



Board Report

File #: 2026-0441, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional \$4,917,785 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation First/Last Mile Connections Program (Expenditure Line 51) and reprogram project funds previously approved to meet the project schedule, as shown in Attachment A;
2. Programming an additional \$3,979,932 within the capacity of Measure M MSP - Subregional Equity Program (Expenditure Line 68), as shown in Attachment B; 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 are included in the Measure M Expenditure Plan, which is an attachment to the Measure M Ordinance. All MSP funds in this program are limited to capital projects. This update allows the Westside Cities Subregion and implementing agencies to approve new eligible projects for funding and revise the scope of work, schedule, and amend the project budget for previously funded projects. Funds are programmed through Fiscal Year (FY) 2029-30. The Board's approval is required to program additional funds and acknowledge the updated project lists (Attachments A and B), which serves as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$89.45 million

was forecasted to be available for programming for the subregion for FY 18 to FY 30. In prior actions, the Board approved programming \$54.68 million in support of 21 projects. Therefore, \$34.77 million is available to the Subregion for programming as part of this update. To date, \$4.85 million (9% of programmed funds) has been expended. One project has been completed and is in the close-out audit process. Many of the remaining projects were awarded and programmed funds more recently in FY 24 or after. Staff will continue working with the implementing agencies to advance the delivery of all projects.

In line with the Board adopted Measure M Guidelines, 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 the environmental process, outreach, final design, and construction.

DISCUSSION

The jurisdictional requests for updates presented herein were proposed by the cities and approved/forwarded by the Subregion. Metro staff worked closely with the Westside Cities Council of Governments (WCCOG), its consultants, and implementing agencies to review and confirm the eligibility of proposed project updates, including changes to the scope of work/schedule and/or funding requests, as applicable.

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. Staff collected project details to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSPs 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 to encourage timely completion of the projects with special attention on supporting project delivery in time for the 2028 Olympic and Paralympic Games, when applicable. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

Active Transportation First/Last Mile Connections Program (Expenditure Line 51)

This update includes funding adjustments to five existing and two new projects as follows:

Beverly Hills

- Reprogram previously approved \$2,973,186 to FY 27 for MM4801.02/MM4801.03/MM4801.04 - La Cienega & Rodeo Drive Purple Line Stations Pedestrian and Wayfinding FLM Improvements project. The existing project includes continental and decorative crosswalks, crosswalk enhancements like flashing beacons, landscaping, pedestrian-scale lighting, benches, decorative tree wells, curb extensions, gathering places,

green infrastructure, wayfinding signage, and bus stop improvements. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's Plan, Specifications, and Estimates (PS&E) and construction phases.

- Deobligate \$1,600,000 and cancel MM4801.21 - D Line Extension FLM Electric Trolley project. City requested the project cancellation. The funds will be returned to the overall MSP - Active Transportation First/Last Mile Connections Program and made available for future project programming.

Culver City

- Reprogram previously approved \$1,958,485 for MM4801.17 - Sepulveda Corridor Mobility Lane Project. The funds are programmed as follows: \$798,364 in FY 25 and \$1,160,121 in FY 27. This existing project will involve transit improvements, including one dedicated transit lane, bus stop improvements, and transit signal priority enhancements. A dedicated bike infrastructure in the form of Class II or Class IV bike lanes will be added, along with pedestrian enhancements that include curb extensions, corner bulb-outs, and refuge islands. This project will likely decrease VMT. The funds will be used for the project's construction phase.

Santa Monica

- Program \$4,117,798 as follows: \$580,000 in FY 27, \$570,000 in FY 28, \$1,651,405 in FY 29, and \$1,316,393 in FY 30 for MM4801.22 - 14th Street Two-Way Protected Bikeway. This project spans approximately 1.3 miles along 14th Street between Washington Avenue and Pico Boulevard. The Project will upgrade the existing north-south Class II bike lanes to a two-way Class IV cycle track, enhance bike and pedestrian connectivity to key destinations, including Santa Monica College, the SMC/ 17th Street Expo Station, Lincoln Middle School, Memorial Park, Michigan Avenue Neighborhood Greenway (MANGO), and the Pico neighborhood. The project includes intersection upgrades at Broadway, Santa Monica Blvd, and Pico Blvd, which are high priority Vision Zero intersection. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.
- Program \$1,555,147 as follows: \$300,000 in FY 28, \$300,000 in FY 29 and \$955,147 in FY 20 for MM4801.23 - Santa Monica Blvd Active Transportation Safety and Connectivity Improvements. The project is a 2.4-mile corridor from Ocean Avenue to Centinela Avenue, and includes curb extensions, pedestrian beacons, a pedestrian signal, median refuges, cross-bike markings, and signal timing enhancements that prioritize active modes such as leading pedestrian intervals and pedestrian recall. The design aims to improve safety for people walking, biking and taking transit while enhancing connectivity to major destinations and job centers. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

West Hollywood

- Program an additional \$500,000 and reprogram previously approved funds for MM4801.16 - Willoughby, Vista, Gardner Greenways. The funds are programmed as follows: \$445,905 in

FY 27, \$690,498 in FY 28, and \$500,000 in FY 29 for a revised total grant of \$1,636,403. This project will connect an existing Class II bicycle lane on Santa Monica Boulevard to points further east. It will include traffic calming and wayfinding elements that reduce vehicle volumes and speeds to improve safety for bicyclists and pedestrians. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

- Program an additional \$344,840 and reprogram previously approved funds for MM4801.08 - Fountain Ave Protected Bike Lanes. The funds are programmed as follows: \$750,000 in FY 27, \$1,030,000 in FY 28, and \$350,000 in FY 29 for a revised total grant of \$2,130,000. The project (also known as "Fountain Avenue Streetscape Project") will deliver a comprehensive active transportation streetscape upgrade, including widened sidewalks, enhanced curb ramps and crosswalks, protected bike lanes, permanent traffic calming measures, and streetscape elements such as landscaping (where feasible), wayfinding, and street furniture. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

Subregional Equity Program (Expenditure Line 68)

This update includes funding adjustments to one existing and five new projects as follows:

WSCCOG

- Program and additional \$3,029,932 for MW4511.01 - 2028 Westside Subregional Bus Infrastructure Network project, a priority project in time for the 2028 Olympic and Paralympic Games. The funds are programmed as follows: \$1,286,199 in FY 26, \$1,654,332 in FY 27 and \$1,804,333 in FY 28 for a revised total grant of \$4,744,864. The project will design and construct quick-build bus infrastructure, using low-cost materials to allow for quick implementation and to inform future treatments on segments of Sepulveda Blvd, La Cienega Blvd, Santa Monica Blvd, Jefferson Blvd, Obama Blvd, Fairfax Ave, and Wilshire Blvd. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E and construction phases.

The WSCCOG may distribute a portion of the awarded funds to its member cities, as needed, to enable quick implementation of the 2028 Westside Subregional Bus Infrastructure Network, also known as the Westside Bus Connection (Projects #MW4511.02, MW4511.03, MW4511.04, MW4511.05, MW4511.06 and/or MW4511.07) within city jurisdictions, before the 2028 Olympic and Paralympic Games.

Beverly Hills

- Program \$50,000 in FY 27 for MW4511.03 - Westside Bus Connection (Beverly Hills), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of La

Cienega/Jefferson Blvd. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

LA City

- Program \$200,000 in FY 27 for MW4511.04 - Westside Bus Connection (LA City), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segments of La Cienega/Jefferson Blvd, Sepulveda, and Santa Monica Corridor. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

LA County

- Program \$50,000 in FY 27 for MW4511.05 - Westside Bus Connection (LA County), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The County is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of Sepulveda. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

Santa Monica

- Program \$600,000 in FY 27 and FY 28 for MW4511.06 - Westside Bus Connection (Santa Monica), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of Santa Monica Corridor. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

West Hollywood

- Program \$50,000 in FY 27 for MW4511.07 - Westside Bus Connection (West Hollywood), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and

implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of La Cienega/Jefferson Blvd. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects will result in improved safety for pedestrians, bicyclists and people accessing transit.

FINANCIAL IMPACT

In FY 27, \$16.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401) and \$600,000 is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Subregional Equity Program -T (Project #474511). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441 Since these are multi-year projects, Cost Center 0441 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 M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operations.

EQUITY PLATFORM

The Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Seven 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 City of LA and West Hollywood.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. 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 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 developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

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 27. Program/Project updates will be provided to the Board annually.

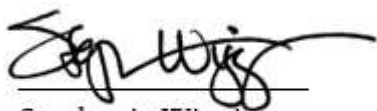
ATTACHMENTS

Attachment A - Active Transportation First/Last Mile Connection Program Project List
Attachment B - Subregional Equity Program Project List

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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		\$ 270,237		\$ 270,237	\$ 179,404	\$ 45,833	\$ 45,000			
2	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements	Construction	Chg	2,973,186		2,973,186			2,973,186			
3	Beverly Hills	MM4801.21	D Line Extension FLM - Electric Trolley Service	Equipment/Vehicle	Deob	1,600,000	(1,600,000)	-						
4	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction		842,496		842,496	842,496					
5	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle		100,000		100,000		100,000				
6	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction	Audit	742,495		742,495	742,495					
7	Culver City	MM4801.17	Sepulveda Corridor Mobility Lane Project	Construction	Chg	1,958,485		1,958,485	798,364		1,160,121			
8	Culver City	MM4801.19	Move Culver City Eastern Segment Project	Construction		620,302		620,302	620,302					
9	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction		3,561,297		3,561,297	336,297	2,225,000	1,000,000			
10	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction		6,212,768		6,212,768	4,393,838	1,818,930				
11	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction		4,481,632		4,481,632		3,168,000		1,313,632		
12	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction		10,406,584		10,406,584	8,406,584	2,000,000				
13	LA City	MM4801.20	Westwood Boulevard Safety and Mobility Project	PS&E Construction		9,600,000		9,600,000		1,600,000		8,000,000		
14	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction		1,311,471		1,311,471	430,000	281,471	600,000			
15	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000	500,000					
16	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	804,000					
17	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction		3,062,589		3,062,589	1,096,000	966,589	1,000,000			
18	Santa Monica	MM4801.22	14th Street Two-Way Protected Bikeway	PS&E Construction	New		4,117,798	4,117,798			580,000	570,000	1,651,405	1,316,393
19	Santa Monica	MM4801.23	Santa Monica Blvd Active Transportation Safety and Connectivity Improvements	PS&E Construction	New		1,555,147	1,555,147				300,000	300,000	955,147

Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
20	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	PS&E	Chg	1,136,403	500,000	1,636,403			445,905	690,498	500,000	
21	West Hollywood	MM4801.18	Fountain Ave Protected Bike Lanes	PS&E	Chg	1,785,160	344,840	2,130,000			750,000	1,030,000	350,000	
Total Programming Amount						\$51,969,105	\$4,917,785	\$56,886,890	\$ 19,149,780	\$ 12,205,823	\$ 8,554,212	\$11,904,130	\$ 2,801,405	\$ 2,271,540

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

Westside Cities Subregion

Measure M Multi-Year Subregional Plan - Subregional Equity Program (Expenditure Line 68)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		\$ 33,445		\$ 33,445	\$ 13,378	\$ 6,689	\$ 6,689	\$ 6,689		
2	WSCCOG	MW4511.01	2028 Westside Subregional Bus Infrastructure Network *	PS&E Construction	Chg	1,714,932	3,029,932	4,744,864		1,286,199	1,654,332	1,804,333		
3	Beverly Hills	MW4511.03	Westside Bus Connection - Beverly Hills	PS&E Construction	New		50,000	50,000			\$50,000			
4	Culver City	MW4511.02	2028 Westside Subregional Bus Infrastructure Network	PS&E Construction		960,654		960,654		720,490	240,164			
5	LA City	MW4511.04	Westside Bus Connection - LA City	PS&E Construction	New		200,000	200,000			\$200,000			
6	LA County	MW4511.05	Westside Bus Connection - LA County	PS&E Construction	New		50,000	50,000			\$50,000			
7	Santa Monica	MW4511.06	Westside Bus Connection - Santa Monica	PS&E Construction	New		600,000	600,000			\$400,000	\$200,000		
8	West Hollywood	MW4511.07	Westside Bus Connection - West Hollywood	PS&E Construction	New		50,000	50,000			\$50,000			
Total Programming Amount						\$2,709,031	\$3,979,932	\$6,688,963	\$ 13,378	\$2,013,378	\$2,651,185	\$2,011,022	\$ -	\$ -

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

* The WSCCOG may distribute a portion of the awarded funds to its member cities, as needed, to enable quick implementation of the 2028 Westside Subregional Bus Infrastructure Network, also known as the Westside Bus Connection (Projects #MW4511.02, MW4511.03, MW4511.04, MW4511.05, MW4511.06 and/or MW4511.07) within city jurisdictions, before the 2028 Olympic and Paralympic Games.



Measure M Multi-year Subregional Program Westside Cities Subregion

Planning and Programming Committee
July 15, 2026



Metro

File# 2026-0441

Westside Cities Subregion

- Two Multi-Year Subregional Programs (MSP)
 - Active Transportation 1st/Last Mile Connections Program (expenditure line 51)
 - Suregional Equity Program (expenditure line 68)
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion ¹	2016 - 2027 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date ³	Expected Opening Date (3 year range)					
Multi-Year Subregional Programs									
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	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	vm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	vm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-805 Corridor "Hot Spot" Interchange Improvements @		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$800,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,198,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	lp	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	lp	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	lp	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$802,800	\$802,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	vm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	vm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		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	

July 2027 Recommendation

CONSIDER:

A. APPROVING:

1. Programming an additional \$4,917,785 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51) and reprogram project funds previously approved to meet the project schedule, as shown in Attachment A;
2. Programming an additional \$3,979,932 within the capacity of Measure M MSP – Subregional Equity Program (Expenditure Line 68), as shown in Attachment B; 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 two existing and two new Active Transportation, three existing First/Last Mile, and one existing and five new Transit projects.
- Approximately seven 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