



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

Agenda - Final

Wednesday, September 17, 2025

11:00 AM

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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

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

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The Meeting begins at 11:00 AM Pacific Time on September 17, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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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.

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 11:00 AM, hora del Pacifico, el 17 de Septiembre de 2025. 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

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5, 6, and 7.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

5. **SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM**

[2025-0610](#)

RECOMMENDATION

CONSIDER:

- A. ALLOCATING \$11,619,572 in Federal Transit Administration (FTA) Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds to Access Services, as identified by the Federal Fiscal Year (FFY) 2024 and 2025 Funding Allocation Process (Attachment A), for the purchase of replacement vehicles that meet Americans with Disabilities Act (ADA) requirements; and
- B. APPROVING the 2025 Solicitation for Proposals (Attachment B) for up to \$10,752,739 in FTA Section 5310 competitive funds.

Attachments: [Attachment A - 2025 Section 5310 Funding Allocation Process](#)
 [Attachment B - 2025 Section 5310 Solicitation for Proposals & Application Presentation](#)

6. **SUBJECT: COUNTYWIDE CALL FOR PROJECTS**

[2025-0603](#)

RECOMMENDATION

CONSIDER:

- A. DEOBLIGATING \$3.42 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;
- B. APPROVING changes to the scope of work for the City of Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);
- C. REALLOCATING:
 - 1. \$2,914,000 Call funds remaining in the City of Los Angeles Burbank

Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);

2. \$437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);

3. \$1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and

4. \$2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);

D. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

E. RECEIVING AND FILING time extensions for 62 projects shown in Attachment B.

Attachments: [Attachment A - FY 2024-25 Countywide Call Deobligation](#)
 [Attachment B - FY 2024-25 Countywide Call Extensions](#)
 [Attachment C - Result of TAC Appeals Process](#)
 [Attachment D - Call and Equity Focus Communities Map](#)
 [Attachment E - Additional Data](#)
 [Presentation](#)

7. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM
 AND MEASURE R TRANSIT INVESTMENTS PROGRAM
 UPDATE - SOUTH BAY SUBREGION**

[2025-0604](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional \$36,126,959 within the capacity of

Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment A;

2. Programming an additional \$23,996,052 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;
3. Programming an additional \$18,372,507 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;
4. Programming an additional \$9,452,000 within the capacity of Measure R South Bay Transit Investments Program, shown in Attachment D; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Transpo System Mobility Imp. Program \(Exp. Line 50\) Proj. List](#)
[Attachment B - South Bay Highway Op Imp. Program \(Exp. Line 63\) Proj. List](#)
[Attachment C - Transpo System Mobility Imp. Program \(Exp. Line 66\) Proj. List](#)
[Attachment D - Measure R Transit Investments Program Project List](#)
[Presentation](#)

NON-CONSENT

8. **SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM CYCLE 2**

[2025-0429](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING project selection for Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding to 16 projects, as shown in Attachment A;
- B. APPROVING an additional \$5,000,000 to increase the originally authorized funding for Cycle 2 of the MAT Program from \$80,500,000 to \$85,500,000; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - MAT Program Cycle 2 App. Scores and Ranking](#)
 [Attachment B - MAT Cycle 2 Programming](#)
 [Attachment C - MAT Program Cycle 2 Solicitation](#)
 [Attachment D - MAT Program Cycle 2 Recommended Projects Map](#)
 [Presentation](#)

**9. SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR
 ZERO-EMISSION TRUCK PROGRAM IMPLEMENTATION**

[2025-0576](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
1. Program \$2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 & 27;
 2. Program \$1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;
 3. Receive \$3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and
 4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards.

Attachments: [Attachment A - Board Motion 16, October 2021](#)
 [Attachment B - Board Motion 5.1, March 2018](#)
 [Attachment C - Additional Data](#)
 [Presentation](#)

10. SUBJECT: 2025 SHORT RANGE TRANSPORTATION PLAN [2025-0490](#)

RECOMMENDATION

RECEIVE AND FILE 2025 Short Range Transportation Plan (Attachment A).

Attachments: [Attachment A - 2025 Short Range Transportation Plan](#)
 [Attachment B - Transit, Highway, and Active Transportation Investment Tables](#)
 [Presentation](#)

11. SUBJECT: K LINE NORTHERN EXTENSION PROJECT UPDATE [2025-0575](#)

RECOMMENDATION

RECEIVE AND FILE status update on the additional Mid-City technical analysis and community engagement for the K Line Northern Extension (KNE) Project.

Attachments: [Attachment A - KNE Project Map](#)

SUBJECT: GENERAL PUBLIC COMMENT [2025-0751](#)

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



Board Report

File #: 2025-0610, File Type: Program

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 17, 2025

SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. ALLOCATING \$11,619,572 in Federal Transit Administration (FTA) Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds to Access Services, as identified by the Federal Fiscal Year (FFY) 2024 and 2025 Funding Allocation Process (Attachment A), for the purchase of replacement vehicles that meet Americans with Disabilities Act (ADA) requirements; and
- B. APPROVING the 2025 Solicitation for Proposals (Attachment B) for up to \$10,752,739 in FTA Section 5310 competitive funds.

ISSUE

The FTA apportions Section 5310 formula funding to Urbanized Areas (UZAs) defined by the United States Census Bureau. As the designated recipient for the UZAs in Los Angeles County, Metro administers these funds. Staff are requesting Board approval to both allocate available Section 5310 program funds and issue a competitive funding opportunity for the recommended purposes above.

BACKGROUND

The goal of the Section 5310 program is to enhance mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. In California, the Governor designates a public entity to serve as the recipient of federal transportation formula funds. For Los Angeles County, Metro serves as the Designated Recipient of FTA Section 5310 funds apportioned to the UZAs of Los Angeles-Long Beach-Anaheim, Santa Clarita, and Lancaster-Palmdale. The Los Angeles-Long Beach-Anaheim UZA funds are split among Metro, the Orange County Transportation Authority, and Omnitrans, with each administering the share for its service area. This UZA includes portions of Los Angeles County, Orange County, and a small area of San Bernardino County, and funds are apportioned accordingly.

Every two to three years, Metro allocates Section 5310 funds made available to Los Angeles County

through a combination of a competitive funding opportunity for eligible applicants, a formula-based allocation to Access Services, and funding for Metro's program administrative expenses. As the Designated Recipient of these funds, Metro is responsible for the planning, programming, distribution, management, and oversight of the funds.

DISCUSSION

The FTA Section 5310 program provides capital and operating assistance to support public transportation projects that; a) are planned, designed and carried out to meet the special needs of seniors (age 65 and older) and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; b) exceed the requirements of the ADA; c) improve access to fixed route service and decrease reliance on ADA-complementary paratransit service, and/or d) provide alternatives to public transportation projects for seniors and individuals with disabilities.

Per federal requirements, all projects funded through this solicitation must align with the priorities identified in the 2025-2028 Coordinated Public Transit-Human Services Transportation Plan ([Coordinated Plan <https://www.dropbox.com/scl/fi/0a935avj8dhgvno3t676t/Metro-Coordinated-Public-Transit-Plan-2025-2028.pdf?rlkey=v79m8s44gcgggu24klzz60ut9j&st=3ou62yw8&dl=0>](https://www.dropbox.com/scl/fi/0a935avj8dhgvno3t676t/Metro-Coordinated-Public-Transit-Plan-2025-2028.pdf?rlkey=v79m8s44gcgggu24klzz60ut9j&st=3ou62yw8&dl=0)), which was adopted by the Metro Board in July 2025.

Section 5310 funds are available for Traditional Capital, Other Capital, and Operating projects that support the delivery of transportation services designed to meet the specific needs of seniors and individuals with disabilities, as outlined in the solicitation. Eligible applicants include: (1) private non-profit organizations recognized under 26 U.S.C. 501(c) and exempt from taxation under 26 U.S.C. 501(a) or recognized as nonprofit under State law with proper documentation; (2) state or local governmental authorities; and (3) operators of public transportation.

Funds Availability

A total of \$23,549,802 in Section 5310 funds is currently available for allocation, based on apportionments under the Infrastructure Investment and Jobs Act (Pub. L. 117-58). Of this amount, \$22,213,657 is allocated to the Los Angeles-Long Beach-Anaheim UZA, \$779,170 to the Lancaster-Palmdale UZA, and \$556,975 to the Santa Clarita UZA. These funds include two years of FTA Section 5310 apportionments (FFY 2024 and 2025).

Allocation Process

As the Designated Recipient, Metro is responsible for allocating Section 5310 funds to subrecipients fairly and equitably to ensure resources are directed toward projects with the greatest mobility needs and potential for impact. This approach enhances the effectiveness of Section 5310 investments and ensures compliance with federal requirements. Consistent with prior practices, the recommended allocation strategy is outlined below.

The proposed allocation (Attachment A) dedicates \$11,619,572 of the total available funding to Access Services. This includes \$10,884,692 of the Los Angeles-Long Beach-Anaheim UZA, \$428,544 of the Lancaster-Palmdale UZA, and \$306,336 of the Santa Clarita UZA funds from the

Traditional Capital category. These funds will support the replacement of many ADA-accessible vehicles that have exceeded their minimum useful life.

Historically, Metro has allocated 49% of Section 5310 funds to Access Services across all UZAs. However, to comply with federal requirements (pointed out by the FFY 24 Triennial Review) at least 55% of each UZA's apportionment is to be used for Traditional Capital Section 5310 projects. Due to challenges in obligating these funds in the Lancaster-Palmdale and Santa Clarita UZAs, the allocation for Access Services has been increased to 55% in those two areas for FFY 2024 and 2025. The Los Angeles-Long Beach-Anaheim UZA will remain at 49%, as Metro consistently receives a sufficient number of eligible Traditional Capital project applications to meet the 55% requirement without adjusting the allocation.

These funds must support Traditional Capital Section 5310 projects, such as vehicle replacements or expansions, facility and equipment upgrades, and mobility management. The increased allocation is further justified by Access Services' regional scope and operational needs. As Access Services does not receive local return funds, Section 5310 funds remain critical for maintaining and replacing its aging ADA-accessible vehicle fleet.

Metro will be allocated \$1,177,491 (5%) for program administrative expenses. These funds will continue to support grant administration, oversight, compliance activities, and technical assistance for awarded projects. This amount is consistent with previous allocations and is sufficient to meet program administration needs and represents half of the maximum allowable administrative cost under FTA guidelines, thereby allowing a greater share of funding to be directed toward projects.

The remaining \$10,752,739, representing 45.66% of Section 5310 funds across all three UZAs, will be made available through the competitive solicitation process.

To promote transparency and encourage stakeholder engagement, the proposed allocation process was presented during Metro's monthly advisory subcommittee meetings in September. These included the Bus Operators Subcommittee, Local Transportation Services Subcommittee, Streets and Freeways Subcommittee, the Aging and Disability Transportation Network, and the Accessibility Advisory Committee. Metro staff shared the allocation strategy, accepted feedback and comments, and used the opportunity to promote the upcoming release of the competitive solicitation.

Competitive Solicitation and Application

The 2025 Solicitation for Proposals and Application (Attachment B) is largely based on the materials used for the 2023 Solicitation for Proposals, with updates to the evaluation scoring structure and the incorporation of the 2025-2028 Coordinated Plan priorities and Metro's Equity Focus Communities (EFCs) into the scoring criteria.

Applicants may submit one or more applications across eligible funding categories. However, the total funding requested by any single applicant may not exceed \$800,000.

Metro will host an Applicant Webinar, to support potential applicants following the release of the solicitation. The webinar will be advertised alongside the solicitation and will provide an overview of

the application process, review eligibility requirements, summarize post-award compliance expectations, and offer an opportunity for questions and answers.

Evaluation Criteria

Eligible applications will be evaluated and scored based on their alignment with the Board approved 2025-2028 Coordinated Plan, program eligibility, and the evaluation criteria outlined in the solicitation. Scoring elements that involve technical program data will be reviewed and scored by Section 5310 program administrators. All other sections will be reviewed and scored by a review panel of internal and external members, with final scores reflecting the average of all panel member evaluations.

Applications receiving a minimum score of 70 points (out of 100) will be considered for funding. Projects will be ranked in order of final score, and awards will be made from highest to lowest until all available funds are allocated. Projects scoring 70 or higher may be partially funded or not recommended for funding based on the availability of funds. Metro may request modifications to the project's scope or budget prior to final awards.

Applicants with proposals scoring 70 or higher that are partially funded or not selected may submit an appeal. Appeals must be based solely on the content of the original application and will be heard by the Metro Technical Advisory Committee (TAC) members. Appeal instructions will be provided with the funding recommendation notices.

Final funding decisions are subject to approval by the Metro Board of Directors and the FTA.

Outreach

Upon Board approval of the 2025 solicitation, Metro will implement a comprehensive outreach and engagement strategy to ensure broad awareness of the competitive funding opportunity and to promote participation across Los Angeles County. The goal is to encourage the submission of project proposals that expand and enhance transportation mobility options for seniors and individuals with disabilities throughout the region.

To accomplish this, Metro will build upon outreach efforts conducted during the development of the 2025-2028 Coordinated Plan. Planned activities include e-blasts to more than 5,700 active stakeholders, notices posted on the Section 5310 page of Metro's website, promotion through Metro's social media channels, inclusion in Metro's Community Relations Regional Weekly Newsletters, and coverage in Metro's The Source and El Pasajero blogs.

In addition, solicitation notices will be shared with Metro's advisory subcommittees and the 11 Community Based Organizations engaged during the Coordinated Plan process. These include Move LA, Service Center for Independent Life, Advanced Healthcare Administrators, Strategic Actions for a Just Economy, Bike LA, Streets Are For Everyone, Public Matters, Designated Exceptional Services for Independence, the YMCA, Global Green, and Long Beach Forward. This outreach will help further publicize the opportunity through their members and networks.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations will have no impact on the safety of Metro's customers and employees.

FINANCIAL IMPACT

There is no financial impact for FY 2026. As these are multi-year projects, the Cost Center Manager for 0441 (Subsidies to Others) and the Chief Planning Officer will be responsible for including the necessary budget in future years. The Section 5310 funds must be obligated by the end of FY 2026 to avoid lapsing.

Impact to Budget

All recommended actions will be fully funded by FTA Section 5310 program funds. No other Metro funds will be required. FTA Section 5310 funds are not eligible for Metro's bus and rail operating and capital expenditures.

EQUITY PLATFORM

The 2025 Section 5310 Solicitation aligns with and advances Metro's Equity Platform through the application of three of its core pillars, including Define and Measure, Listen and Learn, and Focus and Deliver. The planning and implementation of this funding opportunity reflects Metro's continued commitment to equitable access to mobility for seniors and individuals with disabilities.

In alignment with Define and Measure, the Section 5310 program incorporates equity-based analyses, such as ZIP Code level demographic mapping and prioritization of designated EFCs, to identify areas with the greatest unmet transportation needs. These areas often include low-income neighborhoods and communities of color with high concentrations of seniors and individuals with disabilities, where mobility challenges are most critical. The application evaluation criteria explicitly reward projects that propose services in EFCs, reinforcing Metro's commitment to targeting resources where they will have the most impact.

Consistent with Listen and Learn, the solicitation outreach strategy builds upon the community engagement conducted during the development of the 2025-2028 Coordinated Plan. Metro will issue targeted outreach through multiple channels, including email blasts to more than 5,700 active stakeholders, social media promotion, Metro's regional newsletters, and notices on Metro's Section 5310 webpage. The solicitation will also be shared with Metro's advisory subcommittees and 11 CBOs that helped engage the public during the Coordinated Plan process. These CBOs, serving a wide range of equity priority populations and areas, will help spread the word and encourage broader participation.

Through Focus and Deliver, Metro's Section 5310 solicitation uses a prioritized project framework that directs funding toward services with the greatest potential to close mobility gaps for seniors and individuals with disabilities. Evaluation criteria emphasize projects that increase geographic coverage, service quality, and access to opportunities, particularly in underserved areas. By focusing on projects that align with community identified priorities in the Coordinated Plan, Metro is advancing

the goal of reducing transportation disparities and improving quality of life for underserved communities.

By supporting these core pillars, the Section 5310 program and solicitation process not only fulfills federal compliance requirements but also supports Metro's commitment to a transparent and community driven approach to transportation planning and investments.

VEHICLE MILES TRAVELED OUTCOME

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in Los Angeles County, as it includes funding opportunities for projects that implement new, expanded, and enhanced on-demand, door-to-door, and other demand-responsive transportation services for seniors and individuals with disabilities. These specialized transportation services often involve individualized routing and vehicle trips that may increase VMT. However, they provide critical mobility for populations who are not effectively served by fixed-route transit and fill essential transportation gaps. These services are vital for enhancing mobility, safety, and independence among some of the County's most underserved residents.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods. The FTA Section 5310 program and solicitation process reflects Metro's responsibility to deliver projects and programs that balance the goal of reducing VMT with the necessity to provide transportation options that effectively serve all Los Angeles County residents.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by developing goals and strategies to address gaps in existing transportation services.

Goal 3: Enhance communities and lives through mobility and access to opportunity by prioritizing projects and programs that will improve mobility for target populations.

ALTERNATIVES CONSIDERED

The Board could choose not to approve some or all of the recommended actions. However, this alternative is not recommended. Failure to allocate the available Section 5310 funds would jeopardize specialized transportation services for seniors and individuals with disabilities and prevent Access Services from accessing critical funding needed to maintain and replace its aging ADA-accessible vehicle fleet. It would also place Metro in non-compliance with federal transit law under the FTA Section 5310 Program and prevent the agency from fulfilling its responsibilities as the designated recipient of Section 5310 funds for the urbanized areas within Los Angeles County. As a result, Metro could become ineligible to receive future Section 5310 funding. Additionally, the agency risks forfeiting currently available funds due to lapsing if they are not obligated in a timely manner.

NEXT STEPS

Upon Board approval, staff will initiate the necessary actions to allocate funds to Access Services and release Metro's 2025 FTA Section 5310 Solicitation for Proposals. The solicitation is scheduled for release on September 26, 2025, with applications due by November 14, 2025. Staff will return to the Board in Spring 2026 to seek approval of final funding award recommendations.

ATTACHMENTS

Attachment A - 2025 Section 5310 Funding Allocation Process

Attachment B - 2025 Section 5310 Solicitation for Proposals and Application

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**2025 SECTION 5310
FUNDING ALLOCATION PROCESS**

A total of **\$23,549,802** in FTA Section 5310 funds is currently available for allocation, based on apportionments from FFY 2024 and 2025 under the Infrastructure Investment and Jobs Act (Pub. L. 117-58). Of this amount, \$22,213,657 is allocated to the Los Angeles–Long Beach–Anaheim UZA, \$779,170 to the Lancaster–Palmdale UZA, and \$556,975 to the Santa Clarita UZA.

Metro is proposing the following allocation approach:

- **Access Services – 49.34%**

A total of **\$11,619,572** will be directly allocated to Access Services as Traditional Capital funds for the replacement of ADA-accessible vehicles that have exceeded their minimum useful life. This amount reflects 49% of the Los Angeles-Long Beach-Anaheim UZA funds, and 55% of the Lancaster-Palmdale and Santa Clarita UZA funds.

- **Program Administration – 5%**

Metro will retain **\$1,177,491** to support program administration, technical assistance, oversight, and compliance activities for all awarded projects, consistent with FTA guidance.

- **Competitive Solicitation – 45.66%**

A total of **\$10,752,739** will be made available through the 2025 Section 5310 Solicitation for Proposals competitive process, for eligible Traditional Capital, Other Capital, and Operating projects. Up to 5% of this amount will be set aside for appeal considerations by the Metro Technical Advisory Committee. Any unused portion of the set-aside will be reallocated to underfunded projects within the same UZA, if applicable.

- **Maximum Award Per Applicant**

The total funding request across all applications submitted by an individual applicant may not exceed **\$800,000**.

A detailed table of the proposed allocations is provided below:

2025 Section 5310 Funding Allocation Table			
SECTION 5310 APPORTIONMENTS - FFY 2024 and 2025			
Urbanized Area	FFY24 Apportionment Actuals	FFY25 Apportionment Actuals	Total Apportionment
Los Angeles UZA ¹	11,053,894	11,159,763	\$22,213,657
Lancaster-Palmdale UZA ²	386,744	392,426	\$779,170
Santa Clarita UZA ²	276,465	280,510	\$556,975
TOTAL	\$11,717,103	\$11,832,699	\$23,549,802

¹ Per amounts listed in the program apportionment split letters

² Full apportionment amounts

SECTION 5310 ALLOCATIONS - FFY 2024 and 2025			
Urbanized Area	Access Services ³	Program Administration	Available for Eligible Applicants
Los Angeles UZA	10,884,692	1,110,683	10,218,282
Lancaster-Palmdale UZA	428,544	38,959	311,667
Santa Clarita UZA	306,336	27,849	222,790
TOTAL	\$11,619,572	\$1,177,491	\$10,752,739
Percent Share	49.34%	5.00%	45.66%

³ 49% of LA-LB-Anaheim UZA; 55% of Lancaster-Palmdale and Santa Clarita UZAs

**The Los Angeles County Metropolitan
Transportation Authority**

**Funding Opportunity:
Federal Transit Administration
Section 5310 Program**

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

**2025 Solicitation for Proposals and
Application Package**

Application Deadline: 5:00 pm on Friday, November 14, 2025



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PROGRAM INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is soliciting proposals from eligible applicants to fund Federal Transit Administration (FTA) Section 5310 projects that best achieve program goals and requirements as described in Part I through Part III of this Solicitation for Proposals.

The 2025 solicitation is a competitive selection process through which proposals will be evaluated, scored, and ranked for funding consideration. Final award recommendations will be submitted to the Metro Board of Directors for approval. The FTA Section 5310 funds available under this solicitation were apportioned in Federal Fiscal Year 2024 and 2025, as enacted by the Infrastructure Investment and Jobs Act (Pub. L. 117-58).

In California, the Governor designates a public entity to serve as the Designated Recipient of federal transportation formula funds. Metro is the Designated Recipient of FTA Section 5310 funds apportioned to Los Angeles County for the urbanized areas of Los Angeles-Long Beach-Anaheim (UZA 60020), Santa Clarita (UZA 61770), and Lancaster-Palmdale (UZA 63570). As the Designated Recipient, Metro is responsible for:

1. Conducting the competitive solicitation process.
2. Evaluating and ranking project proposals and recommending a Program of Projects to the Metro Board of Directors for funding approval.
3. Preparing and submitting grant applications to the FTA on behalf of all subrecipients approved by the Metro Board of Directors to receive a funding award.
4. Executing Funding Agreements with agencies awarded as “pass-through grants.”

Section 5310 Program Goals and Objectives

The goal of the FTA Section 5310 Program is to enhance mobility for seniors (age 65 and older) and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The program provides operating and capital assistance for public transportation projects that:

- a) are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- b) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990;
- c) improve access to fixed route service and decrease reliance on ADA-complementary paratransit service; and
- d) provide alternatives to public transportation projects for seniors and individuals with disabilities.

Definitions in Federal Law

Senior: The term “senior” means an individual who is 65 years of age or older. See 49 U.S.C. 5302(19).

Individual with Disability: The term “disability” means, for an individual, a physical or mental impairment that substantially limits one or more of their major life activities, those who have a record of such an impairment, or are regarded as having such an impairment. See 49 U.S.C. 5302(6); 42 U.S.C. 12102(1).

The 2025-2028 Coordinated Plan for Los Angeles County

Metro’s 2025-2028 Coordinated Public Transit-Human Services Transportation Plan (“Coordinated Plan” or “Plan”) serves as a framework to address the mobility needs of seniors and individuals with disabilities, including those who use wheelchairs (herein referred to as “target populations”), throughout Los Angeles County. As a locally developed plan, it draws upon community-driven insights to identify strategies, initiatives, and projects that enhance the safety and efficiency of transportation options for target populations. By improving and expanding transportation options, the Plan promotes greater independence, social connection, and economic participation in LA County communities.

Federal transit law (49 U.S.C. §5310) and the FTA’s Circular 9070.1H require that a Coordinated Plan be developed and approved through a participatory process that involves seniors, individuals with disabilities, public, private, and nonprofit transportation and human services providers, and other relevant community members. The purpose of the Plan is to identify the transportation needs of target populations, to develop strategies to address those needs, and to prioritize transportation projects and programs for implementation and funding.

The 2025-2028 Coordinated Plan, adopted by the Metro Board of Directors in July 2025, is an update to the 2021-2024 Coordinated Plan. This update reflects current needs, priorities, and mobility conditions, and continues to guide the distribution of Section 5310 funds. The Plan does the following:

1. Assesses current and future transportation service gaps for target populations.
2. Identifies projects and programs to improve, expand, and address the gaps in services for target populations.
3. Prioritizes projects and programs based on input from target populations to promote greater independence, social connection, and economic participation.
4. Allows Metro to fulfill its responsibilities as the designated recipient for Section 5310 funds in LA County.

In accordance with federal requirements, all projects funded through this solicitation must be included in the board adopted 2025-2028 Coordinated Plan.

The Plan outlines a clear set of goals and objectives that ensure alignment with the identified needs and priorities of the target populations. A key outcome of the Plan is a prioritized list of

2025 Section 5310 Solicitation for Proposals

projects and programs designed to address existing service gaps and unmet needs, guide Metro's evaluation of Section 5310 applications, and identify projects and programs that are supported by target populations. This prioritization ensures that available resources are directed toward projects with the greatest potential impact.

The 2025-2028 Coordinated Plan is available at: www.metro.net/cp

SCHEDULE (subject to change)

Following a detailed evaluation and scoring process by a review panel, Metro staff, in consultation with the Metro Technical Advisory Committee (TAC), will recommend a Program of Projects for funding to the Metro Board. The anticipated schedule is as follows:

Notice of Funding Availability: Release Solicitation and Application	September 26, 2025
Potential Applicant Webinar	October 6, 2025
Section 5310 Application Due	November 14, 2025
Application Review & Evaluation Period	November 17, 2025, through January 6, 2026
Preliminary Notification of Funding Recommendations & Debriefing	January 9, 2026
TAC Appeals Hearing	February 4, 2026
Board Action: Approve the Final Funding Award Recommendations	March 26, 2026
Subrecipient Orientation Webinar for Successful Applicants	April 2026
FTA Grant Approval/Distribute Subrecipient Funding Agreements	May 2026

I. FUNDS AVAILABILITY

As the Designated Recipient and consistent with FTA guidelines, Metro will allocate FTA Section 5310 funds to eligible applicants as subrecipients for Traditional Capital, Other Capital, and Operating transportation projects through a competitive selection process.

Up to \$10,752,739 of Section 5310 funds, allocated to Los Angeles County for the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA), as well as the Lancaster-Palmdale and Santa Clarita UZA, is available across all funding categories, as outlined below:

Urbanized Area (UZA)	Available Funds
Los Angeles-Long Beach-Anaheim	\$10,218,282
Lancaster-Palmdale	311,667
Santa Clarita	222,790
Total	*\$10,752,739

** Up to 5% of the total allocation from this solicitation will be set aside for appeals. Any unused portion of this set aside will be reallocated to underfunded projects, if applicable, within the same UZA.*

Maximum Award Amount:

The total amount awarded to any single applicant may not exceed **\$800,000**.

II. ELIGIBLE APPLICANTS

TRADITIONAL CAPITAL PROJECTS

Eligible applicants for Section 5310 Traditional Capital projects include:

1. Private nonprofit 501(c) organizations; or
2. State or local governmental authorities that:
 - a) Certify that there are no nonprofit organizations readily available in the area to provide the service; or
 - b) Are approved by the state to coordinate services for seniors and individuals with disabilities.

Nonprofit Requirements:

Private nonprofit organizations must complete and sign the **Status Inquiry and Certification Form** and provide verification of their incorporation number and current legal name, and a letter from the Internal Revenue Service (IRS) confirming their 501(c) nonprofit status.

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An eligible nonprofit organization is a corporation or association determined by the Secretary of the Treasury to be an organization described by 26 U.S.C. 501(c), which is exempt from taxation under 26 U.S.C. 501(a), or one which has been determined under State law to be nonprofit and for which the designated State agency has received documentation certifying the status of the nonprofit organization. More information is provided in the “Part IV-Certifications” section of this solicitation.

Government Authority Requirements:

Most state or local governmental authorities applying for Traditional Capital funds must certify that there are no nonprofit organizations readily available in the area to provide the proposed service. These applicants must complete and sign the **Local Government Authority Certification Form** and **hold a public hearing** between the release date of this solicitation and the application deadline.

Eligible local governmental authorities include cities, counties, state authorities, or boards and commissions established under state law. An **authorizing resolution**, either new or existing, designating a person authorized to sign the application, must be included as an appendix to the application. More information is provided in the “Part IV-Certifications” section of this solicitation.

Coordinator of Services:

State or local governmental authorities that have been formally designated by the state to coordinate multiple federal or state-funded human service transportation programs (e.g., county aging agencies or public transit providers) are also eligible. These entities are exempt from the certification and public hearing requirements noted above. Instead, they must include written confirmation of their designation as a coordinator of services as an appendix to the application. More information is provided in the “Part IV-Certifications” section of this solicitation.

OTHER CAPITAL AND OPERATING PROJECTS

Eligible applicants for Section 5310 Other Capital and Operating projects include:

1. Private nonprofit 501(c) organizations;
2. State or local governmental authorities; or
3. Operators of public transportation, including private operators of public transportation that receive a Section 5310 award indirectly through a recipient. Private operators of public transportation, including private taxi companies and Transportation Network Companies (TNCs), are eligible applicants.

Private taxi companies and TNCs may qualify as subrecipients if they operate shared-ride, on-demand services to the general public on a regular basis. To be considered shared-ride, the general nature of the service must allow for two or more unrelated passengers to travel

together in the same vehicle. The service cannot be reserved solely for individual use, and shared rides must be supported by local regulation or company policy. Services that give drivers sole discretion to accept additional passengers, or that require the first passenger's consent to add riders, are considered exclusive-ride and are not eligible.

Applicants must submit documentation demonstrating that their service meets the shared-ride criteria. Acceptable documentation may include service descriptions, relevant local ordinances, or internal policies. Metro will review this documentation to confirm eligibility before the award. Operators that only provide exclusive-ride service are not eligible as subrecipients but may participate in the program as contractors (e.g., operating accessible vehicles purchased with Section 5310 funds under contract with an eligible recipient).

III. ELIGIBLE PROJECTS

Section 5310 funds are available for Traditional Capital, Other Capital, and Operating projects to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. To be eligible, a project must be specifically designed to meet the transportation needs of these populations. It is not sufficient that seniors and individuals with disabilities are included (or assumed to be included) among the people who will benefit from the project. FTA encourages projects that are open to the public as a means of avoiding unnecessary segregation of services. Applicants are encouraged to develop and propose innovative projects that advance program objectives. To confirm project eligibility, applicants may consult with Metro staff during the application process.

TRADITIONAL CAPITAL PROJECTS

Examples of eligible Traditional Capital projects include but are not limited to:

1. Rolling Stock and Related Activities for Section 5310 funded vehicles
 - a) Acquisition of expansion or replacement accessible buses or vans, and related procurement, testing, inspection, and acceptance costs
 - b) Vehicle rehabilitation or overhaul
 - c) Preventive maintenance
 - d) Radios and communication equipment
 - e) Vehicle wheelchair lifts, ramps, and securement devices
2. Passenger Facilities Related to Section 5310 funded vehicles
 - a) Purchase and installation of benches, shelters, and other passenger amenities
3. Support Facilities and Equipment for Section 5310 funded vehicles
 - a) Extended warranties that do not exceed the industry standard
 - b) Computer hardware and software
 - c) Transit-related Intelligent Transportation Systems (ITS)
 - d) Dispatch systems

e) Fare collection systems

4. Lease of Rolling Stock or Related Equipment. Leasing is permitted when it is more cost-effective than purchasing.
5. Acquisition of Transportation Services Under a Contract, Lease, or Other Arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies/vouchers for alternatives to public transportation are considered one form of an eligible arrangement. All services must meet all Federal civil rights requirements, including those requiring equivalent service to persons with disabilities, particularly wheelchair users, in the provision of demand-responsive service and any ADA title II program access responsibilities administered by the U.S. Department of Justice. Funds may be requested for contracted services covering more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
6. Support for Mobility Management and Coordination Programs among Public Transportation Providers and Other Human Service Agencies Providing Transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a nonprofit agency could receive Section 5310 funding to support the personnel costs of sharing services it provides to its clientele with other seniors and/or individuals with disabilities and coordinate usage of vehicles with other nonprofits; however, operating costs of service are excluded.

Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers, resulting in the expansion of the availability of service. Mobility management activities may include:

- a) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals;
- b) Support for short-term management activities to plan and implement coordinated services;
- c) The support of state and local coordination policy bodies and councils;
- d) The operation of transportation brokerages to coordinate providers, funding agencies, and passengers;
- e) The provision of coordination services, including employer-oriented transportation management organizations and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;

- f) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
 - g) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems, inclusive of geographic information systems (GIS) mapping; global positioning system technology; coordinated vehicle scheduling; dispatching and monitoring technologies; technologies to track costs and billing in a coordinated system; and single smart customer payment systems. (Acquisition of technology is also eligible as a standalone capital expense).
7. Capital activities (e.g., acquisition of rolling stock and related activities, acquisition of services, etc.) to support ADA-complementary paratransit service.

8. Program Administrative Expenses are Not Eligible.

OTHER CAPITAL PROJECTS

Other Capital projects must fall under one or more of the following categories and may include, but are not limited to, the examples provided below:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
 - Public transportation projects that exceed the minimum requirements of the ADA;
 - Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service; or
 - Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.
1. Projects that Exceed the Minimum ADA Requirements:
- a) Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under ADA regulations (i.e., larger than 30" × 48" and/or weighing more than 600 pounds), such as the acquisition of lifts with a larger capacity; modifications to lifts with a 600-pound design load; and, the acquisition of heavier duty vehicles for demand-response and/or paratransit service to accommodate lifts with a heavier design load; and

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- b) Installation of additional securement locations in public transit buses beyond what is required by the ADA.

2. Projects that Improve Accessibility to the Fixed-Route System:

- a) Making Accessibility Improvements to Transit and Intermodal Stations Not Designated as Key Stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53 and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are specifically intended to remove barriers that would otherwise have remained. Section 5310 funds are eligible to be used for accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail, and rapid rail. This may include:

Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features;

Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA;

- i) Improving signage or wayfinding technology; or
- ii) Implementation of other technology improvements, including Intelligent Transportation Systems (ITS), that enhance accessibility for individuals with disabilities.

3. Alternatives that Assist Seniors and Individuals with Disabilities with Transportation

- a) Purchasing Vehicles to Support Accessible Taxi, TNC, Ridesharing, and/or Vanpooling Programs. Section 5310 funds can be used to purchase and operate accessible vehicles for use in taxi, TNC, ride-sharing, and/or vanpool programs provided that the vehicle meets the same requirements for lifts, ramps, and securement systems specified in 49 CFR Part 38, subpart B, at a minimum, and permits a passenger whose wheelchair can be accommodated pursuant to Part 38 to remain in their personal mobility device inside the vehicle.

4. **Program Administrative Expenses are Not Eligible.**

OPERATING PROJECTS

Operating costs are eligible only for services specifically designed for seniors (65+) and individuals with disabilities. If the project also serves seniors under 65, only the portion of costs attributable to eligible seniors and individuals with disabilities may be reimbursed.

2025 Section 5310 Solicitation for Proposals

Operating projects must fall under one or more of the following categories and may include, but are not limited to, the examples provided below:

- Public transportation projects that exceed the minimum requirements of the ADA;
- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service; or
- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

1. Projects that Exceed the Minimum ADA Requirements:

- a) Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA.
- b) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services.
- c) The incremental cost of providing same-day service.
- d) The incremental cost (if any) of making door-to-door or door-through-door service available to all eligible ADA paratransit riders but not on a case-by-case basis for individual riders in an otherwise curb-to-curb system.
- e) Enhancement of the level of service by providing escorts or assisting riders to or through the door of their destination.
- f) Accessible “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required by the ADA.

2. Projects that Improve Accessibility to the Fixed-Route System

- a. Travel training programs for individual users on awareness, knowledge, safety, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.

3. Alternatives that Assist Seniors and Individuals with Disabilities with Transportation

- a) Supporting the Administration and Expenses Related to Voucher Programs for Transportation Services Offered by Human Service Providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers

receiving transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The Section 5310 program can provide vouchers to seniors and individuals with disabilities to purchase rides, including (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on predetermined rates or contractual arrangements. Transit passes or vouchers for use on existing fixed-route or ADA complementary paratransit service are **not eligible**.

- b) Supporting Volunteer Driver and Aide Programs. Volunteer driver programs are eligible and include support for costs associated with administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase capacity of volunteer driver programs are also eligible. FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.

4. Program Administrative Expenses are **Not Eligible**.

IV. **FEDERAL SHARE & LOCAL MATCHING REQUIREMENTS**

The standard federal share is 80 percent of the net cost for eligible capital expenses and 50 percent of the net cost for eligible operating expenses. The net cost is defined as the portion of the project that cannot reasonably be covered by operating revenues (i.e., total operating costs minus farebox revenue). *Note: Program administrative costs are **not eligible** under this solicitation.*

To reduce the required local match, Metro will request Transportation Development Credits (TDCs) on behalf of eligible applicants. TDCs are not actual funds and do not increase the total project budget. Instead, they function like waivers that allow federal funds to cover a greater share of project costs.

Metro will request TDCs of up to 10 percent for capital projects and up to 25 percent for operating projects. Use of TDC's is subject to FTA approval. If approved, the local match requirement will be reduced accordingly. If not approved, applicants must meet the standard local match requirements.

Section 5310 Federal Share and Local Match Requirements with TDCs

Funding Category	Max Federal Share with TDCs	Minimum Local Match
Capital: Traditional & Other	90%	10%
Operating	75%	25%

The local share of eligible capital costs must be at least 10 percent of the net cost of the activity, and the local share for eligible operating costs must be at least 25 percent of the net operating costs. All sources of local match must be clearly identified and described in the grant application. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service.

The local match may be derived from a variety of sources, including:

- an undistributed cash surplus;
- a replacement or depreciation cash fund or reserve;
- a service agreement with a State or local service agency or private social service organization; and
- new capital.

Some examples of these sources of local match include:

- Cash
 - State or local appropriations
 - Private donations
 - Dedicated tax revenues
 - Revenue from service contracts
 - Net income generated from advertising and concessions.
 - Other non-USDOT federal funds
- In-Kind
 - Donations (e.g., facilities, space, equipment, supplies, vehicles, professional services) required to directly operate the program
 - Direct Labor Costs (including volunteer time) contributed to the project
 - Fuel, Utilities, or other direct expenses
 - In-Kind must:
 - o be included in the approved grant budget as part of the total project costs
 - o Must be documented with supporting records (e.g., time sheets, donation letters, lease agreements, pay stubs, expenditure reports)
 - o represent costs which would otherwise be eligible under the program
 - o not be included as a contribution for any other federally assisted project

- Income from contracts to provide human services transportation may be used to reduce the net project cost (revenue) or to provide local match for operating assistance. In either case, the cost of providing the contract service is included in the total project cost.
- Federal programs that are eligible to be expended for transportation other than programs funded by the United States Department of Transportation (USDOT).

Examples of programs that are potential sources of local match include employment, training, aging, medical, community services, and rehabilitation services. Specific resources for finding program information about other Federal funding that can be used to meet local share requirements can be found on [FTA's website](#).

V. PERFORMANCE MEASURES

FTA requires the tracking and reporting of both quantitative and qualitative performance data for all Section 5310 funded projects. To capture relevant outputs, service levels, and outcomes, FTA has established minimum performance indicators for Traditional Capital projects and Other Capital and Operating projects. Metro has adopted these minimum performance measures, as applicable. Applicants must identify all required performance measures in Part II of the grant application and may include any additional performance measures deemed necessary to demonstrate the impact of their proposed project.

Traditional Capital Projects

- a) Gaps in Service Filled - The actual or estimated number of seniors and individuals with disabilities afforded mobility annually as a result of the project (how many people will the project provide service to); and
- b) Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors and individuals with disabilities as a result of the project.

Other Capital and Operating Projects

- a) Gaps in Service Filled - The actual or estimated number of seniors and individuals with disabilities afforded mobility annually as a result of the project (how many people will the project provide service to); and
- b) Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors and individuals with disabilities as a result of the project; and
- c) Service Improvements - Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of the project; and

- d) Physical Improvements - Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors and individuals with disabilities as a result of the project

VI. APPLICATION INSTRUCTIONS

Review these application instructions, guidelines, and evaluation criteria carefully to ensure your application is complete, responsive, and competitive. Attendance at the potential applicant webinar hosted by Metro is highly encouraged.

Applicants may submit one or more applications across eligible funding categories. Separate applications are required for each proposed project and project component. Components may not be combined within a single application, even if they relate to the same project. For example, if requesting capital funds to purchase a vehicle and operating funds to operate that vehicle, two separate applications must be submitted. Each application and corresponding project will be evaluated and scored independently. The total funding requested by any single applicant may not exceed **\$800,000**.

Applications must be complete and signed by a duly authorized representative. Incomplete applications, including missing certifications, status inquiry forms, or other required attachments, may be deemed unresponsive and excluded from evaluation. Use the provided application checklist to ensure completeness.

Applications will be evaluated and scored. A minimum score of 70 out of 100 is required for funding consideration. Metro reserves the right to partially fund requests or require reductions in project scope and budget.

The complete signed application, with all required attachments, must be combined into a single PDF. This PDF, or a link to access and download it, must be emailed to Section5310@metro.net by **5:00 pm on Friday, November 14, 2025**.

Applications must be submitted in final form. No modifications, amendments, or supplemental materials will be accepted after the deadline.

The application is available as a fillable PDF form and consists of four parts. All questions must be answered concisely in the space provided. **No additional pages are allowed**. Only required attachments may be submitted as appendices. Access the application at: <https://www.metro.net/about/fta5310>.

Selection of Proposals for Funding Award Recommendations:

Eligible applications will be evaluated and scored based on alignment with the 2025–2028 Coordinated Plan, program eligibility, and the evaluation criteria outlined in this solicitation. Scoring elements that involve technical program data will be reviewed and scored by Section 5310 program administrators. All other sections will be reviewed and scored by a review panel, with final scores reflecting the average of all panel member evaluations. Projects will be ranked according to their final score, and available funds will be allocated based on this ranking up to the maximum amount available through this solicitation. Only proposals that receive a minimum score of 70 points (out of 100) will be considered for award recommendations. The final award recommendations are subject to funding availability and approval by the Metro Board of Directors. Approved projects will be included in Metro’s grant application to the FTA.

Public Record Disclaimer:

All application materials and attachments submitted in response to this solicitation become public records and may be subject to disclosure under the California Public Records Act. Applicants are advised not to include confidential information, such as client names, addresses, specific medical diagnoses, or other personal information.

System for Award Management:

As a condition of receiving federal funds, Metro must verify that all applicants are not suspended, debarred, ineligible, or otherwise excluded from participation in federally assisted programs. This verification is conducted through the federal System for Award Management (SAM) at <https://sam.gov>.

All applicants must be registered in SAM with an “Active” status at the time of application. Registration may take up to 15 business days to process, so applications are encouraged to register early. Applicants must ensure their SAM entity profile is set to “Public” to allow Metro to complete verification.

Helpful Resources:

[New SAM Registration Quick Start Guide](#)

[How to renew or update an entity](#)

NOTE: If your organization is already registered in SAM, confirm that your status is current and listed as “Active.” Make sure your entity profile remains “Public” to avoid verification delays.

A printout confirming your organization’s “Active” registration status in SAM.gov must be downloaded and attached as an appendix to the application.

Responsibility of Grant Subrecipient:

If an agency other than the applicant identified in the application is proposed to operate vehicles or other equipment funded through Section 5310, the grant subrecipient must retain full control and responsibility for the asset throughout its useful life, including until final disposition in accordance with FTA guidelines.

In such cases, the subrecipient must remain the registered owner of the vehicle or equipment and is fully responsible for all aspects of program compliance. This includes, but not limited to, operation oversight, reporting, insurance, maintenance, and monitoring. Metro must be listed as both an additional insured and the lien holder on the title of all Section 5310 funded vehicles. Metro's lien remains in effect according to the [Subrecipient Federal Asset Disposition Policy](#). Failure to comply with these requirements may result in the relinquishment of the federally funded asset to Metro.

Compliance Monitoring and Site Visit Requirements

Metro will conduct ongoing compliance reviews of all subrecipients to ensure that FTA Section 5310 funds are administered by applicable federal laws, regulations, guidance, and requirements. As part of these reviews, subrecipients will be required to submit supporting documentation and may be subject to on-site visits to observe grant-funded activities and services. Metro will also track and monitor any corrective actions issued, if applicable.

On-site compliance reviews will be required at the start of each project and must be completed before any grant reimbursements are issued for:

- New subrecipients,
- New services or project types, and/or
- Other circumstances deemed necessary by Metro, on a case-by-case basis, to ensure compliance with federal requirements.

APPLICATION GUIDELINES & EVALUATION CRITERIA

All applications submitted by the deadline will be reviewed by Metro staff to confirm eligibility and completeness. Applications that are incomplete, unsigned by a duly authorized representative, or missing required documents (e.g., certifications, forms, or other attachments) may be deemed non-responsive and excluded from evaluation. Use the application checklist provided to ensure your submission is complete. Applications must be submitted in final form. No amendments, supplemental materials, or late applications will be accepted.

Eligible applications will be evaluated and scored based on alignment with the 2025–2028 Coordinated Plan, program eligibility, and the evaluation criteria outlined in this solicitation. Scoring elements that involve technical program data will be reviewed and scored by Section 5310 program administrators. All other sections will be reviewed and scored by a review panel, with final scores reflecting the average of all panel member evaluations.

Applications receiving a minimum score of 70 points (out of 100) will be considered for funding. Projects will be ranked in order of final score, and awards will be made from highest to lowest until all available funds are allocated. Some projects scoring 70 or higher may be partially funded or not recommended for funding based on the availability of funds. Metro may request modifications to the project scope or budget before final award.

Applicants with proposals scoring 70 or higher that are partially funded or not selected may submit an appeal. Appeals must be based solely on the content of the original application and will be reviewed by Metro's Technical Advisory Committee (TAC). Appeal instructions will be provided with the funding recommendation notices.

Final funding decisions are subject to approval by the Metro Board and the FTA.

The following sections (Part I - Part IV) of the solicitation provide detailed application requirements and evaluation criteria.

PART I - GENERAL INFORMATION

Project Goal

In this section of the application, select one or more specific goals from the 2025-2028 Coordinated Plan for Los Angeles County that the proposed project addresses. The plan is available in the documents folder at: <https://www.metro.net/cp>

Description of Applicant Agency/Organization

Briefly describe your agency or organization using the space provided, including:

1. Transportation-related programs and services currently managed and provided, including target populations served, areas served, days/hours of service, and if applicable, total fleet size, including the number of vehicles that are federally funded.
2. The number of individuals currently receiving transportation assistance from your agency or organization, including a breakdown by age (65 years and older and under 65 years old) and by disability status (those who use a wheelchair or other mobility device and those who do not use a mobility device).
3. **Attach a map or brochure** as an appendix to your application that shows the existing service area of your agency or organization, as well as any proposed new or expanded service to be funded (if applicable). The map must clearly identify service area boundaries and include a list of applicable ZIP codes.

PART II - PROJECT NARRATIVE & EVALUATION CRITERIA

Part II consists of five sections (A-E). Metro will evaluate each application solely on the information provided in these sections. The weight of each section is indicated, with a cumulative total of **100 possible points**.

Section A: Scope of Work, Need, Objectives, Coordination, and Outreach (Up to 35 points)

To receive the maximum number of points, provide a clear and detailed description of the proposed project, including the specific transportation need it addresses, how the need was identified, and how the project will help meet that need. The response should also outline the project's objectives and describe any coordination and outreach effort involved. Address the following evaluation criteria, as applicable to the proposed project:

1. Describe the transportation services your agency/organization currently provides (if any), including the existing service fleet and the target populations served, such as seniors, individuals with disabilities, households with no access to a car, and/or low-income household. Indicate whether your agency operates the service directly or contracts for the services. If contracted, state whether the current contract is federally compliant, and whether the requested funding will support an existing or new contract.

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Explain how the funding will support the implementation, continuation, enhancement, or expansion of services. Include the proposed project start and end dates.

Describe how the proposed project aligns with and advances the goals and objectives of the Section 5310 program, as outlined on page 3 of this solicitation. In addition, explain how the project enhances mobility, independence, social connection, and economic participation for seniors and individuals with disabilities. If applicable, explain how the proposed project will support upcoming major events in Los Angeles, such as the FIFA World Cup, Olympic, and Paralympic Games. Include any coordinated planning efforts with other agencies, and describe how the project will improve accessibility, connectivity, or readiness to meet increased transportation demand during these events. For projects involving new, enhanced, or expanded services, clearly describe the specific improvements, such as increased service capacity, expanded service hours or service areas, or new target populations served.

Further include specific and detailed responses to items (a) through (e) below, as applicable to the proposed project **(Up to 30 points)**.

- a) **For all vehicle funding requests (Replacement and Expansion)**, complete and attach the **Vehicle Purchasing Schedule Form (Attachment A)**.
 - i) **For vehicle replacement projects**, explain why the replacement vehicle(s) are needed. Complete and attach the **Vehicle Replacement Request Form**, included as **Attachment B**. If requesting alternative fuel vehicles (e.g., CNG, electric), justify the need and indicate whether your agency has the necessary fuel or charging infrastructure in place, including its proximity to your agency. For electric vehicles, indicate whether your agency has an electrification plan. Indicate the plan for the disposition of the vehicles being replaced (e.g. retaining for backup use or selling). If proposing to lease instead of purchasing vehicles, provide a cost/benefit analysis to support the approach.
 - ii) **For vehicle requests related to new and/or enhanced or expanded services**, complete the **New Service or Service Expansion Vehicle Request Form** included as **Attachment C**. Also include the information requested below in section 1(b).
- b) **For new and/or enhanced or expanded services, including operating, vehicle and/or equipment expenses**, describe the proposed service and the growth in demand for transportation services among your target populations. Include details about the service routes and schedules and describe any trip coordination strategies already in place or planned for implementation. Indicate whether your agency or organization will operate the service directly or contract it out. Describe the expected increase in the number of clients to be served, including details on target populations, service areas, and the type of service to be provided. Explain how the proposed enhancements or expansions will increase the capacity of the current services. Specify any new or additional days and hours of service to be

provided annually. Provide annual projections for the number of one-way passenger trips, the total number of passengers to be served (each individual counted once) and the total vehicle miles to be traveled.

- c) **For communication and computer equipment, hardware and/or software, or any other eligible miscellaneous equipment in support of eligible projects**, complete and attach the **Communication/Computer Equipment Request Form** included as **Attachment D**. List the specific items to be purchased and attach three (3) like-kind cost estimates with the application. Estimates may be based on manufacturer quotes, online listings, advertisements, or product catalogs. Use the average of the three estimates as the “estimated unit cost” in the application.
 - i) **For replacement equipment**, provide a detailed description of the make, model, and year of the equipment to be replaced. Explain how it is currently being used to support your service and how its replacement is needed to improve service efficiency.
 - ii) **For “new” equipment**, provide a detailed description of how it is going to be used to support your service and why it is needed to improve service efficiency.
 - d) **For equipment, supplies and services**, provide a detailed description of the specific equipment and supplies to be purchased. Explain how it will be used to support your service.
 - e) **For improved passenger facilities**, attach two photographs showing the current conditions and describe the proposed improvements. For transit stop improvements, provide the specific location and service area (including street names) and include the total annual boardings for each location.
- 2) Explain how the proposed project (new, ongoing, or enhanced/expanded) was developed or is being implemented in consultation with interested parties to ensure coordination with existing and proposed transportation services. Describe how your agency sought and considered input from affected private and public transportation providers. Identify the specific agencies, organizations, and stakeholders involved in developing and/or implementing the project and describe their roles. This may include health and human services agencies, private sector partners, non-profit organizations, transportation providers, and members of the public. Be sure to explain how these partnerships contribute to the successful implementation of the project, improve coordination of services, and help prevent duplication of efforts **(Up to 3 points)**.
- 3) Describe how the project is or will be marketed to promote public awareness and encourage coordination with other agencies or organizations. Include any planned outreach strategies, communication methods, or promotional materials that will be used to engage target populations and partner agencies about the project. Be specific on how these efforts will raise awareness and support participation **(Up to 2 points)**.

Section B: Coordinated Plan and Equity Focus Communities (Up to 25 points)

In accordance with federal requirements, all projects selected for funding must be included in the 2025-2028 Coordinated Plan. To ensure consistency with this requirement, applicants must review the Coordinated Plan, available in the documents folder at: www.metro.net/cp.

A key outcome of the 2025-2028 Coordinated Plan is a prioritized list of projects and programs that address the identified mobility needs of target populations while maximizing the impact of available resources. Complete Section B of the application and address the following evaluation criteria:

1. **Project Priority Ranking:** Indicate the priority ranking of your proposed project based on the prioritization table on page 7 of the 2025-2028 Coordinated Plan. If the project addresses more than one priority level, select all that apply and specify the percentage of the project associated with each. Points will be awarded based on how closely the project corresponds with the applicable priority level. Partial points will be awarded proportionally based on the percentage attributed to each level.

The maximum point ranges per priority are: Priority 1 (**16 - 20 points**); Priority 2 (**11 - 15 points**); Priority 3 (**6 - 10 points**); Priority 4 (**1 - 5 points**).

Final point assignments within each range will be determined based on how well the project meets the additional considerations outlined in items (a) and (b) below.

- a) **Designated Priority Areas:** Projects proposing new, enhanced, or expanded services within a designated priority area (identified by Zip Code on page 33 of the 2025-2028 Coordinated Plan) will be awarded points at the higher end of the applicable priority range.
 - b) **Equity Focus Communities (EFC):** Metro is committed to prioritizing communities with the greatest mobility challenges, as outlined in its Board-adopted [Equity Platform](#). Projects proposing new, enhanced, or expanded services within a designated EFC will also be awarded points at the higher end of the applicable priority range. To determine if your project is within an EFC, visit [Metro's EFC Dashboard](#) to view the most up to date interactive tools and maps.
2. **Gaps, Barriers, and Strategies:** Describe how the proposed project addresses the gaps and barriers (pages 26-33) and aligns with the goals and strategies (pages 38-39) of the 2025-2028 Coordinated Plan. If the project addresses more than one priority, include details on the percentage for each. Support your response with relevant studies, surveys, or data sources, using qualitative and/or quantitative analysis. If the project involves new, enhanced, or expanded service within a designated priority area or EFC,

include supporting details or documentation such as maps or service area descriptions **(Up to 5 points)**.

Section C: Project Delivery Plan (Up to 20 points)

To receive the maximum number of points, provide a detailed project delivery plan demonstrating how the proposed project will be implemented in a timely, efficient, and federally compliant manner. The plan should address the approach to operating and managing the project, whether it is new, ongoing, or an expansion/enhancement of existing services.

Include a proposed project schedule that identifies key project milestones, potential risks, and strategies to mitigate those risks. The plan should also describe staffing, internal processes, and experience managing federal funds, including the frequency of invoicing and reimbursement submissions, and the internal controls in place to meet federal requirements. For planning purposes, assume eligible activities will begin approximately seven (7) months after the application deadline. Address each of the following, as applicable to the proposed project:

1. Describe the project's delivery plan, key milestones, and schedule, including a brief description of: 1) the applicant's history in providing transportation services and/or non-transportation services for seniors and individuals with disabilities, including those that use wheelchairs; 2) the applicant's experience delivering federally funded projects; 3) the role of key personnel and their relevant experience with implementing and managing similar transportation projects and federal grants; and 4) any third-party contracts to be procured by the applicant after grant award, and the proposed procurement method to be used **(Up to 10 points)**.
2. Describe the applicant's contingency plan to avoid service disruption due to staffing, mechanical, or technical problems. Further include a response to items (a-b) below if applicable to the proposed project **(Up to 5 points)**.
 - c) **Driver Training:** For new, ongoing, expanded, and/or enhanced vehicular transportation service projects (including both operating and capital), describe the applicant's driver training program. Include details on safety protocols, customer service standards, and any specialized training related to serving seniors and individuals with disabilities.
 - d) **Fleet Maintenance:** Describe the applicant's maintenance program, including daily pre-trip and post-trip inspection procedures and a summary of preventive and routine maintenance policies. This response should cover both directly operated and contracted services. Provide a summary of the current fleet, including vehicle types and quantities.

3. Describe the applicant's experience with managing grant funds, including federal, non-federal, transportation, and non-transportation grants. Also respond to items (a-b) below **(Up to 5 points)**.
 - a) **Federal Grants and Internal Controls:** The applicant should include a description of effective internal controls, either in place for previous federal awards or planned if awarded Section 5310 funds, that provides reasonable assurance that the applicant's participation in the federal award complies with federal statutes, regulations, and the terms and conditions of the federal award. Detail any active federal grant activities involving Metro. If the applicant has received a pass-through award from Metro, describe the invoice history, including how frequently reimbursement was requested.
 - b) **Non-Federal or Non-Metro Grants:** Describe the applicant's experience complying with the grant requirements of non-federal or non-Metro grants, including financial management practices (such as the process for preparing and submitting reimbursement requests), staffing, reporting procedures, and internal oversight. If the applicant has not previously received grant funds, outline the staffing plan and procedures for invoicing, managing reimbursements, and ensuring compliance.

Section D: Performance Measures (Up to 10 points)

FTA requires the tracking and reporting of both quantitative and qualitative performance data for all Section 5310 funded projects. To capture relevant outputs, service levels, and outcomes, FTA has established minimum performance indicators for Traditional Capital projects and Other Capital and Operating projects. Metro has adopted these minimum performance measures, as applicable.

To receive the maximum number of points, applicants must address the following:

1. Identify all required quantitative and qualitative performance measures in Part II of the grant application, consistent with the project type. Include any additional performance measures deemed necessary to demonstrate the impact of the proposed project. Describe the methodology used to develop performance estimates **(Up to 6 points)**.

Note: All applicable performance measures for the proposed project type **must** be clearly listed in Part II of the application.

a. Traditional Capital Projects

- i. Gaps in Service Filled - The actual or estimated number of seniors and individuals with disabilities afforded mobility annually as a result of the project (how many people will the project provide service to); and
- ii. Ridership - The actual or estimated number of rides measured by one-way

passenger trips provided annually for seniors and individuals with disabilities as a result of the project.

b. Other Capital and Operating Projects

- i) Gaps in Service Filled - The actual or estimated number of seniors and individuals with disabilities afforded mobility annually as a result of the project (how many people will the project provide service to); and
 - ii) Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors and individuals with disabilities as a result of the project; and
 - iii) Service Improvements - Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of the project; and
 - iv) Physical Improvements - Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact the availability of transportation services for seniors and individuals with disabilities as a result of the project.
2. Explain how each applicable performance measure (ref Section D.1) will be used by the applicant to evaluate the effectiveness of the project in meeting the transportation needs of the targeted population(s). Identify potential strategies to mitigate performance measures that are not achieving the stated objectives **(Up to 2 points)**.
 3. Describe the management tools and procedures to be used for collecting, tracking, and reporting the project's performance, including the ongoing management and evaluation of performance indicators **(Up to 2 points)**.

Section E: Budget and Project Readiness (Up to 10 points)

A detailed budget and realistic financial plan are essential to evaluate whether a project is ready for implementation and to demonstrate both project readiness and financial feasibility. Applicants must complete the Project Financial Plan table in Section E of the application and provide projected expenditure amounts by fiscal year and quarter. Address each of the following items, as applicable to the proposed project:

1. Describe the assumptions used to develop the project budget as provided in Part III of the application. All costs must be broken down, with a detailed description of how each cost was determined. The total net project cost should be the difference between total operating costs and farebox revenues (i.e., total operating cost - farebox revenue = net cost). Address the following (a-d) evaluation criteria **(up to 7 points)**:

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- a) Describe the assumptions used to prepare the budget, including quantity and level of service, basis for costs, inflation rates, and past experience. Include maintenance and repair costs, cost of fuel, casualty and liability insurance, and other administrative and direct costs. Note: Program administrative and indirect costs are **not eligible**.
 - b) Identify all sources and amounts of operating revenue, including farebox revenue (if applicable) and funding from local, state, or federal discretionary or formula grants that will support the proposed project.
 - c) Specify the total amount of Section 5310 federal funds requested and confirm the eligibility of all proposed expenditures under the program guidelines.
 - d) Identify the total amount and source(s) of non-USDOT local match funding committed to meet statutory match requirements. In addition:
 - i) If providing cash match, attach a **Local Match Commitment Letter** to your application. The letter must:
 - include the local match amount committed to the project
 - include the specific source of funding (i.e., Prop A., Donations)
 - be placed on your agency letterhead
 - be signed by a duly authorized representative
 - ii) If providing in-kind match, attach an **In-Kind Commitment Letter** to your application (in place of local match commitment letter). The letter must:
 - include a detailed description of each in-kind item or service
 - include the real or approximate value of each item or service
 - describe how each value was determined (e.g., actual cost, appraisal, fair market value, independent cost estimate)
 - provide formulas/methodologies or assumptions used for determining the costs
 - state if any of the contributions were obtained with or supported by federal funds
 - be placed on your agency letterhead
 - be signed by a duly authorized representative
2. Describe how the proposed schedule is realistic and allows for full project completion within the requested funding period. Applicants should only request funds they can reasonably spend within this timeline. If the project is supported by other grants (Metro or non-Metro), include those details. Metro will assess unspent funds to determine if additional funding is warranted. For continuing projects, the start date must reflect when new funds are expected to be used, as older funds will be drawn first (**up to 3 points**).

PART III - PROJECT BUDGET

Applicants must complete the budget sheet corresponding to the proposed funding category (Traditional Capital, Other Capital, or Operating). The budget must reflect all sources of revenue, including user fees or fares, and should align with the project's scope and timeline. Be sure to review any embedded notes within the worksheet for guidance.

Important: Total project expenses must equal total project funding.

1. **Project Expenses:** Clearly identify all eligible and justifiable project expenses over the proposed period of performance.
2. **Project Funding:** Specify the amount of Section 5310 federal funding requested. If applicable, include projected revenues from fares or user fees.
3. **Full Funding Required:** Each project must be fully funded. While only the minimum local match is required, applicants may propose a higher local contribution.
4. **Additional Revenue:** Include all additional revenue sources, such as grants, donations, or local fundraising, that will support the proposed project.
5. **Local/In-Kind Match:** Identify the sources of the local or in-kind match. All match contributions must meet eligibility requirements and be clearly documented in the application.

PART IV - CERTIFICATIONS

Private Nonprofit 501(c) Organizations – Status Inquiry and Certification

Applicants claiming eligibility as a private nonprofit 501(c) organization must complete the Status Inquiry and Certification included in this section. In addition, applicants must attach documentation verifying both their legal and tax-exempt status.

1. **Verification of Legal Standing:** Nonprofit organizations must provide proof of current legal standing with the California Secretary of State. This can be done using either of the following methods:
 - a) **Online Verification:** Visit the California Business Search portal at <https://bizfileonline.sos.ca.gov/search/business>. Enter the applicant's name or file number. If the status is listed as "Active" print the page and include it as an appendix to your application. If verification is not available at the time of submission, note the date the request was made and provide an estimated date of when the documentation will be forwarded to Metro.
 - b) **Mail-in Request:** If online verification is not possible, you may obtain a Status Inquiry document by submitting a Business Entities Records Request - Order Form.

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Instructions and forms are available at: <https://bpd.cdn.sos.ca.gov/pdf/be-records-requests.pdf>

- 2. IRS Tax-Exempt Status:** Nonprofit organizations must provide documentation confirming that they are recognized by the Secretary of the Treasury as a tax-exempt organization described under 26 U.S.C. 501(c) and exempt under 26 U.S.C. 501(a) or have been determined to be a nonprofit organization under applicable State law.

Applicants must attach the following to their application:

- a) **Determination Letter:** A determination letter from the Internal Revenue Service (IRS) confirming the organization's tax-exempt status under Section 501(c) of the Internal Revenue Code. If the original letter is unavailable, an IRS affirmation letter is acceptable. Guidance on how to request an affirmation letter can be found at: <https://www.irs.gov/charities-non-profits/exempt-organizations-affirmation-letters>
- b) **IRS Tax Exempt Organization Search:** A current printout from the IRS Tax Exempt Organization Search (TEOS) database showing the organization is in good standing with active 501(c) status. The listing should include the organization's legal name, EIN, exemption type, deductibility status, and any revocation history. The TEOS database may also contain a downloadable copy of the determination letter. The database is available at <https://apps.irs.gov/app/eos/>.

Local Government Authority Certification

A local governmental authority includes any political subdivision of a state (e.g., a city or county), a state authority or an authority of a political subdivision, or a public corporation, board, or commission established under state law.

TRADITIONAL CAPITAL APPLICANTS: PUBLIC HEARING REQUIREMENT

Metro may award Section 5310 Traditional Capital funds to a local governmental authority only under one of the following two conditions:

- 1. The authority certifies that there are no non-profit organizations readily available in the area to provide the proposed service; or
- 2. The authority is officially designated by the State to coordinate services for seniors and individuals with disabilities.

IMPORTANT: Governmental authorities applying under Condition 1 are required to hold a **public hearing** during the application period to meet the certification requirement. The public hearing is a mandatory part of the application process and must be completed before the application due date.

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To meet this requirement:

- The public hearing must be publicly notified at least 30 days in advance to allow for public comment.
- **The hearing must be held between the release of the solicitation and the application due date.**

Applicants should schedule their public hearing **as early as possible** to ensure timely completion.

As part of the application, the following must be attached as an appendix:

- A copy of the public hearing notice, and
- A summary letter signed by an authorized representative detailing the outcome of the hearing and any public comments received.

OTHER CAPITAL AND OPERATING APPLICANTS

Applicants seeking funding under the Other Capital or Operating categories are exempt from the certification and public hearing requirements above.

COORDINATOR OF SERVICES: DESIGNATION CONFIRMATION REQUIRED

Local governmental authorities designated by the State as coordinators of services for seniors and individuals with disabilities are also exempt from the certification and public hearing requirements. These applicants must instead provide written documentation confirming their designation as a coordinator of services and include it as an appendix to the application.

General Certifications and Assurances Summary

All applicants must complete and sign the General Certifications and Assurances Summary form, affirming their agreement to comply with all applicable federal statutes, regulations, executive orders, and administrative requirements related to applications and grants received from the FTA.

By signing the form, applicants acknowledge receipt and awareness of the governing authorities referenced in [FTA Circular 5010.1F](#) (Award Management Requirements) and [FTA Circular 9070.1H](#) (Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance), which are incorporated by reference in Metro's subrecipient funding agreements.

Civil Rights Certification

A **Civil Rights Certification Letter** must be included as an appendix to the application. This letter is to be printed on letterhead and signed by an authorized representative. This letter must address the following:

1. A summary of any lawsuits or complaints received or acted on in the past 12 months alleging discrimination based on race, color, creed, national origin, sex, age, or disability.
 - a) For each complaint or lawsuit, include:
 - i) Date received
 - ii) Summary of the allegation(s)
 - iii) Status or outcome
 - iv) Any corrective actions taken
 - v) Date of final resolution
 - b) If no lawsuits or complaints were received or acted upon, the letter must state:
 - i) “There were no lawsuits or complaints received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements.”
2. Indicate whether the applicant has an active Title VI Plan that has been approved by the board of directors or appropriate governing entity. If not, explain why and provide the anticipation completion date.
3. Describe the applicants language access policies and procedures, including how written and oral information is made available in languages other than English.

Current Grant Subrecipient Compliance

Applicants must indicate whether they currently have an active capital or operating project funded through a Metro subrecipient grant program or are actively reporting to Metro on a past asset purchased with capital funds. If yes, the applicant must confirm whether they are in compliance with the applicable funding agreement, scope of work, and Metro’s annual self-certification reporting requirements.

Debarment/Suspension Certification

As a condition of receiving federal funds, Metro must verify that all applicants are not suspended, debarred, ineligible, or otherwise excluded from participation in federally assisted programs. This verification is conducted through the federal System for Award Management (SAM) at <https://sam.gov>.

All applicants must sign the **Debarment/Suspension Certification** form, certifying that

their agency/organization and any affiliated subcontractors are not subject to any such federal exclusions.

A printout confirming your organization's "Active" registration status in SAM.gov must be downloaded and attached as an appendix to the application.

Instructions on how to register, renew, or update your SAM entity are provided on **page 17** of this solicitation.

FTA Section 5310 Program

Enhanced Mobility of Seniors and Individuals with Disabilities

2025 Competitive Grant Application



Application Deadline: 5:00 pm on Friday, November, 14, 2025

Please Note: This application is subject to change. For the most up-to-date version, visit <https://www.metro.net/about/fta5310>



Metro

September 2025

Competitive Grant Application

FTA Section 5310 Program

2025 Solicitation for Proposals

Application Deadline: 5:00 PM on Friday, November 14, 2025

Application Package Contents

Part I General Information

Part II Project Narrative

Part III Project Budget

Part IV Certifications

Attachments

Attachment A: Vehicle Purchasing Schedule

Attachment B: Vehicle Replacement Request Form

Attachment C: New Service/Service Expansion Vehicle Request Form

Attachment D: Equipment Request Form

Application Instructions

Each applicant is allowed to submit one or more applications under any funding category. Separate applications must be submitted for each proposed project and/or funding category. Categories cannot be combined in one application, even if the request is for one project. Total applicant funding request may not exceed **\$800,000**.

The complete signed application with all required attachments must be combined into one single PDF. The PDF or a link to view/download the PDF must be emailed to Section5310@metro.net by the application deadline, 5:00 PM on Friday, November 14, 2025.

Application packages with incomplete and/or missing information (e.g., status inquiry, certifications, not signed by a duly authorized representative may render the proposal non-responsive and may not be evaluated. Use the application checklist to ensure completeness.

Applications will be evaluated and scored and must receive a minimum score of 70 out of 100 to be considered for funding. Funding requests may be partially funded, and we may request a reduction in the scope of work and associated budget.

Applications as submitted are to be complete and final. Modifications, amendments, or supplements to the application will not be accepted after the application deadline.

The application is provided in fillable PDF form. All questions must be concisely answered in the space provided. **No additional pages** can be included to answer the questions. Only required attachments can be included as appendices to the application.

Technical Assistance

If you have any questions, contact Ruben Cervantes at cervantesr@metro.net, or Dustin Sifford at siffordd@metro.net. For additional information and resources, refer to the program website <https://www.metro.net/about/fta5310>.

2025 Grant Application Checklist

FTA Section 5310 Program

Part I- General Information	
All solicitation questions are addressed	
Map with zip code detail on service proposal is attached	
Application is signed by a duly authorized representative	
If a public entity, authorizing resolution is attached	
Part II- Project Narrative	
Section A: Scope of Work, Project Need, Objectives, Coordination & Outreach	
All solicitation questions are addressed	
Vehicle Projects: Completed Attachment A is included	
Vehicle Replacement Projects: Completed Attachment B is included	
Vehicle Expansion Projects: Completed Attachment C is included	
Equipment Projects: Completed Attachment D is included	
Facility Improvement Projects: 2 photos showing existing conditions are included	
Section B: Coordinated Plan and Equity Focus Communities	
All solicitation questions are addressed	
Priority ranking table is completed with detailed description	
Section C: Project Delivery Plan	
All solicitation questions are addressed	
Proposed project schedule with key milestones included	
Section D: Performance Measures	
All solicitation questions are addressed	
All required performance measure data is included	
Section E: Budget and Project Readiness	
All solicitation questions are addressed	
All current grant information detailed in Project Delivery Plan	
A detailed cost breakdown with adequate justification is included	
Providing Cash Match: Local Match Commitment Letter is included	
Providing In-Kind Match: In-Kind Commitment Letter is included	
Part III- Project Budget	
All solicitation questions are addressed	
Budget sheet is completed & Total Project Expenses equals Total Project Funding	
Part IV- Certifications	
Nonprofits: Private Nonprofit Organizations – Status Inquiry & Certification	
Government Agencies: Local Government Authority Certification	
Government Agencies Applying for Traditional Capital: Public Hearing info included	
General Certifications & Assurances Summary	
Civil Rights certification letter is attached	
Debarment/Suspension Certification	
SAM.gov Registration is attached	

Part I

General Information

Name of Applicant: _____

Project Title: _____

Project Description: _____

Total Federal Funding Request: \$ _____

Applicant Information

SAM Unique Entity ID: _____

IRS Employer Identification Number: _____

Address: _____

City/State/Zip: _____

Contact Person (Name & Title): _____

E-mail of Contact Person: _____

Phone (Area code + Number): _____

Project Budget Summary

A. Total Federal Funding Request: _____ \$ _____ % _____

B. Total Local Match | **Source:** _____ \$ _____ % _____

C. Total Project Expenses: _____ \$ _____ % _____

If the federal funding request is not fully awarded, would your agency or organization be amenable to implementing a reduced Scope of Work?

Yes No

Authorization

I, _____, am the person duly authorized to sign this application and associated certifications on behalf of my agency/organization. I also acknowledge that the information in this application package is a public record. To the best of my knowledge and belief, all data in this application is true and correct. My agency/organization will comply with applicable Certifications and Assurances, Metro Funding Agreement, and Metro and FTA requirements if federal financial assistance is awarded. If the agency/organization is a public entity, I acknowledge that there is an **authorizing resolution** attached to the application designating myself as the duly authorized person to sign on its behalf.

Signature of Authorized Representative

Date

Title of Authorized Representative

Name of Agency/Organization

Part I

General Information (continued)

Name of Applicant:
Project Title:
Project Description:
Total Federal Funding Request: \$

Funding Category (Select only one)

- Traditional Capital
- Other Capital
- Operating

Applicant Eligibility (Select only one)

- Private Nonprofit 501(c) Organization
- State or Local Government Authority
- Operator of Public Transportation

Project Service Area (Select all applicable)

- Los Angeles/Long Beach/Anaheim Urbanized Area
- Lancaster/Palmdale Urbanized Area
- Santa Clarita Urbanized Area
- Other Cities or Unincorporated Areas within LA County Not Listed Above
- Areas Outside of LA County

Project Goal (Select all applicable)**Refer to 2025–2028 Coordinated Public Transit – Human Services Transportation Plan for LA County**

- Fund Mobility Options [\(<https://www.metro.net/cp>\)](https://www.metro.net/cp)
- Address Mobility Gaps
- Provide Support Services
- Promote and Improve Information Portals
- Enhance Performance Monitoring Systems

Part I

General Information (continued)

Description of Applicant Agency/Organization

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Part I

General Information (continued)

Description of Applicant Agency/Organization

Part II - Project Narrative

Section A

Part II consists of five sections (A-E) totaling 100 possible points. To receive the maximum number of points for each section, ensure that the narrative responses are clear, concise, complete, and accurate. Follow the application instructions in the Solicitation for Proposals carefully for expanded section descriptions, project applicability and evaluation criteria as guidance to complete each section. All questions must be concisely answered in the space provided. No additional pages may be provided.

A. Scope of Work, Need, Objectives, Coordination & Outreach (Up To 35 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Part II - Project Narrative

Section A (continued)

A. Scope of Work, Project Need, Objectives, Coordination & Outreach

Part II - Project Narrative

Section A (continued)

A. Scope of Work, Project Need, Objectives, Coordination & Outreach

Part II - Project Narrative

Section A (continued)

A. Scope of Work, Project Need, Objectives, Coordination & Outreach

Part II - Project Narrative

Section B

B. Coordinated Plan and Equity Focus Communities (Up To 15 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Project Priority Ranking (Select all applicable)

2025–2028 Coordinated Public Transit – Human Services Transportation Plan for LA County

Refer to the Overall Prioritization Ranking table on page 7 of the Coordinated Plan ([direct link to Plan](#)). If the proposed project addresses more than one priority, select all that apply and indicate the percentage of the project in each priority level: <https://www.metro.net/cp>.

Priority 1 % _____

Priority 2 % _____

Priority 3 % _____

Priority 4 % _____

None % _____

% _____

Part II - Project Narrative

Section B (continued)

B. Coordinated Plan and Equity Focus Communities

Part II - Project Narrative

Section B (continued)

B. Coordinated Plan and Equity Focus Communities

Part II - Project Narrative

Section C

C. Project Delivery Plan (Up To 20 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Part II - Project Narrative

Section C (continued)

C. Project Delivery Plan

Part II - Project Narrative

Section C (continued)

C. Project Delivery Plan

Part II - Project Narrative

Section D

D. Performance Measures (Up To 10 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Part II - Project Narrative

Section D (continued)

D. Performance Measures

Part II - Project Narrative

Section D (continued)

D. Performance Measures

Part II - Project Narrative

Section E

E. Budget and Project Readiness (Up To 10 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Year	Q1 (Jul - Sep)	Q2 (Oct - Dec)	Q3 (Jan - Mar)	Q4 (Apr - Jun)	Totals

Description:

Part II - Project Narrative

Section E (continued)

E. Budget and Project Readiness

Part III

Project Budget

1. Traditional Capital

Project Expenses		
Contracted Services with Human Services Agencies or Provider	+	
Vehicle – Provide details on Purchase/Lease in Part II, Section E	+	
Equipment – Provide details on Purchase/Lease in Part II, Section E	+	
Other – Describe in Part II, Section E	+	
Less – Subtract any projected program income (e.g. farebox)	-	
A. Total Project Expenses		

Project Funding		
B. Total Federal Funding Request		
Local Match		
State Fund Source:	+	
Local Fund Source:	+	
Revenues from Contracts with Human Services Agencies	+	
Donations Source:	+	
Applicant In-kind (e.g., property, land, office space, etc.)	+	
Non-applicant In-kind (e.g., volunteer drivers, escorts, travel aides)	+	
Non USDOT Federal Funding Source:	+	
Other – Explain in Part II, Section E	+	
C. Total Local Match		
Total Project Funding (<i>must equal A. Total Project Expenses</i>)	\$	

Part III

Project Budget (continued)

2. Other Capital

Project Expenses		
Contracted Services with Human Services Agencies or contractor	+	
Vehicle – Provide details on Purchase/Lease in Part II, Section E	+	
Equipment – Provide details on Purchase/Lease in Part II, Section E	+	
Other – Describe in Part II, Section E	+	
Less – Subtract any projected program income (e.g. farebox)	-	
A. Total Project Expenses	\$	

Project Funding		
B. Total Federal Funding Request		
Local Match		
State Fund Source:	+	
Local Fund Source:	+	
Revenues from Contracts with Human Services Agencies	+	
Donations Source:	+	
Applicant In-kind (e.g., property, land, office space, etc.)	+	
Non-applicant In-kind (e.g., volunteer drivers, escorts, travel aides)	+	
Non USDOT Federal Funding Source:	+	
Other – Explain in Part II, Section E	+	
C. Total Local Match		
Total Project Funding (must equal A. Total Project Expenses)	\$	

Part III

Project Budget (continued)

3. Operating

Project Expenses		
Driver Labor	+	
Travel Trainer/Travel Aides Labor	+	
Contracted Services	+	
Vehicle Maintenance & Repair	+	
Fuel	+	
Insurance	+	
Project Marketing	+	
Other – Explain in Part II, Section E	+	
Less – Subtract any projected program income (e.g. farebox	-	
A. Total Project Expenses	\$	

Project Funding		
B. Total Federal Funding Request		
Local Match		
State Fund Source:	+	
Local Fund Source:	+	
Revenues from Contracts with Human Services Agencies	+	
Donations Source:	+	
Applicant In-kind (e.g., property, land, office space, etc.)	+	
Non-applicant In-kind (e.g., volunteer drivers, escorts, travel aides)	+	
Non USDOT Federal Funding Source:	+	
Other – Explain in Part II, Section E	+	
C. Total Local Match		
Total Project Funding (must equal A. Total Project Expenses)	\$	

Part IV

Certifications

Private Nonprofit 501(c) Organizations – Status Inquiry & Certification

Applicants claiming eligibility based on its status as a private nonprofit 501(c) organization must complete the status inquiry and certification. In addition, they must attach an online California “Business Search” record verifying their business status as well as Internal Revenue Service (IRS) documentation verifying tax-exempt status.

1. Nonprofit organizations must obtain verification of its current legal standing from the Secretary of State's California Business Search database and attach it as an appendix to the application. To assist your organization in obtaining this information, use one of these two methods:

a) To obtain the records online, go to <https://bizfileonline.sos.ca.gov/search/business>. Enter the name of your organization or file number. If the status is "Active," print the page and submit it as an appendix to the application. If the verification is not available at the time of submission, note the date the request was made and provide an estimated date when the documentation will be forwarded to Metro.

b) If online verification is not possible, you may obtain a Status Inquiry document by completing a Business Entities Records Request - Order Form. Instructions can be found here: <https://bpd.cdn.sos.ca.gov/pdf/be-records-requests.pdf>.

2. Nonprofit organizations must be recognized under section 501(c) of the Internal Revenue Code. **IRS documentation must be attached.** To assist applicants, use one of these two methods:

a) An IRS determination letter confirms tax-exempt status, but if the determination letter is unavailable, an IRS exempt organization affirmation letter is acceptable. Guidance can be found here: <https://www.irs.gov/charities-non-profits/exempt-organizations-affirmation-letters>.

b) A current printout from the IRS Tax Exempt Organization Search database also shows the organization has active 501(c) status. The listing should include the organization's legal name, Employer Identification Number, exemption type, deductibility status, and any revocation history. The TEOS database may also contain a downloadable copy of the determination letter. The database is available at <https://apps.irs.gov/app/eos/>.

Private Nonprofit 501(c) Organizations

Legal Name of Non-profit Applicant: _____

State of California Articles of Incorporation Number: _____

Date of Incorporation: _____

IRS Employer Identification Number: _____

Part IV

Certifications (continued)

Local Governmental Authority Certification

A local governmental authority includes: a political subdivision of a state, such as a city or county; a state authority or an authority of a political subdivision of a state; and a public corporation, board, or commission established under the laws of a state.

Metro may award **Section 5310 Traditional Capital** funds to a local governmental authority under only one of two conditions.

1. The local governmental authority certifies that there are no non-profit organizations readily available in the area to provide the service; or
2. The local governmental authority is approved by the State to coordinate services for seniors and individuals with disabilities.

Local governmental authorities must certify that no non-profit agencies are readily available to provide the proposed service, by completing and signing the Certification below.

For governmental authorities certifying that there are no non-profit organizations readily available in the area to provide the service, a **public hearing is required** and must be completed before the application due date. A copy of the public hearing notice and a letter summarizing the outcome of the hearing signed by an authorized representative must be attached as part of the application. The public hearing should be scheduled accordingly taking into consideration the minimum required 30-day public comment period prior to the public hearing.

Please check the option below that most directly applies to your local governmental authority and potential Section 5310 Traditional Capital funds.

Certifying that as a local governmental authority there are no nonprofit organizations readily available in the service area to provide the proposed service. By selecting this option, my local governmental authority has a public hearing date of _____.

Certifying that my local governmental authority is approved by the state to coordinate services for seniors and individuals with disabilities.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Part IV

Certifications (continued)

General Certifications & Assurances Summary

The "Certifying Representative" must complete the form. Use the legal name of your agency or organization. If the agency or organization is a public entity, attach an authorizing resolution as an appendix to the application, designating the person to sign on its behalf.

Legal Name of Applicant: _____

Address: _____

Contact Person: _____ Phone: _____ Email: _____

Pursuant to Title VI of the Civil Rights Act of 1964 and 49 Code of Federal Regulations (C.F.R.) Part 21, the applicant assures that no person, on the grounds of race, color, creed, national origin, sex, age, or disability shall be excluded from participating in, or denied the benefits of, or be subject to discrimination under any project, program, or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the applicant receives federal assistance funded by the Federal Transit Administration (FTA). The applicant assures that it shall not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability and that it shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, age, or disability.

The applicant certifies that it will conduct any program or operate any facility that receives or benefits from federal financial assistance administered by FTA in compliance with all applicable requirements imposed by or pursuant to the Americans with Disabilities Act of 1990, as amended, and 49 C.F.R. Parts 27, 28, 37, & 38, or any other applicable federal laws, regulations, or guidance.

The applicant assures that it will comply with the federal statutes, regulations, executive orders, and administrative requirements, which relate to applications made to and grants received from FTA. The applicant acknowledges receipt and awareness of the list of such statutes, regulations, executive orders, and administrative requirements that are provided as references in FTA Circular 9070.1G ("Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance").

The applicant certifies that the contracting and procurement procedures that are in effect and will be used by the applicant for equipment are in accordance and comply with the significant aspects of FTA Circular 4220.1G ("Third-Party Contracting Guidance").

The applicant certifies that any proposed project is in conformance with FTA rolling stock guidelines.

The applicant certifies that any proposed project for the acquisition of or investment in rolling stock, facilities and equipment will remain in safe, operating order, and the applicant will have written policies and/or procedures in place to maintain them. The applicant will maintain in operative condition those features of rolling stock and facilities that are required to make the rolling stock and facilities readily accessible. The applicant will repair the ADA accessibility features promptly if they are damaged or out of order. The applicant will establish a system of regular and frequent maintenance checks of lifts sufficient to determine if they are operative.

The applicant certifies that any proposed project for the acquisition of or investment in rolling stock, facilities, and equipment will not be disposed of, the use modified, or the ownership terms changed, without permission and instructions from Metro, and in accordance with the disposition procedures referenced in 49 United States Code (U.S.C.) 5334, 2 C.F.R. Part 200, FTA Circulars 5010.1F ("Award Management Requirements") and 9070.1H, and the policies established in Metro's [Subrecipient Federal Asset Disposition Policy](#).

The applicant certifies that it will comply with 49 U.S.C 5323 as well as 49 C.F.R. Parts 604 and 605 prohibiting engagement in charter and school bus operations using federally funded equipment or facilities in competition with private operators of charter and school buses, except as permitted.

The applicant certifies that it will comply with 49 C.F.R. Part 32 in matters relating to providing a drug-free workplace.

To the best of my knowledge and belief, the data in this application are true and correct, and I am authorized to sign these certifications and assurances and to file this application on behalf of the applicant.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Part IV

Certifications (continued)

Civil Rights Certification

A **Civil Rights Certification Letter must be attached** as an appendix to the application describing any lawsuits or complaints against your agency or organization within the last 12 months alleging discrimination on the basis of race, color, creed, national origin, sex, age or disability. The summary should include the date received, description of the issue/summary of the allegations, status or outcome, any corrective action taken, and date of final resolution.

If **NO** lawsuits or complaints were received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements, please include the following statement in the letter:

“There were no lawsuits or complaints received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements.”

In this letter, please discuss if your agency or organization has a Title VI Plan approved by the board of directors or appropriate governing entity. If not, please explain why and provide the anticipated completion date.

The letter should also discuss policies and procedures to make written and oral information available to clients and potential clients in languages other than English.

This letter is to be printed on letterhead, signed by a duly authorized representative, and attached as an appendix to the application.

Part IV

Certifications (continued)

Current Grant Subrecipient Compliance

If you are a current grant subrecipient with Metro and are not compliant with all subrecipient grant program requirements, you may not be eligible to apply for grant funds.

	Yes	No
Does your agency/organization currently have an active capital and/or operating project funded through a Metro grant subrecipient program, or is currently reporting to Metro on a past capital project?		

If yes, is your agency/organization currently in compliance with its grant program funding agreement, scope of work, and/or Metro annual self-certification reporting?

Debarment/Suspension Certification

Federal law requires that all agencies receiving federal funds must certify that neither they nor their subcontractors have been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any federal department or agency from doing business with the federal government.

A **SAM.gov printout confirming your organization's "Active" registration status must be printed and attached** as an appendix to the application. This can be obtained by logging in and searching with your agency/organization name or Unique Entity ID (UEI) at <https://sam.gov>. Details on registering in the System for Award Management (SAM) or renewing or updating your existing SAM entity can be found on page 17 of the 2025 Solicitation for Proposals.

SAM UEI: _____

By signing this Debarment/Suspension Certification form, you're certifying that neither your agency/organization nor any subcontractor affiliated with your agency/organization has been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any federal department or agency.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Attachment A

Vehicle Purchasing Schedule

Applicants are encouraged to purchase vehicles through the CalACT/MBTA Cooperative. Agencies choosing their own procurement must follow all federal requirements, and only similar vehicle types will be approved. Estimated Unit Costs reflect the maximum award (includes estimated taxes and fees). Any cost above the estimate must be covered by the applicant.

Vehicle	Quantity	Unit Cost	Total Cost
Class A Small Bus- Gas; Up to 8 Passengers and 2 Wheelchairs			
Class B Medium Bus- Gas; Up to 8 Passengers and 2 Wheelchairs			
Class B Medium Bus- CNG; Up to 8 Passengers and 2 Wheelchairs			
Class C Large Bus (Cutaway)- Gas; Up to 16 Passengers and 2 Wheelchairs			
Class C Large Bus (Cutaway)- CNG; Up to 16 Passengers and 2 Wheelchairs			
Class D Low Floor Minivan- Gas; Up to 5 Passengers and 2 Wheelchairs			
Class E Large Cutaway- Gas; Up to 24 Passengers and 2 Wheelchairs			
Class E Large Cutaway- CNG; Up to 24 Passengers and 2 Wheelchairs			
Class E Large Cutaway- Propane; Up to 24 Passengers and 2 Wheelchairs			
Class G Low Floor Cutaway- Gas; Up to 18 Passengers and 2 Wheelchairs			
Class G Low Floor Cutaway- CNG; Up to 18 Passengers and 2 Wheelchairs			
Class V Raised Top Van- Gas; Up to 8 Passengers and 2 Wheelchairs			
Class P Promaster Van- Gas; Up to 8 Passengers and 2 Wheelchairs			
Class Z-1 Electrified Class V Van; Up to 8 Passengers and 2 Wheelchairs			
Class Z-2 Electrified Class C Cutaway; Up to 16 Passengers and 2 Wheelchairs			
Totals			

View CalACT Vehicle Types [HERE](#)

CalACT Bus Vendor Websites: [Model1](#), [A-Z Bus Sales](#), [Davey Coach](#), [RO Bus Sales](#)

Attachment B

Vehicle Replacement Request Form

This form is to be completed by agencies requesting replacement vehicles. Complete the following items and the chart below:

> Miles traveled per day for all active vehicles in revenue service _____ (Do not include miles from backup vehicles)

> Agency's normal days and hours of operation (e.g. Monday thru Sunday 7:00 am to 7:00 pm)

> Average service hours per day. _____

> Current wheelchair/lift users _____ % (Divide total number of wheelchair/lift clients by total number of riders)

> Total fleet count after replacement _____

> Total peak service fleet count _____ (number of vehicles in service during peak service hours)

	Vehicle Description (Year, Make, & Type)	Last 5 Digits of VIN	Current Backup Vehicle?	Mileage	Fold Down Seats	Passenger Capacity Ambulatory / Wheelchair	Date Purchased or Leased (indicate if leased)	Vehicle Disposition (Backup or Sell)	Registered Owner (not lienholder)	Procured with Federal Funds?	If YES, Federal Fund Source	Daily Service Hours	Daily One-Way Passenger Trips
Ex	2017 Ford Starcraft	09354	No	195,000	4	18A/4W	Jun-17	Sell	City of Los Angeles	Yes	FY17 Section 5310	8	30
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													

Attachment C

New Service/Service Expansion Vehicle Request Form

This form is to be completed by agencies requesting vehicles to:

- > Start a new transportation service, or
- > Add new or additional service to their current program

To complete the chart below:

- > Indicate if vehicle request is for a New (N) transportation service or Service Expansion (SE) for an existing transportation service.
- > Indicate type of requested vehicle, such as Van, Small Bus, Medium Bus, etc.
- > Indicate the number of days of vehicle service (e.g., Monday – Friday = 5, Monday – Sunday = 7).
- > Indicate the average number of vehicle service hours per day, exclude idle time (the time the vehicle is not in direct passenger service). Use whole hours; do not use ranges of hours or portions of hours.
- > Calculate vehicle service hours by multiplying number of days of vehicle service with total service hours per day (exclude idle time)(e.g., 5 days per week x 8 hours per day = 40 hours per week).
- > Indicate the number or estimated number of one-way passenger trips per day (each time a passenger boards the vehicle, a round trip would be counted as two passenger trips), and of this total how many are wheelchair/lift users.
- > Indicate the projected average number of miles that the vehicle will travel per day.
- > Total fleet count with new vehicles _____
- > Total peak service fleet count _____ (number of vehicles in service during peak service hours)

	Type of Request N – New Service or SE – Service Expansion	Vehicle Type	No. of Days of Vehicle Service	Average Service Hours Per Day	Total Vehicle Service Hours Per Week	Total One-Way Passenger Trips Per Year	From the One-Way Passenger Trips Per Year, How Many are Wheelchair Trips	Projected Miles Per Day
Ex	N or SE	Small Bus	5	8	40	5,000	1,200	400
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

Attachment D

Equipment Request Form

This form is to be completed by agencies requesting:

- > Computer equipment (software or hardware)
- > Communications equipment (radios, base station, etc.) or
- > Other equipment such as wheelchair restraints or improved passenger facilities (benches, shelters, etc.)

Applicant must attach **three estimates** of like-kind equipment with this application. The average of the three estimates will become the requested grant amount. After grant approval, the subrecipient must receive prior approval from Metro before purchasing. The subrecipient will be responsible for purchasing the equipment and submitting invoice to Metro to be reimbursed for the federal share.

Implementation of any ITS project shall be consistent with the Regional ITS Architecture. ITS projects must comply with Metro's Countywide ITS Policy and Procedures adopted by the Metro Board of Directors, including the submittal of a completed, signed self-certification form.

Equipment	Quantity Request	Estimated Unit Cost	Total Cost
Computer Hardware			+
Computer Software			+
Maintenance Equipment			+
Other Eligible Equipment (describe below)			+

Complete for Requesting Communication Equipment			
Base Station			+
Mobile Radio			+
Total Equipment Request			



FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM

Planning and Programming Committee

September 17, 2025



File# 2025-0610

Approve Recommendations

Federal Transit Administration Section 5310 Program

Recommendations:

- A. ALLOCATING \$11,619,572 in Federal Transit Administration (FTA) Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds to Access Services, as identified by the Federal Fiscal Year (FFY) 2024 and 2025 Funding Allocation Process (Attachment A), for the purchase of replacement vehicles that meet Americans with Disabilities Act (ADA) requirements; and
- B. APPROVING the 2025 Solicitation for Proposals and Application (Attachment B) for up to \$10,752,739 in FTA Section 5310 competitive funds.

FTA Section 5310 Background

- > Metro is Los Angeles County's designated recipient of the Federal Transit Administration's Section 5310 funds
- > \$23.5M in FFY 24 and 25 funds are available for planning, programming, and distribution
- > These funds support capital and operating subrecipient projects serving Target Populations
- > Projects must support priorities identified in the Board Adopted 2025-2028 Coordinated Plan
- > Approval allows Metro to move forward with a two-year solicitation to obligate available funds



Funding Allocation Process

- > \$23,549,802 in Section 5310 funds available (FFY 2024–25, IJJA)
- > Metro is proposing the following allocation approach:
 - **Access Services – 49.34%**
 - ADA Complementary Paratransit Provider for LA County
 - Delivers over 3M Annual Trips to Seniors/Disabled
 - **\$11,619,572** to replace ADA-accessible vehicles that met their minimum useful life
 - Includes 55% of L/P and S/C UZA funds
 - Increased due to Triennial Review
 - Includes 49% of LA UZA funds
 - Sufficient projects consistently meet 55%
 - **Program Administration – 5%**
 - **\$1,177,491** for technical assistance, oversight, and compliance
 - **Competitive Solicitation– 45.66%**
 - **\$10,752,739** for the competitive process



2025 Section 5310 Solicitation and Application

- > Established Evaluation and Outreach Process
 - Coordinated Plan and EFC Considerations
- > Eligible Applicants:
 - Private nonprofit 501(c) organizations
 - State or local governmental authorities
 - Operators of public transportation
- > Eligible Projects:

Urbanized Area (UZA)	Available Funds
Los Angeles/Long Beach/Anaheim	\$10,218,282
Lancaster/Palmdale	\$311,667
Santa Clarita	\$222,790
Total	\$10,752,739

> Maximum Award Per Applicant: **\$800,000**

Traditional Capital Projects	Other Capital & Operating
Replacement/Expansion ADA Vehicles	Accessibility Improvements to Bus/Rail Stops
Vehicle Wheelchair Lifts, Ramps, and Securements	Improve Signage or Way Finding Technology
Radios and Communication Equipment	Expansion of Paratransit Service Area/Hours
Benches, Shelters, and Other Passenger Amenities	On-Demand Paratransit Service
Schedule and Dispatch Systems	Door-to-Door and Door-Through-Door Service
Mobility Management	Volunteer Driver and Mileage Reimbursement programs

Next Steps

- > Initiate the necessary actions to allocate funds to Access Services
- > Release Metro's 2025 FTA Section 5310 Solicitation for Proposals
- > Return to the Metro Board in Spring 2026 to seek approval of final funding award recommendations.





Board Report

File #: 2025-0603, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2025

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. DEOBLIGATING \$3.42 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;
- B. APPROVING changes to the scope of work for the City of Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);
- C. REALLOCATING:
 - 1. \$2,914,000 Call funds remaining in the City of Los Angeles Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
 - 2. \$437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
 - 3. \$1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and
 - 4. \$2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);
- D. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

E. RECEIVING AND FILING time extensions for 62 projects shown in Attachment B.**ISSUE**

Each year the Board must recertify funding for prior Call projects in order to release the funds to project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to the Metro Technical Advisory Committee (TAC). The Board must also approve major changes to the project scope of work for previously approved Call projects. Staff have evaluated the proposed changes and found that they are consistent with the intent of the original scope of work. The Board must also receive and file the time extensions granted through previously delegated Board authority.

BACKGROUND

The Call, an existing competitive grant program dating back to the early 1990s, programmed \$4.7 billion (close to 1,400 projects) in a variety of transportation funds, such as federal Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and local Proposition C 25% funds, to local jurisdictions for regionally significant projects that are often beyond the financial capabilities of local sponsors. The last Call cycle, including all funding commitments and project scopes of work, was approved by the Metro Board in September 2015.

The Call process implements Metro's multi-modal programming priorities and the adopted Long Range Transportation Plan (LRTP). Since the adoption of the last Call funding commitments in 2015, the Metro Board has reinforced annual authorization and timely use of funds policies. Specifically, Board policy calls for the consideration of the deobligation of funding from project sponsors who have not met lapsing deadlines or have formally notified Metro that they no longer wish to proceed with the project (cancellation). All projects are subject to a close-out audit after completion. Once the project sponsor concurs with the audit findings, remaining funding, if any, is proposed for deobligation. All proposed deobligated funds included in Attachment A are due to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The deobligated funds will be held in the reserve. Currently, there are \$13.3 million in reserve, not including the proposed deobligating amount in this report.

DISCUSSION

This report summarizes the 2025 annual review and recommendations.

Staff have been actively working with the local jurisdictions to prioritize and expedite project implementation to meet the Call funding commitments. Quarterly Progress/Expenditures reporting are required on all active projects.

Annually since August 2020, Metro staff also reported completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles). Staff updated the table as of June 30, 2025 (see Attachment E, table 1), which shows that 101 active Call projects totaling

\$230.55 million are yet to be fully implemented. Since July 2024, project sponsors have completed 22 projects, which include bottleneck intersection improvements, signal, bikeway, and pedestrian improvements, and transit capital projects, with total expenditures/obligations of \$63.75 million. Remaining projects across numerous jurisdictions throughout Los Angeles County focus on multimodal improvements and support for the region's mobility needs and support of safe, sustainable, environmentally friendly improvements. Most of the remaining 2007 and 2009 Call projects are under construction or in the process of obligating the construction funds. Four projects were significantly delayed due to right-of-way acquisition, but they are now near the construction phase. Overall, approximately 17 Call projects are expected to be completed within 12 months. Staff will continue working with the project sponsors to advance the delivery of all projects within two years.

Technical Advisory Committee (TAC) Appeals

Projects with significant delays are notified of the potential deobligation and the project sponsors' right to appeal. In May 2025, project sponsors who were required to appear at the Metro Call TAC appeals were notified. On June 4, 2025, the TAC heard sponsor appeals on the proposed deobligation of funding from eight projects (Attachment C). The TAC recognized the progress made to the projects and recommended extensions to 2026 for all eight projects. Staff concur with these recommendations, as these projects are preparing to start construction within the next 6 to 12 months and cities' commitment to deliver these projects within the revised schedule provided at the TAC appeals.

Project Scope of Work Changes

The City of Los Angeles - Traffic Signal Rail Crossing Improvement Project (Call #F9309) was programmed through the 2015 Call. As approved, the project includes traffic signal upgrades, installation of battery backup systems (BBS), traffic surveillance cameras, pedestrian countdown signals, and automated pedestrian signals (APS), replacement of obsolete controllers, and upgrades to railroad preemption interconnects and advanced preemption at various highway-rail grade crossings. Originally, the project proposed safety enhancements at 75 locations. City is requesting to revise the scope of work by reducing the number of locations to 46. Of the 29 removed locations, 24 are outside of Metro's jurisdiction and have since received similar enhancements. To support Metro's ongoing safety efforts and ensure continued signal functionality during power outages, the City proposes to use existing funds to replace end-of-life equipment and enhance safety measures along various LRT/BRT corridors. The revised scope includes the procurement of additional BBS units to ensure sufficient backup inventory, the procurement and installation of No Left Turn, No Right Turn, and "TRAIN" and "BUS" LED signs, and controller cabinet upgrades. These strategic investments aim to improve safety and reliability across Metro's transit corridors. Staff have evaluated the proposed change in scope and found that it is consistent with the intent of the original scope of work. While this does provide for improved safety, this project will likely increase Vehicle Miles Traveled (VMT). Metro will maintain its funding commitment of \$4,179,000 and the City will maintain its local match commitment of \$1,044,850 (20%). In addition, the City is committed to covering any future project cost overruns, if occur.

Reallocate Call Funds

1. The City requested to cancel the Call remaining grant amount of \$2,914,000 in Proposition C 25% funds for Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), and reallocate the funds to the following Call projects:
 - 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), in the amount of \$1,724,000 (with City's local match commitment of \$1,707,015) to fulfill the funding gap. This project is nearing its construction phase and experiencing a funding shortfall. Project is located in the North Hollywood area of the City of Los Angeles, between Cahuenga Boulevard and Vineland Avenue on Magnolia Boulevard. The project consists of pedestrian and safety-related improvements such as curb extensions where appropriate, enhanced left turn protection at select locations, new landscaping, additional safer crossings with the introduction of pedestrian hybrid beacons, enhanced sidewalks, and ADA-compliant access ramps. The project will likely decrease VMT.
 - 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643), in the amount of \$1,190,000 (with City's local match commitment of \$1,178,276) to fulfill the funding gap. This project is under construction and is experiencing a funding shortfall due to escalating construction costs. The project is located in the community of Boyle Heights in the City of Los Angeles on East Cesar Chavez Av, between Britannia St and Evergreen Ave. It will fund 0.8 miles of pedestrian enhancements by installing sidewalk replacements, six curb extensions, nine pedestrian lights, and maintenance of existing street trees and tree wells. The project will likely decrease VMT.
2. The City requested to cancel the Call grant amount of \$437,200 in Local Transportation Funds for LADOT Streets for People: Parklets and Plazas (Call #F7814), and reallocate the funds to Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643), with City's local match commitment of \$109,300 to fulfill the funding gap.
3. The City requested to cancel the following two Call projects:
 - 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), in the amount of \$528,000 in CMAQ funds; and
 - 2) Main Street Pedestrian Enhancements (Call #F3630), in the amount of \$662,000 in CMAQ funds.And reallocate the above funds to Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), in the amount of \$1,190,000 (with City's local match commitment of \$297,500) to fulfill the funding gap.
4. The City of Santa Clarita requested to cancel the Call grant amount of \$2,265,143 in Proposition C 25% funds for Railroad Avenue Class I Bike Path (Call #F9513) and reallocate the funds to 13th Street/Dockweiler Drive Extension (Call #F7105), with City's local match commitment of \$970,776 to fulfill the funding gap. This project will construct a Class I bike facility across the railroad tracks at 13th Street and Railroad Avenue, along Arch Street to the intersection of 12th Street and Dockweiler Drive. The project will connect the community to the Newhall Metrolink station, improving access and mobility. The project will likely decrease VMT.

STBG/CMAQ Corrective Action Update

A portion of the funding for the Call is from the federal Surface Transportation Block Grant (STBG) Program and CMAQ Improvement Program funds. Federal CMAQ and RSTP funds were previously programmed by Metro for the benefit of the Call recipients but in April 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued corrective action to Caltrans on the administration of the STBG and CMAQ Improvement Programs. The findings require Caltrans to ensure that sub-recipients of STBG and CMAQ funds throughout the state are administering these programs in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a corrective action to SCAG, requiring a review of Caltrans' CMAQ and STBG administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG and CMAQ programs. The program guidelines adopted by SCAG to comply with the federal Corrective Action require that any new project or new project phase funded with CMAQ and/or STBG funds are subject to a competitive project selection process administered by SCAG.

The Corrective Action took effect in the 2023 Federal Transportation Improvement Plan (FTIP) on July 1, 2023. Under this new federal action, any STBG/CMAQ funds that were programmed in the 2023 FTIP between FFY23 and FFY26 before July 1, 2023, are considered 'grandfathered.' In the 2025 FTIP, grandfathered funds are only permitted to be programmed in FFY25 and FFY26 and agencies must obligate the funds by December 31, 2026. This is the final time extension for those Call projects funded by CMAQ or RSTP. Failure to obligate by the deadline will result in the permanent loss of funds. Metro will take appropriate actions to allow reprogramming of any unobligated STBG/CMAQ funds to Metro projects, to avoid permanent loss of funds before the deadline.

Receive and File Time Extensions

During the 2001 Countywide Call Recertification, Deobligation, and Extension, the Board authorized the administrative extension of projects based on the following reasons:

- 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God);
- 2) Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed upon; and
- 3) The project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 62 projects shown in Attachment B are being granted.

DETERMINATION OF SAFETY IMPACT

The 2025 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons. The Call projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

The amount of \$13.95 million is included in the FY 2025-26 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call, in Project #s 410002, 410008, 410009, 410018, and 410033. Since these are multi-year projects, the cost center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, CMAQ and RSTP. Proposition C 25% funds are not eligible for Metro bus and rail operations expenses.

CMAQ funds can be used for both transit operations and capital. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise, it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long lead-time CMAQ funds as planned to ensure the utilization of Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

EQUITY PLATFORM

Metro's Call program was a competitive process that distributed discretionary capital transportation funds to regionally significant projects that improve traffic flow, reduce congestion, provide access and mobility, connect bikeway networks, and promote walking, etc. The projects (and scopes) included in this action predate the Equity Platform (adopted in 2018). As such, Equity Platform criteria were not included in the evaluation of these projects. However, the third pillar of the Equity Platform, "Focus and Deliver" applies to these community-driven projects. Given that no equity analysis occurred during the initial grant process, staff are now working to evaluate the equity impacts from the existing grants. The Equity Focus Communities ("EFCs", adopted as part of the 2020 Long Range Transportation Plan, updated in 2022) are being applied to all current Call grants to support the first pillar of the Equity Platform, "Define and Measure". Specifically, the EFCs are a mapping tool that has been added to the Call administration database since July 2021. The analysis of the EFC layer to the Call grants (within a 1-mile radius) provides information about the makeup of the communities being served by these projects. See Attachment D for a map of the remaining 101 projects (83%) in EFCs.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT

reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in the implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2025-26 funding commitments rather than authorizing their continued expenditure. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects, right-of-way acquisition particularly, that received multi-year funding.

With respect to deobligation, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistently with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a timelier fashion. However, this would be disruptive to the process of delivering specific projects currently underway, as approximately 17 projects are now very close to being delivered. On balance, the appeals process between the project sponsors, and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed thus ensuring policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

Staff will notify project sponsors of next steps upon Board approval of the 2025 Countywide Call Deobligation and Extension process. Amendments to existing Funding Agreements will be completed for those sponsors receiving time extensions. Metro staff will identify recommended uses for the reserve, including countywide needs, and address subregional cost increases, which are consistent with the prior recommended uses of the Call reserve. Project sponsors whose funds are being deobligated and those receiving date-certain time extension deadlines for executing their agreements will be formally notified of the Board's action.

ATTACHMENTS

Attachment A - FY 2024-25 Countywide Call Deobligation

Attachment B - FY 2024-25 Countywide Call Extensions

Attachment C - Result of TAC Appeals Process

Attachment D - Call and Equity Focus Communities Map

Attachment E - Additional Data

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**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2024-25 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000')**

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEARS					\$ EXPD/ OBLG	TOTAL DEOB	REASON
						Prior	FY 19	FY 20	FY 21	FY 22			
1	F7600	ALHAMBRA	ALHAMBRA PEDESTRIAN IMPROVEMENT/WALKING VIABILITY PROJ ON VALLEY BLVD.	PC25	BIKE	665					652	13	AUDIT SAVINGS
2	F9111	BELL GARDENS	FLORENCE AVE. IMPROVEMENTS AT IRA AVE. & JABONERIA RD. (MR306.35)	PC25	RSTI			351	641		66	926	CANCELLED
3	F3305	DOWNEY	IMPERIAL HIGHWAY FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJECT	PC25	SIG	719					631	88	AUDIT SAVINGS
4	F9202	INGLEWOOD	MANCHESTER AND LA CIENEGA GEOMETRIC IMPROVEMENTS	PC25	RSTI	125	701	359			-	1,185	CANCELLED
5	F7121	PALMDALE	RANCHO VISTA BLVD WIDENING	PC25	RSTI	3,914	960				4,220	654	AUDIT SAVINGS
6	F5305	PASADENA	MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS	PC25	SIG	1,298					1,234	64	AUDIT SAVINGS
7	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES (MM4703.09)	CMAQ	BIKE	485					-	485	CITY REQUEST
					TOTAL	\$ 7,206	\$ 1,661	\$ 710	\$ 641	\$ -	\$ 6,803	\$ 3,415	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 2,765
SIGNAL SYNCHRONIZATION (SS)	152
BICYCLE IMPROVEMENTS (BIKE)	498
TOTAL	\$ 3,415

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEARS					\$ EXPD/ OBLG	TOTAL DEOB	REASON
						Prior	FY 19	FY 20	FY 21	FY 22			
1	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP *	RSTI	5,874					-	5,874	CANCELLED
2	F3519	LA COUNTY	NORTH COUNTY BIKEWAYS	CMAQ *	BIKE					820	-	820	CANCELLED

* Permanent Lost of funding, not 'grandfathered' under the 2023 STBG/CMAQ Corrective Action. (Excluded from total deobligation amount)

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL EXP/ OBLIG\$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
1 F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT (MR306.30)	PC25	2017 2018	\$ 2,200	\$ 596	\$ 1,604	12	1	2/28/2026
2 F1502	BURBANK	SAN FERNANDO BIKEWAY	CMAQ	2019	6,595	954	5,641	12	1	12/31/2026
3 F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017 2018	2,639	456	2,183	12	1	12/31/2026
4 F9530	COMPTON	CENTRAL AVENUE REGIONAL COMMUTER BIKEWAY PROJECT	LTF	2018 2019	1,077	-	1,077	12	3	2/28/2026
5 F9605	CUDAHY	CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT	PC25	2017 2020	2,135	212	1,923	12	3	2/28/2026
6 F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2018	2,200	1,929	271	12	3	2/28/2026
7 F7311	DOWNEY	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM	PC25	2019	1,292	834	458	12	3	2/28/2026
8 F9525	DOWNEY	DOWNEY BMP PHASE 1 DOWNTOWN/TRANSIT CLASS II IMPLEMENTATION	PC25	2019 2021	2,278	329	1,949	12	3	2/28/2026
9 F7709	GLENDALE	REGIONAL BIKE STATIONS (MR310.34)	LTF	2018	747	-	747	12	2	6/30/2026
10 F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY	PC25	2021	3,070	2,801	269	12	3	2/28/2026
11 F9102	HAWTHORNE	HAWTHORNE BLVD MOBILITY PROJECT - PHASE 2	PC25	2020 2021	2,427	1,124	1,303	12	3	2/28/2026
12 8046	LA CITY	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE	PC25	2019 2021	6,078	3,164	2,914	12	1	2/28/2026
13 8075	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS (F1209)	PC25	2023	7,107	4,955	2,152	12	1	6/30/2026
14 F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	PC25	2021	1,000	-	1,000	12	3	2/28/2026
15 F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2021	4,624	3,786	838	12	3	2/28/2026
16 F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2014 2015	5,724	1,732	3,992	18	1	12/31/2026
17 F3516	LA CITY	LOS ANGELES RIVER BIKE PATH PHASE IV - CONSTRUCTION	CMAQ	2019	1,827	-	1,827	18	1	12/31/2026

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
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PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL EXP/ OBLIG\$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
18 F3646	LA CITY	ARTS DISTRICT/LITTLE TOKYO GOLD LINE STATION LINKAGES	MR	2016	869	738	131	12	3	2/28/2026
19 F3647	LA CITY	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	CMAQ	2021	1,687	337	1,350	18	1	12/31/2026
20 F3656	LA CITY	CENTRAL AVENUE HISTORIC CORRIDOR STREETScape	CMAQ	2021	1,697	424	1,273	18	1	12/31/2026
21 F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	RSTP	2020	553	111	442	18	1	12/31/2026
22 F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	RSTP	2017 2018	5,461	975	4,486	18	1	12/31/2026
23 F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL (MR312.51)	RSTP	2017 2018	1,000	-	1,000	18	1	12/31/2026
24 F7622	LA CITY	LANI - WEST BOULEVARD COMMUNITY LINKAGES PROJECT	CMAQ	2021	1,379	531	848	18	1	12/31/2026
25 F7636	LA CITY	BROADWAY STREETScape IMPLEMENTATION (8TH-9TH)	CMAQ	2019	2,384	426	1,958	18	1	12/31/2026
26 F7707 F9803	LA CITY	BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS	LTF	2017 2018 2019	1,518	-	1,518	12	1	2/28/2026
27 F7814	LA CITY	LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS	LTF	2021	437	-	437	12	1	2/28/2026
28 F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	2019 2021	6,986	1,389	5,597	12	3	2/28/2026
29 F9308	LA CITY	ATSAC ATCS/TPS/LRT/HRI/CMS SYSTEM RELIABILITY AND EFF.	PC25	2020	2,160	2,087	73	12	3	2/28/2026
30 F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	PC25	2019 2020 2021	4,179	396	3,783	12	3	2/28/2026
31 F9439	LA CITY	WESTERN AVENUE BUS STOP IMPROVEMENTS - FWY 10 TO WILSHIRE BLVD	LTF	2021	547	485	62	12	3	2/28/2026
32 F9440	LA CITY	VERMONT AVENUE BUS STOP IMPROVEMENTS - MLK TO WILSHIRE BLVD	LTF	2021	547	413	134	12	3	2/28/2026
33 F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	PC25	2020 2021	2,709	2,049	660	12	3	2/28/2026
34 F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	PC25	2021	13,399	12,552	847	12	3	2/28/2026

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

**Metro**

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL EXP/ OBLIG\$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
35 F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	14,929	14,134	795	12	3	2/28/2026
36 F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	19,849	9,916	9,933	12	3	2/28/2026
37 F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI	PC25	2021	13,419	8,447	4,972	12	3	2/28/2026
38 F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT (MM5507.07)	PC25	2020 2021	10,383	5,517	4,866	12	3	2/28/2026
39 F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	PC25	2020 2021	4,423	-	4,423	12	3	2/28/2026
40 F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	PC25	2022 2023	2,758	553	2,205	20	1	2/28/2027
41 F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2022 2023	1,241	611	630	20	1	2/28/2027
42 F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2023	1,880	1,097	783	20	1	2/28/2027
43 F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE	PC25	2021	3,238	1,051	2,187	12	3	2/28/2026
44 F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	2,928	750	2,178	12	3	2/28/2026
45 F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	3,624	817	2,807	12	3	2/28/2026
46 F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT.	PC25	2020 2021	2,744	788	1,956	12	3	2/28/2026
47 F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS (MR312.52)	PC25	2020 2021	4,266	1,974	2,292	12	3	2/28/2026
48 F7806	LA COUNTY	VERMONT AVENUE STREETSCAPE IMPROVEMENT PROJECT	LTF	2017 2018 2019	765	-	765	12	3	2/28/2026
49 F9116	LA COUNTY	MICHILLINDA AVENUE INTERSECTION IMPROVEMENT PROJECT	PC25	2018 2021	907	-	907	12	3	2/28/2026
50 F9511	LA COUNTY	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS (MR315.64)	CMAQ	2020	3,191	617	2,574	18	1	12/31/2026
51 F9800	LA COUNTY	BIKE AIDE STATIONS	PC25	2023	2,959	-	2,959	20	1	2/28/2027

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
(\$000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL EXP/ OBLIG\$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
52	F7316/ F9130	LONG BEACH	ARTESIA "GREAT" STREET PROJECT (MR312.70/MR315.70 + MM5509.09)	PC25	2020 2021	6,527	-	6,527	12	3	2/28/2026
53	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	2020	2,606	275	2,331	12	3	2/28/2026
54	F9628	LONG BEACH	1ST STREET PEDESTRIAN GALLERY	PC25	2019 2020	2,717	-	2,717	12	3	2/28/2026
55	F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2016 2018 2019 2020	12,424	8,613	3,811	12	3	2/28/2026
56	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018 2019	3,000	240	2,760	18	1	12/31/2026
57	F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	4,151	84	12	3	2/28/2026
58	F7317	PASADENA	PASADENA AREA RAPID TRANSIT SYSTEM - TRANSIT SIGNAL PRIORITY	PC25	2018 2019	1,158	303	855	12	3	2/28/2026
59	F7204/ F9203	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION	CMAQ RSTP	2018 2019 2020	16,309	-	16,309	18	1	12/31/2026
60	F9313	SAN FERNANDO	SAN FERNANDO CITYWIDE SIGNAL SYNCH AND BUS SPEED IMPRV.	PC25	2018 2019 2020	775	-	775	12	3	2/28/2026
61	F1804	SAN GABRIEL	LAS TUNAS DRIVE STREETScape ENHANCEMENT PROJECT	CMAQ	2019	641	-	641	18	1	12/31/2026
62	F9400	TORRANCE TRANSIT SYSTEM	TORRANCE TRANSIT SYSTEM - FLEET MODERNIZATION FINAL PHASE	CMAQ	2021	1,432	-	1,432	18	1	12/31/2026

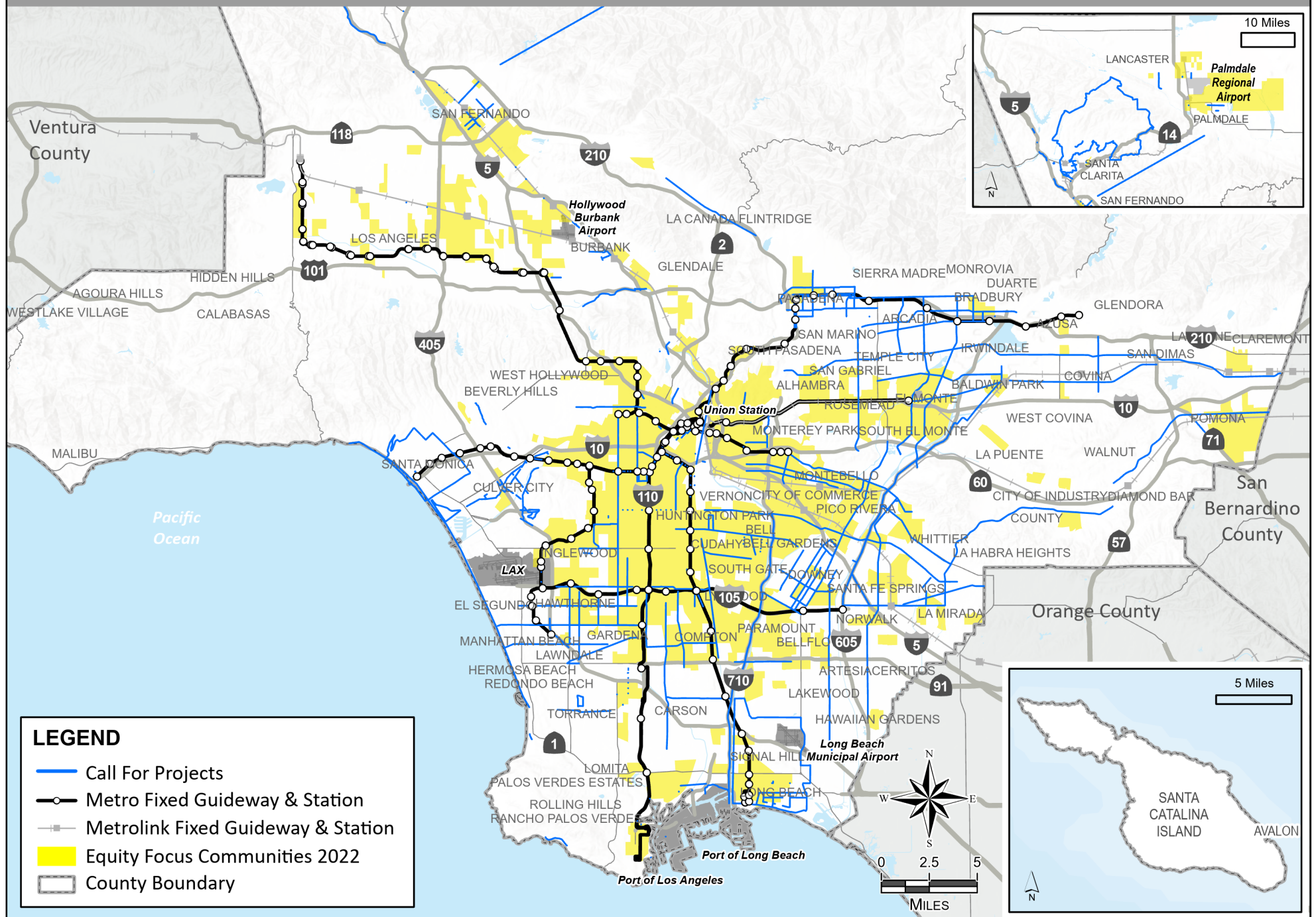
Note: All projects funded by STBG (RSTP)/CMAQ are subject to SCAG's STBG/CMAQ Corrective Action. Agencies that wish to obligate grandfathered STBG/CMAQ funds must include their projects in the Caltrans FFY 26 Obligation Plan by early January 2026, with a definite commitment to obligate these funds by December 31, 2026.



June 2025 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency
(\$000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR(S)	TOTAL METRO PROG \$	PROG \$ SUBJECT TO LAPSE	REASON FOR APPEAL	TAC RECOMMENDATIONS	METRO RESPONSE
1	F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT (MR306.30 FOR FUND MATCH)	PC25	2017 2018	\$ 2,200	\$ 1,604	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
2	8075	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS	PC25	2023	\$ 7,107	\$ 2,152	Did not meet Lapsing Policy	One-year extension to June 30, 2026.	Concur with TAC recommendation.
3	F3647	LA CITY	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	CMAQ	2021	\$ 1,687	\$ 1,350	Did not meet Lapsing Policy	Extension to December 31, 2026, to align with STBG/CMAQ Corrective Action deadline.	Concur with TAC recommendation.
4	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL	RSTP	2017 2018	\$ 1,000	\$ 1,000	Did not meet Lapsing Policy	Extension to December 31, 2026, to align with STBG/CMAQ Corrective Action deadline.	Concur with TAC recommendation.
5	F7707/ F9803	LA CITY	BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS	LTF	2017 2018 2019	\$ 1,518	\$ 1,518	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
6	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	2019 2021	\$ 6,986	\$ 5,597	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
7	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	2020	\$ 2,606	\$ 2,331	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
8	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018 2019	\$ 3,000	\$ 2,760	Did not meet Lapsing Policy	Extension to December 31, 2026, to align with STBG/CMAQ Corrective Action deadline.	Concur with TAC recommendation.

CALL FOR PROJECTS AND EQUITY FOCUS COMMUNITIES



Additional Data

Table 1: 2007 to 2015 Call cycle

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount (\$000')	# of Active Projects (June 2024)	# of Active Projects (June 2025)	Remaining Balance (\$000')
2007 Call	169	FY08 - FY13	\$ 454,520	19	17	\$ 37,416
2009 Call	133	FY12 - FY15	337,551	19	18	48,273
2011 Call	72	FY15 - FY17	123,516	13	8	12,978
2013 Call	96	FY15 - FY19	199,390	28	25	76,103
2015 Call	88	FY17 - FY21	201,923	44	33	55,781
	558		\$ 1,316,900	123	101	\$230,551



Countywide Call for Projects

Planning and Programming Committee
September 17, 2025



Metro

File# 2025-0603

September 2025 Recommendation

CONSIDER:

A. DEOBLIGATING \$3.42 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and hold in reserve;

B. APPROVING changes to the scope of work for the City of Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);

C. REALLOCATING:

1. \$2,914,000 Call funds remaining in the City of Los Angeles Burbank Blvd. Widening – Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
2. 437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
3. \$1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and
4. \$2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);

D. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

E. RECEIVING AND FILING time extensions for 62 projects shown in Attachment B.

Active Call for Projects as of June 30, 2025

Fiscal Year 2025 (July 1, 2024 – June 30, 2025)


- 22 projects completed by project sponsors
- \$63.75 million expended/obligated

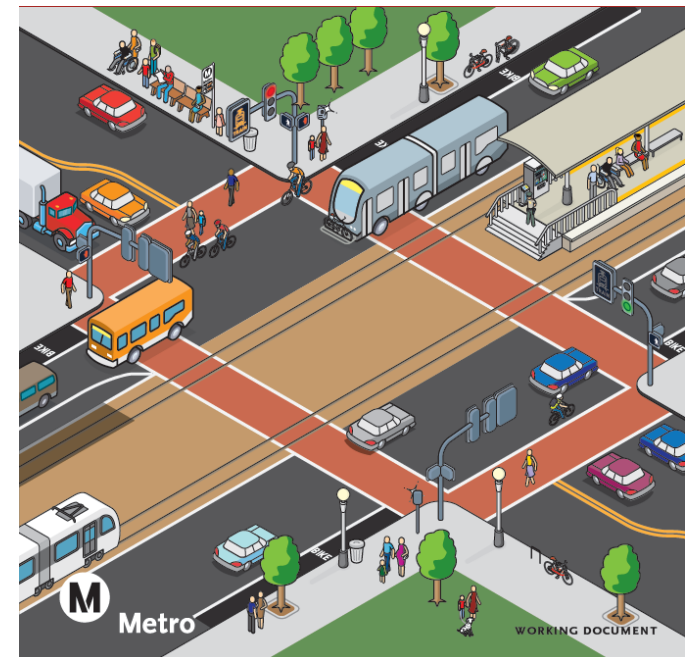
Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount (\$000')	# of Active Projects (June 2024)	# of Active Projects (June 2025)	Remaining Balance (\$000')
2007 Call	169	FY08 - FY13	\$ 454,520	19	17	\$ 37,416
2009 Call	133	FY12 - FY15	337,551	19	18	48,273
2011 Call	72	FY15 - FY17	123,516	13	8	12,978
2013 Call	96	FY15 - FY19	199,390	28	25	76,103
2015 Call	88	FY17 - FY21	201,923	44	33	55,781
	558		\$ 1,316,900	123	101	\$230,551

Fiscal Year 2026 (July 1, 2025 – June 30, 2026)

- 17 projects are expected to be completed

Next Steps

- Execute Funding Amendments with the project sponsors receiving time extensions.
 - Continue working with the project sponsors to expedite project deliveries.
 - Return to the Board annually for updates.
- 
- A stylized illustration of a city street scene. On the left, a red fire hydrant is visible. A person on a bicycle is riding along the sidewalk. A person on a skateboard is also on the sidewalk. A green car is driving on the road. A motorcycle is parked on the sidewalk. There are trees and a street lamp in the background.





Board Report

File #: 2025-0604, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 17, 2025

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R
TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional \$36,126,959 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment A;
2. Programming an additional \$23,996,052 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;
3. Programming an additional \$18,372,507 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;
4. Programming an additional \$9,452,000 within the capacity of Measure R South Bay Transit Investments Program, shown in Attachment D; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs and Measure R South Bay Transit Investments Programs, whose funds are limited to capital uses, are included in the Measure M and/or Measure R Expenditure Plans. The annual update allows the South Bay subregion and implementing agencies to approve new eligible projects for funding and revise scopes of work, schedules, and project budgets for previously funded projects.

Funds are programmed through Fiscal Year (FY) 2028-29. The Board's approval is required to program additional funds and acknowledge the updated project lists (Attachments A, B, C, and D), which will serve as the basis for Metro to enter into funding agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total of \$549.01 million in Measure M MSP was forecasted to be available for programming for the South Bay Subregion from FY 2017-18 to FY 2028-29. In prior actions, the Board approved programming of \$318.39 million in support of 81 projects. Therefore, \$230.62 million of Measure M MSP funds is available to the Subregion for programming as part of this update. To date, \$58.78 million has been expended (18%). Two projects are closed, and three others have been completed and are initiating or in the close-out audit process.

In July 2021, the Metro Board of Directors approved the Measure R Ordinance Amendment that authorized the transfer of up to \$400 million from the Measure R Highway Capital Subfund to eligible Transit Capital projects. In prior actions, the Board approved programming of \$367.39 million in support of ten projects. Therefore, \$32.61 million of Measure R South Bay Transit Investment Program funds is available to the Subregion for programming as part of this update. To date, \$95.11 has been expended (26%). All projects are in the implementation phase.

In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highway Investments agencies requesting funds must provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and Councils of Governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

Metro staff works closely with the South Bay Cities Council of Governments (SBCCOG) and the implementing agencies on project eligibility reviews, preparing for the annual update, including changes to the project scope of work/schedule and/or funding requests, as applicable. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus, including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines and/or the Measure R Transit Investments Program Guidelines. Staff expect the collection of the project details in advance of Metro Board action to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSP and Measure R funds must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies and encouraging the timely completion of

the projects, in time for the 2028 Games. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

This report includes inter-program borrowing of funds from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50). This type of inter-program borrowing is acceptable under the Board-adopted Guidelines, as long as the projects meet the Measure M MSP funding eligibility, have consent from the affected subregion, and obtain Metro Board approval. In April 2025, the SBCCOG Board approved the inter-program borrowing.

Transportation System and Mobility Improvements Program (Expenditure Line 50)

This update includes funding adjustments to eight existing and seven new projects as follows:

Carson

- Program an additional \$5,363,570 and reprogram previously awarded funds for MM4601.09 - Bike Lane Installation: Carson St., Figueroa St., Main St., Victoria St. The funds are programmed as follows: \$5,628,743 in FY 26, and \$4,991,527 in FY27 for a revised grant total of \$10,620,270. This existing project includes installing Class II bike lanes, signage, striping, and the modification of medians to increase road width for dedicated bike lanes along approximately 14.5-miles of city streets. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's construction phase.
- Program an additional \$1,450,292 and reprogram previously awarded funds for MM4601.10 - Bike Lane Installation: 223rd St., Avalon Blvd., Central Ave., Del Amo Blvd., University Dr. The funds are programmed as follows: \$3,280,652 in FY 26, and \$3,554,040 in FY27 for a revised grant total of \$6,834,692. This existing project includes installing Class II bike lanes, signage, striping, and the modification of medians to increase road width for dedicated bike lanes along approximately 15.5-mile of city streets. This project will likely decrease VMT. The funds will be used for the project's construction phase.

El Segundo

- Program \$1,000,000 as follows: \$300,000 in FY 26, \$400,000 in FY 27, and \$300,000 in FY 28 for MM4601.19 - Downtown Mobility Improvement Project. The new project would improve the downtown El Segundo area, upgrading sidewalk and pedestrian streetscape, and bicycle facilities, including the addition of Class II bike lanes on the segment of Main Street between Mariposa Avenue and El Segundo Boulevard. This project will likely decrease VMT. The funds will be used for the project's Plans Specification and Estimates (PS&E) phase.
- Program \$400,000 in FY 27 for MM4601.20 - Safe Routes to School. The new project will improve pedestrian circulation, access, and safety in the vicinity of El Segundo High School (including Eagle's Nest Preschool), Richmond Street Elementary School, Center Street Elementary School, and El Segundo Middle School in the City of El Segundo. This project will

likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

Hermosa Beach

- Program \$440,000 as follows: \$108,000 in FY 26 and \$332,000 in FY 27 for MM5502.12 - Hermosa Avenue Safety Improvements. The new project consists of the design of improvements along Hermosa Avenue from Herondo Street to 25th Street, including curb extensions, daylighting of parking at uncontrolled intersections, and ADA access improvements. This project will likely decrease VMT. The funds will be used for the project's Project Approval and Environmental Document (PAED) and PS&E phases.

LA City

- Reprogram previously approved \$3,000,600 as follows: \$1,500,300 in FY 27, and \$1,500,300 in FY 28 for MM4601.02 - Wilmington Neighborhood Street Improvements. The existing project includes signage, striping, and concrete improvements to calm traffic, reducing conflicts between pedestrians/people on bikes, and motor vehicles. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, and construction phases.
- Reprogram previously approved \$10,207,400 as follows: \$7,671,400 in FY 28, and \$2,536,000 in FY 29 for MM4601.03 - Avalon Promenade and Gateway. The existing project will construct a dedicated pedestrian/cycling bridge over the active freight railroad tracks and approximately 12-acres of public open space adjacent to the pedestrian bridge. This project will likely decrease VMT. The funds will be used for the project's construction phase.

LA County

- Program an additional \$7,525,097 and reprogram previously awarded funds for MM4601.04 - Westmont/West Athens Pedestrian Improvements. The funds are programmed as follows: \$1,248,400 in prior years, \$351,600 in FY 24, \$1,000,000 in FY 25, \$2,000,000 in FY 26, \$2,000,000 in FY 27, \$3,000,000 in FY 28, and \$4,607,097 in FY 29 for a revised grant total of \$14,207,097. This existing project will provide pedestrian mobility improvements at multiple intersections along Century Boulevard, Imperial Highway, Normandie Avenue, and Western Avenue in the unincorporated community of Westmont/West Athens, including curb extensions, upgrades to high visibility crosswalk, curb ramps, pedestrian heads and accessible pedestrian signals. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E and construction phases.

Lawndale

- Program \$1,648,000 as follows: \$40,000 in FY 26, \$240,000 in FY 27, \$1,200,000 in FY 28, and \$168,000 in FY 29 for MM4601.21 - South Bay Local Travel Network in Lawndale. The new project will be a phased implementation of the city's Local Travel Network (LTN). Phase 1

will be the deployment of 7.8 LTN route miles as a Class III shared lane network and branded wayfinding system on low-speed neighborhood streets to connect individuals with key destinations. Phase 2 (approximately 1-mile) will include the design of additional street calming facilities at the intersections of Mansel, Manhattan Beach Blvd., and Firmona Avenue. These enhancements will serve to fully connect the LTN to the west side of the city. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

Redondo Beach

- Program \$4,000,000 as follows: \$1,000,000 in FY 26 and \$3,000,000 in FY 27 for MM4601.22 - Redondo Beach Blvd Corridor, an existing Measure M Active Transport, Transit and First/Last Mile (MAT) project #C1104. The new MSP project includes combinations of Class II bicycle lanes and Class IV cycle tracks, with the opportunity to provide improved bicycle facility treatments that connect numerous jurisdictions (Redondo Beach, Lawndale, Torrance, and El Camino Village) and destinations in the South Bay region. This project will likely decrease VMT. The funds will be used for the project's construction phase.
- Program \$4,000,000 as follows: \$500,000 in FY 26, \$500,000 in FY 27, and \$3,000,000 in FY 28 for MM5502.13 - Redondo Beach Avenue Bike Improvements & Pedestrian Safety. The new project includes signals, roadway, sidewalk, and bicycle lane improvements to reduce excessive speeds, improve intersection alignments, modernize traffic signals, and improve sidewalks and bicycle lanes. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, and construction phases.
- Program \$600,000 as follows: \$200,000 in FY 27 and \$400,000 in FY 28 for MM4601.23 - School Safety and Accessibility. The new project includes curb extensions to improve crosswalk safety, signal improvements to facilitate leading pedestrian intervals, and crosswalk enhancements, and revamped school pick-up/drop-off areas. This project will likely decrease VMT. The funds will be used for the project's PS&E phase.

Rolling Hills Estates

- Program an additional \$1,600,000 and reprogram previously awarded funds for MM5502.08 - Palos Verdes Drive North at Dapplegray School. The funds are programmed as follows: \$114,300 in prior years, \$179,327 in FY 23, \$5,000 in FY 25, \$993,073 in FY 26, \$1,984,146 in FY 27, and \$1,204,406 in FY 28 for a revised grant total of \$4,480,252. The existing project will widen the intersection to add an additional through lane for eastbound and westbound Palos Verdes Drive North. This improvement will enhance the traffic flow on Palos Verdes Drive North, which is a primary roadway providing access to the cities on the peninsula including Rolling Hills, Rancho Palos Verdes, Palos Verdes Estates and Rolling Hills Estates. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, Right-of-Way (ROW), and construction phases.

Torrance

- Program an additional \$6,600,000 and reprogram previously awarded funds for MM4601.05 - Torrance Schools Safety and Accessibility Program. The funds are programmed as follows: \$197,994 in prior years, \$33,998 in FY 23, \$3,694,471 in FY 25, \$2,357,170 in FY 26, and \$7,501,367 in FY 27 for a revised grant total of \$13,785,000. The existing project includes installing new sidewalks, removing existing pedestrian barriers, new pedestrian hybrid signals and flashing yellow beacons at critical crossing points. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.
- Program an additional \$1,500,000 and reprogram previously awarded funds for MM5502.11 - Torrance Fiber Network and Traffic Signal Optimization. The funds are programmed as follows: \$100,000 in FY 25, \$950,000 in FY 26, \$800,000 in FY 27, and \$700,000 in FY 28 for a revised grant total of \$2,550,000. The existing project is to enhance traffic signal communications within the city through fiber optics. Phase I will establish the direct fiber optic connections between the traffic signal control room at the City Yard and three of the City's four switch hubs. Phase II covers the remaining fiber optic interconnect corridors along major arterials. Project will likely increase VMT. The funds will be used for the project's PS&E phase.

South Bay Highway Operational Improvements Program (Expenditure Line 63)

This update includes funding adjustments to four existing and three new projects as follows:

Carson

- Program an additional \$297,012 and reprogram previously awarded funds for MM5507.02 - Carson Street ITS Project. The funds are programmed as follows: \$101,000 in FY 21, and \$896,012 in FY 26 for a revised grant total of \$997,012. This existing project includes the design and installation of fiber and conduit, cameras, hardware and communication devices along Carson Street in the City of Carson. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, and construction phases.
- Program an additional \$12,472,040 and reprogram previously awarded funds for MM5507.03 - Sepulveda Blvd. Widening from Alameda St. to the East City Limit. The funds are programmed as follows: \$1,041,531 in FY 23, \$69,257 in FY25, \$6,724,718 in FY 26, \$11,611,790 in FY 27, and \$4,922,744 in FY 28 for a revised grant total of \$24,370,039. This existing project will widen Sepulveda Boulevard in both directions. The widening will add one-lane in each direction along the bridge over the Dominguez Channel and along the roadway from Alameda Street to the bridge. A new sidewalk will be constructed to connect to existing sidewalks on both ends of the project. A raised median is another new feature that is included in this project to reduce the risk of vehicle collision and serves as a device to reduce the speed of motorists. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

- Program an additional \$650,000 and reprogram previously awarded funds for MM5507.10 - Traffic Signal Upgrade: Avalon Blvd. and Gardena Blvd. All funds are programmed in FY 26 for a revised grant total of \$1,000,000. This existing project includes the design and installation of traffic signal and roadway upgrades including signal hardware and communications devices, cameras, pedestrian enhancements, and other ITS elements. This project will likely increase VMT. The funds will be used for the project's construction phase.
- Program \$8,000,000 in FY 26 for MM5507.23 - Lenardo Drive Street Construction. The new project includes the construction of roadways, sidewalks, wheelchair ramps, traffic signal installations, and streetlights to enhance safety and accessibility for all road users, particularly pedestrians, cyclists, and individuals with mobility challenges. This new street infrastructure will facilitate a direct connection between the I-405 freeway off-ramp at Avalon Boulevard and Main Street, supporting the efficient movement of vehicles and pedestrians within the commercial development. This project will likely increase VMT. The funds will be used for the project's construction phase.
- Program \$750,000 as follows: \$250,000 in FY 26 and \$500,000 in FY 27 for MM5507.24 - Carson "Olympics Ready!" Smart Transportation Network. The new project includes the design and implementation of fiber and conduit, traffic signal and communications system upgrades, ADA improvements, and other ITS elements at various locations along the Games Route Network (GRN), Games Enhances Transit Network (GETS) and surrounding Games Venues in the City of Carson. This project will likely increase VMT. The funds will be used for the project's PAED and PS&E phases.

Gardena

- Program \$1,827,000 as follows: \$400,000 in FY 26, \$600,000 in FY 27, and \$827,000 in FY 28 for MM5507.25 - Traffic Signal Network Upgrade. The new project includes traffic signal and communications system upgrades, ADA improvements and pavement improvements, to improve the overall flow of traffic in 67 traffic signals. This project will likely increase VMT. The funds will be used for the project's PAED and PS&E phases.

LA County

- Reprogram previously approved \$2,130,000 originally programmed in FYs 24 and 25 as follows: \$1,278,000 in FY 26, and \$852,000 in FY 27 for MM5507.20 - Advanced Traffic Control Upgrades. The existing project supports the design and construction of advanced traffic signal controller upgrades in the South Bay subregion. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E and construction phases.

Transportation System and Mobility Improvements Program (Expenditure Line 66)

This update includes funding adjustments to nine existing projects as follows:

Hermosa Beach

- Program an additional \$3,000,000 in FY 27 for MM5508.09 - Pacific Coast Hwy Mobility and Accessibility Improvements Project. The existing project would advance improvements between Anita St/Herondo St and Artesia Blvd/Gould Ave, with proposed alternatives upgrading the existing sidewalks and curb ramps along PCH to the current ADA standards and adding additional Complete Streets elements such as bicycle, pedestrian, and transit elements, addressing deficiencies along the corridor that affect safety, accessibility, and traffic operations. This project will likely decrease VMT. The funds will be used for the project's Project Initiation Document (PID) and PAED phases.

LA City

- Program an additional \$2,353,307 and reprogram previously awarded funds for MM4602.04 - Crossing Upgrades and Pedestrian Improvements. The funds are programmed as follows: \$500,210 in prior years, \$275,000 in FY 22, \$784,436 in FY 25, \$784,436 in FY 26, \$868,692 in FY 27, \$1,172,549 in FY 28, and \$1,228,609 in FY 29 for a revised grant total of \$5,613,932. This existing project includes civil work to upgrade concrete infrastructure to meet ADA requirements, traffic signal work to create safe crossings, and streetlight work to provide improved lighting conditions at 11 unsignalized intersections. This project will likely decrease VMT. The funds will be used to complete the project's PAED, PS&E and construction phases.
- Reprogram previously approved \$2,500,000 as follows: \$230,000 in FY 20, \$55,079 in FY 21, and \$2,214,921 in FY 25 for MM5508.01 - Signal Operational Improvements. The existing project includes the installation of a new traffic signal, curb extensions, and ADA-compliant curb ramps to improve pedestrian safety. It will also add left-turn signals at two locations for northbound and southbound traffic. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E and construction phases.

LA County

- Reprogram previously approved \$3,600,000 as follows: \$24,000 in FY 23, \$190,000 in FY 25, \$211,000 in FY 26, \$121,000 in FY 27, \$150,000 in FY 28, and \$2,904,000 in FY 29 for MM4602.05 - Dominguez Channel Greenway. The existing project includes improvements to existing Bike Path in Dominguez Channel and within the Alondra Community Regional Park, new Bike Path from Redondo Beach Blvd. to Cherry Ave and new midblock crossing with Rectangular Rapid Flashing Beacon (RRFB), and wayfinding signage within the existing bike path. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E and construction phases.

Rancho Palos Verdes

- Program an additional \$3,650,000 and reprogram previously awarded funds for MM5508.12 - Western Ave. Congestion Improvements. The funds are programmed as follows: \$330,000 in

prior years, \$180,000 in FY 24, \$490,000 in FY 25, \$1,930,000 in FY 26, and \$2,050,000 in FY 27 for a revised total grant of \$4,980,000. The existing project includes installation of fiber optics, detection hardware and software improvements, installation of flashing yellow arrow, and enhanced turning movements along the corridor to improve traffic flow. The project will likely increase VMT. The funds will be used for the project's Project Study Report (PSR), PAED and construction phases.

Redondo Beach

- Program an additional \$600,000 and reprogram previously awarded funds for MM4602.08 - North Redondo Beach Bikeway (NRBB) Extension - Felton Ln. to Inglewood Ave. The funds are programmed as follows: \$500,000 in prior year, and \$1,700,000 in FY 26 for a revised total grant of \$2,200,000. The existing project extends the existing North Redondo Beach Bikeway from Felton Lane to Inglewood Avenue. The project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, and construction phases.
- Program an additional \$4,000,000 and reprogram previously awarded funds for MM4602.09 - North Redondo Beach Bikeway (NRBB) Extension - Inglewood Ave. The funds are programmed as follows: \$200,000 in prior years, \$1,294,091 in FY 23, \$61,000 in FY 25, \$429,909 in FY 26, and \$3,750,000 in FY 27 for a revised total grant of \$5,735,000. This existing project includes a bi-directional protected bike corridor, design and construction of a mobility hub at the southeast corner of Inglewood/Grant Ave. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, ROW and construction phases.
- Program an additional \$300,000 for MM5508.13 - Traffic Signal Communications and Network Systems. The funds are programmed as follows: \$2,000,000 in prior years, \$246,672 in FY 24, \$654,703 in FY 25, and \$2,398,625 in FY 26 for a revised total grant of \$5,300,000. The existing project includes the design and installation of traffic signals and communications upgrades at three roadway segments of Manhattan Beach Blvd., Torrance Blvd., and Grant Ave. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

Rolling Hills Estates

- Program an additional \$4,469,200 for MM4602.10 - Rolling Hills Road Bike Lanes. The funds are programmed as follows: \$229,450 in prior years, \$1,276,914 in FY 26, and \$3,192,286 in FY 27. This existing project includes proposed bike lanes and multimodal shared use trails that would connect the existing bike lanes and multimodal shared use trails on Palos Verdes Drive North to the future bike route on Rolling Hills Road. This project will likely decrease VMT. The funds will be used to complete the project's PAED, PS&E and construction phases.

Measure R Transit Investments Program

This update includes funding adjustments to three existing projects as follows:

Carson

- Program an additional \$7,952,000 and reprogram previously awarded funds for MR524.02 - Carson Circuit: Fashion Outlet Regional Transit Center. The funds are programmed as follows: \$56,339 in FY 23, \$46,744 in FY 25, \$718,917 in FY 26, \$4,266,500 in FY 27, and \$6,388,500 in FY 28 for a revised total grant of \$11,477,000. The existing project includes improvements such as a central covered island waiting area, eight bus bays, bus pad, real-time passenger information display, sidewalk, curb and gutter, and access ramp. This project will likely decrease VMT. The funds will be used to complete the project's PAED, PS&E, ROW and construction phases.

Gardena

- Reprogram previously approved \$12,375,000 as follows: \$700,000 in FY 27, \$6,500,000 in FY 28, and \$5,175,000 in FY 29 for MR524.03 - GTrans: Purchase of Up to 15 Expansion Buses. The project enables the agency to purchase up to 15 expansion buses for use in the deployment of additional services within the GTrans service area, over 10 years. This project will likely decrease VMT. The funds will be used to complete the project's construction capital phase.
- Program additional \$1,500,000 and reprogram previously awarded funds for MR524.04 - GTrans: Solar Energy Generation/Bus Fueling Infrastructure Project. The funds are programmed as follows: \$811 in FY 23, \$2,999,189 in FY 26, \$3,000,000 in FY 27, and \$1,500,000 in FY 28 for a revised total grant of \$7,500,000. The existing project includes installation of a new, stand-alone charging infrastructure/equipment in the GTrans bus yard. The chargers will accommodate the existing fleet of electric buses, with conduit and underground facilities being laid in advance of future electric bus purchases of up to 14 electric buses. Additionally, the funds will support construction, expansion and integration of GTrans' existing solar generation system. This project will likely decrease VMT. The funds will be used to complete the project's PS&E and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP and Measure R Transit Investments funds to the South Bay Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

In FY 26, \$62 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for South Bay Transit Investment Program (Project #465524), \$1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Transportation System Mobility Improvement Program (Project #475502), \$5.3 million is budgeted in Cost Center 0442 (Highway Subsidies) for the South Bay Highway Operational Improvements Program (Project #475507), and \$11 million is budgeted in Cost Center 0442

(Highway Subsidies) for the Transportation System Mobility Improvement Program (Project #475508). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17% and Measure R Transit Capital. These fund sources are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The South Bay subregion comprises 15 cities and the adjacent unincorporated area of Los Angeles County. Thirty-two percent of census tracts in the subregion are defined as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include Gardena, Hawthorne, Inglewood, City of Los Angeles, and the unincorporated County of Los Angeles. As part of this report, additional funds are allocated to many of the communities with EFCs, including Gardena, City of Los Angeles, and unincorporated County of Los Angeles.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost and schedule. Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion.

VEHICLE MILES TRAVELED OUTCOME

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance

mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP and Measure R Transit Investments Program projects for the South Bay Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures, as well as the Measure R Transit Investments Program Guidelines.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2025-26. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Transportation System and Mobility Improvements Program (expenditure line 50)
Project List

Attachment B - South Bay Highway Operational Improvements Program (expenditure line 63) Project List

Attachment C - Transportation System and Mobility Improvements Program (expenditure line 66)
Project List

Attachment D - Measure R Transit Investments Program Project List

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South Bay Subregion

Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 50)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	CARSON	MM4601.09	BIKE LANE INSTALLATION - CARSON ST., FIGUEROA ST., MAIN ST., VICTORIA ST.	CONSTRUCTION	Chg	\$ 5,256,700	\$ 5,363,570	\$ 10,620,270	\$ -	\$ -	\$ 5,628,743	\$ 4,991,527	\$ -	\$ -
2	CARSON	MM4601.10	BIKE LANE INSTALLATION - 223RD ST., AVALON BLVD., CENTRAL AVE., DEL AMO BLVD., UNIVERSITY DR.	CONSTRUCTION	Chg	5,384,400	1,450,292	6,834,692			3,280,652	3,554,040		
3	CARSON	MM4601.17	SOUTH BAY LOCAL TRAVEL NETWORK IN CARSON	PS&E, CONSTRUCTION		4,512,915		4,512,915	-	450,000	4,062,915			
4	EL SEGUNDO	MM4601.11	SOUTH BAY LOCAL TRAVEL NETWORK IN EL SEGUNDO	PS&E, CONSTRUCTION		925,000		925,000	925,000					
5	EL SEGUNDO	MM4601.19	DOWNTOWN MOBILITY IMPROVEMENT PROJECT	PS&E	New		1,000,000	1,000,000			300,000	400,000	300,000	
6	EL SEGUNDO	MM4601.20	SAFE ROUTES TO SCHOOLS	PS&E, CONSTRUCTION	New		400,000	400,000				400,000		
7	HERMOSA BEACH	MM5502.12	HERMOSA AVENUE SAFETY IMPROVEMENTS	PAED, PS&E	New		440,000	440,000			108,000	332,000		
8	INGLEWOOD	MM5502.02	ITS (GAP) CLOSURE IMPROVEMENTS	CONSTRUCTION	Audit Compl	13,500,000		13,500,000	13,500,000					
9	INGLEWOOD	MM5502.03	INGLEWOOD INTERMODAL TRANSIT/PARK AND RIDE FACILITY	PAED, PS&E, CONSTRUCTION	Clsd	4,933,310		4,933,310	4,933,310					
10	INGLEWOOD	MM5502.09	PRAIRIE AVE. DYNAMIC LANE CONTROL SYSTEM	PS&E, CONSTRUCTION		13,120,000		13,120,000				13,120,000		
11	LA CITY	MM4601.01	SAN PEDRO PEDESTRAIN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		7,245,710		7,245,710	4,580,064	2,665,646				
12	LA CITY	MM4601.02	WILMINGTON NEIGHBORHOOD STREET IMPROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	3,000,600		3,000,600				1,500,300	1,500,300	
13	LA CITY	MM4601.03	AVALON PROMENADE AND GATEWAY	CONSTRUCTION	Chg	10,207,400		10,207,400					7,671,400	2,536,000
14	LA COUNTY	MM4601.04	WESTMONT/WEST ATHENS PEDESTRIAN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	6,682,000	7,525,097	14,207,097	1,600,000	1,000,000	2,000,000	2,000,000	3,000,000	4,607,097
15	LA COUNTY	MM4601.06	EL CAMINO VILLAGE TRAFFIC AND PEDESTRIAN SAFETY ENHANCEMENTS	PAED, PS&E		1,038,000		1,038,000	378,000	264,000	396,000			
16	LA COUNTY	MM4601.12	LENNOX VISION ZERO TRAFFIC ENHANCEMENTS	PAED, PS&E		1,206,000		1,206,000	179,000	300,000	300,000	427,000		
17	LA COUNTY	MM5502.04	182ND ST/ ALBERTONI ST. TRAFFIC SIGNAL SYNCH PROGRAM	PAED, PS&E, CONSTRUCTION		4,228,500		4,228,500	570,000	380,000	3,278,500			

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
18	LA COUNTY	MM5502.06	VAN NESS TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION		1,702,000		1,702,000	215,000	320,000	1,167,000			
19	LA COUNTY	MM5502.07	DEL AMO BLVD. (EAST) TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION		1,324,500		1,324,500	180,000	280,000	864,500			
20	LAWNDALE	MM4601.21	SOUTH BAY LOCAL TRAVEL NETWORK IN LAWNDALE	PS&E, CONSTRUCTION	New		1,648,000	1,648,000			40,000	240,000	1,200,000	168,000
21	LOMITA	MM4601.18	SOUTH BAY LOCAL TRAVEL NETWORK & RELATED SAFETY ENHANCEMENTS IN LOMITA	PS&E, CONSTRUCTION		6,651,895		6,651,895		709,390	5,942,505			
22	MANHATTAN BEACH	MM4601.13	HIGHLAND AVE CORRIDOR IMPROVEMENTS	PAED, PS&E		500,000		500,000	50,000	450,000				
23	REDONDO BEACH	MM4601.14	PEDESTRIAN ENHANCEMENTS ON AVIATION BLVD.	PS&E, CONSTRUCTION		1,500,000		1,500,000		125,000	687,500	687,500		
24	REDONDO BEACH	MM4601.15	RIVIERA VILLAGE PEDESTRIAN AND MULTI-MODAL ENHANCEMENTS	PAED, PS&E		4,000,000		4,000,000		1,500,000	2,000,000	500,000		
25	REDONDO BEACH	MM4601.16	SOUTH BAY LOCAL TRAVEL NETWORK IN REDONDO BEACH	PS&E, CONSTRUCTION		1,272,700		1,272,700		1,272,700				
26	REDONDO BEACH	MM4601.22	REDONDO BEACH BLVD CORRIDOR (MAT #C1104)	CONSTRUCTION	New		4,000,000	4,000,000			1,000,000	3,000,000		
27	REDONDO BEACH	MM5502.13	REDONDO BEACH AVE BIKE IMPROVEMENTS & PEDESTRIAN SAFETY	PAED, PS&E, CONSTRUCTION	New		4,000,000	4,000,000			500,000	500,000	3,000,000	
28	REDONDO BEACH	MM4601.23	SCHOOL SAFETY AND ACCESSIBILITY	PS&E	New		600,000	600,000				200,000	400,000	
29	ROLLING HILLS ESTATES	MM5502.08	PALOS VERDES DRIVE NORTH AT DAPPLEYGRAY SCHOOL	PAED, PS&E, ROW, CONSTRUCTION	Chg	2,880,252	1,600,000	4,480,252	293,627	5,000	993,073	1,984,146	1,204,406	
30	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT		92,095		92,095	92,095					
31	SBCCOG	MM5502.05	SOUTH BAY FIBER NETWORK	CONSTRUCTION		6,889,365		6,889,365	6,889,365					
32	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		171,991		171,991	171,991					
33	TORRANCE	MM4601.05	TORRANCE SCHOOLS SAFETY AND ACCESSIBILITY PROGRAM	PS&E CONSTRUCTION	Chg	7,185,000	6,600,000	13,785,000	231,992	3,694,471	2,357,170	7,501,367		
34	TORRANCE	MM4601.07	TRANSPORTATION OPEN SPACE CORRIDOR MULTI-USE TRAIL	PAED, PS&E		650,000		650,000	650,000					
35	TORRANCE	MM4601.08	TORRANCE SCHOOL SAFETY AND ACCESSIBILITY PROGRAM - PHASE II	PS&E, CONSTRUCTION		10,372,609		10,372,609	10,372,609					

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
36	TORRANCE	MM5502.11	TORRANCE FIBER NETWORK AND TRAFFIC SIGNAL OPTIMIZATION	PS&E	Chg	1,050,000	1,500,000	2,550,000		100,000	950,000	800,000	700,000	
TOTAL PROGRAMMING AMOUNT						\$ 127,482,942	\$ 36,126,959	\$ 163,609,901	\$ 45,812,053	\$13,516,207	\$35,856,558	\$42,137,880	\$18,976,106	\$ 7,311,097

^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion

Measure M Multi-Year Subregional Plan - South Bay Highway Operational Improvements (Expenditure Line 63)

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	CARSON	MM5507.02	CARSON STREET ITS PROJECT	PAED, PS&E, CONSTRUCTION	Chg	\$ 700,000	\$ 297,012	\$ 997,012	\$ 101,000	\$ -	\$ 896,012	\$ -	\$ -	\$ -
2	CARSON	MM5507.03	SEPULVEDA BLVD. WIDENING FROM ALAMEDA ST. TO THE EAST CITY LIMIT	PAED, PS&E, CONSTRUCTION	Chg	11,897,999	12,472,040	24,370,039	1,041,531	69,257	6,724,718	11,611,790	4,922,744	
3	CARSON	MM5507.10	TRAFFIC SIGNAL UPGRADE -- AVALON BLVD. AND GARDENA BLVD.	CONSTRUCTION	Chg	350,000	650,000	1,000,000			1,000,000			
4	CARSON	MM5507.23	LENARDO DRIVE STREET CONSTRUCTION	CONSTRUCTION	New		8,000,000	8,000,000			8,000,000			
5	CARSON	MM5507.24	CARSON "OLYMPICS READY!" SMART TRANSPORTATION NETWORK	PAED, PS&E	New		750,000	750,000			250,000	500,000		
6	GARDENA	MM5507.04	REDONDO BEACH BLVD. ARTERIAL IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		11,242,000		11,242,000	8,742,000	2,500,000				
7	GARDENA	MM5507.25	TRAFFIC SIGNAL NETWORK UPGRADE	PAED, PS&E	New		1,827,000	1,827,000			400,000	600,000	827,000	
8	HAWTHORNE	MM5507.01	NORTH EAST HAWTHORNE MOBILITY IMPROVEMENT PROJECT	PS&E, ROW, CONSTRUCTION		2,986,591		2,986,591	2,000,000	986,591				
9	HAWTHORNE	MM5507.16	JACK NORTHROP IMPROVEMENTS	PAED, PS&E		200,000		200,000	40,000	40,000	40,000	80,000		
10	HAWTHORNE	MM5507.17	VAN NESS IMPROVEMENTS	PAED, PS&E		200,000		200,000	40,000	40,000	40,000	80,000		
11	HAWTHORNE	MM5507.18	135TH STREET IMPROVEMENTS	PAED, PS&E		160,000		160,000	40,000	40,000	40,000	40,000		
12	HAWTHORNE	MM5507.19	INGLEWOOD AVENUE IMPROVEMENTS	PAED, PS&E		130,000		130,000	40,000	40,000	40,000	10,000		
13	INGLEWOOD	MM5507.05	MANCHESTER BLVD./PRAIRIE AVE. ITS & TRAFFIC SIGNAL IMPROVEMENTS	PAED, PS&E		1,500,000		1,500,000		1,500,000				
14	INGLEWOOD	MM5507.06	DOWNTOWN ITS	PAED, PS&E, CONSTRUCTION		13,000,000		13,000,000	11,100,000	1,900,000				
15	INGLEWOOD	MM5507.11	CRENSHAW BLVD. ITS	CONSTRUCTION		14,000,000		14,000,000	2,000,000	12,000,000				
16	LA COUNTY	MM5507.07	AVALON BLVD. TSSP IN THE CITY OF CARSON	PAED, PS&E, CONSTRUCTION		5,601,223		5,601,223	1,744,245	685,583	3,171,395			

ATTACHMENT B

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
17	LA COUNTY	MM5507.20	ADVANCED TRAFFIC CONTROL UPGRADES	PAED, PS&E, CONSTRUCTION	Chg	2,130,000		2,130,000	-		1,278,000	852,000		
18	MANHATTAN BEACH	MM5507.12	MANHATTAN BEACH BLVD. AT PACIFIC AVE. IMPROVEMENTS	PS&E, CONSTRUCTION		1,200,000		1,200,000	880,000	320,000				
19	MANHATTAN BEACH	MM5507.13	MANHATTAN BEACH BLVD. AT PECK AVE. TRAFFIC SIGNAL IMPROVEMENTS (MR312.87)	CONSTRUCTION		740,000		740,000	740,000					
20	MANHATTAN BEACH	MM5507.14	MANHATTAN BEACH BLVD. TRANSPORTATION CORRIDOR IMPROVEMENTS	PS&E		400,000		400,000	400,000					
21	METRO	MM5507.08	I-110 SOUTHBOUND OFF-RAMP TO PCH	PAED, PS&E		5,781,000		5,781,000	5,781,000					
22	METRO	MM5507.09	405/110 SEPERATION	PAED, PS&E		17,500,000		17,500,000	17,500,000					
23	REDONDO BEACH	MM5507.21	ADVANCED TRAFFIC SIGNAL SYSTEM	PS&E		160,000		160,000		80,000	80,000			
24	REDONDO BEACH	MM5507.22	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM PHASE 2	PAED, PS&E		2,630,000		2,630,000	1,278,000	1,352,000				
25	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT		131,564		131,564	131,564					
26	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		245,703		245,703	245,703					
27	TORRANCE	MM5507.15	RIGHT TURN LANE AT LOMITA BLVD./182ND ST.	PAED, PS&E, CONSTRUCTION		1,000,000		1,000,000	275,000	480,000	245,000			
TOTAL PROGRAMMING AMOUNT						\$ 93,886,080	\$ 23,996,052	\$ 117,882,132	\$ 54,120,043	\$ 22,033,431	\$ 22,205,125	\$ 13,773,790	\$ 5,749,744	\$ -

^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion

Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 66)

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	CITIES HEALTH DISTRICT	MM4602.01	DIAMOND STREET BIKE PATH PROJECT	PS&E CONSTRUCTION	Clsd	\$ 1,734,974		\$ 1,734,974	\$ 1,734,974	\$ -	\$ -	\$ -	\$ -	\$ -
2	EL SEGUNDO	MM4602.02	EL SEGUNDO BLVD	PAED, PS&E, CONSTRUCTION	Cmpl	4,050,000		4,050,000	4,050,000					
3	HAWTHORNE	MM4602.03	HAWTHORNE MONETA GARDEN MOBILITY IMPROVEMENTS	PS&E, ROW, CONSTRUCTION		3,320,000		3,320,000	549,400	2,770,600				
4	HAWTHORNE	MM5508.07	ROSECRAINS AVE MOBILITY IMPROVEMENT PROJECT, PHASE II FROM PRAIRIE AVE TO CRENSHAW BLVD	PAED, PS&E		260,000		260,000	260,000					
5	HAWTHORNE	MM5508.08	CRENSHAW BLVD SIGNAL IMPROVEMENT AND INTERSECTION	PAED, PS&E		260,000		260,000	260,000					
6	HERMOSA BEACH	MM5508.09	MOBILITY AND ACCESSIBILITY IMPROVEMENTS PROJECT	PID, PAED	Chg	1,800,000	3,000,000	4,800,000	1,800,000			3,000,000		
7	INGLEWOOD	MM4602.06	FIRST/LAST MILE IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		6,500,000		6,500,000	6,500,000					
8	INGLEWOOD	MM5508.10	CHANGEABLE MESSAGE SIGNS	PAED, PS&E		1,000,000		1,000,000	-	100,000	900,000			
9	LA CITY	MM4602.04	CROSSING UPGRADES AND PEDESTRIAN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	3,260,625	2,353,307	5,613,932	775,210	784,436	784,436	868,692	1,172,549	1,228,609
10	LA CITY	MM5508.01	SIGNAL OPERATIONAL IMPROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	2,500,000		2,500,000	285,079	2,214,921				
11	LA CITY	MM5508.02	ATSAC COMMUNICATION SYSTEM IMPROVEMENT IN SAN PEDRO	PS&E, CONSTRUCTION		2,250,000		2,250,000	2,250,000					
12	LA CITY	MM5508.03	ASTAC COMMUNICATIONS NETWORK INTEGRATION WITH LA COUNTY	PAED, PS&E, CONSTRUCTION		1,750,000		1,750,000	1,750,000					
13	LA CITY	MM5508.14	ALAMEDA ST (SOUTH) WIDENING FROM ANAHEIM ST TO HARRY BRIDGES BLVD (MR312.48)	CONSTRUCTION		17,518,670		17,518,670	13,000,000	4,518,670				
14	LA COUNTY	MM4602.05	DOMINGUEZ CHANNEL GREENWAY	PAED, PS&E, CONSTRUCTION	Chg	3,600,000		3,600,000	24,000	190,000	211,000	121,000	150,000	2,904,000
15	LA COUNTY	MM4602.07	WESTMONT/WEST ATHENS PEDESTRIAN IMPROVEMENTS, PHASE II	PAED, PS&E, CONSTRUCTION		1,165,000		1,165,000	160,000	625,000	380,000			
16	LACMTA	MM5508.18	RIITS NETWORK ENHANCEMENTS	CONSTRUCTION		500,000		500,000	500,000					
17	MANHATTAN BEACH	MM5508.04	ADVANCED TRAFFIC SIGNAL SYSTEM	PS&E, CONSTRUCTION		17,713,000		17,713,000	13,750,000	3,963,000				

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
18	MANHATTAN BEACH	MM5508.15	AVIATION BLVD. EAST BOUND LEFT-TURN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		1,200,000		1,200,000	1,200,000					
19	PALOS VERDES ESTATES	MM5508.11	PALOS VERDES DRIVE WEST CORRIDOR EXPANSION PROJECT	PAED, PS&E		5,517,000		5,517,000	5,517,000					
20	RANCHO PALOS VERDES	MM5508.12	WESTERN AVE CONGESTION IMPROVEMENTS (25TH TO PV DR) **	PSR, PAED CONSTRUCTION	Chg	1,330,000	3,650,000	4,980,000	510,000	490,000	1,930,000	2,050,000		
21	REDONDO BEACH	MM4602.08	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- FELTON LN TO INGLEWOOD AVE	PAED, PS&E, CONSTRUCTION	Chg	1,600,000	600,000	2,200,000	500,000		1,700,000			
22	REDONDO BEACH	MM4602.09	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- INGLWOOD AVE.	PAED, PS&E, ROW, CONSTRUCTION	Chg	1,735,000	4,000,000	5,735,000	1,494,091	61,000	429,909	3,750,000		
23	REDONDO BEACH	MM5508.05	REDONDO BEACH TRANSIT CENTER AND PARK AND RIDE	ROW, CONSTRUCTION		7,750,000		7,750,000	7,750,000					
24	REDONDO BEACH	MM5508.13	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM	PAED, PS&E, CONSTRUCTION	Chg	5,000,000	300,000	5,300,000	2,246,672	654,703	2,398,625			
25	ROLLING HILLS ESTATES	MM4602.10	ROLLING HILLS ROAD BIKE LANES	PAED, PS&E CONSTRUCTION	Chg	229,450	4,469,200	4,698,650	229,450		1,276,914	3,192,286		
26	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT		514,854		514,854	514,854					
27	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		333,626		333,626	333,626					
28	TORRANCE	MM5508.06	TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS	PS&E, CONSTRUCTION	Audit	390,000		390,000	390,000					
29	TORRANCE	MM5508.16	TORRANCE TRANSIT PARK AND RIDE REGIONAL TERMINAL (MR312.23)	CONSTRUCTION		1,631,000		1,631,000	1,631,000					
30	TORRANCE	MM5508.17	IMPROVMENTS FROM DEL AMO TO DOMINGUEZ ST (MR312.60)	CONSTRUCTION		609,000		609,000	609,000					
TOTAL PROGRAMMING AMOUNT						\$ 97,022,199	\$ 18,372,507	\$ 115,394,706	\$ 70,574,356	\$ 16,372,330	\$ 10,010,884	\$ 12,981,978	\$ 1,322,549	\$ 4,132,609

** Metro may procure services for the project development phases.

^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion
Measure R South Bay Transit Investments Program

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	CARSON	MR524.02	CARSON CIRCUIT: FASHION OUTLET REGIONAL TRANSIT CENTER	PAED, PS&E ROW, CON	Chg	\$ 3,525,000	\$ 7,952,000	\$ 11,477,000	\$ 56,339	\$ 46,744	\$ 718,917	\$ 4,266,500	\$ 6,388,500	
2	GARDENA	MR524.03	GTRANS: PURCHASE OF UP TO 15 EXPANSION BUSES	CONSTRUCTION CAPITAL	Chg	12,375,000		12,375,000				700,000	6,500,000	5,175,000
3	GARDENA	MR524.04	GTRANS: SOLAR ENERGY GENERATION/BUS FUELING INFRASTRUCTURE PROJECT	PS&E CONSTRUCTION	Chg	6,000,000	1,500,000	7,500,000	811		2,999,189	3,000,000	1,500,000	
4	INGLEWOOD	MRINGITC	INGLEWOOD TRANSIT CONNECTOR PROJECT	PAED, PS&E ROW, CON		250,000,000		250,000,000	233,700,000	16,300,000				
5	REDONDO BEACH	MR524.05	BEACH CITIES TRANSIT: TRANSIT OPERATIONS & MAINTENANCE FACILITY	Env, PS&E CONSTRUCTION		32,090,555		32,090,555			5,150,000	8,838,734	17,677,469	424,352
6	SBCCOG	MR524.01	MEASURE R SOUTH BAY TRANSIT INVESTMENTS PROGRAMS ADMIN SUPPORT ^	PLANNING DEVELOPMENT		159,024		159,024	83,608	24,400	25,132	25,884		
7	TORRANCE	MR524.06	TORRANCE TRANSIT: RETURN OF THE RED CAR URBAN CIRCULATOR TROLLEY	CONSTRUCTION CAPITAL		4,500,000		4,500,000	4,500,000					
8	TORRANCE	MR524.07	TORRANCE TRANSIT: EXPANSION BUSES	CONSTRUCTION CAPITAL		20,000,000		20,000,000	20,000,000					
9	TORRANCE	MR524.08	TORRANCE TRANSIT: REGIONAL TRANSIT CENTER PARKING STRUCTURE	CONSTRUCTION CAPITAL		35,000,000		35,000,000	35,000,000					
10	TORRANCE	MR524.09	MICROTRANSIT EXPANSION OF THE TORRANCE COMMUNITY TRANSIT PROGRAM	CONSTRUCTION CAPITAL		240,000		240,000	240,000					
11	TORRANCE	MR524.10	CONSTRUCTION OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING STATION	CONSTRUCTION CAPITAL		3,500,000		3,500,000	3,500,000					
TOTAL PROGRAMMING AMOUNT						\$367,389,579	\$ 9,452,000	\$376,841,579	\$297,080,758	\$16,371,144	\$ 8,893,238	\$16,831,118	\$32,065,969	\$5,599,352

^ Subregion Planning Activities (0.5%) for Measure R Transit Investments Program.



Measure M Multi-year Subregional Program Measure R Transit Investments Program South Bay Subregion

Planning and Programming Committee
September 17, 2025



Metro

File# 2025-0604

South Bay Subregion

- Three Multi-Year Subregional Programs (MSPs)
 - Transportation System & Mobility Improvements (expenditure line 50)
 - Highway Operational Improvements (expenditure line 63)
 - Transportation System & Mobility Improvements (expenditure line 66)
- Measure R Transit Investments
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

Expenditure Line	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion	2016 - 2017 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)					
	Multi-Year Subregional Programs			1 st yr of Range:					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program	p	FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.	p	FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program	p	FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program	p	FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)	p	FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs	p	FY 2018	FY 2057	oc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program	p	FY 2018	FY 2032	ivm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program	p	FY 2018	FY 2032	ivm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program	p	FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets	p	FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)	p	FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements	p	FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects	p	FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements	p	FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program	p	FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects	p	FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program	p	FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects	p	FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative	p	FY 2033	FY 2057	oc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program	p	FY 2033	FY 2057	oc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program	p	FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH	p	FY 2048	FY 2057	oc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements	p	FY 2048	FY 2057	oc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)	p	FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program	p	FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects	p	FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program	p	FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program	p	FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects	p	FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)	p	FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program	p	FY 2048	FY 2057	oc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program	p	FY 2048	FY 2057	ivm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program	p	FY 2048	FY 2057	oc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program	p	FY 2048	FY 2057	ivm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization	p	FY 2048	FY 2057	oc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined	p	FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

September 2025 Recommendation

CONSIDER:

A. APPROVING:

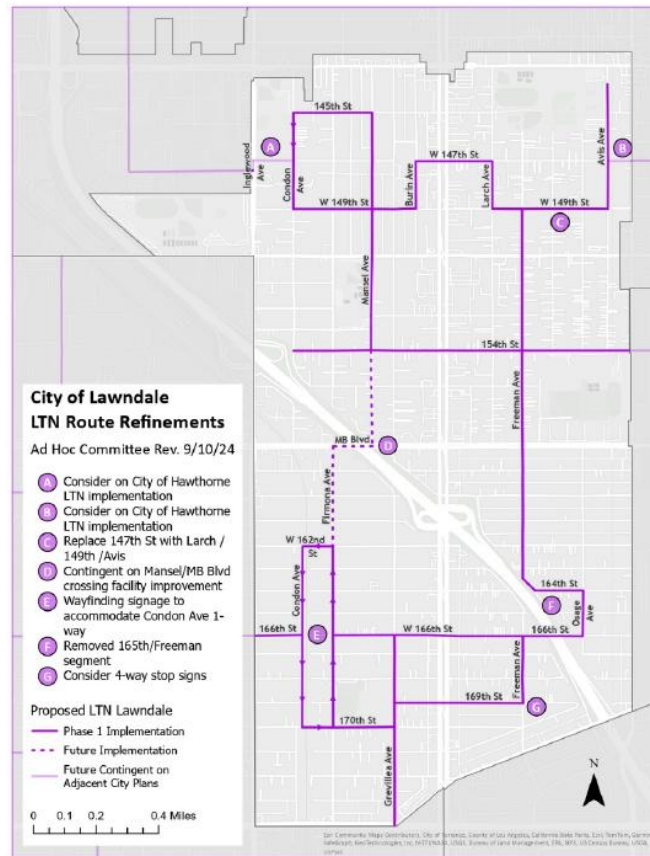
1. Programming an additional \$36,126,959 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment A;
2. Programming an additional \$23,996,052 within the capacity of Measure M MSP – South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;
3. Programming an additional \$18,372,507 of Measure M MSP – Transportation System and Mobility Improvements Program (Expenditure Line 66), including inter-program borrowing from the Measure M MSP – Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;
4. Programming an additional \$9,452,000 within the capacity of Measure R South Bay Transit Investments Program, shown in Attachment D; and

- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

This update includes funding adjustments to 17 Active Transportation, six Multi-modal Highway, nine ITS (one supports the 2028 Games), and three Transit projects.

Approximately 30 projects are expected to be completed by the 2028 Games.



* Images are for illustrative purposes only.

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates



Board Report

File #: 2025-0429, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 17, 2025

**SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE
(MAT) PROGRAM CYCLE 2**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING project selection for Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding to 16 projects, as shown in Attachment A;
- B. APPROVING an additional \$5,000,000 to increase the originally authorized funding for Cycle 2 of the MAT Program from \$80,500,000 to \$85,500,000; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

On November 30, 2023, the Metro Board [authorized <https://boardagendas.metro.net/board-report/2023-0516/>](https://boardagendas.metro.net/board-report/2023-0516/) a project selection process for Cycle 2 of the MAT Program, which invests Measure M MAT Program funds per the Measure M Guidelines, in grants to local jurisdictions, with an emphasis on projects that will be ready for the 2028 Olympic and Paralympic Games. Staff recommend awarding a total of 16 grants (Attachment A) for Cycle 2 with funding programmed over Fiscal Years (FY) 2026-2030 (Attachment B).

BACKGROUND

Per the Measure M Guidelines, the MAT Program must be informed by the Active Transportation Strategic Plan (ATSP). On November 30, 2023, the Board adopted the [update to the ATSP <https://boardagendas.metro.net/board-report/2023-0516/>](https://boardagendas.metro.net/board-report/2023-0516/) and associated eligible project list for each project category, and authorized staff to develop and release the solicitation for Cycle 2 of the MAT Program. On April 24, 2025, the Board authorized a [Programming Update <https://boardagendas.metro.net/board-report/2024-1101/>](https://boardagendas.metro.net/board-report/2024-1101/) authorizing a total amount of \$80.5

million.

Only projects in locations identified in the ATSP are eligible for Cycle 2 funding. The ATSP describes the active transportation network, defines project types, and identifies high-priority projects for MAT Program funding, reflected by their weighted scores and tier category, with Tier 1 projects being the highest priority. The weighted scores of these projects were based on equity, safety needs, connectivity, and accessibility; the tiering of the project list considered geographic balance.

In summer 2024, Metro staff held a pre-solicitation information session describing program criteria and eligible projects and also held a post-release workshop on February 20, 2025, on the application process and evaluation criteria. The presentation deck for this workshop and recording were made available on the [MAT Program webpage <https://www.metro.net/about/metro-active-transport-transit-and-first-last-mile-program/>](https://www.metro.net/about/metro-active-transport-transit-and-first-last-mile-program/). Additionally, Metro staff held individual office hours upon request from any applicant during February and March and provided continuous updates of a Frequently Asked Questions page.

On February 6, 2025, Metro released the Cycle 2 MAT solicitation for Letters of Interest (LOI) for eligible projects in each of the categories described above. 30 LOIs were received by the due date of April 7, 2025, and were evaluated based on the following criteria:

- demonstration of need
- project benefits
- project delivery assurance
- funding plan and schedule
- demonstration of stakeholder support
- project partnerships
- alignment with existing plans and projects

The MAT solicitation establishes the program requirements, eligibility, and scoring criteria (Attachment C). As detailed in the ATSP, Cycle 2 of the MAT Program will fund three major categories of activity:

- Development of a First/Last Mile (FLM) priority network around major transit stations (First/Last Mile Projects);
- Development of regionally significant pedestrian districts to support walkability and safety (Pedestrian District Projects); and
- Development of a regional active transportation corridor priority network supporting travel by active rolling modes countywide (Active Transportation Corridor Projects).

Bonus points were given to proposals that are based on the 2028 Games Mobility Concept Plan (MCP) MCP and that ensure delivery by FY 2028.

Cycle 1 of the MAT Program awarded \$63,100,000 in funding to 11 First/Last Mile projects and 5 Active Transportation Corridor projects. Based on project implementation in Cycle 1, Cycle 2 focused on targeted safety improvements and timely use of project funds. Staff held project scoping

discussions with recommended project sponsors to emphasize high safety standards for active transportation infrastructure projects. Additionally, Cycle 2 funds will be programmed by project phase, in addition to fiscal year, in order to better align with construction costs and project timelines.

DISCUSSION

Project Selection

Metro assembled an evaluation team composed of 19 agency staff to evaluate the 30 LOIs received. Each LOI was evaluated by three independent evaluators assigned at random. The evaluators' scores were averaged to arrive at a qualitative criteria score worth 70 percent of the total project score. The remaining 30 percent of the score was derived from the predetermined need-based quantitative analysis established in the adopted ATSP. Funding recommendations are based on the order of total score and limited by the amount of available funds. The 30 applications received included 12 FLM applications, 14 active transportation corridor applications, two pedestrian district applications, and two quick build applications. The total funding request across all applications was \$159.4 million.

The project recommendations were posted to the MAT website on August 14, 2025. Upon investigation, it was discovered that one project application from the City of Inglewood was not included in the initial project evaluation due to an Information Technology (IT) email sorting error. Staff coordinated with Metro's Information and Technology Services (ITS) and evaluated the application. The project was included in the revised project list in Attachment A as recommended for funding, increasing the total Cycle 2 recommended funding amount by \$5,000,000. Therefore, staff is recommending increasing the total MAT Cycle 2 programming amount from the previously Board authorized \$80,500,000, to \$85,500,000. This action may impact funding availability for future cycles. Staff will inform the public of the submitted applications after the deadline for submissions to avoid such an issue in the future.

Staff recommends 16 proposals for award that will receive the full \$85.5 million available. Of the 16 projects recommended for funding, 13 have indicated they will be completed by 2028, thereby significantly improving mobility and contributing to the regional active transportation network for the Games. These timelines are subject to change as projects develop further.

Staff recommends fully funding the requests of all but one recommended project, City of Alhambra, which includes the full design of a proposed bicycle plan on several connecting streets with contingent funding to construct a selection of those streets. Unfunded segments from this design will be prioritized for additional funding for construction in Cycle 3 or should funding from either Cycle 1 or 2 be deobligated.

14 proposals were not recommended for award due to their ranked score from the evaluation process. These projects had lower scores due to various considerations, including safety, project delivery assurances, connectivity, and community engagement. In addition to these considerations, the three Games supportive projects are not recommended for funding because the project either duplicates an existing project scope, lacks sufficient evidence of key partnerships necessary for project implementation, or does not meet the application requirements.

Nine of the 16 recommended projects are either on the MCP or are Games-supportive and are

expected to be completed by 2028. Of these, two projects on Attachment A received additional points for being on the MCP and are required to be completed by Summer 2028 to avoid deobligation of the Cycle 2 project funds. Implementing the MAT Cycle 2 projects will improve public health outcomes, safety, and the environment through the delivery of countywide active transportation improvements comprising 28.3 miles of new bike lanes/paths as well as improved access to 11 transit stops and stations. Collectively, Cycle 1 and Cycle 2 of the MAT Program will deliver 54.2 miles of these improvements to corridors and improve access to 22 transit stops and stations. Pedestrian improvements funded through this action will enhance crosswalks and signals and include new curb extensions, curb ramps, traffic calming infrastructure and intersection improvements.

Programming and Timely Use of Funds

Staff will program funds by phase and fiscal year. MAT Cycle 2 submittals did not require a completed planning phase in order to apply for all phases of the project through construction, as is typical in other competitive funding programs. As such, four of these projects will require an initial scoping and/or design phase to arrive at a more refined scope and reliable funding amounts for the full project. The programming for subsequent project development phases reflects the best not-to-exceed estimates and is subject to further refinement.

Metro will program funding for the first phase of project development requested by the project sponsor in FY2026, as well as provide conditional approval to fund subsequent phases, which will be programmed at the conclusion of each phase as defined in the funding agreement. Projects that do not change will not require additional Board approval to program the construction phase of the project. Minor scope changes may also be allowed without Board approval if the grantee will still deliver a project that meets the intent of the originally awarded project scope of work, including the defined project limits, with the awarded funding. Staff will seek Board approval of any recommended program funding amendments, such as fund deobligation, addition of project elements, or adjustments to the programming years as projects develop. Deobligation may occur if a project does not meet its original intent, thereby no longer scoring competitively within the evaluation process.

The solicitation describes timely use of funds requirements that will be enforced. Projects have three years from the program year to request allocation of funds. Therefore, projects that have not completed the plans, specifications and estimates (PS&E) phase programmed in FY2026 by FY 2029 will be deobligated and not receive a construction grant award, leading to those funds being eligible to fund other projects. Additionally, projects that received points for being on the MCP must complete construction by FY 2028 or the funds will be deobligated. Administrative extensions for MCP projects will not be authorized.

Project Roles

If requested by a grantee, Metro may lead the early planning and scoping phase of projects, as was done for several projects in the Cycle 1. For projects where Metro leads early project development, funding will be programmed with Metro as the recipient for this phase, as indicated in the programming table, and staff will prepare and execute Cooperative Agreements with project sponsors. Projects led locally will otherwise require Funding Agreements with Metro. If a grantee wishes for Metro to lead the early phase of project development and Metro agrees to this based on an assessment of available resources, Metro will administratively update the programming table to

reflect Metro as lead entity for that phase and enter into a Cooperative Agreement. Attachment B includes a note indicating the projects eligible for this arrangement. The Construction phase for all projects recommended for MAT Cycle 2 funding will be implemented by the local jurisdictions through a funding agreement with Metro.

DETERMINATION OF SAFETY IMPACT

The programming of \$85.5 million in Measure M funds for these projects will result in improved safety for pedestrians and bicyclists and people accessing transit. All projects were first evaluated for safety needs during the development of the ATSP and then further prioritized based on safety benefits during the evaluation of applications. Proposed safety countermeasures from these projects, such as Class I and IV bikeways, curb extensions, pedestrian signals, and traffic calming features reduce vehicle speeds and conflict points between motor vehicles and pedestrians and bicyclists. Metro will work with project sponsors to collect data to determine the effectiveness of projects at improving safety and reducing crashes involving the most vulnerable road users.

FINANCIAL IMPACT

This action would program projects for funding between FY 2026 and FY 2030 (Attachment B). Each project has three years from the programming year to spend the funds for that phase of project development. Project sponsors may request reimbursements beginning this fiscal year and staff expect \$8,500,000 in disbursements in FY26.

The full life cycle of programming for all MAT Cycle 2 projects is shown in Attachment B. For all projects that did not receive additional points for being on the MCP, project sponsors have three years from the programming year to spend funds before they lapse. The three projects (Pasadena, LABOE and Pomona) that have this requirement are programmed in FY2028 and must request reimbursement by that year. All MAT projects will be budgeted in the Metro Active Transport project (#473001) for reimbursement payments to MAT projects being implemented by local jurisdictions or to Metro for any project where Metro is the lead through a Cooperative Agreement. Since these are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Recommendation A is inclusive of a multi-year budget and will add \$8,500,000 to the FY 2026 budget for the Metro Active Transport project (#473001) through Cost Centers #0441, #4360, and #4340. The source of funds for these projects is Measure M Active Transportation 2%, which includes other active transportation projects, such as the LA River Path Project. This fund source is not eligible for Metro bus and rail operating and capital expenditures. As with all discretionary grant programs, there is a risk of timely expenditure of funds. Staff will continuously monitor projects and budgets to ensure progress and adherence to timelines.

EQUITY PLATFORM

The recommended projects from the MAT Program will improve the safety and mobility for active

transportation users throughout LA County. The improvements prioritize safe and dignified routes and accommodations for vulnerable road users accessing Metro Stations by walking, biking, or rolling.

The ATSP, which guides the MAT Program, including the selection and initial prioritization of eligible projects, elevated equity considerations at all stages of development. The ATSP update in 2023 identified the goals of Equity, Safety and Comfort, Accessibility, Connectivity and Sustainability, with each goal being supported by two to three objectives. The purpose of the Equity goal is for low-income populations, communities of color, and other vulnerable and underserved people to have equitable access to safe and convenient active transportation options. A key objective is to prioritize active transportation interventions in Equity Focus Communities (EFCs). As such, equity is a key criterion for the prioritization of the regional network and effectively targets future active transportation investments towards those with the greatest needs in communities that have historically lacked investment.

Of the 16 projects receiving funding through this action, 14 are in or immediately adjacent to EFCs in the cities of Alhambra, Burbank, Pasadena, Long Beach, Pomona, and Duarte, and Los Angeles neighborhoods of San Fernando Valley, Downtown LA, Chinatown, Koreatown, Pico-Union, South Park, and Inglewood (Attachment D). This funding will improve the quality of safety infrastructure for vulnerable road users including pedestrians and bicyclists, many of whom are regular transit users. Many households in EFCs do not have access to a car and would benefit from safer options for travel within neighborhoods and accessing transit to meet daily needs. For those projects that Metro leads the planning and design phases through Cooperative Agreements, CBOs will be employed to participate in project development.

Projects not directly in or adjacent to EFCs scored well in the qualitative evaluation. Both the City of Santa Monica (Bergamot Connector) and the City of Culver City (Overland) projects prioritize active transportation safety and serve a daytime population for work and/or school that may be different than the residential demographics.

VEHICLE MILES TRAVELED OUTCOME

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

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

**Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring*

System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program advances several Strategic Plan Goals including:

- *Goal #1:* High-quality mobility options - advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.
- *Goal #2:* Outstanding trip experiences for all - will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- *Goal #3:* Enhancing communities and lives - includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- *Goal #4:* Transform LA County through collaboration and leadership - prompts new partnership models with agencies to deliver projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve selected projects and the programming of funds; however, this is not recommended as the MAT Program is a funding commitment in the Measure M Expenditure Plan. Without approval and programming of funds for elected projects under the MAT Program, advancement of key corridors and connections to transit that have been prioritized as part of the ATSP would be impeded. This is not recommended as the proposed projects were selected according to Board-adopted criteria. Additionally, many of these projects have been identified as important priorities for implementation before Los Angeles hosts the 2028 Olympic & Paralympic Games. Delaying programming of these funds may increase the risk that these projects cannot be delivered on time.

NEXT STEPS

Upon Board approval, respective implementing agencies will be notified, and Funding and/or Cooperative Agreements will be executed. Staff will continue to work with the selected grantees as described in this report. Annual updates will be provided to the Board via Board Box.

ATTACHMENTS

Attachment A - MAT Program Cycle 2 Application Scores and Ranking

Attachment B - MAT Program Cycle 2 Program of Projects

Attachment C - MAT Program Cycle 2 Solicitation

Attachment D - MAT Program Cycle 2 Recommended Projects Map

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ATTACHMENT A

Application Scores
MAT Program Cycle 2

Rank	Program Category	Agency	Project Name	Funding Request	LOI Score	ATSP-Based Score	Total Score	MCP/ Games-Supportive
1	FLM	LADOT	Alvarado/Pico First-Last Mile Improvements	\$6,542,640	57.8	28.9	86.7	Yes
2	FLM	City of Pasadena	Pasadena Rose Bowl Multimodal Olympic Route	\$7,171,250	59.3	22.9	82.2	Yes
3	PD	City of Long Beach	Downtown Walkable Corners	\$9,995,525	54.3	27.3	81.6	Yes
4	FLM	LADOT	Grand Ave/Cesar Chavez Ave First/Last Mile Project	\$10,000,000	59.7	18.6	78.3	
5	ATC	LA BOE	West San Fernando Valley LA River Gap Closure Segments 1 and 2	\$10,000,000	68.5	7.5	76.0	Yes
6	FLM	LADOT	Union/Pico First-Last Mile Improvements	\$1,944,215	57.0	18.6	75.6	Yes
7	ATC	LADOT	Koreatown to Pico-Union Neighborhood Active Transportation Corridor Project	\$5,407,580	52.7	18.1	70.8	
8	FLM	LADOT	Vermont/Pico First-Last Mile Improvements	\$4,347,696	57.0	13.4	70.4	Yes
9	FLM	LADOT	Pico Metro Station First-Last Mile Improvements	\$2,632,922	57.3	12.9	70.2	Yes
10	ATC	City of Culver City	Better Overland Phase 2	\$5,557,600	63.2	5.5	68.7	
11	FLM	City of Burbank	Downtown Burbank Sidewalk Enhancement Project	\$6,220,348	56.3	11.9	68.2	
12	ATC	City of Pomona	Metro GoldLine First/Last Mile Improvement Project	\$1,868,452	64.0	3.8	67.8	Yes
13	PD/FLM	City of Santa Monica	The Bergamot Connector	\$1,451,003	53.8	9.3	63.1	
14	ATC	City of Alhambra	Alhambra Backbone Bicycle Network	\$10,000,000	55.5	7.5	63.0	
15	FLM	City of Inglewood	Market Street Streetscape (MSS) Project	\$5,000,000	48.7	13.9	62.6	
16	FLM	City of Duarte	Duarte Town Center Greening and Traffic Calming Project	\$3,115,200	52.5	10.0	62.5	
17	ATC	City of Industry	City of Industry Valley Boulevard Mobility Enhancement Project	\$5,720,100	56.3	4.1	60.4	
18	QB	City of Norwalk	Norwalk Metro Station FLM Improvements	\$1,000,000	53.1	7.1	60.2	Yes
19	FLM	City of Beverly Hills	Wilshire/Rodeo D Line Station Improvements	\$1,407,000	51.8	6.8	58.6	
20	ATC	City of Carson	Los Angeles 2028 Olympics & Paralympics Games Readiness Walk and Roll Network	\$10,000,000	53.2	3.8	57.0	Yes
21	ATC	City of Glendora	Glendora People Movement Project	\$4,560,056	54.2	2.7	56.9	
22	PD	City of Claremont	Arrow Highway and Cambridge Avenue Improvements Project	\$935,951	48	4.7	52.7	
23	ATC	City of Covina	East San Gabriel Valley Safe and Active Streets Connectivity Project	\$3,132,994	45.8	6.1	51.9	
24	ATC	City of El Segundo	El Segundo Greenway Development - Rails to Trails	\$9,974,575	46.7	5.1	51.8	
25	ATC	City of Pico Rivera	Rosemead Blvd Pedestrian Improvements & Transit Connectivity Project	\$4,302,855	45.7	5.6	51.3	
26	ATC	City of Azusa	San Gabriel Avenue/ Azusa Avenue Complete Streets Project	\$3,993,276	43.2	7.2	50.4	
27	ATC	County of LA-PW	Activo! Safe and Connected Vermont Corridor	\$9,500,000	36.2	10.9	47.1	
28	QB	City of San Fernando	San Fernando Mall Enhancement	\$105,700	38.9	7.5	46.4	
29	FLM	City of Carson	Los Angeles 2028 Olympics & Paralympics Games Readiness Bark and Roll Network	\$8,817,989	29.7	3.6	33.3	Yes
30	ATC	City of Calabasas	Calabasas Road Active Transportation Project	\$4,557,286	27.2	5.5	32.7	
Total				\$159,262,213				

Program of Projects MAT Program Cycle 2

Rank	Program Category	Sponsor	Co-Sponsor	Project ID No.	Project Location	Funding Phases	Note	Prior FY25	FY26	FY27	FY28	FY29	FY30	Total	Subregion
1	FLM	Los Angeles DOT**		C1213	Pico Blvd/ Alvarado St	Construction	NEW		\$1,740,000	\$2,500,000	\$2,300,000			\$6,540,000	Central LA
Class IV bike lanes, curb ramp upgrades, pedestrian crosswalks, sidewalk repair, pedestrian refuge island, pedestrian plaza and speed tables between Figueroa Street and Crenshaw Boulevard															
2	FLM	City of Pasadena*		C1217	Holly/ Pasadena/ Walnut/ Orange Grove	Planning/ Environmental, PS&E, Construction	NEW		\$960,000	\$1,640,000	\$4,570,000			\$7,170,000	Arroyo Verdugo
A combination of Class II and Class IV bike facilities, curb ramps, crosswalks, and enhanced crossing treatments.															
3	PD	City of Long Beach		C1218	7th St/ Alamitos Ave/ 1st St/ Magnolia Ave	Construction	NEW				\$2,000,000	\$7,990,000		\$9,990,000	Gateway Cities
Pedestrian refuge islands, bulb outs and Class IV bike lanes.															
4	FLM	Los Angeles DOT		C1219	Cesar Chavez Ave/ Alameda Street	Construction	NEW		\$2,000,000	\$5,000,000	\$3,000,000			\$10,000,000	Central LA
Improve safety and enhance access to transit stops through enhanced pedestrian crossings, ADA upgrades, sidewalk repairs, lighting enhancements, bus boarding platforms, dedicated bus lanes, and protected bike lanes.															
5	ATC	Los Angeles BOE***		9200000000MMLARVB	LA River Path from Vanalden Ave to Balboa Blvd	Construction	Adds funds to MM Project			\$3,000,000	\$7,000,000			\$10,000,000	Central LA
Class I bike path, ADA-compliant curb ramps, six undercrossings, pedestrian-scale lighting, wayfinding signage, and traffic calming.															
6	FLM	Los Angeles DOT**		C1214	Pico Blvd/ Union Ave	Construction	NEW		\$520,000	\$900,000	\$520,000			\$1,940,000	Central LA
Class IV bike lanes, curb ramp upgrades, pedestrian crosswalks, sidewalk repair, pedestrian refuge island, pedestrian plaza and speed tables between Figueroa Street and Crenshaw Boulevard															
7	ATC	Los Angeles DOT		C1106	New Hampshire/ Berendo	Construction	NEW				\$2,000,000	\$2,000,000	\$1,400,000	\$5,400,000	Central LA
This project will establish a safe, low-stress, walk and bike route through traffic calming, protected crossings, and a Class IV two-way bike lane.															
8	FLM	Los Angeles DOT**		C1215	Pico Blvd/ Vermont Ave	Construction	NEW		\$1,040,000	\$1,800,000	\$1,500,000			\$4,340,000	Central LA
Class IV bike lanes, curb ramp upgrades, pedestrian crosswalks, sidewalk repair, pedestrian refuge island, pedestrian plaza and speed tables between Figueroa Street and Crenshaw Boulevard															
9	FLM	Los Angeles DOT**		C1216	Pico Blvd/ Albany St/ Figueroa St	Construction	NEW		\$580,000	\$1,200,000	\$850,000			\$2,630,000	Central LA
Class IV bike lanes, curb ramp upgrades, pedestrian crosswalks, sidewalk repair, pedestrian refuge island, pedestrian plaza and speed tables between Figueroa Street and Crenshaw Boulevard															
10	ATC	City of Culver City		C1107	Overland Ave/ Playa St	Construction	NEW					\$5,400,000		\$5,400,000	Westside Cities
Class IV bike lane, curb extensions, protected intersections, upgraded crosswalks, ADA ramps, pedestrian signals and push buttons, wayfinding, pedestrian-level lighting.															
11	FLM	City of Burbank*		C1220	San Fernando Blvd, First St/ Olive Ave & First St/ Magnolia Ave	Planning/ Environmental, PS&E, Construction	NEW		\$530,000	\$2,690,000	\$3,000,000			\$6,220,000	Arroyo Verdugo
Sidewalk improvements, curb extensions, directional ramps, accessible pedestrian signals, high-visibility crosswalks, and wayfinding signage.															
12	ATC	City of Pomona***		MM4701.10	Arrow Hwy/ Bonita Ave/ Garey Ave	Construction	Adds funds to MSP Project				\$1,860,000			\$1,860,000	San Gabriel Valley
Class II and Class IV bike lanes, widened sidewalks, ADA ramps, upgraded crossings, and lighting enhancements.															
13	FLM	City of Santa Monica		C1221	Michigan Ave/ 21st St	PS&E, Construction			\$330,000			\$1,120,000		\$1,450,000	Westside Cities
Class II and Class IV bike lanes, curb extension, ADA-compliant curb ramps, high-visibility crosswalks, traffic signal modifications, pedestrian-activated control devices, and wayfinding signage.															
14	ATC	City of Alhambra*		C1108	E Main St/ Valley Blvd/ Mission Rd/ Fremont Ave/ Poplar Blvd/ Hellman Ave/ Westmont Dr	Planning/ Environmental, Design PS&E, Construction	NEW		\$300,000		\$310,000	\$1,000,000	\$2,840,000	\$4,450,000	San Gabriel Valley
A mix of Class I, II, III, and IV bike lanes, and traffic calming elements.															
15	FLM	City of Inglewood		C1224	Market Street from Florence to Hillcrest	Planning/ Environmental, Design PS&E, Construction	NEW		\$500,000	\$4,500,000				\$5,000,000	South Bay Cities
16	FLM	City of Duarte		C1222	Huntington Dr/ Highland Ave	Construction	NEW					\$3,110,000		\$3,110,000	San Gabriel Valley
Pedestrian-level lighting, curb bulb-outs, curb parklets, crosswalk improvements, and landscaping.															
TOTAL								\$0	\$8,500,000	\$23,230,000	\$28,910,000	\$20,620,000	\$4,240,000	\$85,500,000	
*FY26 programming for Planning/Environmental may be Cooperative Agreement (Metro-led) or Funding Agreement pending adoption of the program of projects.															
** Projects C1213, C1214, C1215, C1216 may be combined in one funding agreement and programming amounts would be aggregated.															
***Construction funds subject to deobligation if not completed by July 2028															

ATTACHMENT C

METRO ACTIVE TRANSPORT (MAT) PROGRAM CYCLE 2 SOLICITATION

GENERAL PROVISIONS

Introduction

The Metro Active Transport, Transit and First/Last Mile (MAT) program is a multi-year discretionary program within Measure M. This Cycle 2 Program establishes goals, process, and criteria for the five-year cycle of the MAT Program for Fiscal Years 2026-2030.

Program Purpose and Goals

The overarching purpose of the MAT Program is to encourage increased use of active modes of transportation, such as biking and walking, and enhance pedestrian and bicycle safety. Specific Cycle 2 goals include:

- Advancing key Metro policies, with a focus on the Active Transportation Strategic Plan (ATSP), First/Last Mile (FLM) policy, and the Equity Platform Framework;
- Initiating implementation of projects in ATSP-identified first/last mile areas, active transportation corridors, and pedestrian districts;
- Jump-starting action on building active transportation networks and building momentum to deliver visible, tangible results;
- Encouraging, testing, and refining project partnerships and innovative delivery approaches; and
- Targeting investments in high-need areas.

A one-time special theme for this cycle is to provide funding support for critical active transportation investments that can be delivered in time for the 2028 Olympic and Paralympic Games through preferential consideration to projects in the Board-adopted 2028 Games Mobility Concept Plan (MCP).

Program Schedule

Table 1 lists the major milestones for the development and adoption of the Cycle 2 program.

Table 1: MAT Cycle 2 Schedule

#	Milestone	Date
1	MAT Program Project Solicitation	February 6, 2025
2	MAT Program Letters of Intent Due	April 7, 2025
3	Metro Board Meeting <i>Metro staff seek approval of programming recommendations and authorization to execute agreements with grantees.</i>	July 24, 2025
4	MAT Program Agreements/Project Initiation <i>Metro staff work with grantees to execute agreements and initiate projects.</i>	August, 2025

Programming Cycle

The MAT Program is a multi-year discretionary program, with a projected total of \$857 million (2015 dollars) available through 2057. The second cycle of the MAT Program will commit and program funds for Fiscal Years 2026-2030 (Cycle 2), according to the process described in the

ATTACHMENT C

METRO ACTIVE TRANSPORT (MAT) PROGRAM CYCLE 2 SOLICITATION

MAT Program Administrative Procedures and further delineated in this Cycle 2 program. The Measure M Ordinance, Guidelines and Administrative Procedures, as well as the specific MAT Program Administrative Procedures apply to this program, establishing definitions, eligible activities, and process. The programming capacity for the MAT Program for this time period is approximately \$15 million per year, or \$75 million over the full five-year period. Metro may commit funding for all or part of the programming capacity for each year of the programming period. Metro may update the project list, funding amounts for project phases, and timelines on an annual or semi-annual basis. Most projects are expected to expend programmed project phase funds within three years from the date funding agreements are fully executed for that phase. Exceptions will be made for Quick-Build projects that must be completed within 18 months of an executed Funding Agreement and for projects that elect to receive bonus points for being part of the MCP, which must be expended by FY 2028. Failure to expend funds as programmed will result in lapsing and Metro may rescind the award. Any project programmed that does not request allocation of funds in the year of programming may, at the discretion of Metro, have its funding deobligated and reprogrammed to other projects.

Programmatic Categories

As detailed in the ATSP, and established in the MAT Program Administrative Procedures, the MAT Program will fund three major categories of activity:

- Development of a First/Last Mile priority network around major transit stations;
- Development of regionally significant pedestrian districts to support walkability and safety; and
- Development of a regional active transportation corridor priority network supporting travel by active modes countywide.

Funding Limits

The maximum award for any one project in the Active Transportation Corridor, First/Last Mile or Pedestrian District category is \$10 million. The maximum award for any one project in the Quick-Build category is \$1 million. For non-Quick-Build projects, applicants must indicate whether their project is scalable and, if so, what elements of the project the applicant would propose to remove from the scope and its impact on project efficacy. Because of limited funds, Metro may choose to award an amount less than what is requested if agreed to by the project sponsor. Metro may also choose to award funding for one or two phases of a project without committing funding to all phases.

Matching and Leveraging Funds

Because the award amount for Quick-Build projects is lower than that of non-Quick-Build projects, Metro will prioritize projects that include a funding match for construction and final design costs. A funding match is not considered part of the evaluation criteria for all other projects. However, project administrative support will be required from all jurisdictions for any project in the form of staff time and such costs will not be covered with MAT funds. While a specific funding match is not required at the time of application, project sponsors are responsible for completing the project by identifying additional funding should the cost of constructing it exceed the funding available. Metro may assist project sponsors to obtain additional funding through grant-seeking assistance on a case-by-case basis. If a project receives funding for construction from the MAT program, the project sponsor will need to cover any costs exceeding that funding. Metro will not make additional allocations of funding from Measure M funding to cover cost overruns.

ATTACHMENT C

METRO ACTIVE TRANSPORT (MAT) PROGRAM CYCLE 2 SOLICITATION

Funding Restrictions

MAT funds shall not supplant other committed funds and are not available to fund cost increases on previously awarded projects. Projects that are already fully funded or projects that are a capital improvement required as a condition for private development approval or permits are not eligible for MAT Program funding.

Ownership, Maintenance and Liability

Project proposer/local jurisdiction agrees to own, maintain, and retain liability over all improvements delivered through the program, unless improvements are located on Metro property and Metro maintenance role is specifically agreed to.

Measure M Recognition Requirement

Projects and services funded by Measure M will publicly acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the project sponsor.

Complete Streets Requirement

Project sponsors awarded funding through Cycle 2 must have an adopted Complete Streets Policy, an adopted City/County Resolution supporting Complete Streets, or an adopted General Plan consistent with the California Complete Streets Act of 2008 at the time they are awarded MAT funding. For more information and resources, please visit Metro's website: <https://www.metro.net/about/complete-streets-trainings-amp-policy/>.

ELIGIBILITY

Eligible Recipients

Cities, County of Los Angeles, and Caltrans are eligible to apply for funding through this program. Other transportation-related public joint powers authorities (JPAs) must be sponsored by one of the aforementioned public agencies. Joint applications are welcome but the lead applicant must be a public agency with jurisdiction over the development and maintenance of the infrastructure that is the subject of the grant.

Funding of Metro Activities

As described further below, Cycle 2 of the MAT Program may include significant Metro staff and contractor efforts, in partnership with project sponsors and other entities. Metro-led activities may vary by project as well as by phase within individual projects. Metro's efforts associated with MAT-funded projects will be funded through MAT Program funds, unless otherwise determined at Metro's sole discretion. The program of projects developed for Board approval will specify funding that is allocated to Metro staff time associated with the project as well as Metro consultant/contractor time associated with the project. Similarly, project funds to be granted to recipients, for both staff and consultant/contractor costs, will be specified in the program of projects.

Project Eligibility

Projects must be consistent with Metro's [First/Last Mile Strategic Plan \(2014\)](#) or [Active Transportation Strategic Plan \(2023\)](#).

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First/Last Mile and Pedestrian District locations eligible for Cycle 2 funding are listed in Attachment A. These locations were identified and prioritized as part of the development of the Active Transportation Strategic Plan update using screening and prioritization criteria that took into account equity, safety, and mobility/connectivity factors. The First/Last Mile Priority Network defined in this program is consistent with Metro Board Motion 14.1 (May 2016). This motion directed first/last mile planning activities for the existing transit network, including Metro Rail, Busway, and Metrolink stations, as well as the top 100 ridership bus stops in the county. These categories collectively yield 609 station areas, which form the universe of eligible project locations for Cycle 2. Consistent with ATSP methodology, a station area is defined by a 300-foot buffer around the closest major intersection to the actual station or stop and is inclusive of adjacent (e.g. bus-to-rail transfer) stops. 81 Pedestrian Districts were also defined and prioritized in the ATSP. Projects in Pedestrian Districts will be evaluated using the same criteria as for First/Last Mile projects with a strong emphasis on improving safety.

Active transportation corridor projects eligible for Cycle 2 funding are also listed in Attachment A. These projects were also identified using screening and prioritization criteria that took into account equity, safety, and mobility/connectivity factors. The ATSP identified 743 corridor segments eligible for MAT funding. These projects were then prioritized using a variety of factors corresponding to equity, safety, and mobility/connectivity.

Generally, projects that were awarded MAT funding in a previous cycle are not eligible to receive additional funding from MAT Cycle 2. However, applicants may propose a new project within the same eligible project area if it includes new scope and project elements not part of the original award.

Eligible Project Expenditures and Limitations

MAT funds are eligible for planning, design and construction of capital projects on any public road or publicly owned bicycle or pedestrian pathway or trail. Projects shall not require the acquisition of significant rights-of-way (not more than 10% of the MAT-funded construction cost). Similarly, projects shall not use more than 10% of the MAT-funded project construction cost on utility relocation or landscaping elements. Examples of eligible project elements are listed in Table 2. The list is not intended to be exhaustive. Project sponsors should use the recommended design treatments detailed in the National Association of City Transportation Officials (NACTO) Bicycle Design Guide and/or Urban Street Design Guide and projects should be designed for use by individuals of all ages and abilities.

FLM projects must be constructed within a half-mile radius of the transit/rail station. Pedestrian District projects can be any project that addresses critical safety needs within ATSP-defined Pedestrian District areas.

Project elements or costs considered ineligible for MAT funding include but are not limited to non-infrastructure elements such as education, operational costs, and maintenance. Other non-eligible costs include road resurfacing or reconstruction, utility relocation work, traffic signal installation or modification for general purpose lanes for the benefit of motor vehicle travel. The aforementioned list is not intended to be exhaustive.

As Measure M active transportation funds are for design and construction of the capital project elements listed in Table 2 only, MAT-funded projects must lead to the construction of bike and/or pedestrian improvements. In its initial Cycle 2 programming action, Metro may choose to

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initially fund earlier project phases of planning and design on some projects that seek funding for those phases without committing to additional funding for construction. Metro may add construction funds to those projects in a later year in its annual or semi-annual programming update. Applicants are required to identify the current status of the project and for which phases funding is being requested and must estimate the cost of construction of the project even if it is in the early planning phase.

Table 2: Examples of Eligible Project Elements

Bicycle Elements	Pedestrian Elements
Bicycle detection loops	Sidewalks
Rumble strips with consideration for bicyclists	Crosswalks
Bicycle-friendly drainage grates	High Visibility Crosswalks
Bicycle rails on bridges	ADA Compliant Curb Ramps
Bicycle-friendly track crossings	Pedestrian-activated control devices (PCS, APS)
Bike boxes	Crossing islands
Bike parking	Curb bulb-outs/extensions
Class I, II, III, IV bike paths	Leading pedestrian interval
Green colored pavement for bikeways	Accommodating pedestrians at interchanges
Bike signals/bicycle signal priority	Pedestrian wayfinding/signage
Roundabouts	Bridge access for pedestrians
Accommodating bicyclists at interchanges	Overpass/underpass for pedestrians
Bicycle signage	Street furniture/seating
Bridge access for bicyclists	Pedestrian scale lighting
Overpass/underpass for bicyclists	Landscaped areas (including trees)
Transit Related Elements*	Traffic Calming Elements
Bus pull out or bulb	Speed humps
Transit stop improvements	Speed cushions
Transit shelters	Speed tables
Boarding islands	Raised crosswalks
Transit signage	Median islands
Transit traveler information	Traffic circles

*Transit Related Elements eligible only in FLM program category

PROGRAMMATIC CATEGORIES

ACTIVE TRANSPORTATION CORRIDORS

Program Objectives

Objectives specific to active transportation corridors include:

- Supporting the expansion of the active transportation network through the creation of multi-jurisdictional corridors;
- Encouraging new or strengthened partnerships across jurisdictional boundaries; and

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- Advancing projects that can effectively compete for additional funding for future phases of work.

Project Proposers

The Project Proposer should be the eligible recipient with most direct authority to implement the improvements contemplated by the project (typically a local jurisdiction with ownership/authority of the public right-of-way to be improved). At time of application, the project proposer agrees and certifies their ability and willingness to carry out the project improvements (noting optional roles for Metro described later), agrees that any necessary reviews, permit processes, or other discretionary functions will be streamlined to the greatest extent possible, and that key project milestones will be met including completion of each project phase including planning and engagement, design, and construction completion/installation of improvements and initiation of operation in accordance with the terms established in Cycle 2 and the project scope. Timely use of funds provisions are described further below. Given the emphasis of Cycle 2 on rapid deployment of improvements, these provisions will be strictly enforced. If projects are not ready to begin in 2025, project sponsors are encouraged to apply to future cycles.

For multi-jurisdictional projects, a single jurisdiction must be identified as the lead entity at the time an LOI is submitted. The lead entity has primary responsibility for project delivery and compliance with the terms of the program. Support for the project as proposed is required from all jurisdictions. All project partners shall have direct authority to implement the improvements contemplated by the project in their particular jurisdiction (e.g., ownership of the public right-of-way). Metro encourages multi-jurisdictional corridor projects and project sponsors will need to submit evidence of partnership between multiple jurisdictions with the LOI through letters of commitment that defines roles and responsibilities between all partners. Prior to entering into a Funding Agreement for any multi-jurisdictional projects, the jurisdictions must demonstrate an agreement between partnering jurisdictions describing roles, responsibility and coordination for the project.

The Project Proposer will identify and commit a specific project liaison/coordinator or project manager who is responsible for coordinating among functional departments or groups within the jurisdiction and serves as a single point of contact for Metro. The proposal shall describe the decision-making authority of the project manager, with the expectation that they are able to make decisions regarding the delivery of the project and that they are able to confer directly with elected and other decision makers as needed. MAT funds will not cover the cost of staff time for the project liaison/coordinator or project manager or their staff. For multi-jurisdictional projects, project support will be required from all jurisdictions along a corridor in the form of an in-kind match of staff time, which will not be covered with MAT funds. Each additional jurisdiction shall identify and commit its own specific project liaison/coordinator or project manager/project manager who is responsible for working with Metro and other jurisdictions to implement the project. This requirement applies to all entities with ROW control for the project, including special districts, utilities, and other non-municipal entities as applicable. Any changes to the project liaisons/coordinators must be conveyed to Metro within 60 days.

Metro encourages project sponsors to partner with community-based organizations (CBO), and other stakeholder groups to assist with project implementation. CBO participation is particularly important during the planning phase of the project. The project budget should include the

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activities of CBOs and identified CBOs should demonstrate their commitment to partner on delivering the project through a letter of commitment.

To the extent that program funds are granted to project sponsors, funding is made available through a project Funding Agreement, carrying specific requirements for adherence to law, regulation and policy. For active transportation corridor projects, Funding Agreements will be executed or amended in advance of each phase of the project that is covered under the grant: a) planning, preliminary engineering and community engagement; b) final design; and c) construction phases. Where project sponsors are requesting technical assistance in planning, preliminary engineering and community engagement, Metro will enter into Cooperative Agreements or Memorandums of Understanding with project sponsors to specify roles and responsibilities for the project.

Metro's Role

Metro, in addition to overseeing the MAT Program and serving as grantor, may support individual project development and delivery in a number of ways. At the time of solicitation, Project Proposers may request Metro to be involved in the project according to the menu below. It should be clearly understood that while Project Proposers may suggest a Metro role at the time of submittal, Metro's commitment to any of the functions below is subject to project-specific discussion and determination in the project development phase. Note: Any Metro activities associated with a MAT funded project will be fully paid for as part of the MAT Program project award, unless otherwise determined at Metro's sole discretion. Projects must apply for project delivery assistance through project design as part of their Letter of Interest and indicate the need for assistance and requested delivery assistance model.

Metro roles may, in partnership with a Project Proposer, include:

- Project scoping – includes location-specific study, community engagement, feasibility review and other activities resulting in a defined scope, specific improvements to be delivered, and budget for the project.
- Environmental review – includes any required environmental study, documentation, and public review to comply with applicable law and regulation, as applicable.
- Design and engineering – includes preparation of project design drawings and construction documents suitable to develop a refined budget and secure permits.

Project Development and Delivery

Applications for eligible projects may be for the a) construction phase only, or b) the design engineering (PS&E) phase and construction phase, or c) for all phases of project development including project scoping, engagement and environmental review. To be considered for construction or PS&E phases, applicants must demonstrate in the LOI that the project will have completed the work of the prior phase before July 2025. Applicants seeking funding for projects for all phases of work may request technical assistance from Metro to lead the project scoping and environmental review, and/or design and engineering phases of the project in close cooperation with the project sponsors.

Metro will allocate funding to the lead project sponsor for each phase of the project according to the established scope and budget defined in a funding agreement or cooperative agreement executed before the end of calendar year 2025. Project sponsors must complete the project within the timeline described in Table 3. Projects only requesting funding for construction are expected

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to complete the project within 3 years, and projects receiving credit for being on the MCP must complete construction by FY2028.

Table 3: Project Delivery Timeline Requirements*

Phase	Maximum Time to Complete Phase**	Cumulative Project Timeline*	Programming Years
Planning/Environmental	18 Months	18 Months	FY 2026
Design Engineering (PS&E)/ ROW Acquisition	18 Months	36 Months	FY 2026-FY 2028
Construction***	24 Months	60 Months	FY 2027-FY 2030

* Projects receiving credit for being on the MCP must complete construction by the end of FY2028

**Months denote total time within the program years.

***Projects funded through the Quick-Build Category must be completed within 18 months of an executed Funding Agreement.

Projects for which MAT funds will be allocated will be expected to result in a complete work product or deliverable. Table 4 identifies the products expected.

Table 4: Expected Work Products/Deliverables by Phase

Phase	Expected Work Product/Deliverable
Planning/Environmental	15% design package, detailed rough order of magnitude cost estimates, and project report
Design Engineering (PS&E)/ Right-of-Way (ROW) Acquisition	Final design package including contract documents; environmental documentation as applicable
Construction	Constructed improvement

Even if a project is at an early stage, applicants must develop as detailed a cost estimate for design and construction as is feasible considering likely project components based on the objectives of the project. Metro will review these estimates for all selected projects and make refinements as necessary in cooperation with project sponsors. In the first year of the Cycle 2 program, Metro will program funding for the first phase of project development as well as conditional approval to fund subsequent phases, which will be programmed at the conclusion of each phase as defined in the funding agreement. Changes to the scope and/or funds for the construction phase of each project will need to be approved by the Metro Board of Directors during the MAT Program Annual Update. Projects that do not change will not require additional Board approval to program the construction phase of the project. Minor scope changes may be allowed without Board approval if they would still result in a project that meets the intent of the originally awarded project scope of work, including the defined project limits. Projects that have not completed PS&E by the end of FY 2029 will be deobligated and not receive a construction grant award and

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those funds may be used to fund other selected projects. Projects that are only for the construction phase must request allocation of funds for construction by the end of FY 2029 or their funds will be deobligated and may be used to fund other projects. Projects that elect to receive additional points for being on the MCP must complete construction by FY 2028 or their funds will be deobligated.

If the cost estimate of the 15% design package that is the result of the first phase of project development is higher than what was originally set aside for the construction phase, Metro will only program the Board approved PS&E phase. Metro will work with project sponsors to identify additional funding, including but not limited to providing grant assistance in seeking State Active Transportation Program (ATP) and other competitive grants should additional funding be necessary to complete the project. Additional funding from the MAT Program may only be made to selected projects should sufficient funding be available because of lapsed projects (see previous paragraph), subject to Board approval.

Letters of Interest

Project sponsors invited to submit an LOI will be required to include the following information in their submission:

1. Lead Project Sponsor Contact Information.
2. Any Additional Project Sponsors - Contact Information.
3. Project Details and Description, including: project name; project location and extents; phase of project delivery, project scope, including improvements/components; and any anticipated project goals, objectives, outcomes, and deliverables, and requested project phase funding.
4. MCP (Bonus Points). The proposal clearly demonstrates that the proposed project is identified within the Mobility Concept Plan (MCP) and is strategically important to increasing accessibility, improving connectivity, and prioritizing safety for users walking, biking, or rolling for Games-related purposes.
5. Demonstration of Need and Benefits. The proposal provides a clear description of the project location, extent, and characteristics affecting safety and access for transit riders. The proposal also clearly describes the intent of proposed improvements, and provides an effective solution to the project objectives along with a generalized description of likely project elements pending the project development phase.
6. Project Delivery Assurances, Funding Plan and Schedule. The proposal describes any likely and/or necessary review, approvals, and permit processes, along with a description of steps and assurances to streamline processes. The proposal describes an overall schedule along with a realistic description of how the schedule can be met and what steps will be taken to mitigate schedule impacts of any unforeseen circumstances. The proposal describes whether it is part of an existing funded project or plan that a jurisdiction wants to extend or enhance.
7. Stakeholder Support and Project Partners. The proposal demonstrates community support. The proposal provides evidence of support from key decision makers and stakeholders. Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities; including Community-Based Organization (CBO) partnerships. If applicant has not completed planning work, it is expected to partner with a CBO. If an applicant is applying for construction, it is encouraged that applicant describes past or future collaborations with a CBO.
8. Alignment with Existing Plans and Projects The project complements other investments in the project area and is one part of a larger project or program. The proposed project's

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inclusion in or consistency with an adopted plan shows evidence of support and commitment.

9. Other Factors. "Other factors" considers several factors related to the proposal's quality. Overall, this section seeks to ask if there are other considerations as to why the project/project location is particularly compelling or valuable per the program goals and objectives.

All proposals will also need to submit letters of commitment from the applicant and all project partners, a project budget, and project delivery schedule.

Screening and selection criteria are further described in Attachment B and K.

LOI submittals, including all required elements, are due to Metro before 5 p.m. PST on April 7 2025. LOIs shall be submitted electronically to MATProgram@metro.net.

Prior to entering into any agreement to initiate the project (Cooperative Agreement, Memorandum of Understanding, or Funding Agreement), project sponsors will be required to provide evidence of demonstrated support of governing bodies (e.g., resolutions, City Manager letters of support, funding commitments) with authority for public realm and right-of-way affected by the project agreeing to carry out the project as proposed, and further agreeing to terms as established in the program Administrative Procedures and this cycle program.

FIRST/LAST MILE AREAS AND PEDESTRIAN DISTRICTS

Program Objectives

Objectives specific to First/Last Mile projects include:

- Seeding projects at a readily deployable scale to demonstrate results quickly;
- Focusing efforts on the existing transit network, prioritizing safety and equity;
- Testing specific planning and design concepts including those embedded in Metro's Transfers Design Guide (others including National Association of City Transportation Officials (NACTO) complete streets, and NACTO micromobility), and leveraging a suite of public and private opportunities to improve access to transit and deliver outstanding trip experiences for all users of a multi-modal transportation system;
- Fostering new partnerships and collaboration opportunities with local jurisdictions, JPAs, non-profits, community-based organizations, and the business community in project visioning, permit expediting, construction and long-term maintenance; and
- Building momentum and prompting opportunities for projects to compete for additional funding for future phases of work.
- Prioritizing community needs through partnerships with CBOs and community outreach

Project Proposer

The Project Proposer should be the eligible recipient with most direct authority to implement the improvements contemplated by the project (typically a local jurisdiction with ownership/authority of the public right-of-way to be improved). At time of application, the project proposer agrees and certifies their ability and willingness to carry out the project improvements (noting optional roles for Metro spelled out below), agrees that any necessary

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reviews, permit processes, or other discretionary functions will be streamlined to the greatest extent possible, and that key project milestones will be met including completion of each project phase including planning and engagement, design, construction completion/installation of improvements and initiation of operation in accordance with the terms established in Cycle 2 and the project scope. Timely use of funds provisions are described further below. Given the emphasis of Cycle 2 on rapid deployment of improvements, these provisions will be strictly enforced. If projects are not ready to begin in July 2025, project sponsors are encouraged to apply to future cycles.

The Project Proposer will identify and commit a specific project liaison/coordinator or project manager who is responsible for coordinating among functional departments or groups within the jurisdiction and serves as a single point of contact for Metro. The proposal shall describe the decision-making authority of the liaison/coordinator, with the expectation that they are able to make decisions regarding the delivery of the project and that they are able to confer directly with elected and other decision makers as needed. Any changes to the project liaison/coordinator or project manager must be conveyed to Metro within 60 days.

To the extent that the eligible project location includes multiple jurisdictions, a single jurisdiction must be identified as the lead entity at the time an LOI is submitted. The lead entity has primary responsibility for project delivery and compliance with the terms of the program. Support for the project as proposed is required from all jurisdictions. Prior to entering into a Funding Agreement for the construction phase of any multi-jurisdictional projects, the jurisdictions must demonstrate an agreement between partnering jurisdictions describing roles, responsibility and coordination for the project.

Metro encourages project sponsors to partner with CBOs and other stakeholder groups to assist with project implementation. CBO partnerships are expected for the planning phase. The project budget should include the activities of CBOs and identified CBOs should demonstrate their commitment to partner on delivering the project through a letter of commitment.

To the extent that program funds are granted to the project proposer, funding is made available through a project Funding Agreement, carrying specific requirements for adherence to law, regulation and policy. Where project sponsors are requesting technical assistance in planning, preliminary engineering and community engagement, Metro will enter into a Cooperative Agreement or Memorandum of Understanding with project sponsors to specify roles and responsibilities for the project.

Metro Role

Metro, in addition to overseeing the MAT Program and serving as grantor, may support individual project development and delivery in a number of ways. At the time of solicitation, Project Proposers may request Metro to be involved in the project according to the menu below. It should be clearly understood that while Project Proposers may suggest a Metro role at the time of submittal, Metro's commitment to any of the functions below is subject to project-specific discussion and determination in the project development phase. Note: Any Metro activities associated with a MAT-funded project will be fully paid for as part of the MAT Program project award, unless otherwise determined at Metro's sole discretion. Projects must apply for project delivery assistance through project design as part of their Letter of Interest and indicate the need for assistance and requested delivery assistance model.

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Metro roles may, in partnership with a Project Proposer, include:

- Project scoping and community engagement– includes location-specific study, community engagement, feasibility review and other activities resulting in a defined scope, specific improvements to be delivered, and budget for the project.
- Environmental review – as applicable, includes any required environmental study, documentation, and public review to comply with applicable law and regulation.
- Design and engineering – includes preparation of project design drawings and construction documents suitable to develop a refined budget and secure permits.

As a complement to proposed project improvements, Metro intends to leverage other ongoing initiatives on Metro Property and right-of-way in the vicinity of the eligible project locations, to improve customer safety, comfort and overall transit journey, with particular emphasis on the transfer experience. All complementary components will be considered to the extent feasible as determined by Metro, but may include any number of multi-mobility, traveler convenience and information, and safety/security enhancements.

Project Development and Delivery

Applications for eligible projects may be for the a) construction phase only, or b) the design engineering (PS&E) phase and construction phase, or c) for all phases of project development including project scoping, engagement and environmental review. To be considered for construction or PS&E phases, applicants must demonstrate in the LOI that the project will have completed the work of the prior phase before project funds are programmed. Projects for construction grants that show substantial completion of the prior phases will be prioritized. Applicants seeking funding for projects for all phases of work may request technical assistance from Metro to lead the project scoping and environmental review, and/or design and engineering phases of the project in close cooperation with the project sponsors.

Metro will allocate funding to the lead project sponsor for each phase of the project according to the established scope and budget defined in a funding agreement or cooperative agreement. Project sponsors must complete the project within the timeline described in Table 3 with a cumulative timeline no longer than 5 years. Projects only requesting funding for construction are expected to complete the project within 3 years of an executed funding agreement, and projects receiving credit for being on the MCP must complete construction by FY2028.

Table 3: Project Delivery Timeline Minimum Requirements*

Phase	Maximum Time to Complete Project Phase**	Cumulative Project Timeline*	Programming Years
Planning/Environmental	18 Months	18 Months	FY 2026
Design Engineering (PS&E)/ ROW Acquisition	18 Months	36 Months	FY 2026-FY 2028
Construction***	24 Months	60 Months	FY 2027-FY 2030

* Projects receiving credit for being on the MCP must complete construction by the end of FY2028

**Months denote total time within the program years.

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***Projects funded through the Quick-Build Category must be completed within 18 months of an executed Funding Agreement.

Projects for which MAT funds will be allocated will be expected to result in a complete work product or deliverable. Table 4 identifies the products expected.

Table 4: Expected Work Products/Deliverables by Phase

Phase	Expected Work Product/Deliverable
Project Scoping, Community Engagement and Environmental Review	15% design package, community engagement, detailed rough order of magnitude cost
Design Engineering (PS&E)/ROW Acquisition	Final design package including contract documents; environmental documentation as applicable
Construction	Constructed improvement

Even if a project is at an early stage, applicants must develop as detailed a cost estimate for design and construction as is feasible considering likely project components based on the objectives of the project. Metro will review these estimates for all selected projects and make refinements as necessary in cooperation with project sponsors. In the first year of the Cycle 2 program, Metro will program funding for the first phase of project development as well as conditional approval to fund subsequent phases, which will be programmed at the conclusion of each phase as defined in the funding agreement. Changes to the scope and/or funds for the construction phase of each project will need to be approved by the Metro Board of Directors during the MAT Program Annual Update. Projects that do not change will not require additional Board approval to program the construction phase of the project. Minor scope changes may be allowed without Board approval if they would still result in a project that meets the intent of the originally-awarded project scope of work, including the defined project limits. Projects that have not completed PS&E by FY 2029 will be deobligated and not receive a construction grant award and those funds may be used to fund other projects. Projects that are only for the construction phase must request allocation of funds for construction by the end of FY 2029 or the funds will be deobligated and may be used to fund other projects. Projects that elect to receive additional points for being on the MCP must complete construction by FY 2028 or the funds will be deobligated.

If the cost estimate of the 15% design package that is the result of the first phase of project development is higher than what was originally set aside for the construction phase, Metro will only program the Board approved PS&E phase. Metro will work with project sponsors to identify additional funding, including but not limited to providing grant assistance in seeking State Active Transportation Program (ATP) and other competitive grants should additional funding be necessary to complete the project. Additional funding from the MAT Program may only be made to selected projects should sufficient funding be available because of lapsed projects (see previous paragraph), subject to Board approval.

Letter of Interest

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Project sponsors invited to submit an LOI (Attachment C-E) will be required to include the following information in their submission:

1. Lead Project Sponsor Contact Information.
2. Any Additional Project Sponsors - Contact Information.
3. Project Details and Description, including: project name; project location and extents; phase of project delivery, project scope, including improvements/components; and any anticipated project goals, objectives, outcomes, and deliverables, and requested project phase funding.
4. MCP (Bonus Points). Proposal demonstrates whether the project is identified within the Mobility Concept Plan (MCP) and is strategically important to increasing accessibility, improving connectivity, and prioritizing safety for users of walking, biking, or rolling for Games-related purposes.
5. Demonstration of Need and Benefits. In this section the proposal provides a clear description of the project location, extent, and characteristics affecting safety and access for transit riders. The proposal also clearly describes the intent of proposed improvements and provides an effective solution to the project objectives along with a generalized description of likely project elements pending the project development phase.
6. Project Delivery Assurances, Funding Plan and Schedule. In this section the proposal describes any likely and/or necessary review, approvals, and permit processes, along with a description of steps and assurances to streamline processes. Proposal describes an overall schedule along with a realistic description of how the schedule can be met and what steps will be taken to mitigate schedule impacts of any unforeseen circumstances. Proposal describes whether it is part of an existing funded project or plan that a jurisdiction wants to extend or enhance.
7. Stakeholder Support and Community Engagement. The proposal demonstrates community support. Proposal provides evidence of support from key decision makers and stakeholders. Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities.
8. Alignment with Existing Plans and Projects. The proposal complements other investments in the project area and is one part of a larger project or program. The proposed project's inclusion in or consistency with an adopted plan shows evidence of support and commitment.
9. Other Factors. "Other factors" considers several factors related to the proposal's quality. Overall, this section seeks to ask if there are other considerations as to why the project/project location is particularly compelling or valuable per the program goals and objectives.

All proposals will also need to submit letters of commitment from the applicant and all project partners, a project budget, and project delivery schedule.

Screening and selection criteria are further described in Attachment B and K.

LOI submittals, including all required elements, are due to Metro before 5 p.m. on April 7, 2025. LOIs shall be submitted electronically to MATProgram@metro.net.

Prior to entering into a Funding Agreement, project sponsors will be required to provide evidence of demonstrated support of governing bodies (e.g., resolutions, City Manager letters of support, funding commitments) with authority for public realm and right-of-way affected by the project

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agreeing to carry out the project as proposed, and further agreeing to terms as established in the program Administrative Procedures and this cycle program.

QUICK-BUILD CATEGORY

Program Objectives

- Quickly construct improvements addressing critical safety needs in FLM Areas, Pedestrian Districts or Active Transportation Corridors
- Implement Vision Zero or Street Safety Action Plans

Project Eligibility

Projects eligible for the Quick-Build category must be located in one of the three categories of project areas identified in the ATSP (FLM Areas, Pedestrian Districts, Active Transportation Corridors). Projects must have completed design and be ready to construct at the time of entering a funding agreement by July 2025. Projects must be delivered within 18 months of an executed funding agreement. It is anticipated that projects selected for Quick-Build awards will be constructed no later than June 2027.

All project elements eligible for the regular program categories are eligible as capital expenses for Quick-Build projects. Projects must consist of the construction and installation of durable materials. While the materials can change after implementation, projects funded with MAT Program funding must be permanent. Metro will not fund pilot projects. MAT funding is limited to the construction phase of the project only.

Unique to the Quick-Build category, projects will receive additional credit if project sponsors provide a non-MAT match equal to or greater than 50% of the total project cost. The maximum MAT funding award for any individual Quick-Build project is \$1 million. For a project to receive the maximum award, the total project cost must be equal to or greater than \$2 million.

Project Proposer

The Project Proposer should be the eligible recipient with most direct authority to implement the improvements contemplated by the project (typically a local jurisdiction with ownership/authority of the public right-of-way to be improved). At time of application, the project proposer agrees and certifies their ability and willingness to carry out the project improvements (noting optional roles for Metro spelled out below), agrees that any necessary reviews, permit processes, or other discretionary functions will be streamlined to the greatest extent possible, Timely use of funds provisions are described further below. Given the emphasis of Cycle 2 on rapid deployment of improvements, these provisions will be strictly enforced. If projects cannot be completed by June 2027, project sponsors are encouraged to apply to future cycles or through the other programmatic categories.

The Project Proposer will identify and commit a specific project liaison/coordinator or project manager who is responsible for coordinating among functional departments or groups within the jurisdiction and serves as a single point of contact for Metro. The proposal shall describe the decision-making authority of the liaison/coordinator, with the expectation that they are able to make decisions regarding the delivery of the project and that they are able to confer directly with

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elected and other decision makers as needed. Any changes to the project liaison/coordinator or project manager must be conveyed to Metro within 60 days.

To the extent that program funds are granted to the project proposer, funding is made available through a project Funding Agreement, carrying specific requirements for adherence to law, regulation and policy.

Project Development and Delivery

Following selection, Metro will enter into a Funding Agreement with the project sponsor that will describe specific requirements. This agreement will include a requirement to complete construction of the project within 18 months of execution. Execution of a funding agreement must be completed no later than December 31, 2025. Project sponsors must submit evidence of project readiness including design documents and detailed cost estimates at the time of application and a schedule for carrying out the constructed project. If an applicant intends to contract the construction work, the project should be advertised for bidding no later than three months after the execution of the funding agreement. Applicants may also use their own staff resources to construct the project and should describe the process for scheduling that work in the application. If the project is not complete at 18 months after execution of the Funding Agreement, the funds will be deobligated and made available to other projects upon Board approval. Projects that elect to receive additional points for being on the MCP must complete construction by FY 2028 or their funds will be deobligated.

Letter of Interest

Project sponsors invited to submit an LOI (Attachment C-E) will be required to include the following information in their submission:

1. Lead Project Sponsor Contact Information.
2. Any Additional Project Sponsors - Contact Information.
3. Project Details and Description, including: project name; project location and extents; phase of project delivery, project scope, including improvements/components; and any anticipated project goals, objectives, outcomes, and deliverables, and requested project phase funding.
4. MCP (Bonus Points). Proposal demonstrates whether the project is identified within the Mobility Concept Plan (MCP) and is strategically important to increasing accessibility, improving connectivity, and prioritizing safety for users of walking, biking, or rolling for Games-related purposes.
5. Local Match. A local match is not required but projects with local match will be prioritized. Local contribution of 50% or more of the total project cost will receive all points in this criterion with reduced points for lower match amounts.
6. Safety. The proposal provides a clear description of the project location, extent, and characteristics affecting safety, and access for transit riders. The proposal also clearly describe the intent of the proposed improvements, and provides an effective solution to the project objectives.
7. Project Delivery. The proposal describes the materials to be used for construction and how they will be procured and any and/or necessary review, approvals, and permit processes, along with a description of steps and assurances to streamline processes. Proposal describes an overall schedule that can be met and what steps will be taken to mitigate schedule impacts of any unforeseen circumstances. The project has or will have secured all necessary ROW by the time of award.

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METRO ACTIVE TRANSPORT (MAT) PROGRAM CYCLE 2 SOLICITATION

8. Stakeholder Support and Community Engagement. The proposal demonstrates community support. Proposal provides evidence of support from key decision makers and stakeholders. Proposal describes community engagement that has informed the project any CBOs that were included as part of that process.

All proposals will also need to submit letters of commitment from the applicant and all project partners, a project budget, and project delivery schedule.

LOI submittals, including all required elements, are due to Metro before 5 p.m. on April 7, 2025. LOIs shall be submitted electronically to MATProgram@metro.net.

Selection criteria are further described in Attachment B and K.

Prior to entering into a Funding Agreement, project sponsors will be required to provide evidence of demonstrated support of governing bodies (e.g., resolutions, City Manager letters of support, funding commitments) with authority for public realm and right-of-way affected by the project agreeing to carry out the project as proposed, and further agreeing to terms as established in the program Administrative Procedures and this cycle program.

Selection Process:

Each LOI will be evaluated and scored by a panel of at least three (3) people. A proposed list of selected projects will be presented to the Board according to the program schedule above for approval.

PROJECT AND PROGRAM EVALUATION

Project Evaluation/Reporting Requirements

Ongoing Project Reporting

Project sponsors will submit Quarterly Progress Reports within 60 days after the close of each quarter on the last day of the months of November, February, May and August. Annually with the 4th quarter Progress Report, project sponsors also will submit photos of key components and milestones demonstrating project progress or completion.

Project Closeout Reporting

Metro will require all project sponsors to establish project goals and to identify basic performance indicators (refer to Performance Metrics at the Project Level in the ATSP) to be collected in order to measure the effectiveness of the projects. Project sponsors will be asked to collect and submit data and an overall report to Metro upon completion of the project. Evaluations will need to be completed before and after projects are constructed. The costs for project evaluation shall be included in the project budget. At minimum, projects will be evaluated for their effectiveness in improving pedestrian and bicyclist safety and enhancing connectivity and mobility. Additionally, projects will be evaluated against the specific goals and objectives established in this program, including those related to innovative partnership and project delivery. Examples of the methods of evaluation are detailed below.

- Safety: Projects will aim to reduce the occurrence and severity of vehicle-pedestrian and vehicle-bicyclist crashes. Progress towards this goal can be measured by evaluating collisions and the details surrounding them, including where they occurred, when they

ATTACHMENT C

METRO ACTIVE TRANSPORT (MAT) PROGRAM CYCLE 2 SOLICITATION

occurred, who was involved, and what precipitating actions took place. Progress towards this goal also can be evaluated qualitatively through user interface surveys (e.g., assessing perceived safety of walking and bicycling). Resources: [Transportation Injury Mapping System](#) (TIMS) and [Statewide Integrated Traffic Records System](#) (SWITRS).

- **Connectivity/Mobility:** Projects will aim to increase the number and percent of people walking or bicycling, and/or accessing transit on foot or bike. Progress towards this goal can be measured by counting the number of pedestrians and bicyclists using the constructed facilities. Bicycle and pedestrian counts should be taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project. Bicycle and pedestrian count data should be uploaded to the [SCAG/Metro Bike Count Data Clearinghouse](#). Progress towards this goal also can be measured by counting the number of households within a quarter-mile of a low-stress bicycle facility, the number of jobs within a quarter-mile of a low-stress bicycle facility, and the number of destinations (e.g., schools, medical centers, parks, etc.) within a quarter-mile of a low-stress bicycle facility. Progress towards this goal also can be evaluated qualitatively through user interface surveys.
- **Project Partnerships and Delivery Approaches:** Cycle 2 places a strong emphasis on innovative/experimental project partnerships and delivery. This priority can be evaluated through the assessment of project delivery timelines, as well as compiling and analyzing qualitative input from project sponsors and participants.

Program Evaluation Process and Metrics

Metro staff will deliver an annual Program Evaluation Report to the Measure M Independent Taxpayer Oversight Committee on progress in accomplishing program objectives. Metro staff will evaluate the program in terms of its ability to achieve the program's goals, as described above.

Metro staff also will evaluate the program's timely use of funds. The report will include a summary of program activities relative to the administration of MAT, including projects programmed, projects allocated, projects completed to-date by project type, projects completed to-date by geographic distribution, and projects completed to-date by benefit to disadvantaged communities.

PUBLIC PARTICIPATION

Requirements for Project Sponsors

Project-Specific Public Participation Plan (PPP)

As part of the project development phase, recipients will develop a project-specific PPP (Attachment H), which will demonstrate an inclusive and extensive outreach process and is representative of a wide variety of stakeholders. The PPP shall be comprehensive, with a description of the full range of participatory activities, including, but not limited to the following:

- Overall strategic vision;
- Schedule;
- Anticipated audiences;
- Roles and responsibilities of project partners;
- Potential local partners (e.g., community-based organizations);
- Event type (e.g., workshops, focus groups, surveys, telephone calls); and

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METRO ACTIVE TRANSPORT (MAT) PROGRAM CYCLE 2 SOLICITATION

- Format for soliciting input.

The Plan will ensure projects are vetted and supported by the community through a robust and credible process. The Plan will identify specific touch-points and opportunities for the public to provide input to help shape the project. The Plan will further delineate how public participation is to be documented.

For projects led by Metro, the Public Participation Plan will be developed in collaboration with the project team, inclusive of all project partners with roles and responsibilities clearly delineated in the Plan.

Application Documentation

It is not expected that project sponsors will have engaged in broad based outreach at the time of submission. To the extent that there may have been prior public, stakeholder involvement, and/or established partnerships, project sponsors must provide evidence within the LOI submittal pursuant to the project readiness requirements.

PROJECT READINESS

At the time of LOI submittal, all proposed projects will be evaluated for their demonstrated readiness to begin the work and ability to complete the project, noting that, with the exception of Quick-Build category projects, projects requesting funding only for construction, or projects receiving credit for being on the MCP, it is not required for Cycle 2 MAT projects to have completed prior planning work at the time of solicitation. Any known impediments to completing the project will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, issues with community support, anticipated issues with securing approvals for work relating to right-of-way acquisition and utility relocation, or any pending or threatened litigation.

Prior to the execution of a Cooperative Agreement, Memorandum of Understanding (MOU), or Funding Agreement (FA), project sponsors will be required to provide certification that any complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by Metro as available at the time the funds are needed.

Programming of MAT funds for project phase work will be contingent on evidence of prior phase completion (Table 5). Exceptions will be considered on a case-by-case basis. Note: No prerequisite work is required for programming for work on the project initiation phase, including location-specific studies, community engagement, feasibility reviews and other activities resulting in a refined scope, specific improvements to be delivered, and budget for the project. If an application is for only the construction phase or for the final design and construction phases, evidence of completion of scoping, planning, and conceptual engineering must be provided with the application.

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METRO ACTIVE TRANSPORT (MAT) PROGRAM CYCLE 2 SOLICITATION

Table 5: Milestones for Allocation

Phase	Prerequisite Milestone(s) for Allocation
Planning/Environmental Review	None
Design Engineering (PS&E)/ROW Acquisition	Inclusion in 5-Year Program of Projects (if applicable) Conceptual Engineering Report
Construction	Inclusion in 5-Year Program of Projects (if applicable) Approved environmental document ROW certification (if applicable) 100% PS&E All applicable permits

TIMELY USE OF FUNDS

MAT funds will be programmed on a phase-by-phase basis (vs. for the project in its entirety).

Project sponsors must demonstrate timely use of funds and effective implementation of each project phase by:

- Executing an Agreement or Funding Agreement (FA) within 60 days of receiving formal transmittal of the Agreement or FA from Metro.
- Meeting the project milestone and deliverable due dates as stated in the project schedule and budget, and scope of work.
- Timely submitting of the quarterly progress/expense reports.
- Procuring contract/consultant to complete project phase scope of work within six months of Agreement or FA execution with Metro.
- Expending at least a portion of MAT funds within 12 months of the date of Agreement or FA execution. Use of funds includes issuance of an award of a consultant contract, or encumbrance of staff labor charges by project sponsor.
- Expending all project phase funds granted within 36 months from the date the Agreement or FA was fully executed.

For projects or project phases led by Metro, project sponsors are required to ensure that they will facilitate timely implementation by adhering to the following milestones:

- Executing a Cooperative Agreement or MOU within 60 days of receiving formal transmittal of the Cooperative Agreement or MOU from Metro.
- Maintaining a staff liaison and adequate staff capacity as described in the project proposal and MOU.
- Adhering to any other terms in the MOU.

Failure to comply with these requirements may result in deobligation of project funding.

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METRO ACTIVE TRANSPORT (MAT) PROGRAM CYCLE 2 SOLICITATION

A sample project timeline is included in Table 6. This timeline represents Metro's expectation of project sponsors of capital projects using funds in a timely manner. Table 3 includes the maximum amount of time that Metro will allow to complete project phases and is 2 years longer than this timeline.

Table 6: Sample Project Timeline

Phase	Duration	
Planning/Conceptual Engineering/Environmental Studies (if applicable)	12	months
ROW Activities/Acquisition		
Design Engineering	6	months
Advertise Construction	1	months
Award Construction Contract	5	months
Construction	12	months
	36	months

If a project is inactive (no expenditures for 12 months for a project phase from the date of Agreement or FA execution), projects may have their funds deobligated and reprogrammed to another project in the appropriate programmatic category in the current cycle (i.e., First/Last Mile, Pedestrian Districts, and Active Transportation Corridors). Additionally, if a project has not met the minimum timeline requirements stated in Table 3, its funds may be deobligated. Projects experiencing deobligation may compete in future MAT funding cycles or they may pursue alternative funding sources. Deobligated funds may be reprogrammed to support the unfunded construction phase of a project that has received funding for pre-construction activities.

Metro may extend the deadlines for expenditures of funds if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months per project phase. No deadline may be extended more than once for each project phase.

It is imperative to the success of the MAT program that project sponsors work with Metro representatives in a cooperative process. It is the project sponsor's responsibility to keep Metro apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Metro policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

ATTACHMENTS

- Attachment A: Project List (Active Transportation Strategic Plan) including MCP Projects
- Attachment B: ATSP Screening and Prioritization Methodology and Selection Criteria
- Attachment C: Letter of Interest Form I – First/Last Mile and Pedestrian District
- Attachment D: Letter of Interest Form II – Active Transportation Corridor

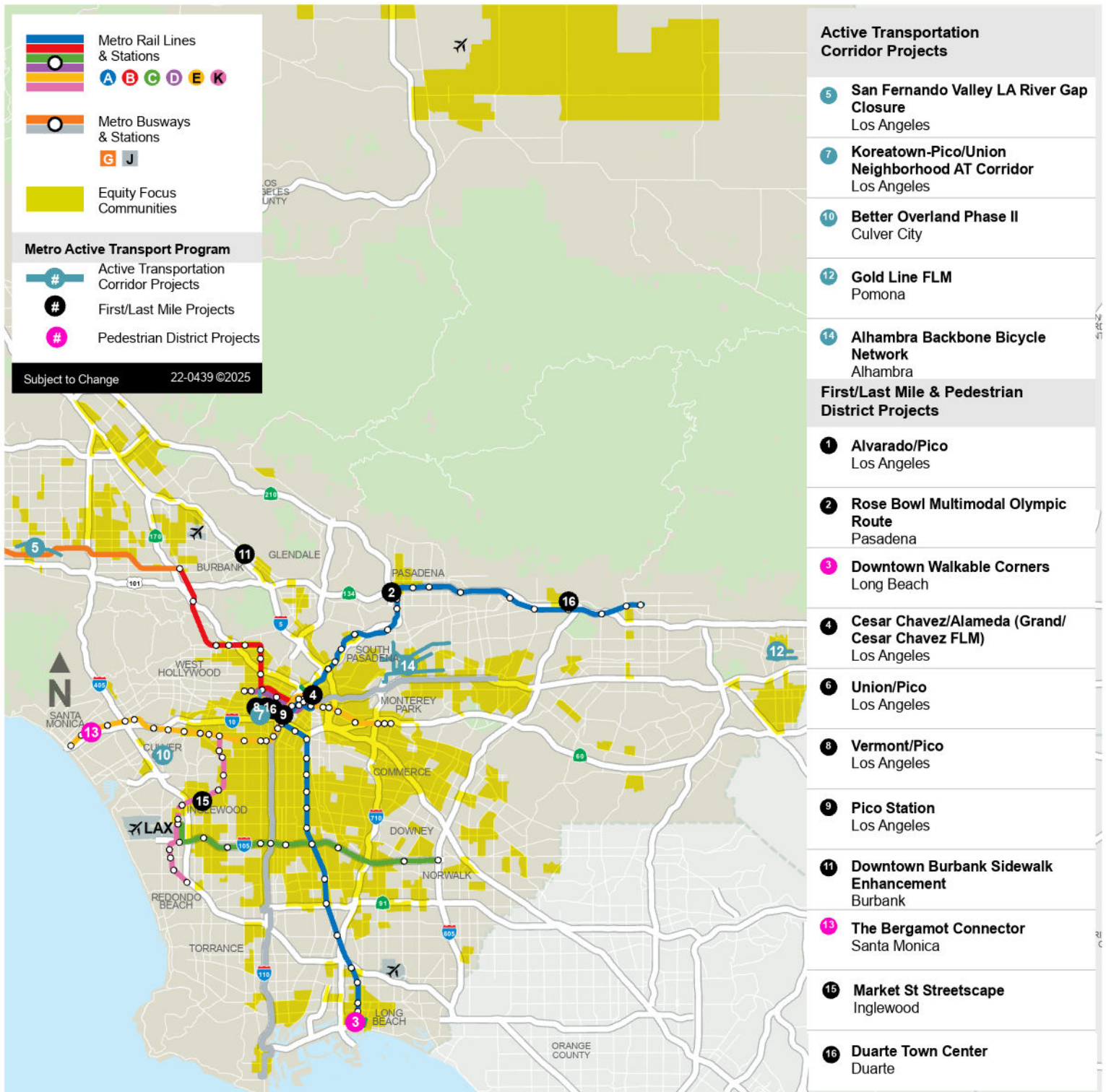
ATTACHMENT C

METRO ACTIVE TRANSPORT (MAT) PROGRAM CYCLE 2 SOLICITATION

- Attachment E: Letter of Interest Form III – Quick-Build
- Attachment F: Bicycle Facility Design Guide (NACTO)
- Attachment G: Sample Complete Streets Self-Certification Form (only required if awarded funding)
- Attachment H: Public Participation Plan Worksheet (only required if awarded funding)
- Attachment I: MAT Program Administrative Procedures
- Attachment J: Community-Based Organization (CBO) Partnering Strategy (Metro)
- Attachment K: Evaluation Criteria

Metro Active Transport Program

Cycle 2 Projects





Metro is making it easier to walk, bike, and roll
MEASURE M METRO ACTIVE TRANSPORT, TRANSIT & FIRST/LAST MILE
(MAT) PROGRAM CYCLE 2

PLANNING & PROGRAMMING COMMITTEE



September 2025

File# 2025-0429

Staff Recommendations

CONSIDER:

- A. APPROVING project selection for Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding to 16 projects, as shown in Attachment A; and
- B. APPROVING an additional \$5,000,000 to increase the originally authorized funding for Cycle 2 of the MAT Program from \$80,500,000 to \$85,500,000; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects.



Background

- > The Cycle 2 MAT solicitation was released February 6, 2025
 - Received 30 applications
 - 12 First/Last Mile applications
 - 14 Active Transportation Corridor (biking/rolling) applications
 - 2 Pedestrian District applications
 - 2 Quick-Build applications
 - Projects evaluated on ATSP priority (tier and score) as well as application criteria of safety, project delivery, partnerships, alignment with plans and projects, and support for the Olympics Mobility Concept Plan (MCP)
- > 16 applications are recommended for funding based on authorized funding availability

Discussion

- > MAT Cycle 2 will deliver at least **30.5 miles** of active transportation improvements including **28.3 miles of bike lanes/paths**
 - > Together with Cycle 1 active transportation corridor projects, the MAT Program will deliver **54.2 miles of these improvements to corridors**
- > MAT Cycle 2 will improve **access to 11 transit stops/stations**
 - > Together with Cycle 1 first/last mile projects, the MAT Program will **improve access to 22 transit stops/stations**
- > Pedestrian improvements include:
 - > Crosswalks
 - > Signals
 - > Curb Extensions and Curb Ramps
 - > Traffic Calming/Diversion/Intersection Treatments

Equity



- > The ATSP elevated equity considerations at all stages of development
- > 14 of the 16 recommended projects are in or immediately adjacent to EFCs in the cities of Alhambra, Burbank, Pasadena, Long Beach, Pomona, and Duarte, and City of LA neighborhoods of San Fernando Valley, Downtown LA, Chinatown, Koreatown, Pico-Union, South Park, and Inglewood

Next Steps

- > Upon approval, Funding Agreements or Cooperative Agreements will be executed
- > Countywide Planning & Development staff will actively supervise agreements to deliver projects



Board Report

File #: 2025-0576, File Type: Agreement

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 17, 2025

**SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR ZERO-EMISSION TRUCK
PROGRAM IMPLEMENTATION**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
 - 1. Program \$2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 & 27;
 - 2. Program \$1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;
 - 3. Receive \$3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and
 - 4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards.

ISSUE

On June 26, 2025, the California Transportation Commission (CTC) adopted the 2024 TCEP to award funds for 26 projects, including a full funding award in the amount of \$13,653,000 for the Metro -submitted LB-ELA Zero-Emission Truck (ZET) Project.

The Board will now need to take actions to secure the TCEP funding allocation from the CTC: (1) program the \$2,000,000 in Metro's funding commitment for Forum Mobility's FM Hermanas Project, (2) program the \$1,000,000 in Metro's funding commitment for MN8's Rio Vista Project, (3) receive \$3,000,000 from MSRC as their contribution towards these projects, and (4) negotiate and execute necessary agreements to make TCEP funds and MSRC's contribution available to the project implementing entities for implementation.

BACKGROUND

In November 2024, staff submitted the LB-ELA ZET Project for the 2024 TCEP grant program in partnership with two ZET charging depot developers (Forum Mobility and MN8) and MSRC. Seeking TCEP discretionary grant funding was a response to the Board approved Motion #16 by Directors Hahn and Dutra (October 2021) (Attachment A) to leverage \$50 million in CMIP funds as seed funding to secure Federal and State funding for a 710 South Clean Truck (now LB-ELA Corridor ZET) Program to reach a program funding target of \$200 million (Motion #5.1 by Directors Hahn, Solis, Garcia, and Dupont-Walker, March 2018) (Attachment B). Stakeholders convened by Metro to develop the LB-ELA Corridor ZET Program identified the lack of sufficient ZET charging infrastructure as a main impediment toward the overall adoption of zero-emission (ZE) technology for medium- and heavy-duty trucks (MHDTs) operating in the LB-ELA Corridor. This insight informed Metro's strategy on how best to leverage funding dedicated to the ZET Program.

Metro proposed to pursue the 2024 TCEP in partnership with Forum Mobility and MN8 to facilitate the construction of two publicly accessible charging depots for battery electric medium- and heavy-duty ZETs within the LB-ELA Corridor. Forum Mobility is the charging depot developer for the FM Hermanas in Rancho Dominguez, who will be responsible for maintaining and operating the site after completion. MN8 is the charging depot developer for the Rio Vista site in Boyle Heights. MN8 will be responsible for maintaining and operating the site after completion.

When complete, the sites will support daily charging needs for up to 331 ZE MHDTs, which more than doubles the current available charging capacity for MHDTs within the corridor.

The TCEP award requires matching funds to be expended concurrently and proportionally. Metro committed \$3,000,000 from the adopted LB-ELA CMIP as matching funds, consistent with prior Board action.

Additionally, in May 2024, Metro entered into a cooperative agreement with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to jointly accelerate the implementation of ZET infrastructure. Under this agreement, MSRC offered to match Metro's commitment with an additional \$3,000,000 funding for the LB-ELA Corridor ZET Project. To make this MSRC contribution available to the project implementing entities, Metro will need to negotiate and execute a dedicated funding agreement with MSRC.

DISCUSSION

To receive the TCEP funds and make the funds available for the projects included in Metro's TCEP

application, as well as making Metro's and MSRC's contributions available for the projects, Metro will need to negotiate and execute necessary agreements with Caltrans, Forum Mobility, MN8 and MSRC. Therefore, staff requests Board approval to program Metro's contribution from Measure R funds dedicated to the LB-ELA CMIP and enter into agreements with Caltrans, Forum Mobility, MN8 and MSRC.

Additionally, Metro is committed to engaging surrounding communities to share the information on the ZET charging projects and offering a space for the communities to become familiar with ZE technology and depot developers. As part of Metro's contribution to support these projects, Metro requested each developer to host community engagement events in partnership with Metro.

TCEP Award Amount

The total project cost for both projects is estimated at \$38,123,000. The FM Hermanas project, a ZET charging depot led by Forum Mobility, is estimated at \$28,414,000. The Rio Vista project, a ZET charging depot led by MN8, is estimated at \$9,709,000. Metro's contribution of \$3,000,000 toward these projects has successfully leveraged \$35,123,000 in private, regional, and state funding to help meet the overall LB-ELA Corridor ZET program target of \$200,000,000.

The TCEP application requested funding awards of \$10,000,000 for FM Hermanas and \$3,653,000 for Rio Vista for construction phase costs. Forum Mobility, MN8, MSRC, and Metro are contributing funds for the construction phases of their respective projects as seen in Attachment C, Table 1.

Necessary Agreements

For TCEP, CTC expects Caltrans to coordinate Baseline Agreements with grant recipient agencies within six months after a project has been adopted into the program. As a grant recipient agency, Metro will need to execute agreements to make the TCEP funds, Metro and MSRC contributions available to Forum Mobility and MN8.

Separately, Metro will need to enter into an agreement with MSRC to access MSRC's contribution through a reimbursement mechanism.

Community Engagement

Metro and Forum Mobility jointly hosted a ZET Community Event in-person at Compton College on August 25, 2025, and virtually on September 9, 2025, as part of Metro's continuous efforts in engaging communities along the LB-ELA Corridor for this program and the implementation of the LB-ELA CMIP. The event highlighted the LB-ELA CMIP ZET Project status updates, and details of the FM Hermanas project to facilitate local community understanding and support for the project. One of the drayage trucking companies that serves the Ports of Los Angeles and Long Beach joined the event to share the reasons for the owner making a business decision to switch from diesel trucks to battery electric trucks, and her drivers' favorable experiences of driving ZETs. Community feedback from this meeting will be verbally presented during the Board meeting.

Compton College and Rio Hondo College joined the event to share their workforce resources and investment programs with the event participants.

Community-Based Organizations (CBOs) active in Cities of Compton and Long Beach were selected

through Metro's CBO Partnership to inform residents in the area and encouraged them to participate in the event.

Metro will plan a community engagement event with MN8 for its Rio Vista site in late Fall 2025 / early Winter 2025-26. Details of the event will be shared at a future Board update on the LB-ELA CMIP.

DETERMINATION OF SAFETY IMPACT

The approval of the recommended actions will not impact the safety of Metro's customers and employees. The site developers have safety protocols to ensure safe operations of the sites.

FINANCIAL IMPACT

Funding for these projects will be budgeted under the LB-ELA CMIP project, which is funded by the Measure R Highway Capital, Line Item 37, Interstate 710 South and/or Early Action Projects in Cost Center 4611.

To date, \$15,150,000 of the \$432,000,000 CMIP funds from Measure R Highway Capital funds have been programmed for the following CMIP projects.

- \$3,000,000 for the Port of Los Angeles Drayage Truck Charging Depot Project;
- \$9,000,000 for the City of Long Beach Shoemaker Bridge/Shoreline Drive Project; and
- \$3,150,000 for the Rail to River Active Transportation Corridor Segment B Project

Since the LB-ELA CMIP is a multiyear program that contains various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

Impact to Budget

The source of funds for these projects is Measure R 20% Highway Funds dedicated to the I-710 South (now LB-ELA) Corridor in project 475316 (Long Beach-East LA Corridor Mobility Investment Plan). This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

The LB-ELA Corridor contains a higher than the County average number of Equity Focus Communities (EFCs). Due to the heavy usage of I-710 South as a freight corridor, residents within the Corridor have suffered from poor air quality and severe health consequences of diesel Particulate Matter exposures.

The LB-ELA ZET Program is a project included in the LB-ELA CMIP to eliminate diesel emissions from MHDs that operate in the area, particularly the drayage trucks that carry ocean containers to and from the Ports of Long Beach and Los Angeles. During the development of the LB-ELA ZET Program, Metro created a ZET Working Group whose membership was made up of partner agencies, subject matter experts, and community members. The ZET Working Group guided staff in developing the ZET Program vision, goals, and principles that reflected the communities' desired outcomes including improved air quality, improved health, and increasing employment prospects within the corridor area.

Both projects are in an area zoned for industrial use within the LB-ELA Corridor and are expected to open for operation in late 2026 and late 2027. The projects will primarily serve drayage trucks. Together, these projects are anticipated to support 331 battery-electric ZETs when reaching full operating capacity, eliminating diesel tailpipe emissions from replaced trucks that severely impact air quality, particularly in the LB-ELA Corridor.

Battery-electric trucks operate quietly with less vibration than diesel trucks and eliminate diesel fume exposure to the drivers, which causes health impediments. While the number of direct jobs created may be limited at the project sites, these projects will send signals on the future of clean vehicle technologies that support employment opportunities that did not exist before.

VEHICLE MILES TRAVELED OUTCOME

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

VMT has already been analyzed for this item as Freight Throughput under the TCEP application's Performance Metrics. The result of this analysis was no change to the truck volumes due to the project completion, as the project targets the conversion of engine types of the existing MHDTs. The project's intent is to provide charging depots to support an accelerated transition from diesel MHDTs to battery-electric MHDTs to bring immediate air quality benefits to the LB-ELA Corridor. Therefore, no new vehicles or additional VMT were assumed in the analysis.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support strategic plan goals:

Goal 2: Enhance communities and lives through mobility and access to opportunity.

Goal 4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board can choose not to approve the recommended action. Staff do not recommend this alternative because, without Board approval, Metro would not fulfill its commitment to providing the local match funds to TCEP, which would result in foregoing the opportunity to improve air quality and public health through the ZET Program. Metro would also lose the TCEP funds.

NEXT STEPS

Forum Mobility has expressed its desire to seek a TCEP fund allocation at the December 2025 CTC meeting to maintain the current project schedule.

To meet the urgency for the TCEP fund allocation, staff will negotiate and execute all necessary agreements with Caltrans, Forum Mobility, MN8 and MSRC/AQMD for both projects immediately upon approval by the Board.

Staff will seek a funding allocation from the CTC at its December 2025 meeting for the Forum Mobility FM Hermanas ZET project.

For the MN8 Rio Vista ZET project, staff will coordinate with MN8 to determine the appropriate timing to seek the CTC allocation, plan, and execute community engagement activities.

ATTACHMENTS

Attachment A - Board Motion 16, October 2021

Attachment B - Board Motion 5.1, March 2018

Attachment C - Additional Data

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Metro

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

Board Report

File #: 2021-0708, **File Type:** Motion / Motion Response

Agenda Number: 16.

REGULAR BOARD MEETING OCTOBER 28, 2021

Motion by:

DIRECTORS HAHN AND DUTRA

Substitute Motion - 710 South Clean Truck Program

Communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions from heavy duty trucks. Diesel particulate matter is the single-largest contributor to air toxics cancer risk in the South Coast Air Quality Management District (AQMD) region, with Southeast Los Angeles communities having even higher air toxics cancer risk than the overall region.

In April 2020, the Metro Board of Directors committed \$50 million of Measure R funding from the I-710 South Corridor Project to advance deployment of a “710 South Clean Truck Program,” contingent upon a Record of Decision issued by the Federal Highway Administration for the I-710 South Corridor Project.

In January 2021, the Board approved the 2021 LA County Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority.

In May 2021, the Board suspended further work on the I-710 South Corridor Project EIR/EIS and asked Metro staff to reconsider Project components. As a result, Metro staff created a new I-710 South Task Force, including representatives of corridor cities, community-based organizations, goods movement stakeholders, and the Ports of Los Angeles and Long Beach.

Both the Federal and State governments have been moving aggressively to provide funding for the deployment of Zero Emissions trucks. Further, the Ports are pursuing a clean trucks program, and AQMD is implementing a new battery electric truck program.

SUBJECT: SUBSTITUTE MOTION - 710 SOUTH CLEAN TRUCK PROGRAM

RECOMMENDATION

APPROVE Motion by Directors Hahn and Dutra that directs the CEO to take the following actions:

- A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
- B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
- C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget.
- D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.



Board Report

File #: 2018-0053, File Type: Motion / Motion ResponseAgenda Number: 5.1

**REGULAR BOARD MEETING
MARCH 1, 2018****REVISED Motion by:****HAHN, SOLIS, GARCIA, AND DUPONT-WALKER****Related to Item 5: I-710 South EIR/EIS Project**

The 710 Freeway is a major transportation corridor not only for daily commuters, but also for freight movement from the Ports of Los Angeles and Long Beach to the nation. While “goods movement” is a major economic driver for our region, it comes at a high cost for the many communities and residents along the 19 mile freeway. For many years, children and adults alike have suffered from serious health issues as a result of the pollution emitted by the trucks delivering freight inland, and neighborhoods have been severely impacted by congestion and traffic. This freeway is known as the “diesel death zone.”

For 15 years, Metro has partnered with Caltrans, the Gateway Cities Council of Governments, the Ports, the individual cities along the 710, community activists and others, to develop different ‘alternatives’ to re-imagine the 710 in a way that balances commerce and environmental responsibility.

There are now three alternatives for the Metro Board to choose from: “No Build”, “5c” and “7.” Both include a funding target of \$100 million for the purchase of “Near Zero” (NZE) or “Zero” emission (ZE) trucks that would travel on the 710 corridor. Yet, according to AQMD, even taking into consideration either build alternative, “the region will need substantial additional emission reductions to attain the National Ambient Air Quality Standards.” Additionally, Metro has reported that greenhouse gas tailpipe emissions would be reduced by nearly the same levels for either alternative.

Dedicating the funding exclusively to “zero emission” technology once is available and requiring only ZE vehicles be allowed - once they are constructed - could improve air quality standards significantly. The technology for long haul trucks that would emit NO poisonous fumes is emerging quickly, as exhibited by leading auto manufacturers such as Tesla and Daimler AG. Freeways in China, Israel and Norway are being constructed to have electric chargers embedded under the pavement, thus enabling electric vehicles - both cars and long haul trucks - to charge their batteries as they are moving. This significant investment by Metro can be a game-changing accelerator of “zero emission” technology, eliminating the need to subsidize “near zero” emission vehicles.

The future 710 freeway must not be a “diesel death zone” but a corridor where freight can be moved quickly without impairing the health of communities alongside the 710 Freeway. Both can be

achieved.

**SUBJECT: REVISED MOTION BY DIRECTORS HAHN, SOLIS,
GARCIA, AND DUPONT-WALKER**

WE THEREFORE MOVE to direct the Metro CEO and Staff to, as part of, staff recommended Locally Preferred Alternative 5c:

- A. Change the Zero Emission/Near Zero Emission truck technology development program to the phased-in “Zero Emission Truck Technology Development Program.”
- B. Increase program funding target from \$100 million to \$200 million, and include in the Program incentives and grants investment in the acceleration of zero emission technology both for long hauling trucks and for freeway infrastructure, including but not limited to, “under the pavement” vehicle charging capacity as options to consider.
- C. Convene a working group comprised of the California Air Resources Board (CARB), California State Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), South Coast Air Quality Management District (AQMD), California Transportation Commission (CTC), the Ports of Los Angeles and Long Beach, zero-emission industry experts and other key stakeholders to develop a policy recommendation for a full, zero-emission only, dedicated lane including, but not limited to “rechargeable roadways” on the entire 19 mile long stretch of the 710 freeway, and include this as part of the final EIR/EIS document, presented in the September 2018 Metro board meeting, as part of the reevaluation of the remaining elements of Alternative 5c, after the Early Action Projects have been completed.

Additional Data

Table 1: Breakdown of Construction Phase Cost by Sources of Funds

Project Name	FM Hermanas Site		Rio Vista Site	
Fund Sources (Construction phase only)	Forum Mobility	\$12,850,000	MN8	\$3,729,000
	Metro	\$2,000,000	Metro	\$1,000,000
	MSRC/AQMD	\$2,000,000	MSRC/AQMD	\$1,000,000
	CEC Energize	\$1,000,000		
	TCEP	\$10,000,000	TCEP	\$3,653,000
	TOTAL	\$27,850,000	TOTAL	\$9,382,000



We're developing a new vision for the Long Beach-East Los Angeles Corridor Mobility Investment Plan

Planning and Programming Committee
September 17, 2025
File # 2025-0576



Metro

Recommendations

A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:

1. Program \$2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 and 27;
2. Program \$1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;
3. Receive \$3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and
4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards

2024 Adopted Trade Corridor Enhancement Program

Total Number of Projects Programmed	26
Total Project Costs	\$3,054,960,000
Total TCEP Funding	\$995,474,000
Metro's LB-ELA ZET Project TCEP Award Amount	\$13,653,000

TCEP funds projects designed to move freight more efficiently on corridors with high volumes of freight.

TCEP funding requirements

- > Execute Baseline Agreement with Caltrans within six months of the program adoption.
- > Local match funds need to be expended concurrently and proportionally to the TCEP funds.

Metro partnership:

- > Project implementing entities: Forum Mobility & MN8
- > Funding partner: Mobile Source Air Pollution Reduction Review Committee

LB-ELA ZET Projects

Benefits:

- Support charging of 331 medium- and heavy-duty zero-emission(ZE) trucks
- More than double the current available charging capacity within the corridor.
- Replacement of diesel drayage trucks and immediate air quality improvements within the corridor
- Signaling the employment opportunities related to the future of ZE trucks and alternative fuel technology

Project Implementing Entity/Location	Forum Mobility/Rancho Dominguez		MN8/Boyle Heights	
Fund Sources (Construction phase only)	Forum Mobility	\$12,850,000	MN8	\$3,729,000
	Metro	\$ 2,000,000	Metro	\$1,000,000
	MSRC/AQMD	\$ 2,000,000	MSRC/AQMD	\$1,000,000
	CEC EnergiIZE	\$ 1,000,000		
	TCEP	\$10,000,000	TCEP	\$3,653,000
	TOTAL	\$27,850,000	TOTAL	\$9,382,000



Community Engagement

Location: Compton College

Date: August 25th, 2025

Location: Virtual

Date: September 9th, 2025

ZET Partner: Forum Mobility

Information sharing:

- > Drayage business owner experience
 - King Fio Trucking
- > Workforce Investment Partnership
 - Compton College
 - Rio Hondo College
- > Forum Mobility's FM Hermanas site descriptions

Notification Strategy:

- > Door-to-door canvassing conducted by Community-Based Organizations
- > Flyers distributed by a canvassing vendor to adjacent residential neighborhoods
- > Digital notification (project specific emails, CRM newsletters)
- > Social media campaign
- > Flyers distributed at public locations throughout the corridor



Next Steps

Upon Board approval, staff will:

1. Negotiate and execute all necessary agreements with Caltrans, Forum Mobility, MN8 and MSRC/AQMD.
2. Seek a funding allocation from the CTC at its December 2025 meeting for the Forum Mobility FM Hermanas ZET project.
3. Coordinate with MN8 to determine the appropriate timing to seek the CTC allocation, plan, and execute community engagement activities.



Board Report

File #: 2025-0490, **File Type:** Informational Report

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 17, 2025

SUBJECT: 2025 SHORT RANGE TRANSPORTATION PLAN

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE 2025 Short Range Transportation Plan (Attachment A).

ISSUE

The 2025 Short Range Transportation Plan (2025 SRTP) is a 15-year financially constrained plan that provides an update to the progress made since the adoption of the [2020 Long Range Transportation Plan](https://www.metro.net/about/plans/long-range-transportation-plan/) (L RTP), to guide near and intermediate-term transportation investments in Los Angeles County (Attachment A). The SRTP presents a strategic roadmap to improve mobility, safety, and accessibility in Los Angeles County through targeted investments and initiatives approved by the Board.

The 2025 SRTP is presented in response to recent significant global, national, and regional challenges that threaten to impact Metro's ability to deliver the Board's priority projects and programs, including post-pandemic transition to remote work opportunities, evolving state and federal priorities, impact of tariffs and trade policies, and lower-than-forecasted sales tax receipts. The SRTP outlines these and other financial risks and regional transportation challenges and provides the groundwork for mitigation strategies, future Board policymaking decisions, the upcoming Measure M Decennial Review and the next L RTP.

BACKGROUND

In September 2020, the Metro Board adopted the 2020 L RTP, which is mandated by state and federal legislation. The 2020 L RTP is a financially constrained plan that identified and examined how Metro's future transportation investments can be leveraged to achieve maximum mobility benefits for all of Los Angeles County over the next 30 years.

The L RTP organized Metro's roles and responsibilities thematically into four priority areas: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. The themes were identified from a two-year outreach effort that included 20,000 survey responses, 38 public meetings, and engagement throughout the region including 77 community events and more.

As part of the adoption of the 2020 LRTP, the Board directed staff to develop the SRTP to address the uncertainty and financial risks created by the COVID-19 pandemic that negatively impact our ability to deliver on our mission. The SRTP identifies several risks, including rising inflation, higher labor and material costs, increased expenses related to maintaining an aging and expanding system, and new state-mandated requirements that continue to drive up both capital project costs and operating budgets. These factors are expected to remain significant influences moving forward.

DISCUSSION

The 2025 SRTP shares progress on projects, programs, and policies that support and advance the goals of the 2020 LRTP and identifies Metro commitments through the next 15 years to 2039. It also evaluates challenges and risks based on the current fiscal and financial outlook that threatens to impede the full delivery of the Metro program during this timeframe.

The plan is organized into the same four priority areas developed in the 2020 LRTP: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. Since the 2020 LRTP adoption, Metro has made significant progress in advancing these four priority areas, all of which incorporate equity and sustainability. Notable achievements include the completion of the K Line and Regional Connector light rail projects, the opening of the LAX/Metro Transit Center, implementation of the NextGen Bus Plan and 70 lane-miles of bus priority lanes, expansion of SoCal 511, and the completion of the Rail to Rail active transportation corridor project. Additional accomplishments include the final environmental report for the Southeast Gateway Line, the Long Beach - East LA Corridor Mobility Investment Plan, the imminent opening of the A Line Extension to Pomona, D Line Section 1 (in late 2025), and creation of 182 affordable housing units via the Joint Development program.

The 2025 SRTP is expected to result in meaningful improvements to sustainable transportation and economic benefits in Los Angeles County. The 2025 SRTP will increase the percentage of households located within a 10-minute walk or roll of fixed guideway transit (light rail, heavy rail, and bus rapid). Countywide, the percentage of households accessible to all transit will increase by 6% (walk) and 13% (roll), which translates to over 260,000 households and 574,000 households, respectively. SRTP investments over the next 15 years are projected to increase daily transit trips by almost 30%, from 1.0 million to more than 1.3 million, when compared to future growth trends without the SRTP. Transit commute mode share is also projected to increase from under 11% to almost 13% by 2039. In terms of economic indicators, the SRTP investments are anticipated to increase gross regional product, which is a measure of economic performance of a region, by \$190 billion and create 1.74 million job-years over the 15-year period.

The Metro financial forecast underpinning this plan, referred to as the “October 2024 Short Range Financial Assumptions” (2024 SRFA), includes all Board-approved projects and programs, spending in the agencywide annual budget, and approved life-of-project budgets in a fiscally constrained financial plan for the 2025 SRTP. The 2024 SRFA addresses Metro’s funding needs over the 15-year term, based on assumed costs and projected future revenues as of October 2024.

The 2025 SRTP consists of operational and capital transportation investments over the next 15

years, including \$76.6 billion in transit operations and paratransit services, nearly \$60.5 billion in transit improvements, and \$50.1 billion in highway, streets, roads and active transportation improvements. Specific to the major capital projects included in the Measure R and M expenditure plans, the plan identifies \$52.5 billion in transit investment, \$11.4 billion in highway, ExpressLanes and multimodal corridor capital improvements and \$446 million in active transportation multiuse projects. The full list of projects is included as an attachment (Attachment B).

Under projections and assumptions as of October 2024, the 2024 SRFA indicates that the agency can meet its existing commitments. These include operating the bus transit system at today's level of service, addressing projected state of good repair needs, and delivering projects and programs identified in the Measure R and Measure M Expenditure Plans. In addition to external risks and pressures on the 2024 SRFA, every Board action-from selecting a Locally Preferred Alternative for a transit capital project, making fare policy, to prioritizing new projects or programs to be delivered-after October 2024 will alter these projections and affect Metro's ability to deliver on its commitments as presented in the 2025 SRTP. Successfully realizing the full delivery of the 2025 SRTP will depend on the agency's continued efforts to balance the annual operating budget, secure federal and state funding, mitigate financial risks, and manage capital project costs and schedules effectively.

Managing Financial Uncertainty: Current Challenges and Mitigation Tools

Since the development of the 2024 SRFA, external and internal challenges have emerged that, without intervention, will complicate the agency's ability to deliver planned projects and programs in full and on schedule.

Over the past 10 years, increases in construction prices have nearly doubled the consumer market inflation rate. As such, many projects are experiencing cost pressures as they progress through the planning and construction phases. Additional pressures include tariffs, labor shortages, supply chain disruptions, and evolving federal and state priorities.

While Metro is delivering the nation's most ambitious transit capital program fueled by Measures R and M revenues, we also are coming to terms with operating an aging, legacy rail system that will require extensive funding to maintain a state of good repair over the next 15 years. By 2039, Metro's A Line will be 49 years old, with most sections of the B, C, and D lines crossing the 40-year-old threshold. To maintain Metro's system safety culture, the agency will invest an increasing amount of limited operations-eligible funds to keep passengers safe and our aging transit system reliable, while also operating new service as it comes online.

If operating or capital costs exceed current assumptions or a reduction in sales tax receipts or grant funding occurs, the Board may need to consider adjustments to the agency's workplan, although it should be noted that Metro is committed to maintaining the current level of bus service in operation today. Despite these risks, the agency has prepared mitigation tools to provide information on how to potentially address funding gaps and schedule delays, while maintaining progress toward commitments.

Metro has established internal processes and frameworks to help mitigate the impacts of the risks mentioned above. These efforts include conducting ongoing program performance evaluations, identifying project risks early, and aligning budgets with strategic priorities. The Annual Program

Evaluation (APE), Early Intervention Team (EIT), Equitable Zero-Based Budget (EZBB), and the Metro Cost Benefit Analysis (CBA) are part of Metro's toolbox to help mitigate risks. In addition, Metro continues to explore adaptable strategies to keep projects moving forward. These strategies include project phasing approaches to manage costs and risks, innovative financing strategies to support project delivery, and a unique, once-a-decade limited funding opportunity through the Measure M Decennial Comprehensive Review.

EQUITY PLATFORM

The 2025 SRTP reinforces Metro's ongoing commitment to equity by prioritizing investments in transportation infrastructure, programs, and services that expand access to opportunity for all. The Equity Platform, the Metro definition of equity, and the Equity Focus Communities (EFCs) identification methodology and map are direct results from 2020 LRTP and are embedded by extension into the 2025 SRTP. The 2025 SRTP also incorporates the latest EFC data, which was updated in 2025 as part of the Define and Measure pillar.

The 2025 SRTP evaluated how the agency's projects and services impact the communities it serves, aligned with the Focus and Deliver pillar. This includes tracking progress on initiatives like the Joint Development program, which has completed over 2,300 of the 10,000 housing units committed by 2031. Another example includes the implementation of a modified fare restructuring plan, whose overall goal is to expand mobility and increase access to opportunity through an equitable fare structure. In addition, the Office of Equity and Race (OER), in collaboration with Countywide Planning & Development, identified draft Access to Opportunities metrics that will be operationalized across Metro in FY26-28. Finally, the development of the 2025 SRTP involved extensive interdepartmental collaboration and analysis, supporting the Train and Grow pillar.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. A VMT analysis for the 2025 SRTP was completed in April 2025. The results concluded that the 2025 SRTP, when fully implemented, would reduce VMT compared to the projected future trend without it. The 2025 SRTP supports Metro's systemwide strategy to reduce VMT by promoting transit ridership, ridesharing, and active transportation through targeting planning efforts. This aligns with Metro's Board-adopted VMT reduction targets, which builds on the success of existing investments.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The 2025 SRTP includes and advances all five goals of Vision 2028. The 2025 SRTP is in line with the 2020 LRTP, which calls to “operationalize” its strategic plan initiatives.

NEXT STEPS

The Measure M Ordinance requires that a comprehensive assessment of each project and program listed in Attachment A of the Ordinance be conducted as a ten-year evaluation or review (“Measure M Decennial Review”). This will be a collaborative process involving various stakeholders and ongoing initiatives, including Metro’s cost-benefit analysis and methodology. The results of this SRTP will help inform the analysis of the comprehensive assessment. The LRTP will begin its update in 2028.

ATTACHMENTS

Attachment A - 2025 Short Range Transportation Plan

Attachment B - Transit, Highway, and Active Transportation Investment Tables

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ATTACHMENT A

2025 Short Range Transportation Plan

Document Available Online at:

https://libraryarchives.metro.net/DB_Attachments/Attachment%20A%20-%202025%20Short%20Range%20Transportation%20Plan.pdf

S RTP TRANSIT, HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENT TABLES

TRANSIT INVESTMENT (FY 2025 – FY 2039)

PROJECT TYPE	FUNDING (\$M)	ESTIMATED OPEN YEAR
RAIL PROJECTS		
LAX/Metro Transit Center	\$187	2025
A Line Extension to Pomona (LRT)	\$531	2025
D Line Subway Extension (HRT)		
Section 1 to Wilshire/La Cienega	\$268	2025
Section 2 to Century City	\$731	2026
Section 3 to Westwood/VA Hospital	\$1,665	2027
A Line Extension - Pomona to Montclair (LRT)	\$878	2029
East San Fernando Valley Light Rail Transit (LRT)	\$3,433	2031
K Line Extension to Torrance (LRT)	\$2,155	2034
E Line Eastside Extension Phase 2 IOS (LRT)	\$7,818	2034
Sepulveda Transit Corridor (Mode TBD)	\$8,211	2034
Southeast Gateway Line LPA (LRT)	\$7,814	2035
K Line Northern Extension (Alignment and Mode TBD)	\$124	2047
BUS PROJECTS		
North San Fernando Valley Transit Corridor Project	\$292	2026
North Hollywood to Pasadena Transit Corridor (BRT)	\$308	2027
G Line BRT Improvements	\$568	2027
Vermont Transit Corridor (BRT)	\$544	2028
REGIONAL RAIL		
Metrolink Operations Subsidy	\$2,295	2025-2039
Metrolink Antelope Valley Line Improvements	\$187	2025-2027
Link Union Station	\$782	2025-2029
OTHER MISCELLANEOUS PUBLIC TRANSPORTATION PROJECTS		
Access Services – Metro Operations Subsidy	\$3,018	2025-2039
Metro State of Good Repair	\$9,903	2025-2039
Metro Rail System Improvements	\$807	2025-2039
TOTAL	\$52,519	2025 - 2039

S RTP project funding may not match with total project costs due to year of expenditure escalation and prior or prospective spending outside of the 15-year horizon of the S RTP. Final mode, alignments, and station locations to be confirmed during environmental processes.

HIGHWAY INVESTMENT (FY 2025 – FY 2039)

PROJECT TYPE	FUNDING (\$M)	ESTIMATED OPEN YEAR
EXPRESSLANES		
I-105 ExpressLanes from I-405 to I-605	\$729	2027
I-10 ExpressLanes from I-605 to San Bernardino County	\$342	2029
Sepulveda Pass Transit Corridor (Ph 1 - ExpressLanes)	\$1,320	2029
I-405 ExpressLanes from I-10 to Orange County	\$1,594	2034
I-605 ExpressLanes from I-10 to Orange County	\$676	2035
GRADE SEPARATIONS		
Alameda Corridor-East Grade Separations	\$26	2025
Rosecrans-Marquardt Grade Separation	\$25	2025
Doran Street Grade Separation Improvements	\$65	2026
HIGHWAY IMPROVEMENTS		
SR-138 Capacity Enhancements	\$36	2025
I-5 South Carpool and Mixed Flow Lanes I-605 to Orange County	\$66	2026
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd)	\$410	2026
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - Truck Lanes	\$6	2027
I-110 South Bay Ramp and Interchange	\$366	2028
SR-57/SR-60 Interchange Improvements	\$272	2028
SR-71 Gap-I-10 to Rio Rancho Rd	\$336	2029
SR-138 Safety Improvements (remaining 7 segments)	\$96	2030
SR-14 Carpool Lane Avenue P-8 to Avenue L	\$120	2032
I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co)	\$323	2038
I-605 Corridor “Hot Spots” Interchange Improvements	\$1,836	2039
I-5 South Corridor Improvements (I-605 to I-710)	\$733	2045
MULTIMODAL IMPROVEMENTS		
High Desert Multi-Purpose Corridor	\$326	2034
SR-710 North Mobility Improvements Plan	\$1,022	2035
I-710 South/Long Beach-East LA Corridor Mobility Improvements Plan	\$743	2039
TOTAL	\$11,468	2025 - 2039

SRTP project funding may not match with total project costs due to year of expenditure escalation and prior or prospective spending outside of the 15-year horizon of the SRTP. Final alignments to be confirmed during environmental processes. HDMC is being developed as a rail transit project connecting CAHSR, Metrolink, and Brightline West HSR.

ACTIVE TRANSPORTATION CORRIDOR INVESTMENTS (FY 2025 – FY 2039)

PROJECT TYPE	FUNDING (\$M)	ESTIMATED OPEN YEAR
MULTI-USE BIKE AND PEDESTRIAN PROJECTS		
LA River Path – San Fernando Valley	\$38	2031
LA River Path – Central LA	\$408	2031
TOTAL	\$446	2031

SRTP project funding may not match with total project costs due to year of expenditure escalation and prior or prospective spending outside of the 15-year horizon of the SRTP. Final alignments to be confirmed during environmental processes.



2025 Short Range Transportation Plan (2025-2039)



Metro

PLANNING AND PROGRAMMING COMMITTEE

SEPTEMBER 17, 2025

SRTP in Context



RECEIVE AND FILE 2025 Short Range Transportation Plan



- > Provides an update on progress made since adoption of 2020 LRTP
 - > New policies, projects, and programs across the agency—putting people first
- > Presents a 15-year financially-constrained expenditure plan (Oct. '24 SRFA)
 - > Capital Program: 114 new miles of high-quality fixed route transit & 96 new heavy rail, light rail, and bus rapid transit stations. Projected to increase daily transit trips by 30%
 - > Operations and Maintenance: commitment to high quality of service that continues as system expands, maintain state of good repair, leave a legacy for future generations



- > External and internal factors present unprecedented risk to the plan
 - > Rising project costs, transit fiscal cliff, inflation, tariffs, shifting federal and state priorities, sales tax receipts – affects revenues, costs, and schedules
 - > Identifies mitigation strategies, major initiatives offering key decision points to the Board

Building on the 2020 LRTP

New Initiatives

(since 2020 LRTP)

- CX programs
- Safety initiatives
- Mega event planning

Successes

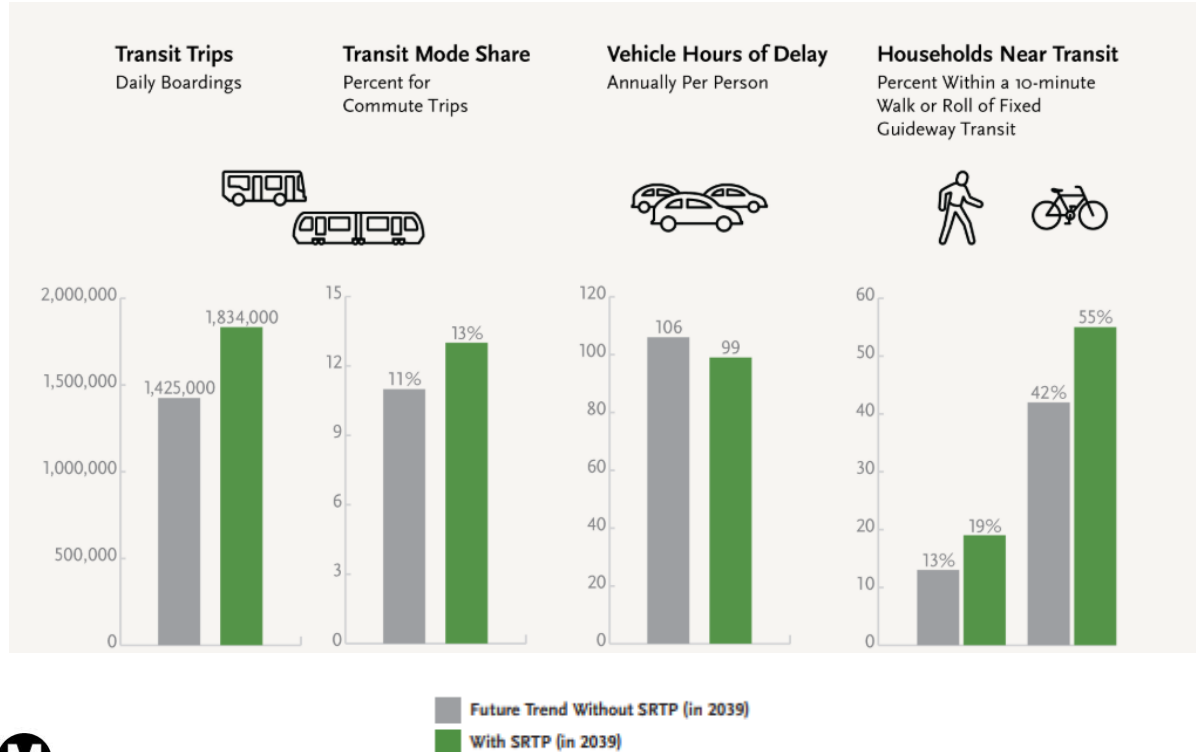
- Ridership recovery
- Project openings
- Customer satisfaction

Challenges

- Rising Cost of Construction
- Aging Transit Infrastructure
- Increasing Regulatory Requirements

S RTP Performance (2039 Horizon)

Mobility Indicators



Economic Indicators



Jobs* 1.74M

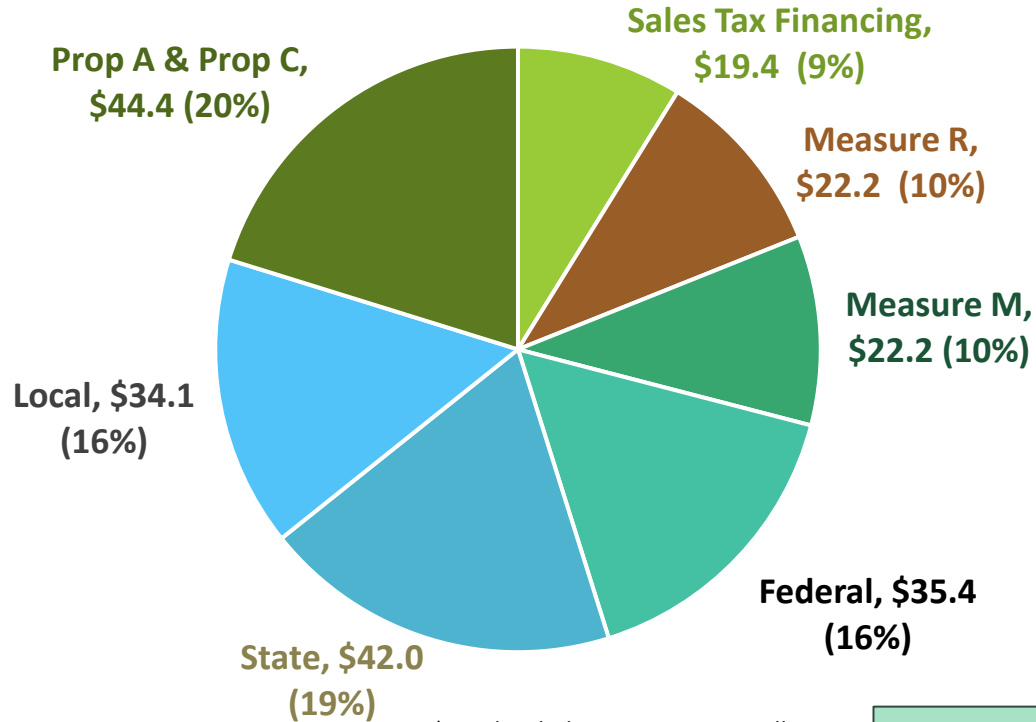
*Refers to job-years which is defined as one job for one year.



Gross Regional Product \$190B

S RTP Funding Sources

Countywide Sources (FY2025 - FY2039) in \$Billions



*Local includes ExpressLanes tolls, lease revenues, fares, and local agency contributions.

RISKS TO REVENUES

- Sales tax receipts
- Shifting federal and state priorities
- Inflation
- Tariffs
- Farebox recovery

As of Oct. 2024, Metro's projected S RTP funding sources total \$220 Billion over the 15-year timeframe



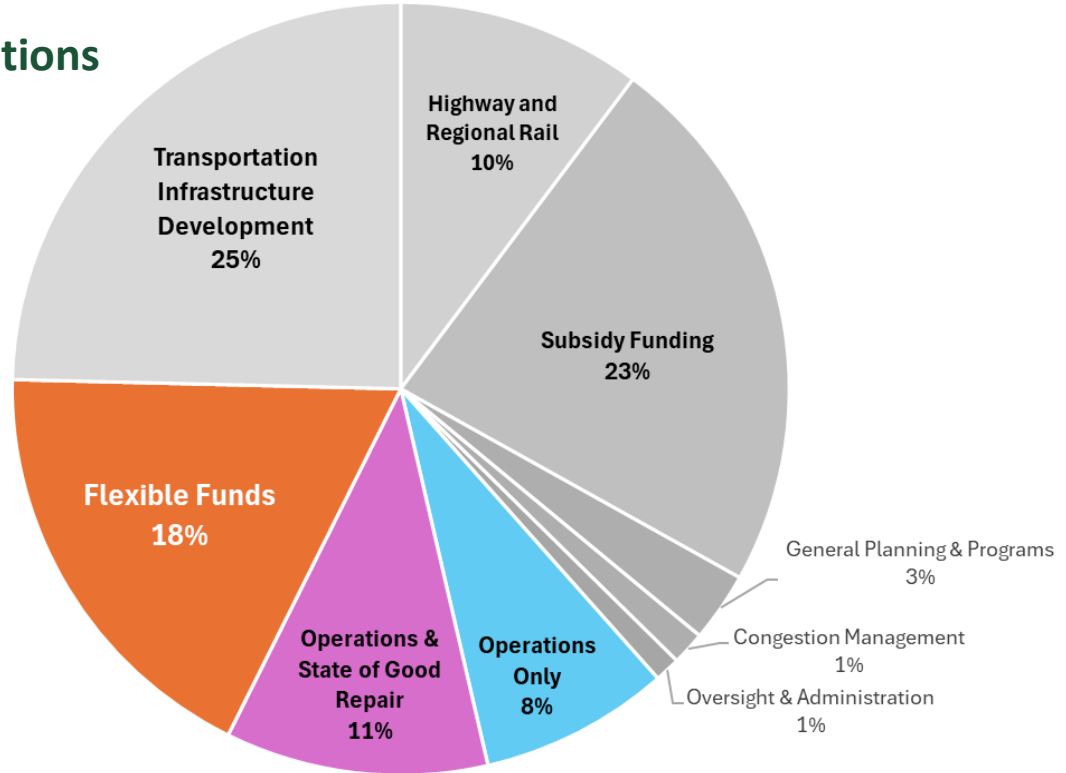
Operations Financial Risk: Eligibility of Funds (FY25)

- > 130 colors of funds
- < 15 sources are dedicated for operations

8% of FY25 Resources
Dedicated for Operations

91% of Flexible Funds
Used for Operations & State of Good Repair (SGR)

96% of Operations & SGR funds
Used for Operations & SGR



SRTP Transit, Highway, and Active Transportation Investment

Rail and Bus Transit Projects	Funding (\$M)
Metro Rail (A Line, D Line, E Line IOS, K Line, East SFV, C Line, Southeast Gateway LRT IOS, Sepulveda Transit Corr. TBD)	\$33,815
Bus Transit (North SFV, NoHo to Pasadena, Vermont Transit Corridor, G Line Improvements)	\$1,712
Rail and Bus Transit Projects – TOTAL:	\$52,527

Other Transit Capital Projects	Funding (\$M)
Regional Rail (Metrolink)	\$970
Transit Improvements (State of Good Repair, Systemwide improvements, etc.)	\$10,710
Other Transit Capital Projects – TOTAL:	\$47,210

Highway Investment Projects	Funding (\$M)
ExpressLanes (I-105, I-10, I-405)	\$4,661
Highway Improvements (I-5, SR-57, SR-71, SR-138, SR-14, I-405, I-605) – 2016 estimate	\$4,600
Grade Separations (ACE, Rosecrans-Marquardt, Doran Street)	\$116
Multimodal (High Desert Corridor, 710 North, 710 South/LB-ELA)	\$2,091
Highway Investment – TOTAL:	\$11,468

Active Transportation	Funding (\$M)
LA River Path – San Fernando Valley	\$38
LA River Path – Central LA	\$408
<u>Programs:</u> Bike Share, First/Last Mile, Mobility Hubs, Metro Active Transport	\$3,026
Active Transportation Investments – TOTAL:	\$3,472



Upcoming Known Challenges to the SRTP

Southeast Gateway Line (Phase 1)

SRTP/2024 SRFA Funding: \$7.8B
Potential Cost: \$8.2 - \$9.5B (April 2025 APE)
Potential Costs not in SRTP: \$0.4 - \$1.7B

Highway/ExpressLanes Capital Program

SRTP/2024 SRFA Funding: \$11.47B
Issue: new state regulatory requirements to mitigate vehicle miles traveled (VMT)
Potential Costs not in SRTP: up to \$10.0B in additional mitigation costs

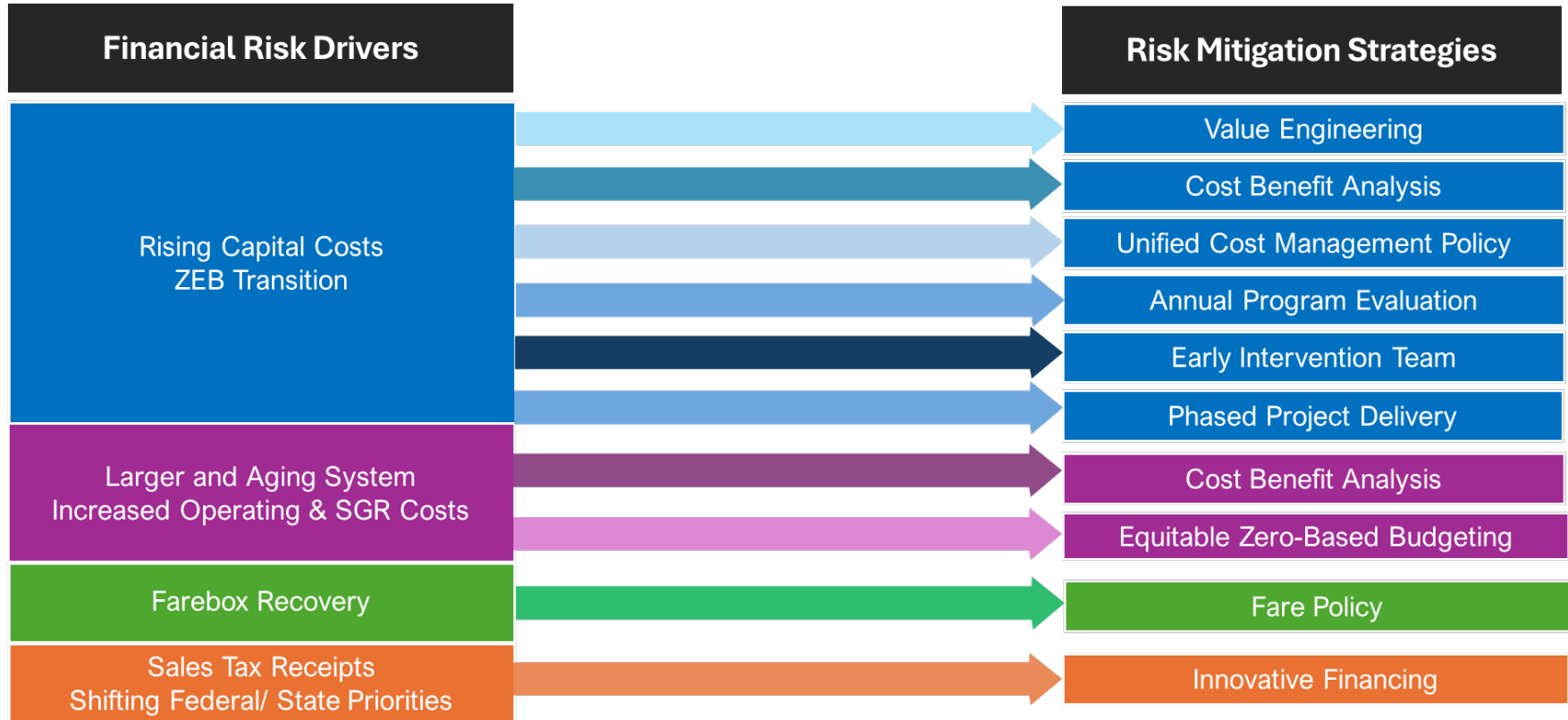
Sepulveda Transit Corridor

SRTP/2024 SRFA Funding: \$8.2B
Potential Cost Range of Alternatives:
\$15.4 - \$24.4B (\$2023, April 2025 APE)
Potential Costs not in SRTP: \$7.2 - \$16.2B

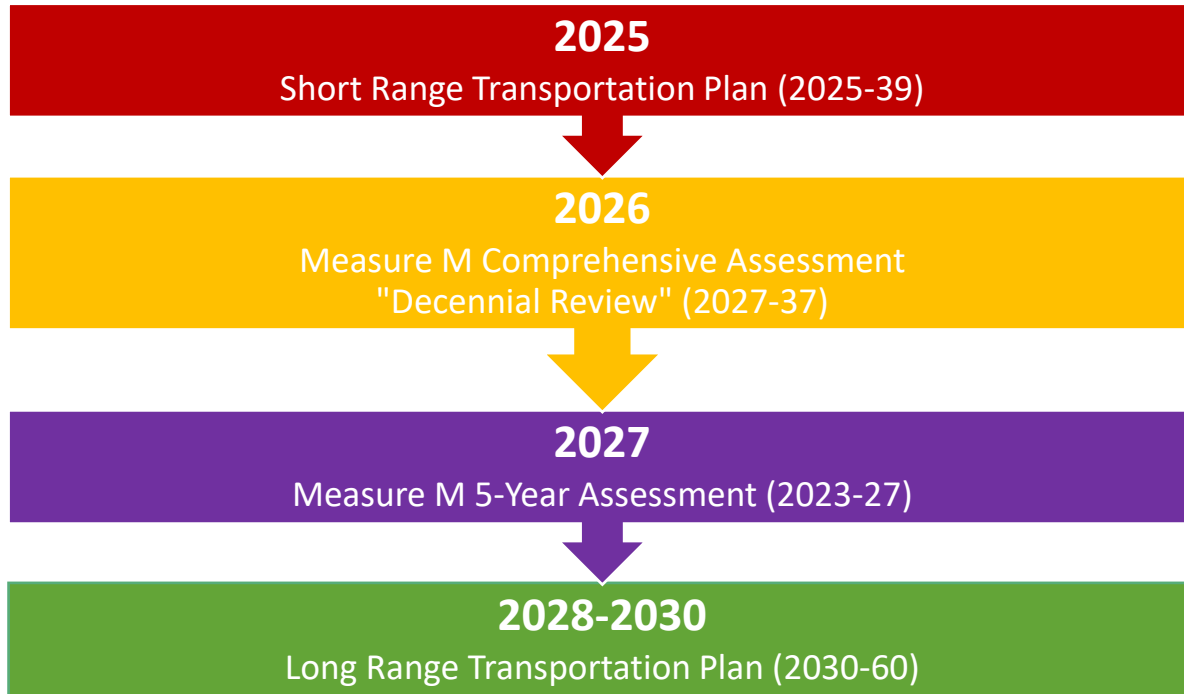
Rail Operations Center/ Bus Operations Center (ROC/BOC)

SRTP/2024 SRFA Funding: \$0
Potential Cost: \$985M - \$1.4B (April 2025 APE)
Potential Costs not in SRTP: \$985M - \$1.4B

Mitigating Financial Uncertainty in the SRTTP



Next Steps in Countywide Planning



ONGOING PUBLIC PARTICIPATION



Board Report

File #: 2025-0575, **File Type:** Informational Report

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 17, 2025

SUBJECT: K LINE NORTHERN EXTENSION PROJECT UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status update on the additional Mid-City technical analysis and community engagement for the K Line Northern Extension (KNE) Project.

ISSUE

This report provides an update on the KNE project. It highlights recent technical analysis and community engagement conducted in response to public comments on the Draft Environmental Impact Report (EIR). The Draft EIR was released July 23, 2024, for a 60-day review under CEQA, which closed on September 20, 2024.

BACKGROUND

The K Line Northern Extension Project (Project), formerly known as the Crenshaw Northern Extension, is a proposed fully underground light rail project that would close a regional rail transit gap in the Metro system and transform how people travel in Los Angeles County. With the implementation of the Project, the K Line would become a regional north/south transit spine connecting to four major east/west rail lines (C, E, D and B). In addition to providing regional benefits, the Project would deliver local benefits to underserved communities in the study area plagued by congested roadways and long travel times, thus improving access to jobs, medical centers, and cultural destinations.

Project History

Transit feasibility studies for a north-south transit corridor connecting LAX to central Los Angeles County date back to the 1990s and have evolved over the years from the 2001 Crenshaw-Prairie Corridor Major Investment Study, followed by the 2009 Wilshire/La Brea Light Rail Study and more recent studies through 2020 of a northern extension of the K Line, summarized in [Appendix 2-A <https://www.dropbox.com/scl/fo/rbg138djj0jcz9xky6opr/AMk6P7Xd9hoEXwOqiK6gNug/KNE_DraftEIR/KNE_DraftEIR_Appendices?dl=0&preview=KNE_DEIR_APPX2-A_AltsConsidered.pdf&rlkey=4i6eunvvzyu8z5zled7laixaz&subfolder_nav_tracking=1>](https://www.dropbox.com/scl/fo/rbg138djj0jcz9xky6opr/AMk6P7Xd9hoEXwOqiK6gNug/KNE_DraftEIR/KNE_DraftEIR_Appendices?dl=0&preview=KNE_DEIR_APPX2-A_AltsConsidered.pdf&rlkey=4i6eunvvzyu8z5zled7laixaz&subfolder_nav_tracking=1) of the Draft EIR. Measure M allocated \$2.24 billion (in 2015 dollars) to the project and identified 2041 as the ground-breaking year when project funds would be available for construction and 2047 to 2049 as

the window for projected opening. Local jurisdictions are implementing efforts to explore additional funding and financing strategies that could help accelerate project delivery through [Metro's Early Project Delivery Strategy <https://www.metro.net/about/early-project-delivery/>](https://www.metro.net/about/early-project-delivery/). Any acceleration of this timeline would require Metro Board approval.

Environmental Review Process

In October 2020, the Board directed staff to begin work on the environmental clearance under the CEQA and prepare a Draft EIR. On April 15, 2021, Metro initiated public scoping for an environmental document. Following the scoping period, which ended on May 28, 2021, Metro prepared advanced conceptual engineering (ACE) drawings for project alignments and design options, with some project refinement decisions presented to the community while analyzing potential environmental impacts during construction and operations and identifying potential mitigation measures to minimize or avoid potential impacts under CEQA.

On July 23, 2024, Metro released the Draft EIR for public review, which evaluated three underground light rail alignments that range from six to ten miles long, an optional terminus station at the Hollywood Bowl, and expansion of Metro Division 16 to serve as the Maintenance and Storage Facility (MSF). The three alignments all share the same tunnel alignment in Mid-City between the K Line terminus at the E Line (Expo/Crenshaw Station) and the proposed Midtown Crossing Station. The project would be fully underground, constructed with tunnel boring machines (TBMs) in two to three phases (sections), depending on the alignment selected (Attachment A). Metro also published summaries of community outreach activities, project benefits, construction cost estimates, ridership projections, and responses to Frequently Asked Questions (FAQs).

Draft EIR Public Meetings

During the 60-day Draft EIR public comment period, Metro held three public hearings located in different parts of the project area and scheduled during different times of day and days of the week to maximize the public's participation. Metro solicited and received comments on the proposed corridor, but received a disproportionate number of comments from the Mid-City area. On September 4, 2024, therefore, Metro held an additional community meeting at the Nate Holden Performing Arts Center in Mid-City to answer questions and gather more feedback from residents in the area, although the meeting was open to all public members.

Approximately 588 people attended the August public hearings and the September meeting. During the comment period, Metro received over 1,300 public comments by email, mail, and phone and over 600 responses to an online survey prepared by the City of West Hollywood and shared with Metro.

Community Feedback on Draft EIR

Public comments on the Draft EIR covered a variety of topics and represented an array of positions. Overall, feedback reflected support for the project in general, as well as support for individual alignments. Concerns were also raised regarding the demolition of historic structures near the Hollywood/Highland Station, project costs, over-engineering (related to crossovers), and the project schedule and early delivery. During the public comment period, Metro received a disproportionate number of comments from residents of historic Mid-City neighborhoods, including Wellington Square and Lafayette Square, regarding the single tunnel alignment proposed in the Mid-City area between the Crenshaw/Expo Station and the proposed Midtown Crossing Station that would travel below

homes. The comments from Mid-City residents centered on the following themes:

- Lack of notification and engagement during the development of alignments studied in Draft EIR.
- Opposition to the Draft EIR alignment in Mid-City, where tunnels are proposed to extend under homes in historic neighborhoods, and requests to further engage communities and explore alternate routes to minimize tunneling below historic neighborhoods.
- Tunnel safety concerns about potential damage to buildings above, particularly older homes built in the early 1900s.
- Property owner concerns about depreciation of home values and other consequences of underground easements and tunneling.

In response to community feedback, specifically from the Mid-City area, in October 2024, the Board authorized additional funding to support technical analysis, research, and community engagement to address Mid-City concerns. Since then, Metro has completed technical studies, including coordination with the Tunnel Advisory Panel, an independent group of tunnel engineering and construction experts, and summarized findings into three technical reports. These reports are available to the public and the project team has been providing updates to the Mid-City neighborhoods on the findings.

DISCUSSION

The following section provides a summary of the findings from technical analyses to respond to concerns from residents of historic Mid-City neighborhoods, and Metro's recent engagement activities to share updates and findings. The three reports, available on the project [website <https://www.metro.net/projects/kline-northern-extension/#documents>](https://www.metro.net/projects/kline-northern-extension/#documents), provide information not included in the Draft EIR and findings are as follows for each report.

1) Mid-City Additional Alignment Analysis Summary [Report](#)

https://www.dropbox.com/scl/fo/nipvwgy8q6epoiivewbk0/ADdB0zZcrIMTHIbXH9gWVLQ/Reports/Additional%20Research%20%26%20Analysis%202025?dl=0&preview=KNE_2.30.1_MidCity_Alignment_Analysis_FINAL_August2025_rev1.pdf&rlkey=x26b27gwemc41p75788n144k0&subfolder_nav_tracking=1

[2.30.1 MidCity Alignment Analysis FINAL August2025 rev1.pdf&rlkey=x26b27gwemc41p75788n144k0&subfolder_nav_tracking=1](#): Discusses the evaluation process and key findings from analyses conducted between fall 2024 and spring 2025. The study evaluates potential alternate tunnel routes (alignment options) in Mid-City, with the goal of reducing the number of subsurface (underground) easements needed for building and operating subway tunnels below historic residential neighborhoods without compromising transit service quality. The report evaluated 11 alignment options against three key criteria that are critical to meeting project objectives and constructability requirements. Five of the 11 alignments meet these three criteria:

- Connects to a D Line Station (existing station or under construction).
- Connects to B Line via northern alignments studied in Draft EIR.
- Has a viable construction and launch site for the Tunnel Boring Machine (TBM) that avoids acquisition of residential properties and displacement of residents.

The report shares more detailed analysis for the five alignment options that meet the key criteria, including a comparison of tunnel route lengths, travel speeds, numbers of subsurface easements, changes to station areas and construction footprints, and high-level cost estimates. All five alignment options would:

- Use the proposed station at Midtown Crossing as a TBM launch site, which would avoid residential acquisitions, demolition of homes, and displacement of residents.
- Reduce the number of underground tunnel easements in historic neighborhoods (including Wellington Square & Lafayette Square), but would not completely eliminate underground easements while meeting project objectives and agency goals (e.g., safe and efficient train operations and connectivity to stations).
- Increase the tunnel length, which would increase travel time, tunnel costs, fleet size, and long-term operational and maintenance costs.
- Require further design and environmental analysis.

The report does not make a recommendation but shares findings for community feedback to inform future project studies and design.

Tunnel Safety [Report](#)

https://www.dropbox.com/scl/fo/nipvwgy8q6epoiivewbk0/ADdB0zZcrIMTHlbXH9gWVLQ/Reports/Additional%20Research%20%26%20Analysis%202025?dl=0&preview=KNE_2.30.12_Tunnel+Summary+Report_FINAL_August2025.pdf&rlkey=x26b27gwemc41p75788n144k0&subfolder_nav_tracking=1

[2.30.12 Tunnel+Summary+Report_FINAL_August2025.pdf&rlkey=x26b27gwemc41p75788n144k0&subfolder_nav_tracking=1](https://www.dropbox.com/scl/fo/nipvwgy8q6epoiivewbk0/ADdB0zZcrIMTHlbXH9gWVLQ/Reports/Additional%20Research%20%26%20Analysis%202025?dl=0&preview=KNE_2.30.12_Tunnel+Summary+Report_FINAL_August2025.pdf&rlkey=x26b27gwemc41p75788n144k0&subfolder_nav_tracking=1): The report documents Metro's tunneling experience, best practices with tunnel safety, and performance in avoiding damage to structures. As part of this report, Metro collected data on recent construction projects to evaluate tunneling results, conducted a survey of the age of homes in Mid-City historic neighborhoods, and researched case studies of tunnel projects below historic neighborhoods, older homes, and sensitive structures. The report addresses geotechnical (soil) conditions, noise, vibration, ground settlement, groundwater, etc. The Draft EIR identifies proposed tunnel depths 40 to 120 feet below the surface. The proposed tunnel depths are greater (80 to 120 feet below surface) in the area between Wellington Square and Lafayette Square. Based on Metro's experience tunneling in similar ground conditions in Los Angeles County, the project's proposed tunnel depth and design, the Draft EIR findings, and Metro's additional tunnel safety analysis, the report concludes that Metro could safely construct and operate tunnels in the project area without damage to properties above, including older homes and sensitive structures.

Property Considerations [Report](#)

https://www.dropbox.com/scl/fo/nipvwgy8q6epoiivewbk0/ADdB0zZcrIMTHlbXH9gWVLQ/Reports/Additional%20Research%20%26%20Analysis%202025?dl=0&preview=KNE_2.30.5_Property+Considerations+Report_FINAL_August2025_v4.pdf&rlkey=x26b27gwemc41p75788n144k0&subfolder_nav_tracking=1

[2.30.5 Property Considerations Report_FINAL_August2025_v4.pdf&rlkey=x26b27gwemc41p75788n144k0&subfolder_nav_tracking=1](https://www.dropbox.com/scl/fo/nipvwgy8q6epoiivewbk0/ADdB0zZcrIMTHlbXH9gWVLQ/Reports/Additional%20Research%20%26%20Analysis%202025?dl=0&preview=KNE_2.30.5_Property+Considerations+Report_FINAL_August2025_v4.pdf&rlkey=x26b27gwemc41p75788n144k0&subfolder_nav_tracking=1): This memo discusses real estate rights and property values, including findings from a literature review and a local case study of home sale prices near and above Metro tunnels. The literature review found that property values are higher for homes within a half-mile radius of transit stations than those farther away. Additionally, the case study of homes in Westwood found no significant difference in home sale prices (per square foot) between homes *with* and *without* subsurface tunnel easements for the Metro D Line Extension. The memo also responds to questions about property rights and concludes that a tunnel easement would

not change the property's zoning and historic designation status, nor would it affect an owner's ability to construct or remodel their property. A tunnel easement also would not impact underground oil or mineral rights, which are thousands of feet below the surface, compared to proposed subway tunnels, which would be 80 to 120 feet or eight to 12 stories below the surface in Mid-City.

In addition to these technical reports, Metro prepared community-facing materials to distill technical information, including FAQs, a [Storymap](https://storymaps.arcgis.com/stories/74d39323fb764be38ab0a0a0f3093276) <<https://storymaps.arcgis.com/stories/74d39323fb764be38ab0a0a0f3093276>> website, and presentation materials to share findings.

Engagement with Community

This spring and summer, Metro has engaged with Mid-City communities through small groups to listen and understand their concerns and jointly identify the most effective ways to reach out to the Mid-City communities going forward to ensure transparency and participation. These engagement activities included:

- March 5th, coffee conversation with Mid-City leaders to hear concerns and share an update on technical efforts and engagement approach.
- July 23rd, coffee conversation with Mid-City leaders to solicit feedback on community notifications and engagement strategies to share technical findings.
- August 5th, coffee conversation with Mid-City leaders to share a preview of technical findings and solicit feedback on upcoming engagement.

Based on feedback from Mid-City leaders, Metro prepared FAQs and executive summaries to distill findings from technical reports, shared reports in advance of meetings so the community could review and prepare questions, and used multiple methods to notify community members of upcoming meetings, including:

- Mailed notices and distributed flyers to Mid-City neighborhoods.
- E-blasts to Mid-City residents.
- Invitations to Mid-City leaders and neighborhood associations.
- Social media toolkits to share with elected offices and neighborhood groups.
- Advertising on social media.

In August, Metro held two community meetings with Mid-City residents to share findings, answer questions, and gather input on the additional analyses conducted.

- Saturday, August 23rd, community open house at Johnnie L. Cochran Jr. Middle School from 10 am to noon.
- Tuesday, August 26th, virtual community open house via Zoom from noon to 1:30 pm.

Feedback from August Mid-City Community Meetings

The first Mid City Community Update Meeting was held on August 23, 2025, at Johnnie L. Cochran Jr. Middle School, drawing more than 85 participants, including Metro Board Director Jacquelyn

Dupont-Walker, and staff from Director Horvath and Mitchell's offices, as well as staff from Los Angeles City Council District 10 (Heather Hutt), and presidents of Mid-City neighborhood associations including Lafayette Square and Wellington Square. The meeting commenced with an open house and a presentation on the Mid-City Additional Alignment Analysis and Property Considerations studies. Presentation of findings from the Tunnel Safety Report will occur at October meetings.

At the virtual meeting on August 26th, 49 participants joined the meeting, covering the same materials as the August 23rd meeting. In addition to Metro Board staff who attended the August 23rd meeting, staff from Director Yaroslavsky's office (LA City Council District 5) and West Hollywood Mayor Chelsea Byers and Councilmember John Erickson joined the call. Common themes from both August meetings included:

Tunneling and Safety

- Concerns about safety and structural risks of tunneling under 100+ year-old homes and historic neighborhoods, with fears of lawsuits, costs, and architectural damage.
- Questions on whether Metro has previously tunneled under residential properties and what the impacts were.
- Calls for pre-construction surveys, clear settlement/claims processes, earthquake safety assurances, and CEQA compliance.

Property Impacts, Equity and Displacement

- Questions about impacts to private property: displacement, eminent domain, easements, compensation, and property values.
- Equity concerns, including avoiding repeat harms like Sugar Hill displacement and the loss of Black generational wealth.

Historic and Cultural Resources

- Some residents expressed that comparing Mid-City homes to Westwood homes was insufficient. Mid-City homes are older, more vulnerable, and culturally significant.
- Requests for historic recognition of neighborhoods.

Alignment Options and Decision-Making Process

- Comments on Mid-City Additional Alignment Analysis, including opposition to Options 1 and 4 (including 4a/4b) and preference for Options 2, 3, 5, and 6.
- Questions about the process for selection of the Locally Preferred Alternative (LPA), how to learn about future meetings, and whether additional environmental analysis will be required to update the DEIR for alternative alignments.
- Additional questions about federal funding for the project.

Other Project Engagement

In addition to targeted engagement with Mid-City residents, since January, Metro staff has continued to hold coordination meetings with project stakeholders along the full corridor, has participated in local community events to raise project awareness, and has briefed elected offices (listed below).

- 1/15/2025, Metro Westside/Central Service Council Briefing
- 2/5/2025, Metro Technical Advisory Committee Briefing
- 2/21/2025, Cedars-Sinai Briefing
- 2/23/2025, CicLAvia: West Adams meets University Park
- 4/5/2025, CicLAvia: Koreatown meets Hollywood
- 4/10/2025, LA County Sheriff (West Hollywood Sheriff's Station) Briefing
- 5/26/2025, Original Farmer's Market
- 5/31-6/1/2025, West Hollywood Pride 2025
- 6/21/2025, Markets at Leimert Park Grand Opening
- 6/28/2025, Mid-City Arts and Music Festival
- 7/28/2025, Office of Councilmember Heather Hutt (District 10) Briefing
- 8/10/2025, Wellington Square Farmer's Market
- 8/17/2025, Wellington Square Farmer's Market.

As part of these efforts, Metro was able to engage with 1,498 people and add over 193 people to the project email contact list. Metro will continue to review and summarize stakeholder input on the project to inform project development and next steps.

EQUITY PLATFORM

The Project would close a gap in the regional rail network, providing a rapid north/south rail connection from South Bay to Hollywood, increasing access to employment, education, housing, and regional centers. It would also serve many people living in Equity Focus Communities (EFCs) in areas such as West Adams, Mid-City, West Hollywood and Hollywood along the K Line Northern Extension and connect to the D and B Lines. Ridership data shows that the project will attract regional riders coming from the neighborhoods south of the project area, expanding access for people living in the South Bay, Inglewood, and South LA who want to access jobs in the central part of Los Angeles via the project.

Metro circulated materials and notices in English and Spanish and held pop-up events at community events (e.g., CicLAvia, Pride, farmers markets) and transit rider intercepts at bus stops in the project area to increase awareness of the Project and engage groups who do not typically participate in community meetings. In the last six months, Metro has focused on additional engagement with Mid-City communities to address concerns about historic inequities. As part of future stages of project

development, Metro will expand partnerships with community-based organizations (CBOs) to help disseminate project information, advise on outreach methods, and engage a diverse set of project stakeholders as Metro advances the Project. Furthermore, Metro is committed to expanding community outreach to include additional languages spoken in EFCs and beyond, and to ensuring meaningful connections with riders of all ages and abilities, including seniors, people with disabilities, and those with mobility challenges.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT.

This project supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Metro conducted a preliminary analysis to show that the net effect of this project is to decrease VMT. The Draft EIR identifies that the project would help reduce auto use by approximately 128,000 to 136,000 VMT daily. This would help the region meet climate change goals by reducing greenhouse gas emissions and regional energy use.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling,
- Goal 3: Enhance communities and lives through mobility and access to opportunity, and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

Metro will continue to receive and review community feedback on the project. Based on community input, the findings of the Draft EIR and technical studies, project objectives, cost estimates, and funding, staff will prepare a recommendation for the Board to consider the potential selection of a Locally Preferred Alternative.

ATTACHMENT

Attachment A - KNE Project Map

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ATTACHMENT A: KNE Project Map

