal transportation options
- Provide lane-gap closures where there are lane drops to address safety and operational challenges; Transportation System and Demand Management strategies; safety enhancements; complete streets; and wildlife connectivity improvements.
- From 2020 to 2022, 774 reported collisions, 314 fatal and injury collisions for all four segments, due to weaving, merging, and stop-and-go traffic caused by lane drops and changes in the road's slope or steepness.

Multimodal Elements

- Project includes proposed improvements to pedestrian and bicycle facilities, bus stops, and park & rides connecting to SR-14.

Challenges

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

Status

- Current Phase: Project Approval/Environmental Documentation (PA/ED)- Caltrans is reviewing and approving technical studies to support DEIR/EA.
- Community Engagement: Quarterly coordination meetings with corridor stakeholders.
- Draft Environmental Document – anticipated Summer 2027.
- Final Environmental Document – anticipated Spring 2028.

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.
- Draft Project Report submitted for Caltrans review/approval

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)

Metro

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

File #: 2026-0533, **File Type:** Oral Report / Presentation **Agenda Number:** 7.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
SEPTEMBER 2, 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's active transportation activities related to Measure M projects, including the LA River Waterway & System Bike Path and the Metro Active Transport (MAT) Program. Measure M funds can only be used for capital projects, not operations.

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 (CBO) to ensure community engagement in project development. Project applications that were submitted for MAT Cycle 1 in 2020 were given bonus points for locations within EFCs. All selected projects that are being developed using Cooperative Agreements with Metro include CBO partnerships.

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

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

ACTIVE TRANSPORTATION UPDATES

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

SEPTEMBER 2, 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 is used for AT projects
  - Multi-year Subregional Program (MSP)
  - 3% Local Contribution for Measure M rail projects can be fulfilled by 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) and IOS, based on DEIR evaluation, stakeholder and public comments received

> Agreements with Third Parties in progress

Update since the June MMITOC meeting:

- Review of public and stakeholder comments received on the Draft EIR
- Cost estimate development for LPA
- Cost Benefit Analysis (CBA) underway
- Coordination with LA County on the LA River Governance Study, as directed by Board Motion 2026-0416

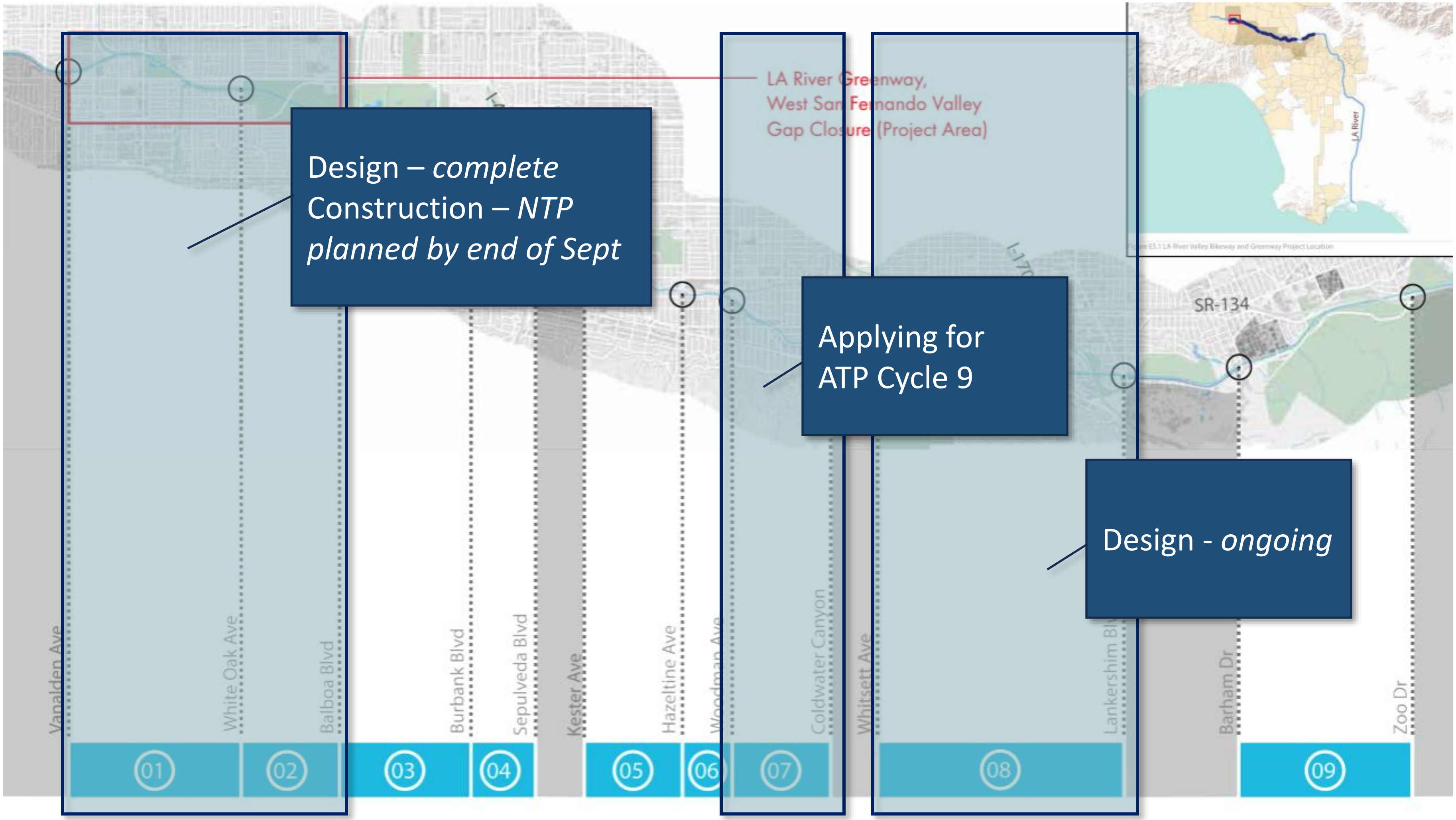
Complete LA River Bike Path (San Fernando Valley)

- 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 June MMITOC meeting:
Contract for construction of Segments 1&2 to be awarded by end of September. Funding Agreement being amended.

Complete LA River Bike Path (San Fernando Valley)

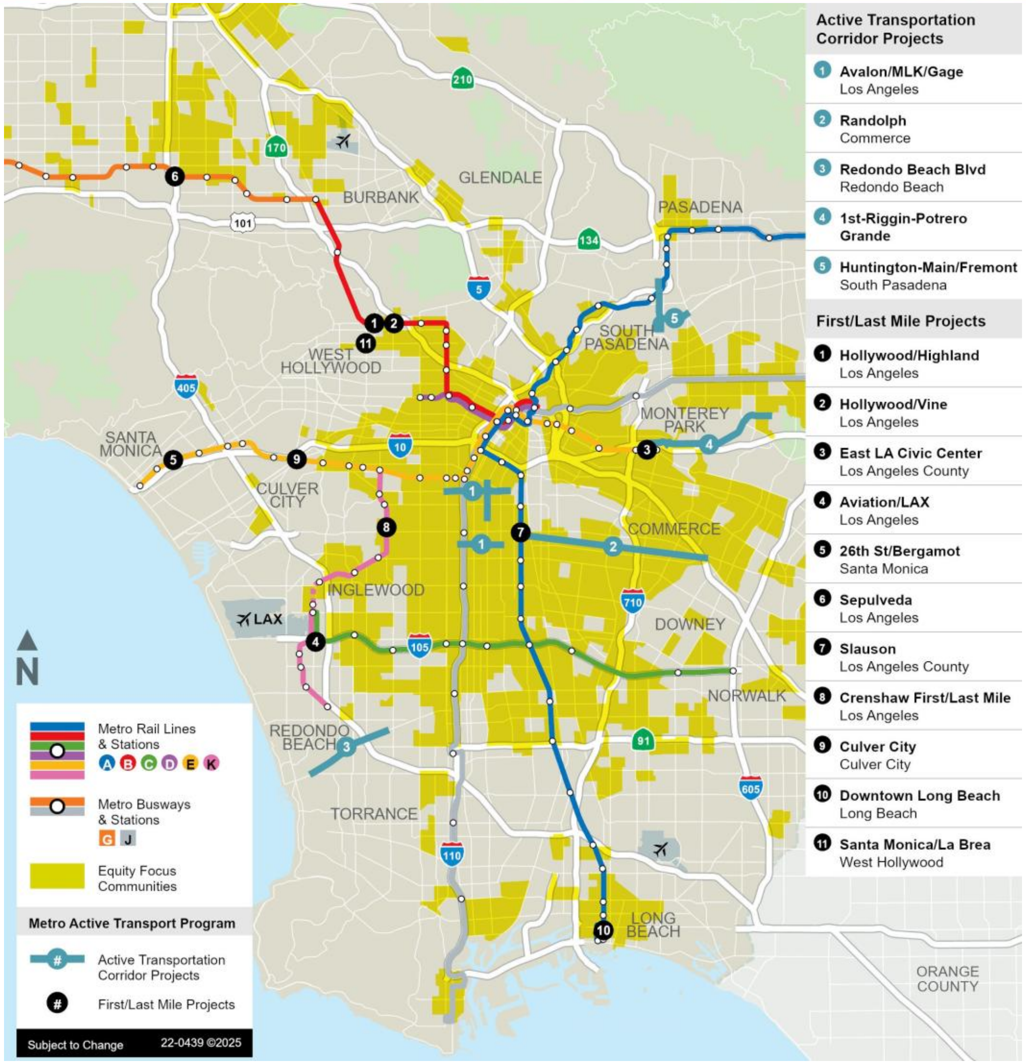


Los Angeles River Valley Bikeway and Greenway Design Completion Project (2017 Feasibility Study)

Constructed Segments or in Design Phase

01 Segment Number

Metro Active Transport Program Cycle 1



> $63.1M 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

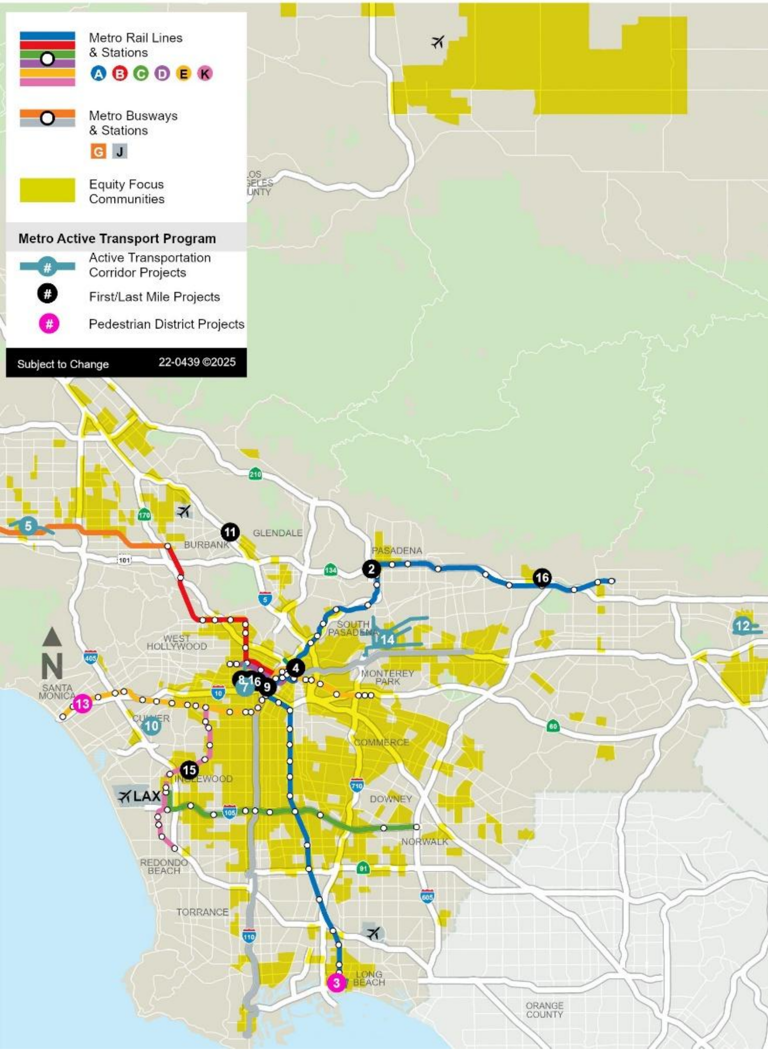
> Approximately $61.9M remains to be expended as of July

Update since June meeting:

New website available:

https://www.metro.net/projects/mat_program/

Metro Active Transport Program Cycle 2



Active Transportation Corridor Projects

- 5 **San Fernando Valley LA River Gap Closure** — Los Angeles
- 7 **Koreatown-Pico/Union Neighborhood AT Corridor** — Los Angeles
- 10 **Better Overland Phase II** — Culver City
- 12 **Gold Line FLM** — Pomona
- 14 **Alhambra Backbone Bicycle Network** — Alhambra

First/Last Mile & Pedestrian District Projects

- 1 **Alvarado/Pico** — Los Angeles
- 2 **Rose Bowl Multimodal Olympic Route** — Pasadena
- 3 **Downtown Walkable Corners** — Long Beach
- 4 **Cesar Chavez/Alameda (Grand/ Cesar Chavez FLM)** — Los Angeles
- 6 **Union/Pico** — Los Angeles
- 8 **Vermont/Pico** — Los Angeles
- 9 **Pico Station** — Los Angeles
- 11 **Downtown Burbank Sidewalk Enhancement** — Burbank
- 13 **The Bergamot Connector** — Santa Monica
- 15 **Market St Streetscape** — Inglewood
- 16 **Duarte Town Center** — Duarte

> $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 June MMITOC: Funding Agreements and Cooperative Agreements being drafted and executed.

Thank you

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