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3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, September 10, 2025

10:00 AM

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**Measure M Independent Taxpayer Oversight
Committee**

Linda Briskman - Chair

Ryan Campbell - Vice Chair

Michael Moore

Paul Rajmaira

Jesse Soto

Virginia Tanzmann

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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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x8 *Հայերէն (Armenian)*

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The Meeting begins at 10:00 AM Pacific Time on September 10, 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.

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 10 de Septiembre de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. **SUBJECT: REMARKS BY THE CHAIR** [2025-0687](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

2. **SUBJECT: MINUTES** [2025-0689](#)

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held June 4, 2025.

Attachments: [Minutes - Measure M June 4, 2025](#)

3. **SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2026-2030** [2025-0578](#)

RECOMMENDATION

APPROVE:

A. the Scope of Services (Attachment A) for the upcoming solicitation of qualified firms to provide consolidated financial and compliance audit services for fiscal years 2026-2030, which include the required audits of Measure M funds; and

B. the Evaluation Criteria (Attachment B) for the selection of qualified firms.

Attachments: [Attachment A - Scope of Services](#)

[Attachment B - Evaluation Criteria](#)

[Presentation](#)

4. **SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS** [2025-0621](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

5. **SUBJECT: LOCAL RETURN** [2025-0620](#)

RECOMMENDATION

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

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

6. **SUBJECT: STATE OF GOOD REPAIR** [2025-0259](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

7. **SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS** [2025-0550](#)

RECOMMENDATION

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

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

8. **SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES** [2025-0611](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT **2025-0773**

RECEIVE General Public Comment

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

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

Adjournment



Metro

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

Board Report

File #: 2025-0689, **File Type:** Minutes

Agenda Number: 2.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 10, 2025

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held June 4, 2025.



MINUTES

Wednesday, June 4, 2025

10:00 AM

Measure M Independent Taxpayer Oversight Committee

DIRECTORS PRESENT:

**Paul Rajmaira – Chair
Ryan Campbell
Michael Moore
Jesse Soto
Virginia Tanzmann**

CALLED TO ORDER: 10:00 A.M.

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR

2025-0393

RECEIVED remarks by the Chair.

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

2. SUBJECT: REMARKS BY THE CHIEF EXECUTIVE OFFICER

2025-0477

RECEIVED remarks by the Chief Executive Officer.

Chief Executive Officer Stephanie Wiggins thanked the committee members for their service and stewardship of Measure M funds and welcomed new members Jesse Soto and Michael Moore. She highlighted the upcoming ribbon-cutting for the LAX Metro Transit Center, a Measure M-funded project, and emphasized the importance of the committee's oversight role. She also recognized outgoing member Richard Stanger for his five years of service, noting his significant legacy in LA County transportation and presenting him with a commemorative plaque.

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

3. SUBJECT: MINUTES

2025-0394

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

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

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

4. SUBJECT: ORAL REPORT ON THE FY26 BUDGET**2025-0353**

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

Chair Rajmaira inquired about how much of the new investment is in relation to the new Public Safety Department. Staff stated the total cost is still uncertain, as negotiations are ongoing with unions regarding bringing ambassadors in-house. CEO Wiggins added that for FY26, \$13 million was identified for the new department to cover the initial hiring of command staff, separate from new ambassadors, the budget will then be amended accordingly. Chair Rajmaira asked if new investment is anticipated, and CEO Wiggins confirmed this to be true.

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

**5. SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET
AND SERVICE METRICS****2025-0350**

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

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

6. SUBJECT: LOCAL RETURN**2025-0343**

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

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

7. SUBJECT: STATE OF GOOD REPAIR**2025-0241**

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

Chair Rajmaira asked for more information on enterprise asset management, as far as investment, expected benefits, and implementation. Staff shared that the new system is currently in the implementation phase and is intended to replace the existing management system. The system will support work order tracking, asset inventory integration, and provide data on system conditions. Chair Rajmaira inquired how much of the \$50 million is from Measure M. Staff will follow up with the response.

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

8. SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS**2025-0212**

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

Chair Rajmaira questioned what was causing the delays on the I-5 project. Staff responded that labor on the project due to locale has been consistently challenging. In addition, the competition from other highway projects presented some challenges along with contractor performance. Staff is working through these issues and looking for opportunities to accelerate.

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

9. SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES**2025-0294**

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

There was a discussion between Chair Rajmaira and staff regarding money spent during Cycle 1 and money allotted in the budget. There were clarifying remarks regarding how timing, length of projects, and billing play a role in how and when subregions are able to expend their programmed local funding.

(continued on next page)

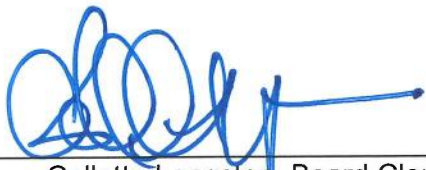
(Item 9 – continued from previous page)

Director Tanzmann asked how Metro is addressing the ongoing workforce challenges and if there are strategies in place, particularly with the upcoming 2028 Games and increased demand for project delivery. Staff acknowledged the ongoing pressures and emphasized that project proposals for Cycle 2 have been evaluated with timelines in mind. Projects expected to be completed by 2028 were prioritized based on their readiness to be delivered on time.

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

ADJOURNED AT 11:26 A.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst.



Collette Langston, Board Clerk



Board Report

File #: 2025-0578, File Type: Contract

Agenda Number: 3.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 10, 2025

SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2026-2030

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE:

- A. the Scope of Services (Attachment A) for the upcoming solicitation of qualified firms to provide consolidated financial and compliance audit services for fiscal years 2026-2030, which include the required audits of Measure M funds; and
- B. the Evaluation Criteria (Attachment B) for the selection of qualified firms.

ISSUE

The Measure M Ordinance requires that Metro contract for an annual audit, to be completed within six months after the end of the fiscal year being audited, for the purpose of determining compliance with the provisions of the Measure M Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal year. In addition, the annual audit should include a determination of whether recipients of Net Revenues allocated from these Subfunds have complied with the Measure M Ordinance and any additional guidelines developed for these Subfunds.

The Measure M Ordinance also requires the Measure M Independent Taxpayer Oversight Committee (MMITOC) approve the scope of services for the auditors of Measure M funds and to be involved in the solicitation and selection process of the auditors. To fulfill these requirements, Metro staff are requesting approval of the Scope of Services (Attachment A) and Evaluation Criteria (Attachment B) that will be included in the Request for Proposals (RFP) solicitation. The scope of services may be revised to clarify audit requirements consistent with the objectives and purpose of the Measure M Ordinance.

The solicitation and procurement process will follow Metro's Acquisition Policy for competitively negotiated procurements.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro), as the Regional Transportation Planner for Los Angeles County, is responsible for planning, programming, and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and other transportation programs. Metro has a fiduciary responsibility to help ensure that jurisdictions, operators, and program administrators receiving funds for transportation-related projects are in compliance with applicable statutes, rules, regulations, policies, guidelines, and Memoranda of Understanding (MOU) agreements.

The MMITOC approved the scope of services for Metro's current Consolidated Audit services contracts with the current CPA firms, Simpson and Simpson and Vasquez and Company, in October 2020. These contracts will end in June 2026 after the completion of the fiscal year 2025 audits. Through this procurement, Metro will solicit the services of up to two external, independent Certified Public Accountant (CPA) firms to perform the financial and compliance audits of the various programs included in the Consolidated Audit for fiscal years 2026-2030.

DISCUSSION

Metro consolidates audit services for multiple programs to improve cost and schedule efficiency, since a number of the same Measure M Ordinance recipients also receive subsidies from other transportation-related programs that have compliance requirements and deadlines similar to those required by the Measure M Ordinance.

Therefore, in addition to the audit of Measure M expenditures, the scope of services (Attachment A) for this solicitation also includes the financial and compliance audits of other transportation-related funding programs listed below:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County.
 - a) Proposition A Local Return
 - b) Proposition C Local Return
 - c) Measure R Local Return
 - d) Measure M Local Return**
 - e) Transit Development Act (TDA) Article 3
 - f) Transit Development Act (TDA) Article 8
 - g) Proposition A Discretionary Incentive Program
2. Transit System Funds to Commerce, Redondo Beach, and Torrance
 - a) Transit Development Act (TDA) Article 4
 - b) State Transit Assistance (STA)
 - c) Proposition A 95% of 40% Discretionary
 - d) Proposition C 5% Security
 - e) Proposition C 40% Discretionary
 - f) Measure R 20% Bus Operations
 - g) Measure M 20% Transit Operations**
3. Proposition A 40% Discretionary - Growth Over Inflation (GOI) Funds to the transit system operators of LADOT, Glendale, Pasadena, and Burbank

4. Low Income Fare is Easy (LIFE)
5. SCRRA Metrolink Program, including **Measure M 2% funds**
6. Access Services, including **Measure M 1% funds**
7. EZ Transit Pass Program
8. LADOT Operating Data (Proposition A Incentive Programs)
9. SB125 Zero Emission Transit Capital Program (ZETCP)

In compliance with the requirement to involve the Committee in the process for subsequent solicitation and selection of the auditors, Metro staff are also providing the evaluation criteria (Attachment B) which will be used for this procurement. The evaluation criteria sets the standard for assessing the quality and suitability of proposals submitted by interested firms. This criteria serves as a vital framework in promoting fairness and transparency in the selection process and is consistent with the criteria used during the previous procurements for these services.

Following receipt of proposals, Metro will perform an initial responsiveness review to determine compliance with the following minimum qualification requirements on a pass/fail basis:

1. Prime Contractor must be a Certified Public Accountant (CPA) firm licensed to provide accounting, financial, and auditing services in the State of California; and
2. Prime Contractor must have a satisfactory Peer Review within the last three (3) years showing compliance with Generally Accepted Government Auditing Standards (GAGAS).

Firms that meet the above-listed minimum qualification requirements will be evaluated further based on four key weighted categories:

- | | |
|--|-----|
| 1. Qualifications of the Prime Contractor/Team | 20% |
| 2. Qualifications of the Proposed Key Personnel | 20% |
| 3. Understanding and Approach to the Scope of Services | 30% |
| 4. Price | 30% |

Several factors were considered in developing these weights, with the greatest importance given to understanding and approach in completing the scope of services and pricing.

EQUITY PLATFORM

The audits included within the Consolidated Audit program ensure accountability to taxpayers for the use of funds allocated throughout Los Angeles County. There is no SBE or DBE set-aside requirement for this RFP. There is no specific equity benefit or impact anticipated from this action.

NEXT STEPS

Upon MMITOC's approval, staff will release the RFP and subsequently bring a recommendation for award to the Metro Board for approval. Additionally, as required by the Measure M Ordinance, the selected CPA firms will continue to present the results of their annual audits to the MMITOC.

ATTACHMENTS

Attachment A - Scope of Services for Consolidated Audit Services (FY2026 through FY2030)

Attachment B - Evaluation Criteria for Consolidated Audit Services (FY2026 through FY2030)

Prepared by: Monica Del Toro, Senior Manager, Audit, (213) 922-7494
Lauren Choi, Senior Director, Audit, (213) 922-3926
Kimberly Houston, Deputy Chief Auditor, (213) 922-4720
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101

EXHIBIT A – SCOPE OF SERVICES**CONSOLIDATED AUDIT SERVICES– FY 2026 THROUGH FY 2030****I. BACKGROUND**

The Los Angeles County Metropolitan Transportation Authority (Metro), as the Regional Transportation Planner for Los Angeles County, is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators and other transportation programs. Metro has the fiduciary responsibility to help ensure jurisdictions, operators, and program administrators receiving funds for transportation related projects are in compliance with the applicable statutes, rules, regulations, policies, guidelines and Memorandum of Understanding (MOU) agreements.

Metro is seeking the services of two (2) external, independent Certified Public Accountant (CPA) Firms to perform financial and compliance audits to provide assurance that recipients of the funds and subsidies included in the Consolidated Audit are adhering to the statutes of each applicable funding source and that operations data used to allocate funds is fair and in accordance with Federal Transportation Authority (FTA) guidelines.

The Consolidated Audit project is divided into two separate packages (Package A and Package B) based primarily on the District's geographic location. See (Attachment 1) for a complete list of agencies/jurisdictions for Package A and Package B and the funding programs applicable for each agency.

Interested CPA Firms can propose on both packages but will be awarded only one of the two packages based on Metro's evaluation.

In the event that the interested CPA firm has performed audit services on the Consolidated Audit for six consecutive fiscal years, the lead audit partner or coordinating audit partner having primary responsibility for the audit must be rotated out and replaced by personnel with knowledge and skills, per Assembly Bill 1345 section 12410.6.(b) of the Government Code.

(http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201120120AB1345)

The audits shall be conducted in accordance with generally accepted government auditing standards (GAGAS) and shall meet the American Institute of Certified Public Accountants' Standards (AICPAS). In performing these audits, the respective CPA Firm shall report on internal control deficiencies, findings and recommendations for non-compliance with the applicable statutes, rules, regulations, policies, guidelines and MOU agreements. See (Attachment 2) for program guidelines and MOUs.

II. FUNDING PROGRAMS

The Consolidated Audit consists of the funding programs listed below:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County
 - a) Proposition A Local Return
 - b) Proposition C Local Return
 - c) Measure R Local Return

- d) Measure M Local Return
 - e) Transit Development Act (TDA) Article 3
 - f) Transit Development Act (TDA) Article 8
 - g) Proposition A Discretionary Incentive Program
2. Transit System Funds to Commerce, Redondo Beach, and Torrance
- a) Transit Development Act (TDA) Article 4
 - b) State Transit Assistance (STA)
 - c) Proposition A 95% of 40% Discretionary
 - d) Proposition C 5% Security
 - e) Proposition C 40% Discretionary
 - f) Measure R 20% Bus Operations
 - g) Measure M 20% Transit Operations
3. Proposition A Growth Over Inflation (GOI) Funds to the transit operators of LADOT, Glendale, Pasadena, and Burbank
4. EZ Transit Pass Program
5. SB125 Zero Emission Transit Capital Program (ZETCP)
6. LADOT Operating Data (Proposition A Incentive Programs)
7. Low Income Fare is Easy (LIFE) – LIFE Administrator
8. SCRRA Metrolink Program
9. Access Services

III. FUNDING PROGRAM REQUIREMENTS

Unless otherwise noted, the following Consolidated Audit Programs Scope and Objectives shall apply for FY 2026 through FY 2030.

A. Local Return Fund Programs: Propositions A&C and Measures R&M

1. Scope:

Audit should be conducted on applicable jurisdictions that receive the Local Return Funds:

- 1) Proposition A
- 2) Proposition C
- 3) Measures R
- 4) Measure M.

(See Attachment 1 for the list of jurisdictions and agencies.)

2. Background:

a) Propositions A&C:

Twenty-five percent (25%) of all Proposition A revenues and twenty percent (20%) of Proposition C revenues are allocated to the 88 cities and Los Angeles County on a per capita basis. These funds are referred to as Local Return Funds and are to be used exclusively to benefit public transit. Funds are disbursed by Metro to the jurisdictions on a monthly basis according to their proportionate share of actual net receipts for the month.

The Proposition A and Proposition C Local Return Guidelines require Metro approval prior to expenditure of funds. Jurisdictions submit "Form A" or electronic equivalent to Metro for every project for which local return funds are to be used. The Annual Project Update "Form B" or electronic equivalent is also required by August 15th of each fiscal year for approved projects that will be carried forward into the coming year. Actual project expenditures should be reported by October 15th of the year by submitting "Form C" or electronic equivalent.

b) Measure R:

Measure R is funded with ½ cent sales tax revenues to meet transportation needs of Los Angeles County. The Measure R Ordinance specifies that 15 percent (15%) of revenues shall be allocated to jurisdictions. After administrative costs are deducted, apportionments are made to all jurisdictions. Metro allocates and distributes Local Return funds monthly to jurisdictions on a per capita basis and in conformance with the Measure R Ordinance and Metro's adopted policies and guidelines. The Measure R Ordinance specifies that Local Return funds are to be used for transportation purposes only.

Local Return Guidelines require Metro approval prior to expenditure of funds. Jurisdictions submit "Form 1" or electronic equivalent to Metro for every project for which Local Return funds are to be used. An Annual Project Update is also required by August 15th of each fiscal year for approved projects that will be carried forward into the coming year. Actual project expenditures should be reported by October 15th of the year by submitting "Form 2" or electronic equivalent.

c) Measure M:

Measure M is funded with ½ cent sales tax revenues to meet transportation needs of Los Angeles County. The Measure M Ordinance specifies that 17 percent (17%) of revenues shall be allocated to jurisdictions. After administrative costs are deducted, apportionments are made to all jurisdictions. Metro allocates and distributes Local Return funds monthly to jurisdictions on a per capita basis and in conformance with the Measure M Ordinance and Metro's adopted policies and guidelines. The Measure M Ordinance specifies that Local Return funds are to be used for transportation purposes only.

Local Return Guidelines require Metro approval prior to expenditure of funds. Jurisdictions submit "Form M-1" or electronic equivalent to Metro for every project for which local return funds are to be used. An Annual Project Update is required by August 15th of each fiscal year for approved projects that will be carried forward into the coming year. Actual project expenditures should be reported at the end of the year by submitting "Form M-2" or electronic equivalent.

For complete rules and regulations, please refer to:

- i. Proposition A and Proposition C Local Return Guidelines (Attachment 2, #7)
- ii. Measure R Local Return Guidelines (Attachment 2, #5)
- iii. Measure M Local Return Guidelines (Attachment 2, #3).

3. Objectives:

- a) To obtain reasonable assurance about whether the financial position and the results of operations as pertain to the Local Return funds are in conformity with the accounting principles generally accepted in the United States of America, reasonable, and free of material misstatement.
- b) To obtain reasonable assurance that the funds are accounted for and used in accordance with the Local Return guidelines approved by Metro's board.

4. Deliverables:

- a) Each Local Return Fund's Audited Financial Statements including the following:
 - i. Balance Sheet
 - ii. Statement of Revenues, Expenditures and Changes in Fund Balances including Capital Reserves
 - iii. Schedule of Expenditures – Comparisons between Metro's approved project budget and actual expenditures
 - iv. Schedule of Capital Assets
 - v. Note disclosures including the calculation of potential lapsed funds in the following fiscal year
- b) Compliance Report
- c) Schedule of findings and recommendations
- d) Summary of Revenues, Expenditures and Fund Balances by Jurisdiction in Excel Format including expenditures funded by a bond for Metro Program Manager to determine lapsed funds
- e) Summary of Findings and Questioned Costs by Jurisdiction

B. Transportation Development Act (TDA) Article 3

1. Scope:

Audit should be conducted on applicable jurisdictions that receive TDA Article 3 funds.

(See Attachment 1 for the list of jurisdictions and agencies.)

2. Background:

Transportation Development Act (TDA) Article 3 funds are available to local agencies in Los Angeles County (88 cities and LA County unincorporated) and are allocated pursuant to Metro's adopted policies and guidelines. These funds may be used for design and construction of pedestrian and bicycle facilities and amenities, including sidewalk improvements and wheelchair ramps.

At the beginning of the year, Metro allocates TDA Article 3 funds to the eligible Agencies on a per capita basis and in conformance with the Transportation Development Act Statutes and Metro's adopted policies and guidelines. During the year, eligible agencies withdraw their allocated shares or place them on reserves for future use by filing a claim form or electronic equivalent with Metro by May 31st of each year. Upon approval of the claim, Metro requests disbursement of the funds from the State Controller's Office. Unwithdrawn allocations that are not reserved or reserved allocations that are not withdrawn after three (3) years are subject to lapse. All withdrawn funds must be expended or encumbered by the end of the year. Any unexpended or unencumbered funds must be returned to Metro to be placed on reserves unless Metro has granted an extension in writing that the unexpended funds may be held for another year.

3. Objectives:

- a) To obtain reasonable assurance about whether the financial position and the results of operations as it pertains to whether TDA article 3 funds are in conformity with the accounting principles generally accepted in the United States of America, reasonable, and free of material misstatement.
- b) To obtain reasonable assurance that the funds are accounted for and used in accordance with the TDA Section 99234 and Metro's adopted policies and guidelines.

4. Deliverables:

- a) Audited Financial Statements including the following:
 - i. Balance Sheet
 - ii. Statement of Revenues, Expenditures and Changes in Fund Balances
 - iii. Schedule of Allocation for Specific Projects – including allocations, actual expenditures and project status
 - iv. Note disclosures including revenue allocations, reserved funds and any lapsed funds for the year
- b) Compliance Report
- c) Schedule of findings and recommendations
- d) Summary of Revenues, Expenditures and Fund Balances by Jurisdiction in Excel Format

C. Transportation Development Act (TDA) Article 8**1. Scope:**

Audit shall be conducted on the five jurisdictions that receive TDA Article 8 funds.

- a) City of Palmdale
- b) City of Lancaster
- c) City of Santa Clarita
- c) City of Avalon
- d) LA County Unincorporated

(See Attachment 1 for the list of jurisdictions and agencies.)

2. Background:

Transportation Development Act (TDA) Article 8 funds are allocated to those areas in the County that do not have Metro Service because they are located outside Metro's service area. TDA Article 8 funds should be used in construction, maintenance and operations of streets and highways.

At the beginning of the year, Metro allocates TDA Article 8 funds to the eligible Agencies on a per capita basis and in conformance with the Transportation Development Act Statutes and Metro's adopted policies and guidelines. During the year, eligible agencies withdraw their allocated shares or place them on reserves for future use by filing a claim form with Metro. Upon approval of the claim, Metro requests disbursement of the funds from the State Controller's Office. Unwithdrawn allocations that are not reserved or reserved allocations that are not withdrawn after three (3) years are subject to lapse. All withdrawn funds must be expended or encumbered by the end of the year. Any unexpended or unencumbered funds must be returned to Metro to be placed on reserves unless Metro has granted an extension in writing that the unexpended funds may be held for another year.

3. Objectives:

- a) To obtain reasonable assurance about whether the financial position and the results of operations as it pertains to whether TDA article 8 funds are in conformity with the accounting principles generally accepted in the United States of America, reasonable, and free of material misstatement.
- b) To obtain reasonable assurance that the funds are accounted for and used in accordance with the TDA Section 99400 and Metro's adopted policies and guidelines.

4. Deliverables:

- a) Audited Financial Statements including the following:
 - i. Balance Sheet
 - ii. Statement of Revenues, Expenditures and Changes in Fund Balances

- iii. Schedule of Allocation for Specific Projects – including allocations, actual expenditures and project status
- iv. Note disclosures including revenue allocations, reserved funds and any lapsed funds for the year
- b) Compliance Report
- c) Schedule of findings and recommendations
- d) Summary of Revenues, Expenditures and Fund Balances by Jurisdiction in Excel Format

D. Proposition A Discretionary Incentive Programs

1. Scope:

Audit should be conducted on applicable jurisdictions that receive Proposition A Discretionary Incentive funds to obtain reasonable assurance that funds are expended in accordance with the Program Proposition A Incentive Program Guidelines and MOUs.

(See Attachment 1 for the list of jurisdictions and agencies.)

2. Background:

Five (5%) of the forty (40%) Proposition A fund is designated as Discretionary Incentive fund and is allocated to various jurisdictions that operate Local Fixed Route, Dial-A-ride services, or special demonstration projects. Some cities receive Proposition A Discretionary Incentive Funds for participating in the National Transit Database (NTD) Reporting Program. This program requires that funds received under this program shall be used for projects that meet eligibility and administrative compliance.

The Proposition A Discretionary Incentive Programs are classified as follows:

- a) Sub Regional Paratransit Projects - funds are allocated on either (1) a grant basis to eligible participants for up to twenty-five 25% of their audited net operating costs subject to meeting performance standards as determined by the Incentive Guidelines or (2) twenty-five 25% of an eligible participant's current net operating expenses – whichever is less.
- b) Voluntary NTD Data Reporting - funds are allocated based on FTA Allocation Formulas.
- c) Sub Regional Grant Projects - Lump sum allocation.

3. Objectives:

- a) For Sub Regional Para Transit and Grant Projects, verify that all funds received were fully expended exclusively for the projects as specified in the MOU.
- b) For Voluntary NTD Data Reporting Projects, verify that all funds received were deposited to their Proposition A Local Return Funds.

4. Deliverables:

- a) If a Jurisdiction receives Proposition A Local Return Fund, Proposition A Incentive Grant Funds can be reported under the Proposition A Local Return Fund.
- b) For AVTA and PVTa, Audited Financial Statements including the following:
 - i. Balance Sheet
 - ii. Statement of Revenues, Expenditures and Changes in Fund Balances including Capital Reserves
 - iii. Schedule of Expenditures – Comparisons between Metro’s approved project budget and actual expenditures
 - iv. Schedule of Capital Assets
 - v. Note disclosures including the calculation of potential lapsed funds in the following fiscal year
- c) Compliance Report
- d) Schedule of findings and recommendations
- e) Summary of Revenues, Expenditures and Fund Balances by Jurisdiction in Excel Format including expenditures funded by a bond for Metro Program Manager to determine lapsed funds
- f) Summary of Findings and Questioned Costs by Jurisdiction

E. Transit Systems Funds for Commerce, Redondo Beach, and Torrance**1. Scope:**

Audit should be conducted on the three jurisdictions/municipal operators that receive Measure R 20%, Measure M 20% Funds and/or Transit System Funds:

- a) City of Commerce
- b) City of Redondo Beach
- c) City of Torrance including Transit Service Expansion MAX program funds.

(See Attachment 1 for the list of jurisdictions and agencies.)

2. Background:

These operators receive various Transit System Funds which may include the following:

- a) Measure R Operating
- b) Measure R Clean Fuel Bus Funds
- c) Transportation Development Act (TDA) Article 4 funds
- d) State Transportation Assistance (STA) funds
- e) Proposition A Discretionary funds through Metro’s Formula Allocation Procedures (FAP)
- f) Proposition C Discretionary funding for Foothill Mitigation
- g) Transit Service Expansion (TSE)
- h) Discretionary Base Restructuring
- i) Bus System Improvement Plan Overcrowding Relief
- j) Bus Security Enhancement

- k) Municipal Operators' System Improvement (MOSIP) programs
- l) Proposition 1B PTMISEA Bridge
- m) Proposition 1B Transit Security Bridge
- n) Measure M.

3. Objectives:

- a) To obtain reasonable assurance about whether the financial position and the results of operations as pertain to the operators' Measure R Funds, Measure M Funds and Transit System Funds are in conformity with the accounting principles generally accepted in the United States of America, reasonable, and free of material misstatement.
- b) To obtain reasonable assurance that the funds are accounted for and used in accordance with the applicable rules, regulations, policies, guidelines, MOUs, and agreements.

(Please refer to Attachment 2 "Guidelines for Auditing Municipal Operators' Transit System Funds").

4. Deliverables:

- a) Audited Financial Statements including the following for Measure R 20% and Measure M 20% Funds:
 - i. Balance Sheet
 - ii. Statement of Revenues, Expenditures and Changes in Fund Balances
 - iii. Schedule of Expenditures – Comparison between Metro's approved budget and actual expenditures.
 - iv. Note disclosures
- b) Audited Financial Statements including the following for Transit System Funds:
 - i. Statement of Net Position
 - ii. Statement of Revenues, Expenditures and Changes in Net Position
 - iii. Statement of Cash Flow
 - iv. Note disclosures
 - v. Supplementary Information
 - 50% Expenditure Limitation Test and Maintenance of Effort Test
 - Proposition A Discretionary Eligibility Test
 - Schedule of Capital Assets
- c) Compliance Report
- d) Schedule of findings and recommendations
- e) 3 separate audit reports:
 - i. Measure R 20%
 - ii. Measure M 20%
 - iii. Transit System Funds

F. Proposition A Growth Over Inflation (GOI) Funds for LADOT/DASH, Glendale, Pasadena, and Burbank

1. Scope:

Audit should be conducted on the four jurisdictions/transit operators that receive Proposition A GOI Funds:

- a) LADOT/DASH
- b) City of Glendale
- c) City of Pasadena
- d) City of Burbank

(See Attachment 1 for the list of jurisdictions and agencies.)

2. Background:

These operators receive a portion of Proposition A 40% Discretionary funds through Metro's Formula Allocation Procedures (FAP), which is based on the Transit Performance Measurement Data that is reported by the operators at the end of each fiscal year. Participating non-municipal, Tier II operators receive the funds to assist in the growth and development of those operators' fixed route transit services.

3. Objectives:

- a) To obtain reasonable assurance about whether the financial position and the results of operations as pertain to the operators' Proposition A GOI Funds are in conformity with the accounting principles generally accepted in the United States of America, reasonable, and free of material misstatement.
- b) To obtain reasonable assurance that the funds are accounted for and used in accordance with the applicable rules, regulations, policies, guidelines, MOUs, and agreements.

(Please refer to Attachment 2 "Proposition A 40% Discretionary Guidelines").

4. Deliverables:

- a) Audited Financial Statements including the following:
 - i. Balance Sheet
 - ii. Statement of Revenues, Expenditures and Changes in Fund Balances
 - iii. Schedule of Expenditures – Comparisons between Metro's approved project budget and actual expenditures
 - iv. Schedule of Capital Assets if applicable
 - v. Note disclosures
- b) Compliance Report
- c) Schedule of findings and recommendations

G. EZ Transit Pass Program including Metrolink EZ Pass Program

1. **Scope:** EZ transit pass program audits should be conducted on the following operators:

- a) Culver City Municipal Bus Lines
- b) Gardena Municipal Bus Lines
- c) Long Beach Public Transportation Company
- d) Montebello Bus Lines
- e) Norwalk Transit
- f) City of Redondo Beach
- g) Santa Monica's Big Blue Bus
- h) Torrance Transit
- i) Foothill Transit
- j) Antelope Valley Transit Authority
- k) Los Angeles Department of Transportation
- l) Santa Clarita Transit
- m) City of Carson
- n) City of Pasadena
- o) City of Burbank
- p) City of Glendale
- q) City of Monterey Park
- r) County of Los Angeles Dept. of Public Works
- s) Palos Verdes Peninsula Transit Authority
- t) Los Angeles World Airports

(See Attachment 1 for the list of jurisdictions and agencies.)

2. **Objectives:**

- a) The audit is to determine compliance of EZ Pass Participating Agencies with the MOU agreements and program guidelines. The audit should provide an opinion on the average fare calculation for the EZ Transit Pass program submitted to Metro for reimbursement.
- b) The Auditor should verify the accuracy of the average fare calculation submitted to Metro for revenue reimbursement for the EZ transit pass program.

3. **Deliverables:**

- a) Schedule of EZ Transit Pass Passenger Boarding, Average Fare Used and EZ Transit Pass Program Reimbursements
- b) Compliance report
- c) Schedule of findings and recommendations.

H. SB125 Zero Emission Transit Capital Program (ZETCP)

1. **Scope:** Audit should be conducted on the following 15 jurisdictions/transit operators that receive the Zero Emission Transit Capital Program (ZETCP) Funds:

- a) Arcadia
- b) Claremont
- c) Commerce
- d) Culver City Municipal Bus Lines
- e) Gardena Municipal Bus Lines
- f) Long Beach Public Transportation Company
- g) Montebello Bus Lines
- h) Norwalk Transit
- i) City of Redondo Beach
- j) Santa Monica's Big Blue Bus
- k) Torrance Transit
- l) Foothill Transit
- m) Antelope Valley Transit Authority
- n) Los Angeles Department of Transportation
- o) Santa Clarita Transit

(See Attachment 1 for the list of jurisdictions and agencies.)

2. Background

These operators receive Zero Emission Transit Capital Program (ZETCP) funds of approximately \$50M through Metro and are required to spend them within the 3 years from the allocation year or by FY2029.

3. Objectives:

- a) To obtain reasonable assurance about whether the financial position and the results of operations as pertain to the operators' Zero Emission Transit Capital Program (ZETCP) Funds are in conformity with the accounting principles generally accepted in the United States of America, reasonable, and free of material misstatement.
- b) To obtain reasonable assurance that the funds are accounted for and used in accordance with the applicable rules, regulations, policies, guidelines, MOUs, and agreements.

(Please refer to Attachment 2 "Zero Emission Transit Capital Program (ZETCP) Guidelines and MOU").

4. Deliverables:

- a) Audited Financial Statements including the following:
 - i. Balance Sheet
 - ii. Statement of Revenues, Expenditures and Changes in Fund Balances
 - iii. Schedule of Expenditures – Comparisons between Metro's approved project budget and actual expenditures
 - iv. Schedule of Capital Assets if applicable
 - v. Note disclosures

- b) Compliance Report
- c) Schedule of findings and recommendations

I. LADOT Operating Data:

1. Scope:

Audit should be conducted to verify compliance with the Federal Transit Administration (FTA) requirements in collecting and reporting operating data as prescribed in the FTA's Uniform System of Accounts and Records and Reporting System, Final Rule as specified in 49 CFR Part 630 Federal register dated January 15, 1993 and the latest guidelines as presented by the National Transit Database (NTD) Reporting Manual.

2. Background:

The Los Angeles Department of Transportation (LADOT) operates the Community DASH and demand response transit services programs with approximately 87 lines in the City of Los Angeles. These services are either sub-contracted to various operators or directly operated by LADOT. LADOT is allocated with Proposition A Incentive funds through Voluntary NTD reporting and Sub-Regional Paratransit Programs.

3. Objectives: To obtain reasonable assurance that:

- a) A system is in place and maintained for recording data in accordance with NTD definitions. The correct data are being measured and no systematic errors exist.
- b) A system is in place to record data on a continuing basis, and the data gathering is an ongoing effort.
- c) Source documents are available to support the reported data and are maintained for FTA review and audit for a minimum of three years following the FTA's receipt of the NTD report. The data are fully documented and securely stored.
- d) A system of internal control is in place to ensure the data collection process is accurate and that the recording system and reported comments are not altered. Documents are reviewed and signed by a supervisor, as required.
- e) The data collection methods are those suggested by the FTA or meet FTA requirements.
- f) The deadhead miles, computed as the difference between the reported total actual vehicle miles data and the reported total actual vehicle revenue miles (VRM) data, appear to be correct.
- g) Data are consistent with the prior reporting periods and other facts known about the transit agency operations.
- h) Farebox revenues have been accounted for and recorded in accordance with FTA definitions

4. Deliverables:

- a) Schedule of Ridership, Operating Data, Operating Expenditures and Farebox Revenues. Revenues for each line operated and summarized by program. Report shall include but not limited to:
- b)
 - i. Operating Data (Number of vehicles in operation, total vehicle miles, total vehicle hours, total vehicle revenue miles, total vehicle revenue hours and total vehicle trips).
 - ii. Ridership Data (Total passenger trips and total passenger miles)
 - iii. Operating Expenditures and Farebox revenue
- c) Compliance report
- d) Schedule of findings and recommendations

J. Low Income Fare is Easy (LIFE) Program – Audit of Administrator (Non-profit entity)**1. Scope:**

Audit should be conducted on the Administrator's financial activities involving the use of LIFE funds.

2. Background

Metro entered into an agreement with International Institute of Los Angeles (IILA) (herein referred to as "Administrator") to manage and administer the Low Income Fare is Easy (LIFE) program. The objective of this program is to provide transportation subsidies to low income Los Angeles County residents who ride Metro or participating transit operator system. A network of social service and governmental agencies enroll individuals in the program and/or distribute transportation subsidies to individuals who have no transportation resources in the form of taxi coupons, variable value vouchers, and 4-ride tickets.

Metro allocates funds annually to the Administrator to administer the LIFE Program.

3. Objectives:

- a) To obtain reasonable assurance that the funds are accounted for and used in accordance with the Program's scope of services and Metro's adopted program guidelines.
- b) To obtain reasonable assurance that the participating agencies are eligible under the program guidelines and that they adhere to the adopted program guidelines in their enrollment/distribution, client eligibility, accountability and safe keeping of the transportation media (taxi coupons, variable value vouchers, and 4-ride tickets).
- c) To obtain reasonable assurance that the Administrator keeps and maintains full and complete records of their costs and expenses.
- d) To obtain reasonable assurance that the insurance requirements specified in the contract are met.

- e) To obtain reasonable assurance that the payment history to each cab company are as follows:
 - i. Accurate, adequately supported (authenticity of the cab company invoices to the administrator was verified), and compliant with program guidelines.
 - ii. Reconciles with the payment requests made by the same cab company.
 - iii. Timely; (ageing of accounts payable for each cab company must be disclosed, see deliverables below)

4. Deliverables:

- a) Audited Statement of Program Revenues and Expenses.
- b) A detailed ageing report of accounts payable to each cab company broken down by 30 days past due, 60 days past due, 90 days past due, and over 120 days past due.
- c) Compliance report
- d) Schedule of findings and recommendations.

J-1 Low Income Fare is Easy (LIFE) Program - Semi-annual Verification of Patrons' Eligibility

1. Scope

To ensure that patrons still qualify for the LIFE Program benefits and the Administrator is performing their due diligence for program enrollment, semi-annual audits should be conducted on the LIFE customer enrollment process and customer eligibility in both English and Spanish languages at a minimum. The Agreed-Upon Procedures (AUP) engagement should be conducted in accordance with program guidelines and AICPA Standards.

2. Background:

Metro has an agreement with International Institute of Los Angeles (IILA) to manage and administer the Low Income Fare is Easy (LIFE) program. The objective of this program is to provide transportation subsidies to low-income Los Angeles County residents who ride Metro or a participating transit operator system. A network of social service and governmental agencies enrolls individuals in the program and/or distributes transportation subsidies to individuals who have no transportation resources in the form of taxi coupons, variable value vouchers, and 4-ride tickets.

Metro allocates funds annually to the Administrator to administer the LIFE Program. The Administrator is responsible for screening for patrons' eligibility, outreach, accountability, transportation subsidy security, record keeping, training, and procedures for distributing transportation subsidies such as taxi vouchers.

In Spring 2023 as part of Metro's continued efforts to enhance the program, Metro discontinued the LIFE Program's annual re-enrollment requirement to create a better customer experience for riders and ensure that patrons

will always have LIFE program benefits.

As of February 2025, Metro LIFE program has passed 400,000 program enrollments.

3. Objectives:

- a) To determine whether the participating agencies are eligible under the program guidelines and that they adhere to the adopted program guidelines in their enrollment/distribution, customer eligibility verification and accountability.
- b) To determine whether LIFE patrons enrolled into the program meet the minimum income requirements and can provide supporting documentation, which should include identification, residency, domicile, income level, and/or other documents, which demonstrate eligibility.

4. Sampling Methodology and Minimum Size

- a) Use statistical sampling to determine sample sizes from new enrollments and renewing customers. The CPA firm should obtain approval of the sampling methodology and the size from Metro's Project Manager.
- b) For each semi-annual audit, the CPA firm is required to sample at least **120** patrons from the Administrator.
- c) The following is an example of sampling methodology and size calculation:

Calculating Sample Size - Attributes MENU		
Use this worksheet to calculate sample size for an attribute sample.		
◆ To use the worksheet, enter the required parameters for your sample test plan. ◆ To print the sample test plan, click the print button on the toolbar.		
Sample Parameters		
IF YOUR SAMPLE TEST PLAN IS:		
Population Size:	400,000	If unknown, enter 0.
Sampling Error:	3.5%	Range of error (+/-) of the sample result - <u>keep it small.</u>
Confidence Level:	95%	90%, 95% or 99%
Expected (true) Error Rate:	4.0%	Suspected actual population error rate based on informed knowledge or "best guess"
THEN THE SAMPLE SIZE SHOULD BE	120	Random Samples Only

- d) The CPA firm should agree to use the following methodology and contact strategy:
 - i. Participants Contact Methods: Audit Team will reach out to participants through email, phone calls, and US mail.

- ii. Contact Attempts: Audit Team will make at minimum 3 attempts per contact method. Patrons who do not respond can be categorized as “unresponsive”, in addition to classification of “eligible” and “ineligible”.
- iii. Alternative Documentation: In cases where an affidavit is completed by the Agency (typically applicable when identity and/or annual household income cannot be verified), Audit Team should discuss alternative methods for documentation with Metro Project Manager.

5. Deliverables:

- a) Provide bilingual staff who can contact a sampling of LIFE patrons semi-annually, who have been enrolled in the program since 2019. This will require developing an action plan to reach targeted customers via email, mail or by phone. (If it is necessary, Metro Customer Experience department will work with the auditors to provide external bilingual staff.)
- b) Compliance report includes a detailed list of customers that are eligible or ineligible into the program:
 - i. Customer ability to provide supporting documents
 - ii. Updated contact information (address, email, etc)
 - iii. Preferred language
- c) Compliance report on findings, recommendations, observations and action plan to improve review of LIFE patrons’ eligibility into the program.

K. SCRRA/Metrolink Program MOU(s)

1. Scope:

Audit should be conducted on SCRRA/Metrolink’s funds allocated by Metro including Proposition C 10%, Measure R 3%, and Measure M 1% funds. The audit is to determine whether SCRRA/Metrolink complies with the statutes, board-adopted annual work program, guidelines and MOU agreements.

2. Background:

The Southern California Regional Rail Authority (SCRRA) was established through a Joint Exercise of Powers Agreement (JPA) among Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority and Ventura County Transportation Commission. The purpose of this agreement is to provide commuter rail transportation within the counties served by these agencies through the Metrolink commuter rail service program. Every year, each member agency provides operating and capital funds for the Metrolink Program in accordance

with the board-adopted policies, guidelines, annual work programs, capital grants, other operating assistance, and adopted language MOUs.

3. Objectives:

To obtain reasonable assurance that:

- a) The amounts shown in the Subsidy Allocation by County Report as Metro's share are free of material discrepancies.
- b) The total revenues and expenditures shown in the Schedule of Subsidy Allocation by County provided by SCRRA are in agreement, in all material respects, with SCRRA's Annual Comprehensive Financial Report (ACFR).
- c) The allocation methods used by SCRRA to allocate revenues and expenditures are in conformance with the allocation methods adopted by the joint authorities and are applied consistently to allocate revenues and expenditures.
- d) The amount of Proposition C 10%, Measure R 3%, and Measure M 1% funds received from Metro during the fiscal year under audit is in agreement with Metro's disbursement records.
- e) The Proposition C 10%, Measure R 3%, and Measure M 1% funds received are expended for the purposes identified in the SCRRA Annual Work Program, capital grants, other operating assistance, adopted language MOU(s) and the SCRRA adopted budget.
- f) Metro's contribution to the Self Insurance Reserve (SIR) was made in accordance with the appropriate member agency allocation formula, and that claims against the SIR were appropriate uses of funds.
- g) Metro's contribution to the annual capital replacement program is properly accounted for and is solely allocated for this purpose.
- h) SCRRA's third party participation contracts do not materially impact Metro's share of revenues and expenditures.
- i) SCRRA complied with all applicable ordinances and MOUs.

4. Deliverables:

Financial report must include:

- a) Statement of Changes in Metro's contribution to the Self Insurance Reserve.
- b) Schedule showing Metro's allocation of revenue and/or expenditures from Third Party Participation.
 - i. Notes to Schedule (See Exhibit 5 attached) including:
 - Summary of Significant Accounting Policies
 - Memorandum of Understanding (MOU)
 - Details of the receipts and uses of funds for the year ended
 - Status of prior year's Memorandum of Understanding
 - Details of receipts and uses of funds of prior years' open MOUs

- c) Reconciliation of the Schedule of Subsidy Allocation to ACFR
- d) Schedule of Methods of Allocation Used and the Types of Revenues and Expenses
- e) Schedule of Funds Received for Proposition C 10%, Measure R 3% and Measure M 1%
- f) Schedule of Metro's Allocation of Revenue from Right of Way – Security Cost
- g) Comparative Analysis (by type) of Deferred Revenue to determine any funds not expended or encumbered that may be carried over to the next fiscal years in accordance with the provisions of the MOUs.

L. Access Services

1. Scope:

Audit should be conducted on Access Services' revenues and expenditures of all funding sources including state, local and federal funding including:

- a) Surface Transportation Block Grant (STBG) (this is mentioned in the MOU) vs. Regional Surface Transportation Program (RSTP) funds, under FTA Section 5310 and/or 5307 Program that Metro in its role as the Regional Transportation Planning Agency, allocated to Access;
- b) Proposition C Discretionary 40% funds (Operations and Capital);
- c) Measure M funds; and
- d) Facilities Development and Construction Fund.

2. Background

The Los Angeles County Metropolitan Transportation Authority (Metro) executed an agreement (MOU) to provide funding to Access Services (Access). The local public entity known as Access is the Los Angeles County Consolidated Transportation Services Agency (CTSA) on behalf of its public fixed route operators. Access facilitates the provision of the complementary ADA paratransit services to people with disabilities, which is a federally mandated civil right for persons with disabilities, who cannot ride the public fixed route buses and trains. Paratransit is an alternate mode of flexible passenger transportation that does not follow a fixed route. The deviated share ride service is curb to curb and utilizes a fleet of mini-vans, small buses and taxis to carry out Access' role for Los Angeles County as required under §15950 of the California Government Code (collectively, the "Project"). The term of the agreement is annual.

3. Objectives:

- a) Provide assurance that the funds are used for their intended purposes and in accordance with the terms and conditions of the agreement (MOU).
- b) Determine any funds not expended or encumbered that may be carried over to the next fiscal years in accordance with the MOU(s).
- c) Determine whether Access Services has adequate controls in place for reviewing vendor's and subcontractor's billing.

- d) Determine whether Access Services complied with the provision of the MOU(s) which limits the administrative cost to maximum of ten percent of the total Operating and Capital expense as stated in the MOU(s).
- e) Determine adequacy of internal controls over procured capital expenditures including vehicles and transportation services funded by Metro in accordance with MOU(s) to provide reasonable assurance that:
 - i. Procurement of vehicles and transportation services complies with applicable federal, state or other applicable requirements;
 - ii. Vehicles and transportation services procured are fully accounted for;
 - iii. Vehicles' disposal complies with generally accepted accounting principles (i.e. vehicles are not disposed of until they reach their useful life);
 - iv. Vehicles procured are fully utilized for their intended purposes;
 - v. Vehicle purchase of parts, vehicle repair, rehabilitation and preventative maintenance award of 5307 American Rescue Plan Act (ARPA) Additional Assistance Program grant audit shall be performed on the yearly funds drawn down;
 - vi. Procurement audit of Capital and/or transportation services expenditures shall be performed: samples should be greater than 10% of expenditures and deferred support; and
- f) Capital procurement and construction development (Facilities Development and Construction Fund) expenditures and deferred support are in Access Services' service region for Metro.

4. Deliverables:

- a) Audited comparative current and prior year Financial Statements including the following:
 - i. Balance Sheet
 - ii. Statement of Revenues, Expenditures and Changes in Fund Balances
 - iii. Schedule of Deferred Revenues/Support - each type of deferred revenue and corresponding amount (The report should include details of each deferred support item such as FY25 open purchase orders for vehicle purchases, etc.)
 - iv. Schedule of Capital Assets
 - v. Note disclosures
- b) Compliance Report
- c) Schedule of findings and recommendations
- d) Procurement testing workpapers

IV. Summary of deliverables, progress payment schedule, report due dates and format, and summaries of results format and due dates:

The Contractors shall provide Metro's Project Manager with the following deliverables:

A. Schedule of Deliverables and Payment

Deliverable	Due Dates	Progress Payment Schedule
1. Annual Kick off and Entrance Conference with Metro's Project Manager and Program Managers (Work Plan and Initial Project Schedule needed from the firms)	Within 2 weeks after receipt of fully executed contract	0%
2. Annual Consolidated Audit Workshop with all auditees (Power Point Presentation materials are needed for audit process, documentation, timelines and other information for auditees).	May - July of each year	0%
3. Bi-weekly Written Status Report by funding recipient (Template is Attachment 5)	One day prior to Bi-Weekly Status Meetings	0%
4. Bi-weekly Status meetings in the form of conference calls with Metro Project Manager and Metro Program Managers to discuss the content of the Bi-weekly Written Status Report (Metro Project Manager will schedule the bi-weekly status meetings for the entire audit duration).	Bi-weekly	0%
5. Draft Reports for Metro Project Manager and Program Managers' review	At least two weeks before the final report due dates	70%
6. Exit Conference with the auditee if necessary	At least one week prior to the final report due dates	0%
7. Revision of Draft Report Based on Management Comments, if applicable	At least one week prior to the final report due dates	0%
8. Final Reports (must contain the auditee's management response) and Summaries of Audit Results	See #2, #3 and #4 below for required reports and summaries with due dates.	20%

Deliverable	Due Dates	Progress Payment Schedule
9. Final Report Upload to State Controller Office Website for TDA 3, TDA 4, and TDA 8 funds	At least one week prior to December 31 of each year unless an extension is approved by Metro	10%
10. Annual Presentation of Audit Results - Power Point Presentation is needed: a) Prop A and C Funds – Independent Citizens Advisory and Oversight Committee b) Measure R – Independent Taxpayers Oversight Committee c) Measure M – Independent Taxpayer Oversight Committee	Power Point Presentation Materials should be provided to Metro Project Manager at least 6 weeks prior to the Oversight Committee meetings. 1. Prop A & C Committee Meeting (Between January and March) 2. Measure R Committee Meeting (Between February and April) 3. Measure M Committee Meeting (Between February and April)	Retention will be released
11. Public Hearing Participation for Prop A & C, Measure R, and Measure M	Between February and June	0%
Total		100%

B. List of Final Reports by Fund Recipient and Fund Type in PDF Format:

Recipient(s)	Fund(s)/Program(s) including:	Final Report Due Date*
Each of 88 cities and the County of Los Angeles: (TDA Article 8 is only for the Cities of Avalon, Lancaster, Palmdale and Santa Clarita and the County of Los Angeles)	• Proposition A Local Return • Proposition A Incentive Grants • Proposition C Local Return • Measure R Local Return • Measure M Local Return • TDA Article 3 • TDA Article 8	December 31st
AVTA and PVTA	• Proposition A Incentive Grants	December 31st
Cities of Commerce, Redondo Beach and Torrance	• Transit System Funds • Measure R 20% • Measure M 20%	December 31st

ATTACHMENT A

Recipient(s)	Fund(s)/Program(s) including:	Final Report Due Date*
Cities of Glendale, Pasadena and Burbank and LADOT	• Proposition A GOI Fund	December 31st
ZETCP Fund Recipients (15)	• SB125 Zero Emission Transit Capital Program (ZETCP)	February 28th
LADOT (11)	• NTD Operating Data (11) • (Proposition A Incentive Program)	February 28th
IILA, Non-profit Administrator	• Low Income Fare is Easy (LIFE) (Annual financial and compliance report)	February 28th
LIFE Patrons	• Low Income Fare is Easy (LIFE) (Semi-annual verification of Patrons' Eligibility)	April 30 th & October 31st
SCRRA Metrolink	• Proposition C • Measure R • Measure M	February 28th
Access Services	• Proposition C • Measure R • Measure M • Any other funding sources for capital facilities development and construction	February 28th

C. Consolidated Reports in MS Office Word and PDF Formats (See Attachment 3 for the Template):

Report	Jurisdictions	Final Report Due Date*
Consolidated Proposition A & Proposition C Local Return Funds Report	• 88 Cities • County of Los Angeles	December 31st
Consolidated Measure R Local Return Fund Report	• 88 Cities • County of Los Angeles	December 31st
Consolidated Measure M Local Return Fund Report	• 88 Cities • County of Los Angeles	December 31st
Consolidated TDA 3 Final Report	• 88 Cities • County of Los Angeles	December 31st
Consolidated EZ Transit Pass Report for Package A and Package B	• Package A – Nine (9) Participants • Package B – Eleven (11) Participants	December 31st

D. Summaries of Audit Results in MS Office Excel Format (See Attachment 4 for Template):

Description	Funds	Due Date*
Summary of Revenues, Expenditures and Fund Balances by Jurisdiction	• Proposition A Local Return • Proposition C Local Return	December 31st

Description	Funds	Due Date*
(Expenditures funded by a Bond should be included to properly calculate lapsed funds.)	• Measure R Local Return • Measure M Local Return • TDA Article 3	
Summary of Findings and Questioned Costs by Jurisdiction	• Proposition A Local Return • Proposition C Local Return • Measure R Local Return • Measure M Local Return • TDA Article 3	December 31st

* Unless a date extension is negotiated with and approved by Metro's Project Manager.

E. Additional Notes on Conferences and Reports:

- a) The annual Entrance Conference with Metro's program managers and audit staff is to discuss the audit process, timetable and documentation requirements. The purpose of the annual Exit Conference is to discuss the audit results and provide an opportunity for the auditee to respond to any audit findings.
- b) Submission of draft and final compliance and financial audit reports for all auditees/entities: For each Jurisdiction, the reports shall cover Local Return Funds and Transit Funds, where applicable. All final audit reports shall contain the auditee's management response when there is a finding. In addition, a consolidated separate final report summarizing results for all entities should be submitted to Metro's Project Manager and Program Managers for the following:
 - i. Prop A and C Local Return
 - ii. Measure R Local Return
 - iii. Measure M Local Return
 - iv. TDA Article 3
 - v. EZ Transit Pass Program.

All draft reports shall be submitted to Metro's Project Manager and Program Managers at least two (2) weeks prior to the due date of the final reports. The final report submissions shall include electronic copies of each audit report.

All final audit reports shall be submitted by the established due dates.

F. Standardized Reporting:

Metro recommends the use of consistent Standard reports to report compliance requirements and test results for Prop A, Prop C, Measure R, Measure M, TDA, etc.

(See Attachment 3 for the compliance requirements and recommended report templates.)

EVALUATION CRITERIA

I. PROPOSAL EVALUATION

Metro will review and evaluate proposals received for this RFP according to the following evaluation criteria:

Phase I Evaluation – Minimum Qualifications Requirements: Metro shall perform an initial responsiveness review to determine compliance with Minimum Qualifications Requirements as defined herein and notify all disqualified Proposers. The Minimum Qualifications Requirements will be evaluated on a Pass/Fail basis. Proposers that are deficient in meeting the minimum qualifications at the time of Proposal submittal shall be deemed non-responsive to this RFP and no further consideration shall be granted.

Phase II Evaluation - Weighted Evaluation: Proposals that meet the Phase I Minimum Qualifications Requirements will be evaluated based on the Phase II evaluation criteria herein. The sub-criteria will be equally weighted.

II. PHASE 1 - MINIMUM QUALIFICATIONS REQUIREMENTS

Proposers must meet the following Minimum Qualifications Requirements at the time of proposal submittal:

1. Prime Contractor must be a Certified Public Accountant (CPA) firm licensed to provide accounting, financial and auditing services in the State of California.
2. Prime Contractor must have a satisfactory Peer Review within the last three (3) years showing compliance with Generally Accepted Government Auditing Standards (GAGAS).

III. PHASE II – WEIGHTED EVALUATION.

A. QUALIFICATIONS OF THE PRIME CONTRACTOR/TEAM 20%

1. Depth of Proposer/Team's relevant knowledge and experience in providing financial and compliance audit services similar in size and complexity as that required in the scope of services.
2. Degree of capability and capacity of the prime contractor/team in accomplishing all tasks specified in the scope of services;
3. Demonstrated record of satisfactory performance and completion of audit projects performed within the last five (5) years similar in nature, extent, size and complexity to that required in the scope of services.

B. QUALIFICATIONS OF PROPOSED KEY PERSONNEL 20%

1. Relevance, depth and quality of key personnel/technical resources that will be brought to the Project in relation to their role on the Project;

- a. Depth of knowledge, education, experience and expertise of the key personnel in areas relevant to their proposed role on the project.
2. Availability and commitment of key personnel to commence work on the Project after contract award as a percentage of key personnel's available time; anticipated level of responsibility on this Metro Project.

C. UNDERSTANDING AND APPROACH TO THE WORK 30%

1. Depth of Proposer's understanding of the Project requirements as provided in the Scope of Services;
2. Comprehensiveness and feasibility of Proposer's planned approach in undertaking the Project, managing schedules and resources and completing each task identified in the Scope of Services within the required timeframe;
3. Depth of understanding key issues and/or potential obstacles to successful performance of the services provided in the Scope of Services and feasibility of proposed methods/approach to resolve these issues and/or potential obstacles.

D. PRICE 30%

The Price Proposal will be factored into the Proposer's final evaluation score in the following manner:

$$\text{Proposer Price Score} = \frac{\text{Lowest Price Proposal}}{\text{Proposer's Price Proposal}} \times 30\%$$

Fiscal Year 2026-30 Consolidated Audit Scope of Services

Measure M Independent Taxpayer Oversight Committee

September 10, 2025

Kimberly Houston, Deputy Chief Auditor

Lauren Choi, Senior Director, Audit



MANAGEMENT AUDIT SERVICES

Ordinance Requirements



Requires that Metro contract for an annual audit to be completed within six months after the end of the FY being audited.



Requires that the MMITOC approve the scope of work for the audits and be involved in the solicitation and selection of the auditors.

Scope of Work

Procure audits for Measure M, and other programs as Metro consolidates audit services for multiple programs, since several recipients also receive subsidies from other transportation-related programs that have similar compliance requirements and deadlines.

Audits ensure jurisdictions, operators, and program administrators are in compliance with applicable statutes, rules, regulations, policies, guidelines, and Memorandum of Understanding (MOU) agreements.

Divided into two packages, based primarily on the jurisdiction's geographic location.

Audits conducted in accordance with generally accepted government auditing standards (GAGAS) and shall meet the American Institute of Certified Public Accountants' Standards

Evaluation Criteria

Minimum Qualification Requirements

- Prime Contractor must be a Certified Public Accountant (CPA) firm licensed to provide accounting, financial, and auditing services in the State of California; and
- Prime Contractor must have a satisfactory Peer Review within the last three (3) years showing compliance with Generally Accepted Government Auditing Standards (GAGAS).

Weighted Categories

- | | |
|---|-----|
| • Qualifications of the Prime Contractor/Team | 20% |
| • Qualifications of the Proposed Key Personnel | 20% |
| • Understanding and Approach to the Scope of Work | 30% |
| • Price | 30% |

Next Steps

- Release Request for Proposals following MMITOC approval.
- Follow Metro's competitive procurement process.
- Recommend for award to the Metro Board.
- Continue to present audit results to the MMITOC.

Questions



Metro

Board Report

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

File #: 2025-0621, **File Type:** Oral Report / Presentation

Agenda Number: 4.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 10, 2025

SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

To support the discussion on the effective use of Measure M fund budget and expenses, this report provides: 1) efficiency and effectiveness metrics for Metro's systemwide service through third quarter fiscal year 2024 (FY24) and fiscal year 2025 (FY25), 2) FY25 budget versus actual data for Metro operations and maintenance through third quarter, 3) Measure M transit fund allocations, expenditures and associated operating statistics through third quarter for each Los Angeles County bus operator, and 4) the most recent National Transit Database efficiency and effectiveness data for Los Angeles transit operators receiving Measure M funding.

EQUITY PLATFORM

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

Prepared by: Cosette Stark, Executive Officer, Local Programming, (213) 922-2822
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(213) 418-3400

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088
Conan Cheung, Chief Operations Officer, (213) 418-3034



Transit Operations Budget & Service Metrics Update

Joseph Forgiarini, Senior Executive Officer, Service Development

Cosette Stark, Executive Officer, Local Programming

September 10, 2025 | Measure M Independent Taxpayers Oversight Committee





Efficiency & Effectiveness Metrics

Q3 FY24 vs. Q3 FY25

- Boardings
- VRH
- Boardings per VRH

- Under budget
 - › Staffing vacancies
 - › Contract invoicing delays
 - › Lower fuel costs

Metro	Year to Date thru Mar. 31, 2024				Year to Date thru Mar. 31, 2025			
	UPT	VRH	UPT/VRH	Ops \$/VRH	UPT	VRH	UPT/VRH	Ops \$/VRH
Systemwide	221,659,828	6,076,634	36.48	\$ 293.49	235,345,850	6,110,703	38.51	N/A

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

3 of 4 Metrics Improved in FY25

Metro Transit	Year to Date thru Mar. 31, 2025				
	Budget	Actuals	(Over)/Under Budget	Actuals %Budget	
Operations & Maintenance	\$ 1,947.0	\$ 1,713.0	\$ 233.9	88.0%	

Represents all Metro fund sources, including Measure M

Within Budget

Q3 FY25 Transit Operations Allocation, Expense & Service

**FY
26**



Agency	FY25 MM 20%	Q3 Actuals	Annual Budget*	% of Budget MM	Q3 VRH	Q3 UPT
Arcadia	\$ 188,014	\$ 141,011	\$ 3,124,000	6.02%	1,620	3,066
Claremont	61,068	45,801	314,828	19.40%	398	3,046
Commerce	301,416	226,062	6,822,411	4.42%	1,217	14,984
Culver City	3,212,969	2,409,726	33,749,760	9.52%	5,474	136,462
Foothill	16,750,754	12,563,066	160,801,440	10.42%	71,488	866,200
Gardena	3,162,084	2,371,563	29,005,314	10.90%	8,646	228,044
La Mirada	50,685	38,013	1,330,000	3.81%	215	1,106
Long Beach	14,556,334	10,917,252	129,576,159	11.23%	60,224	1,792,489
Montebello	4,890,081	3,667,560	35,370,400	13.83%	17,486	329,707
Norwalk	1,822,528	1,366,896	19,494,765	9.35%	6,820	93,338
Redondo Beach	379,614	284,712	4,448,389	8.53%	1,888	14,291
Santa Monica	12,077,934	6,689,775	92,809,275	13.01%	44,027	937,631
Torrance	3,627,588	2,896,478	37,030,979	9.80%	15,138	230,315
Antelope Valley	3,900,972	2,925,729	43,349,745	9.00%	13,647	108,674
Santa Clarita	2,336,279	309,165	27,054,484	8.64%	1,585	30,882
LADOT	8,676,214	6,507,162	55,660,784	15.59%	39,840	784,580
Metro Bus	\$172,865,983	\$153,975,000	\$9,016,400,000	1.92%	566,106	20,496,434
Total	\$ 248,860,517	\$ 207,334,971	\$ 9,696,342,733		855,819	26,071,249

Unaudited data

Q3 Columns present year-to-date through March 31, 2025 data

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



Operator Motor Bus Efficiency & Effectiveness Metrics FY22 vs. FY23

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

- Total FY23 Operating Expenses: \$1.96 Billion - Metro Comprised 76%
- Improved operating statistics in FY23 vs FY22 shown in green
- 11 of 15 improved in ridership & riders per vehicle hour
- 7 of 15 increased vehicle hours
- Only 3 improved on cost per vehicle hour

Ops \$ = Operating Costs

VRH = Vehicle Revenue Hours

UPT = Unlinked Passenger Trips (Boardings)

Publicly Available Data



Federal Transit Administration

FTA NTD Transit Agency Profiles

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



Metro

Metro Ridership Data on Metro.net

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



SB 125 Transit Operator Ridership Data on Metro.net –

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



Board Report

File #: 2025-0620, **File Type:** Oral Report / Presentation

Agenda Number: 5.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 10, 2025

SUBJECT: LOCAL RETURN

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

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

EQUITY PLATFORM

Local Return receives a 17% revenue share of the Measure M Ordinance funding apportioned to local jurisdictions based on population. Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. This includes improvements for public access, paratransit services for seniors and individuals with disabilities, and transit subsidies for students and low-income residents. Local Jurisdictions make the determination of the projects that are most beneficial for their communities. Staff will continue to support jurisdictions in meeting Local Return requirements through workshops, multiple written communications regarding deadlines, and one-on-one briefings with the goal of improving program compliance.

In May, Metro held a FY25 Consolidated Audit Workshop to clarify the program's requirements with audit compliance. Staff also worked with cities that have funds due to lapses by proposing the creation of Capital Reserve accounts so those jurisdictions could have additional time to complete larger projects. Those Capital Reserve accounts were approved by the Metro Board last June. In response to the March 2023 Metro Board Bus Shelters Motion (Motion 20 by Directors Hahn, Mitchell, Najarian, Dupont-Walker, and Horvath) (Attachment A), Local Return will continue to monitor and report on bus stop improvements for the region and will inform the planned Quality of Life

Scorecard of the data so that they may assess how the pass-through funding supports local infrastructure.

ATTACHMENT

Attachment A - Motion 20 - Metro Bus Shelters Motion

Prepared by: Chelsea Meister, Manager, Transp. Planning, Local Programming,
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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Metro

Board Report

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

Agenda Number: 20.

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2023

Motion by:

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

Metro Bus Shelters Motion

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

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

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

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

SUBJECT: METRO BUS SHELTERS MOTION**RECOMMENDATION**

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

direct the Chief Executive Officer to:

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

Measure M Local Return

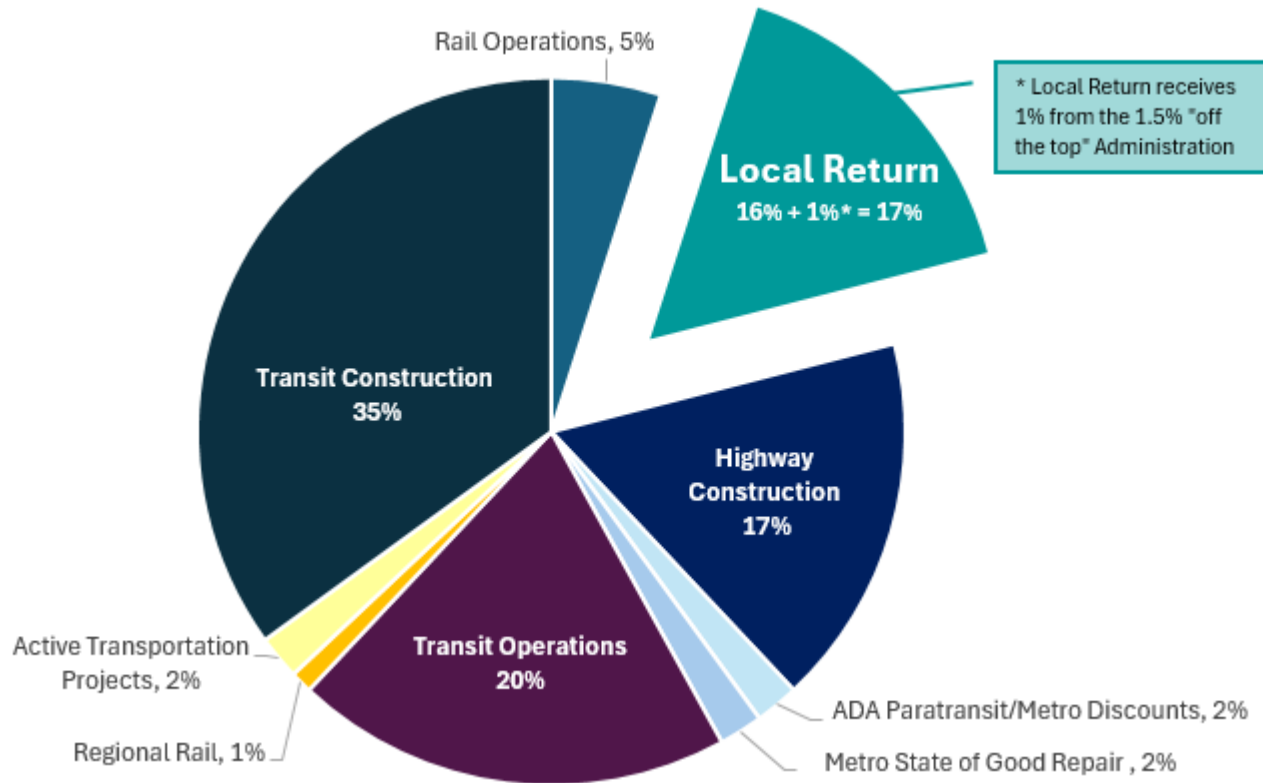


**Measure M Oversight Committee
Local Programming
September 2025 update**



Metro

Local Return (LR) – Measure M



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

Local Return – Updates

Measure M Updates

- Board approved Capital Reserves accounts in June 2025
 - Hidden Hills, Lakewood, and South Pasadena
 - Total \$1.5 million
- Audit workshop was May 28th

Metro Board Bus Shelters Motion (Motion 20)

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

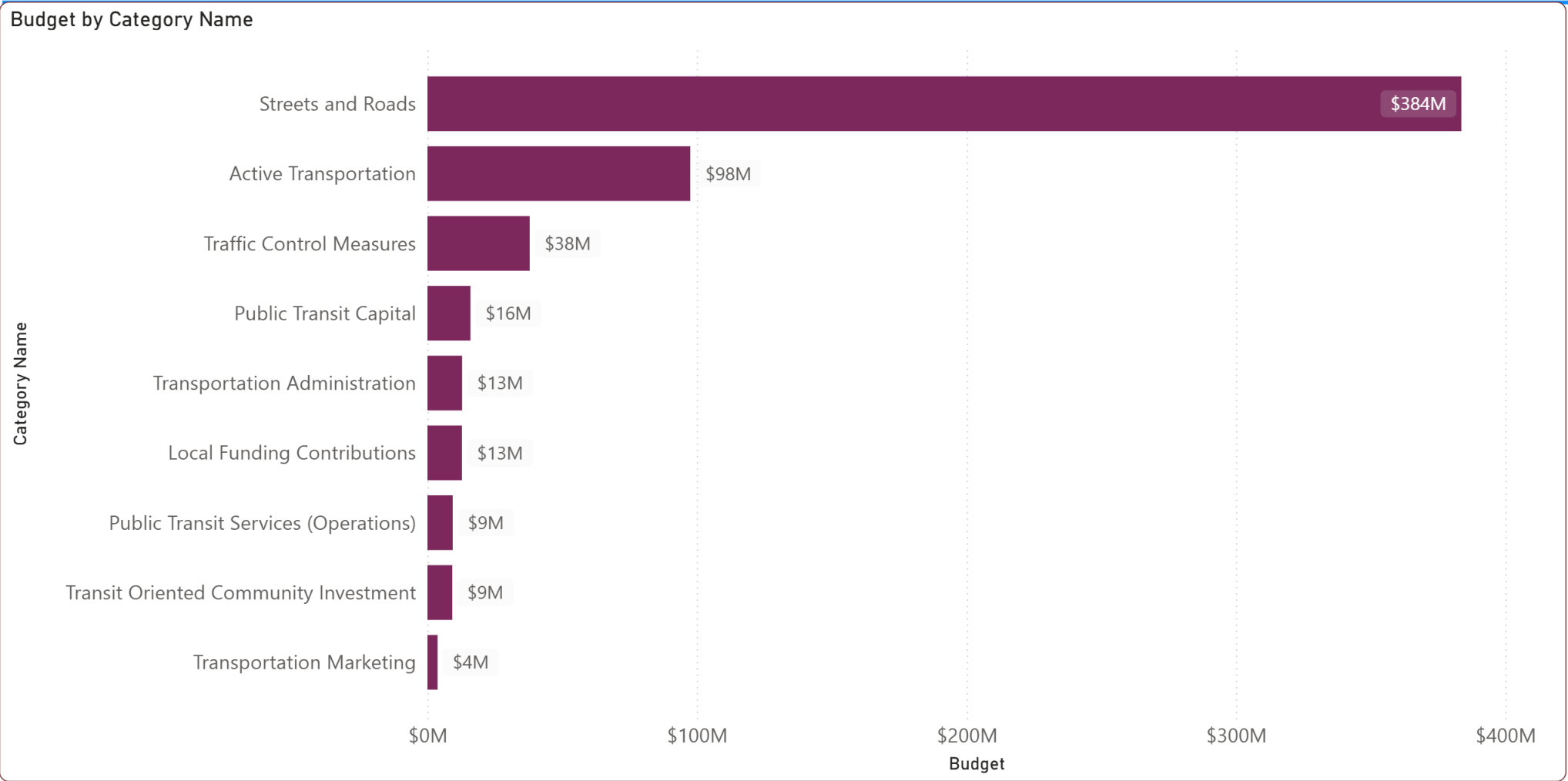
FY25 Measure M Local Return Fund Usage

Approved Budget 2025

\$583M

Total No of Projects in 2025

840



THANK YOU

Questions?

Local Programming

Susan Richan

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Chelsea Meister

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Metro

Board Report

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

File #: 2025-0259, **File Type:** Oral Report / Presentation

Agenda Number: 6.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 10, 2025

SUBJECT: STATE OF GOOD REPAIR

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

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

EQUITY PLATFORM

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

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



Measure M Independent Taxpayer Oversight Committee

Enterprise Transit Asset Management
State of Good Repair

Transit Asset Management – Accomplished as of FY25 Q4

Continued Condition Assessments:

- Structures Inspections Contract: 7-year contract for FY20-26 inspections. All 27 final inspections reports received by the end of FY25 Q4.
- Facility Condition Assessments required per FTA TAM Rulemaking: 3-year contract for FY23-25 required assessments. All 75 reports received by the end of FY25 Q4.
- Per the Public Transportation Agency Safety Plan (PTASP) Rulemaking requirement, the interdepartmental memo was sent to report on structures inspections and facilities assessments.

FTA TAM Rulemaking Compliance:

- April 7, 2025: Received NTD close out letter from the FTA accepting Metro's 2024 report.
- May 2025: Received asset data from Group TAM Participants for RY25 NTD reporting.
- June 2025: Validated Group TAM asset data; Kicked off RY25 NTD cycle with request for updated asset information from Metro asset owners.

Transit Asset Management – In Progress

New Asset Onboarding:

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

Enterprise Asset Management System (EAMS):

- Coordinating with System Integrator contractor and Metro lines of businesses during business process reviews (BPR) to implement TAM requirements in Phases II through IV.

FTA TAM Rulemaking Compliance Deadline Tasks:

- June/July: Metro TAM data - FY25 data collection as of 6/30/2025 cutoff.
- July/August/September: Validate data, calculate performance and formulate targets.
- July/August: Group TAM Plan – finalize data from 33 sub-recipients, set targets.
- September/October: Acquire Executive approval and report data into the NTD.
- **October 31, 2025:** Next TAM and Group TAM reporting due for Reporting Year 2025.



Metro

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

Rolling Stock and Equipment: FY25 Targets

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

(a) General.

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

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

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

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

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

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

Facilities and infrastructure: FY25 Targets

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

(a) General.

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

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

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

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

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



Thank you!

Enterprise Transit Asset Management
State of Good Repair



Metro



Board Report

File #: 2025-0550, File Type: Oral Report / Presentation

Agenda Number: 7.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 10, 2025

SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

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

EQUITY PLATFORM

This report is provided on a regular basis and includes high-level summary updates on multiple projects. Equity assessments for each project were provided as a baseline summary in October 2024. An equity assessment baseline was also provided for the I-405 ExpressLanes Project - Sepulveda Pass (Phase 1) that was added to the Complete Streets & Highways Project Update provided last quarter .

This quarter, the Link Union Station project has been added to the Transit Planning Project Update section of the report (Attachment B), and a baseline equity summary is provided below:

Link Union Station Project (Link US): The increased rail service from this project will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at Los Angeles Union Station (LAUS). The Link US Project will also result in reduced train and idling times saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS-

and fuel savings and emission reductions.

Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the Construction Manager/General Contractor (CM/GC) to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers.

Last, to mitigate impacts on the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focus Community, the Link US Project includes the construction of a new sound wall, designed to reduce noise externalities from existing and future increases in train operations, and proposed quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise (DVBE) goal, and a separate 10% Disadvantaged Business Enterprise (DBE) goal for Phase 1. The CM/GC met or exceeded the goals by making a 22.43% SB commitment, a 3.09% MB commitment, a 3.66% DVBE commitment, and a 10.37% DBE commitment for Phase 1.

ATTACHMENTS

Attachment A - Transit and Highways Capital Update

Attachment B - Transit Planning Project Update

Attachment C - Complete Streets & Highways Project Update

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Transit & Highway (Capital) Update

Measure M Oversight Committee

September 2025

Transit / Highway Engineering and Construction

Construction Projects

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

Alternative Delivery Projects – Phase 1

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

Operational Projects

- North San Fernando Transit Corridor Project



LAX/Metro Transit Center (AMC)

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

* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period*	Actual Opening
	October 23, 2024	Nov 25, 2024	6/2/2025	6/6/2025
	Variance from Original:		+189 (17%)	+193d (17%) !
	Variance from Revised Schedule:		N/A	N/A

* Previous period forecast was based on April 2025 schedule



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 1,577,260;

Recordable Injury Rate: 1.27 vs. The National Average: 2.3.

Updates

- The project is substantially complete and has been open to the public since June 6, 2025.
- The contractor is currently addressing over 4,000 punch list items.
- As-built drawings are under development by the contractor.
- Several outstanding commercial issues are currently under review and negotiation with the contractor.

Equity

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



Opening Day – June 6th



July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority

A/Gold Line Foothill Extension Phase 2B

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

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

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

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

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

** Gold Line Authority achieved substantial completion on January 3, 2025, and currently forecasts Revenue Operation for the first segment to Pomona late Summer 2025.



A/Gold Line Foothill Extension Phase 2B

Safety

- Project Hours: 2,521,403
- Recordable Injury Rate: 0.32 vs. the National Average: 2.3.

Updates

- **Overall Project Progress is 97% complete**
- Foothill Gold Line Authority achieved substantial completion with the Kiewit-Parsons Joint Venture on January 3, 2025.
- On February 3, 2025, Metro assumed full operational control of the project except to the extent that KPJV continues to provide security, maintenance, limited support until Revenue Operations, and retains responsibility for the risk of loss per the contract terms.
- Train Power and Train Control SIT-2 Testing are 100% complete.
- Communication SIT-2 Testing is 82% complete.
- Non-SCADA Fire Alarm Testing is 88% complete.
- The Authority held station dedication event for Glendora Station on June 5 and for San Dimas Station on June 7.
- Station dedication for Pomona North is on June 20, and for La Verne/Fairplex is on June 21.

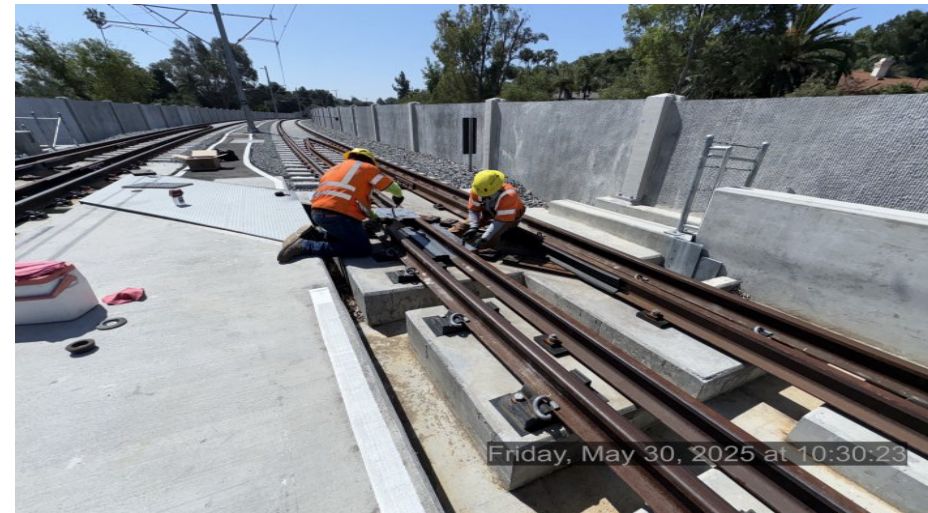
Equity

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

Glendora Station



Route 66 — Light Rail Track Emergency Guard Rail Punch List



July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Westside Purple Line Extension – Section 3

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

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

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

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	March 2027	Summer 2027	Summer 2027	Fall 2027
	Variance from Original:		+180d (5.4%)	+260d (7.8%) 
	Variance from Revised Schedule:		+48d (1.4%)	+128d (3.7%) 

* Based upon agreed modification.



Westside Purple Line Extension – Section 3

Safety

Project Hours: 4,391,657 Recordable Injury Rate: 1.50 vs. The National Average: 2.3.

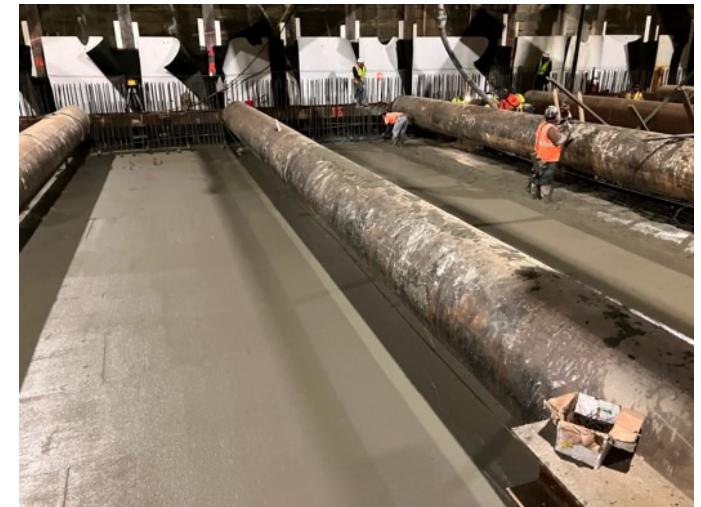
- C1151: Project Hours: 1,998,720; Recordable Injury Rate: 2.4.
- C1152: Project Hours: 2,392,937; Recordable Injury Rate: 0.75.

Updates

- **Overall Project Progress is 63.5% complete.**
- **Final design progress is 99% complete.**
- **Westwood/UCLA Station**
 - Roof concrete placement has started and is 22% complete.
 - Mechanical, electrical, and plumbing installation in the platform level rooms have begun.
- **Westwood/VA Hospital Station**
 - Main entrance invert work has started.
 - Main station concourse deck slab was completed.
- **Tunnels**
 - Excavation for thirteen of fourteen cross passages are complete.
 - Final lining for two of fourteen cross passages are complete.
 - First stage tunnel invert concrete placement is 61% complete.
 - Secondary liner plates installation has started and is 63% complete.
- **Equity**
 - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Westwood/UCLA Station:
Falsework Supports for Roof Construction (Looking West)



Westwood/VA Hospital Station:
Concourse Deck Slab Concrete Placement (Looking South)



G Line BRT Improvements

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

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



G Line BRT Improvements

Safety

Project Construction Hours: 121,272; Recordable Injury Rate: 0 vs. National Average: 2.3.

Updates

Design

- The design for Van Nuys grade separation and station and the civil design package for Bike Path improvements are Approved for Construction (AFC).
- 100% lighting design package for Bike Path improvements and the AFC design for Sepulveda grade separation are underway.
- 60% design for Gated Intersections is under development.

Construction

- Van Nuys grade separation and station construction began February 2025 with site work such as station demo and storm drain removals.
- Buses and cyclists are on detour around Van Nuys station.
- Van Nuys bridge CIDH foundation installation began May 30, 2025.

Utility Owner-Performed Advanced Utility Relocation (AURs)

- Sepulveda LADWP 34.5kv overhead lines are scheduled to be relocated Summer 2025

Property Acquisitions

- Metro has obtained possession of all required properties

Equity

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



Storm Drain Removal at Van Nuys



CIDH Foundation Installation at Van Nuys



I-5 North County Enhancements

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

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

SCHEDULE			Substantial Completion	
	Original	Approved Re-baseline	Previous Period	Current Forecast
	July 2026	N/A	Winter 2027	Winter 2027**
	Variance from Original:		+180d (10%)	+180d (10%) 
	Variance from Revised Schedule:		N/A	N/A

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



I-5 North County Enhancements

Safety

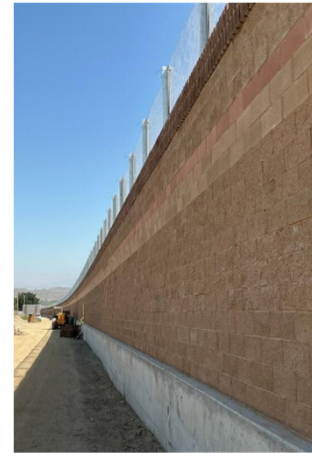
Project Hours: 1,050,722; Recordable Injury Rate: 1.52 vs.
The National Average: 2.3.

Updates

- **Overall Project progress is 58% complete.**
- Construction Stage 1 and Stage 2 continues:
 - Work on 5 bridges throughout the project.
 - Construction of approximately 12 Retaining/Sound Walls on-going throughout the project.
 - Median barrier south of Castaic Creek is complete.
 - Lean Concrete Base (LCB) and Jointed Plain Concrete Paving (JPCP) continues on southbound shoulders.
- Various ramp 30-day closures have commenced.
- Project Team continues to coordinate with various stakeholders.

Equity

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



Soundwall 2773 Block
and Transparent Panels



Retaining Wall 2809
Rebar Placement



Castaic Creek Bridge
Falsework Lowering



Retaining Wall 2449 Formwork Installation



I-105 Express Lanes

BUDGET				
		Approved Budget to Date	Previous Period	Current Forecast*
	Pre-Construction	\$119.39M	\$119.39M	\$119.39M
	Project	\$757.54M	\$1,400M-\$1,500M	\$1,400M-\$1,500M*
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	\$0M (0%) 

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

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

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



I-105 Express Lanes

Safety

- Project Construction Hours = 33,412
- Recordable Injury Rate: 0 vs. National Average: 2.3. The Recordable Injury Rate for the Project will be reported at a later period when the project reaches 80,000 to 100,000 hours. (Segment 1)

Updates

Design Progress is 88% complete.

All Segments

- Project is working with Metro's financial advisors to secure toll backed debt financing.
- FHWA accepted the final cost & schedule risk assessment (CSRA) report.

Segment 1

- Construction started on 2/3/25. Sound walls demolition continues, new sound wall and retaining wall construction has started.
- Baseline schedule was approved in April 2025.

Segments 2 and 3

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

Roadside Toll Collection System (RTCS)

- RTCS Design is in progress.

Equity

- 92% of the project is within or adjacent to Equity Focus Communities.
- Segment 2/3 Equity assessment in progress that identifies and prioritizes projects that could be funded with future net toll revenue



Project Map



RW 245 Forming Footing

Cutting Grade for RW 245



July 2025 Construction Committee

Projects without Life of Project (LOP) Budget

Engineering Projects

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



North Hollywood to Pasadena BRT

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

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

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



North Hollywood to Pasadena BRT

Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.3.

Updates

Design is 60% complete.

- Designer responding to comments from Metro, CM/GC and Cities and preparing 85% design packages for submission in Fall 2025
- CM/GC submitted 30% Opinion of Probable Construction Cost (OPCC)
- CM/GC to begin potholing activities late June

Equity

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



Project Map



View of Vineland Ave / Lankershim Blvd



East San Fernando Valley Transit Corridor

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

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

** Excludes finance costs.

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

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



East San Fernando Valley Transit Corridor

Safety

PS89616000 Contract Hours Worked: 134,316; Recordable Injury Rate: 1.49 vs. National Average: 2.3.

Updates

- **FTA Coordination**
 - FTA Quarterly Briefing Meeting held in June 2025
- **Progressive Design-Build Contract**
 - Value Engineering underway for Phase 2 Construction scope
 - Preparing EWP-07 Utility Adjustments 5/8, civil site - target Spring 2025
- **Real Estate**
 - Acquisitions - 20 offers issued, 14 offers accepted, 9 closed escrow
 - Relocations underway – 31 businesses relocated
- **Design**
 - Final Design activities underway
 - 60% Civil packages have been submitted.
- **Construction**
 - UA 6 substantially complete, k-rail installed to support construction of UA's 4 and 2/3/7
 - LADWP and SoCal Gas completing UA electrical intercept work and gas utility relocations, respectively
- **Light Rail Vehicle (LRV) Procurement**
 - LRV Manufacturing Contract RFP issued in January 2025.
- **Equity**
 - 100% of the project is within or adjacent to Equity Focus Communities.



Southeast Gateway Line

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

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

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

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

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Fall 2035	Fall 2035**
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A

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



July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

Southeast Gateway Line

- **Entry to Engineering**
 - The FTA/PMOC risk assessment is complete; the final report was received on May 15, 2025.
 - Metro submitted the revised Entry to Engineering rating package on May 21, 2025.
- **Advanced Engineering**
 - Advancing design for critical elements, including utilities, freight, and grade crossings for the CM/GC Advanced Works.
 - Coordinating with the California Public Utilities Commission (CPUC) on grade crossings in preparation for virtual and field diagnostics.
 - Refining the 30% design for LRT elements.
 - Continuing design coordination with key external stakeholders including UPRR, Ports, Caltrans, and cities.
- **Site Investigations**
 - Additional potholing pending permit approval on La Habra and San Pedro Subdivisions.
- **Advanced Works Construction Contract (CM/GC)**
 - Notice to Proceed was issued on April 2, 2025.
 - Received and analyzing constructability review comments on the 30% design documents.
 - The CPM Schedule for Phase 1 works has been finalized.
 - Advancing progress through critical working group meetings.
- **Equity**
 - 65% of the project is within or adjacent to Equity Focus Communities.



Operational Projects

- **North San Fernando Transit Corridor Project**



NSFV Transit Corridor Project

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

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

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



NSFV Transit Corridor Project

Safety

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

Updates

- **Roscoe Bl Bus Priority Lanes**
 - Installation completed by City of LA October 31, 2024.
- **All Door Boarding**
 - 2,900 BMVs installed February 2025. Testing continuing through Q1 FY26.
- **Bus Bulbs (82 locations)**
 - Contract Modification approved September 2024.
 - Design began in Q2 FY25
- **5 Key Transfer Locations**
 - Design began in Q2 FY25
 - Construction to start in Q3 FY26
- **Bus Shelters**
 - Construction and installation agreement for 393 shelters executed 10/2023
 - Installations began Q3 FY25; 44 shelters installed as at 7/16/25.
- **Transit Signal Priority (7 Corridors)**
 - Installation to begin Q1 FY26
 - Completion by Q4 FY26
- **75 Battery Electric Buses + Charging**
 - Included in ZEB procurement RFP which closed 3/20/25. Award by end of 2025.
 - Chargers in separate RFP that closed 4/14/25. Award by end of 2025.
- **Service Frequency Improvements on Lines 152 (Roscoe) and 166 (Nordhoff)**
 - Implementation of first phase June 2024. Further improvements in FY26
- **Equity**
 - 42% of the project is within or adjacent to Equity Focus Communities.



Rendering of an improved stop on Nordhoff/Lindley



Measure M Independent Taxpayer Oversight Committee

Transit Planning Update

September 10, 2025

Allison Yoh
Executive Officer

Measure M Transit Projects



> Major Pillar Projects

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

> Other Projects in Planning

- Vermont Transit Corridor
- Link Union Station
- K Line Northern Extension

Eastside Transit Corridor Phase 2

Preliminary Studies

Final EIR
(May 2024)

EA (NEPA)

Preconstruction

Construction

Open

Phase

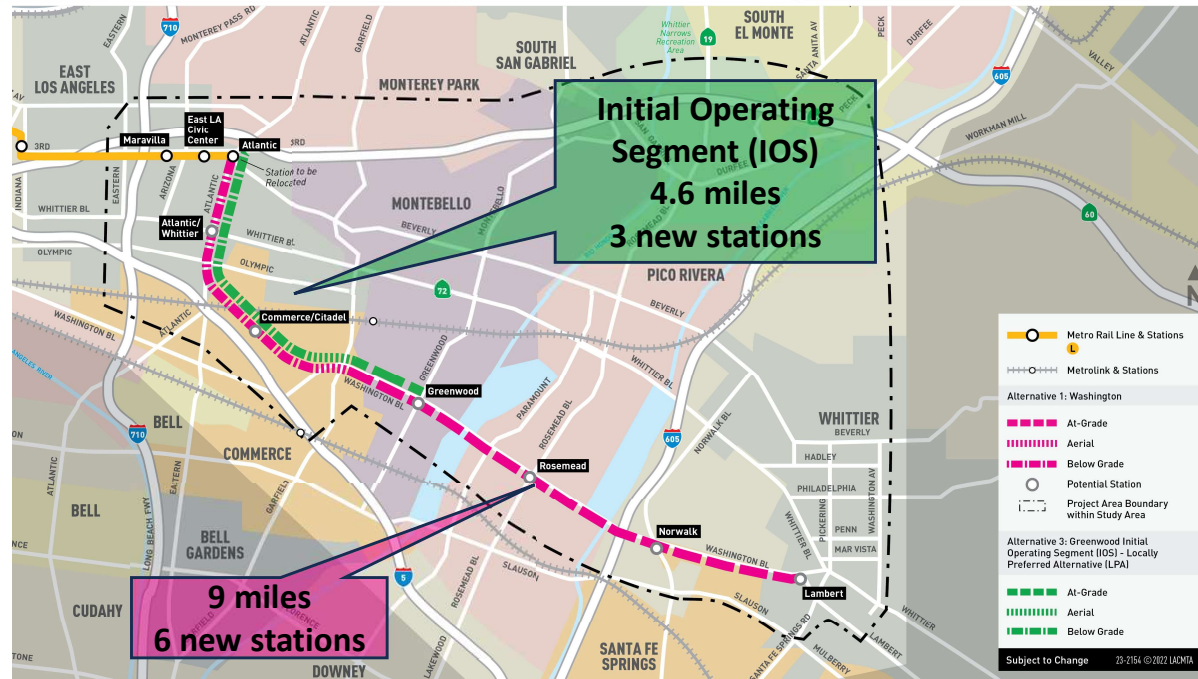
Most Recent Cost Estimate

EIR certified
NEPA EA

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

Recent Activities

- May: Initial Operating Segment (IOS) entered the National Environmental Policy Act (NEPA) process as an Environmental Assessment (EA). Coordinating with FTA, state and federal agencies, and tribal and cultural resources on draft NEPA document.
- Cooperative Agreements for full corridor executed with Montebello, Commerce, Pico Rivera, Whittier. Ongoing coordination with LA County and Santa Fe Springs.
- Preparation of funding agreement with Gateway Cities Council of Governments (GCCOG) to form City Managers Technical Advisory Committee for all corridor cities



Next Actions

- Continue drafting NEPA EA for the IOS
- Continue preliminary engineering of the IOS to 30% design
- Geotechnical investigations along IOS to begin Summer 2025

C (K) Line Extension to Torrance

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

Final EIR

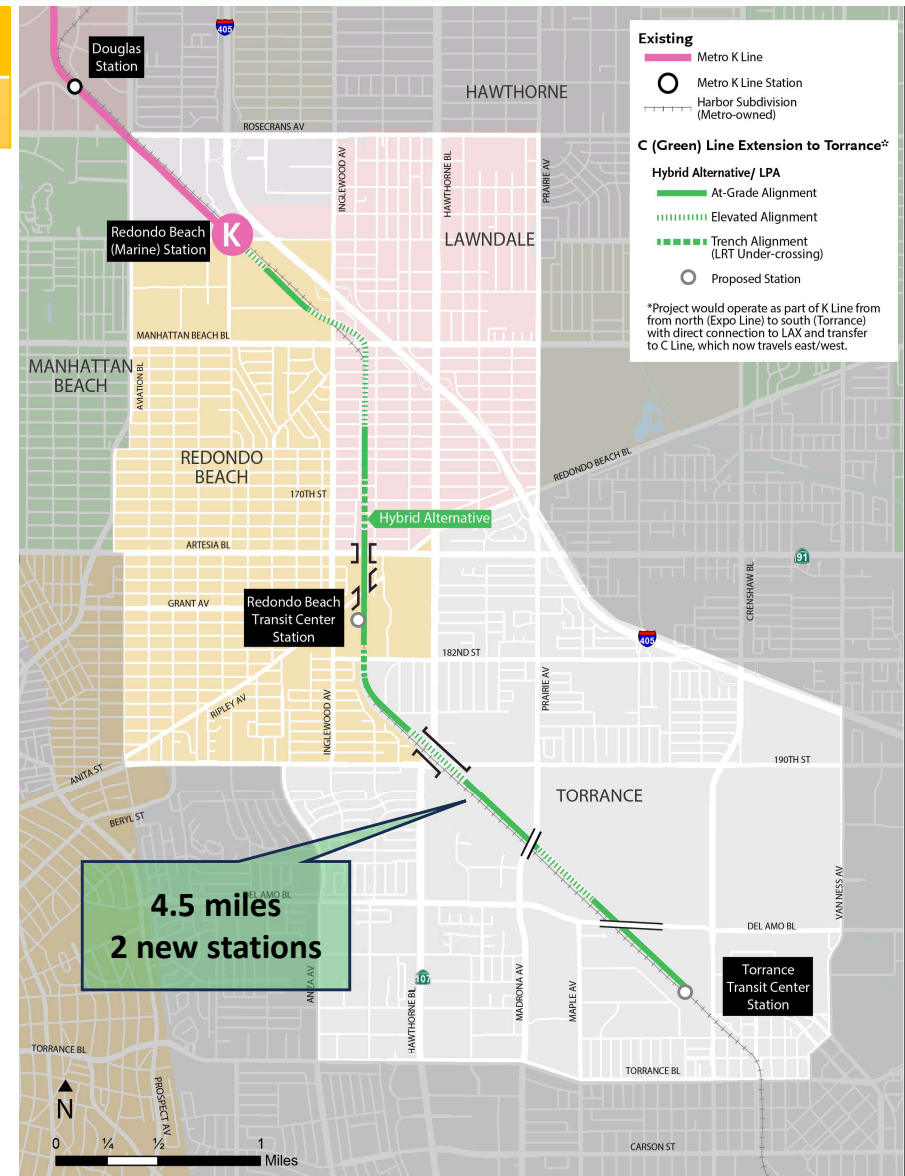
\$2.2B (2031\$, midpoint of construction)

Recent Activities

- Continue preparation of Final Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), including additional studies on ROW and Hawthorne, responding to comments
- April: Completed field work (i.e., surveys to confirm right of way and project footprint)
- June: Opened LAX/Metro Transit Center: now connects Redondo Beach directly to LAX via K Line
- Onboarded Community Based Organizations (CBOs) to share project info and raise awareness of Final EIR and future Board action

Next Actions

- Prepare Cost Benefit Analysis
- Summer 2025: Release Final EIR with responses to public comments for public review
- Fall 2025: Anticipated recommendation to Metro Board for project next steps



Sepulveda Transit Corridor

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Current Phase

Draft EIR

Most Recent Cost Estimate

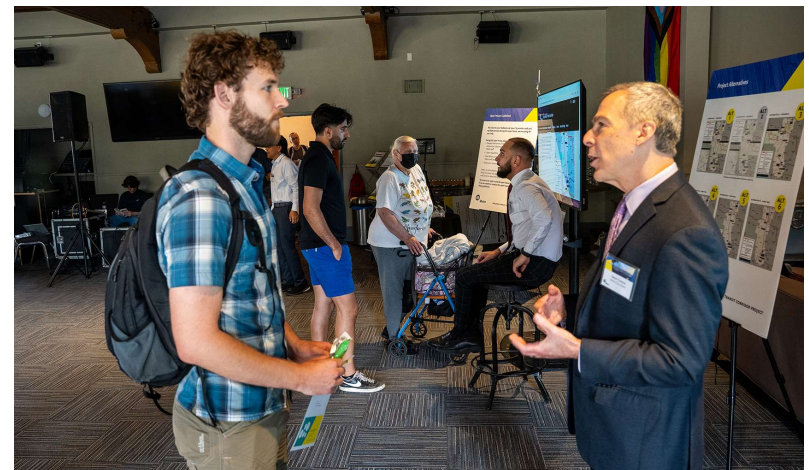
\$15.4-24.4B (2023\$)

Recent Activities

- June 2: Released Draft EIR for public review
- Continued engagement activities
 - June/July: DEIR Information Sessions
 - August: DEIR Public Hearings, including opportunity for verbal comment
 - Locations for info sessions and hearings included Canoga Park, Culver City, Sherman Oaks, Westwood and virtual options
- August 30: End of 90-day review period

Next Actions

- Review comments received
- Review costs, funding and phased implementation scenarios
- Develop Cost Benefit Analysis (CBA)
- Return to Board with LPA recommendation



Vermont Transit Corridor



Current Phase

Most Recent Cost Estimate

CEQA Exempted / NEPA Exclusion

\$425M (2015\$)

Recent Activities

- August: State Historic Preservation Office (SHPO) consultation materials submitted to Federal Transit Administration (FTA) for review
- August: Submitted technical memos in accordance with National Environmental Protection Act (NEPA) requirements for Categorical Exclusion class of action; under FTA review

Next Actions

- Continue joint Planning and Program Management activities to complete 30% design review with City and County of LA
- Continue coordination with City and County of Los Angeles on project advancement



Link Union Station



Current Phase

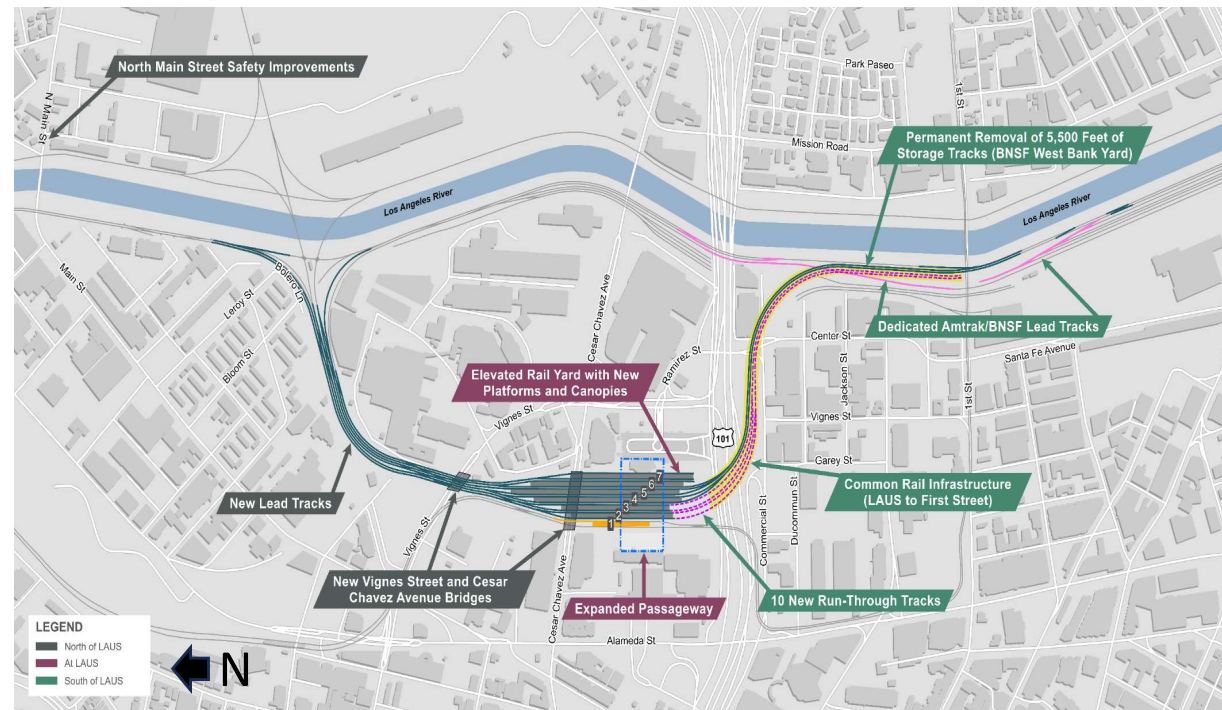
Most Recent Cost Estimate

Supplemental EIR
Final EIS

\$1.6B
(2031\$)

Recent Activities

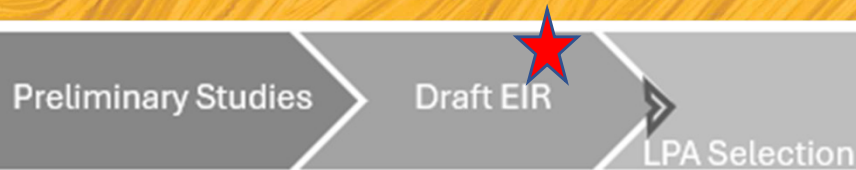
- Completed Advanced Preliminary Engineering for the project in February 2025.
- Issued a Notice to Proceed (NTP) on July 1st to a CM/GC Contractor for Phase 1 Preconstruction Services
- Continued to work with City of Vernon on issues raised



Next Actions

- Metro Board certification of the Supplemental EIR anticipated Fall 2025
- High-Speed Rail Authority Board certification of the Final EIS scheduled Fall 2025

K Line (Crenshaw) Northern Extension



Current Phase Most Recent Cost Estimate

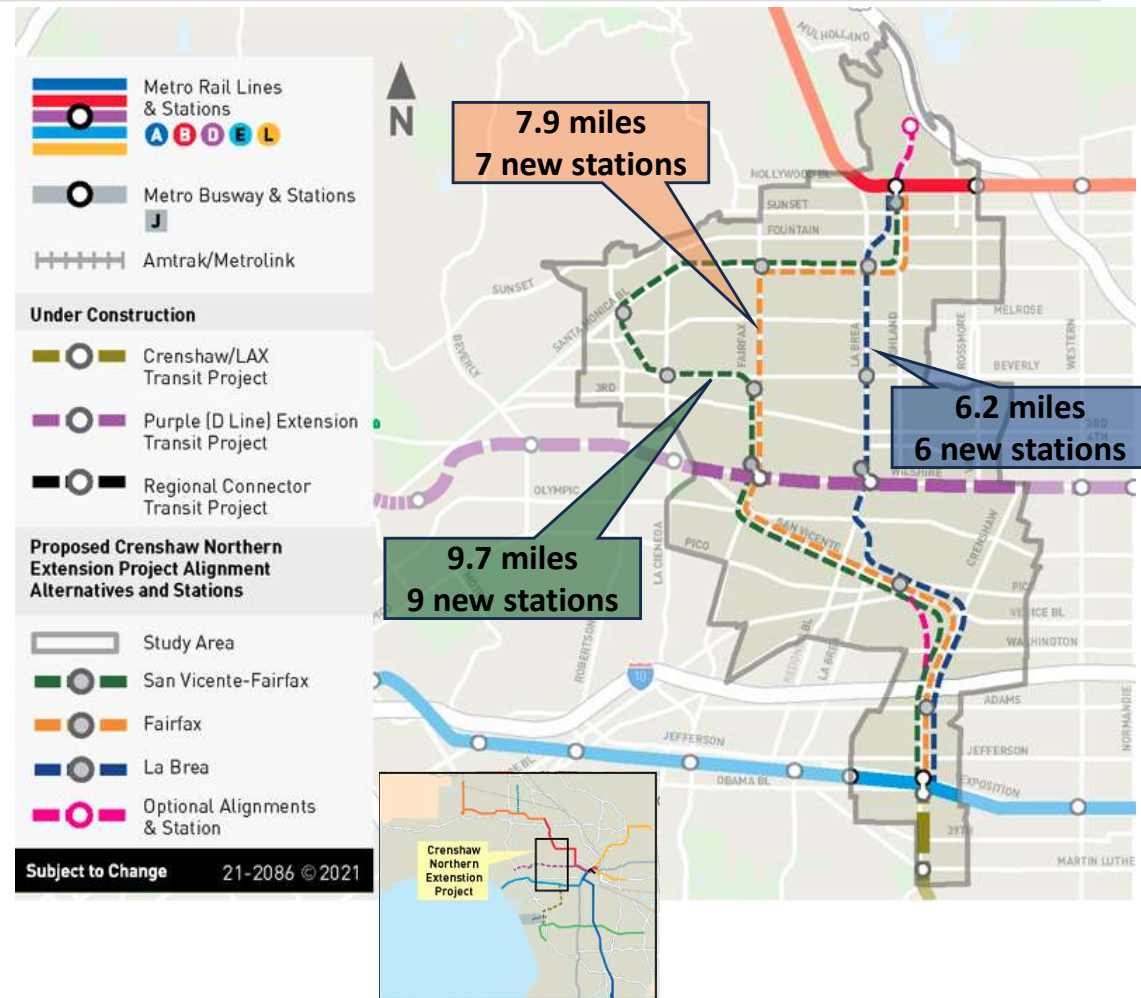
Current Phase	Most Recent Cost Estimate
Draft EIR	\$2.24B (2015\$)

Recent Activities

- Completed studies: additional alignments in Mid-City, tunnel safety, property value
- May/June: Continued awareness through pop-up events; coffee klatch with Mid-City stakeholders re: engagement strategies
- Planning for community meetings, elected official briefings on study results

Next Actions

- Hold community meetings in summer to gather input
- Prepare staff recommendation to Metro Board on Locally Preferred Alternative (LPA), options to study, phasing, and/or next steps



Measure M Independent Taxpayer Oversight Committee

Complete Streets & Highways Project Updates

Michelle E. Smith

Executive Officer, Complete Streets & Highways

September 2025

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

Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$148.10M	\$109.88M
Design (Phase 2)	\$23.0M	\$14.29M

Purpose and Scope

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

Multimodal Elements

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

Status

- South Segment (Phase 1) – Construction is 77% complete. An agreement to resolve all claims and to restore the project schedule is underway.
- North Segment (Phase 2) – Caltrans design resumed after Board allocated Measure M funds to close the design funding gap. Construction estimate is \$259M. Grant funds (\$80M) were secured for construction to start in April 2027.



Phase 1 Challenges

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

Phase 2 Challenges

- Utility and railroad coordination could delay the project schedule.



* High-occupancy vehicle (HOV)
** American Disability Act

State Routes 57/60 Interchange Improvements

Current Phase	Phase Budget	Phase Spent To Date
Construction	\$296.4M	\$94.58M

Purpose and Scope

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

Multimodal Elements

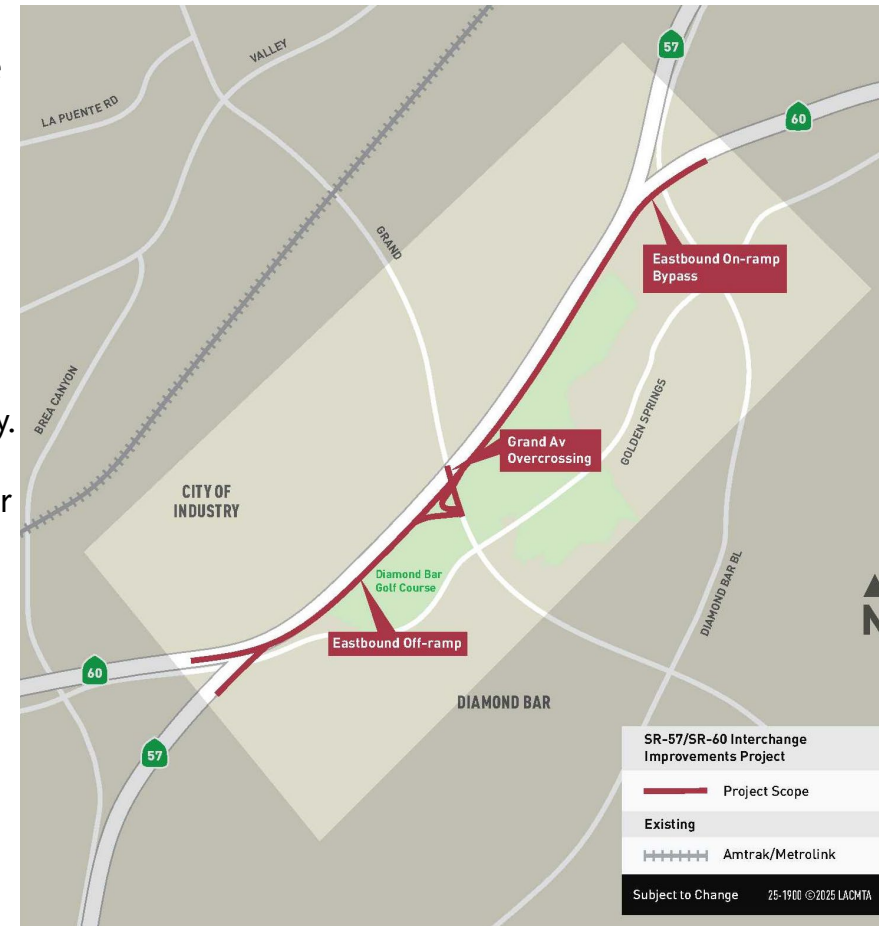
- Project includes improvements to local bridge, sidewalk, and bicycle facilities.

Status

- Foundation work for EB SR-60 Bypass Bridge is underway.
- Construction contract progress -35% completed as of June 2025. Construction completion expected in Summer 2028.

Challenges

- Contractor is advancing two value engineering concepts (staging modifications and reduced ground settlement). Stage Modifications can mitigate the schedule by approximately one year. Engineer of Record (EOR) is currently reviewing 95% submittal from the Contractor.
- Reduced settlement can mitigate the schedule by approximately 6 months. EOR is reviewing data received from test piles.



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

Purpose and Scope

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

Multimodal Elements

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

Status

- The subregion has paused the Project. South Bay Cities COG Bd approved not becoming the responsible fiscal agency and deobligated the remaining funds from the Project.
 - Environmental Document completed and approved.
 - 95% design plan comment resolution with Caltrans and utility coordination on pause.



* Council of Governments (COG)



Challenges

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

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

Purpose and Scope

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

Multimodal Elements

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

Status

- Caltrans is reviewing and approving technical studies to support DEIR/EA*.
- Scoping period was completed in October 2024. Additional engagement expected in Winter 2025.
- Circulation of Draft Environmental document expected in Summer 2026.



Challenges

- Construction phase is not fully funded.

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

Current Phase	Phase Budget	Phase Spent To Date
Environmental	\$9.6M	\$4.3M

Purpose and Scope

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

Multimodal Elements

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

Status

Environmental phase underway:

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



Challenges

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

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

(ExpressLanes from I-10 to US 101)

Purpose and Scope

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

Multimodal Elements

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

Status

- Preparation of the environmental document is ongoing with draft expected in late 2025.

Challenges

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





Board Report

File #: 2025-0611, **File Type:** Oral Report / Presentation

Agenda Number: 8.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 10, 2025

SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

To support the discussion for the effective and efficient use of funds, this quarterly presentation provides the committee with the status of Metro active transportation activities related to Measure M projects.

EQUITY PLATFORM

The Measure M related activities for active transportation include two projects in the Measure M Expenditure Plan that will connect the bike path gaps along the Los Angeles River in the San Fernando Valley and in Central Los Angeles, as well as the Metro Active Transport, Transit and First/Last Mile (MAT) Program, a discretionary grant program guided by the priorities in the Active Transportation Strategic Plan (ATSP). Measure M also funds active transportation projects programmed by subregions through the Multiyear Subregional Program (MSP). In addition to funding these activities, Metro engages in First/Last Mile planning for communities to access existing and future major transit stops. Equity is built into Metro's approach to all of these activities.

The 2023 ATSP identified and prioritized a regional active transportation network based on criteria, including overlap with Equity Focus Communities (EFC). Projects in the ATSP regional network are eligible for MAT Program Cycle 2 funding. In addition to evaluating projects for investments in EFCs, MAT Cycle 2 project applications were evaluated based on factors including robust partnerships with Community Based Organizations (CBO) to ensure community engagement in project development. Project applications that were submitted for MAT Cycle 1 in 2020 were given bonus points for locations within EFCs. All selected projects that are being developed using Cooperative Agreements with Metro include CBO partnerships.

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

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

ATTACHMENT

Attachment A - Presentation

Prepared by: James Andrew, Senior Manager, Countywide Planning & Development, (213) 547-4306
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Reviewed by: Ray Sosa, Chief Planning & Development Officer, (213) 547-4274



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

ACTIVE TRANSPORTATION UPDATES

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

SEPTEMBER 10, 2025

Measure M Support for Active Transportation

- > Measure M Expenditure Plan Projects
 - LA River Waterway & System Bike Path (Central City)
 - LA River Waterway & System Bike Path (San Fernando Valley)
 - Metro Active Transport (MAT) Program (16 projects selected in Cycle 1)
- > Locally-Selected Projects
 - Local Return
 - Multi-year Subregional Program (MSP)
 - 3% Local Contribution for First/Last Mile Projects



LA River Waterway & System Bike Path (Central Cities)



Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

- > Draft Environmental Impact Report (DEIR) to be released in Fall 2025
- > Selection of a single alternative and start of 60% design (subject to comments from US Army Corps of Engineers and LA Department of Water & Power (LADWP))
- > Potential to phase the project by segment
- > Agreements with Third Parties in progress:
 - LA County, City of LA, LADWP, Railroads, Caltrans
 - Agreement with the City of Vernon being revised due to LA County coordination
- > Operations & Maintenance lead and Construction Entity, yet to be determined

Update since June MMITOC meeting:

- Pre-DEIR Release Public Meetings to be held in September and October
- DEIR Public Hearings to be held in Fall 2025



Complete LA River Bike Path (San Fernando Valley)

- > LA Bureau of Engineering is Lead Agency
- > 13 miles of bikeway gap closures
 - 9 segments from Vanalden Ave to Forest Lawn Dr
 - Design to be complete by 2027; Construction to be complete by 2029
- > Cost estimate for the project is \$170M
- > \$60M in Measure M funding; funding agreement executed in June 2024; City of LA awarded an additional \$34M in California Active Transportation Program (ATP) funding; City seeking remaining funding
- > Per Metro Board direction, City to assume all phases of development, including operations and maintenance (in partnership with US Army Corps of Engineers)

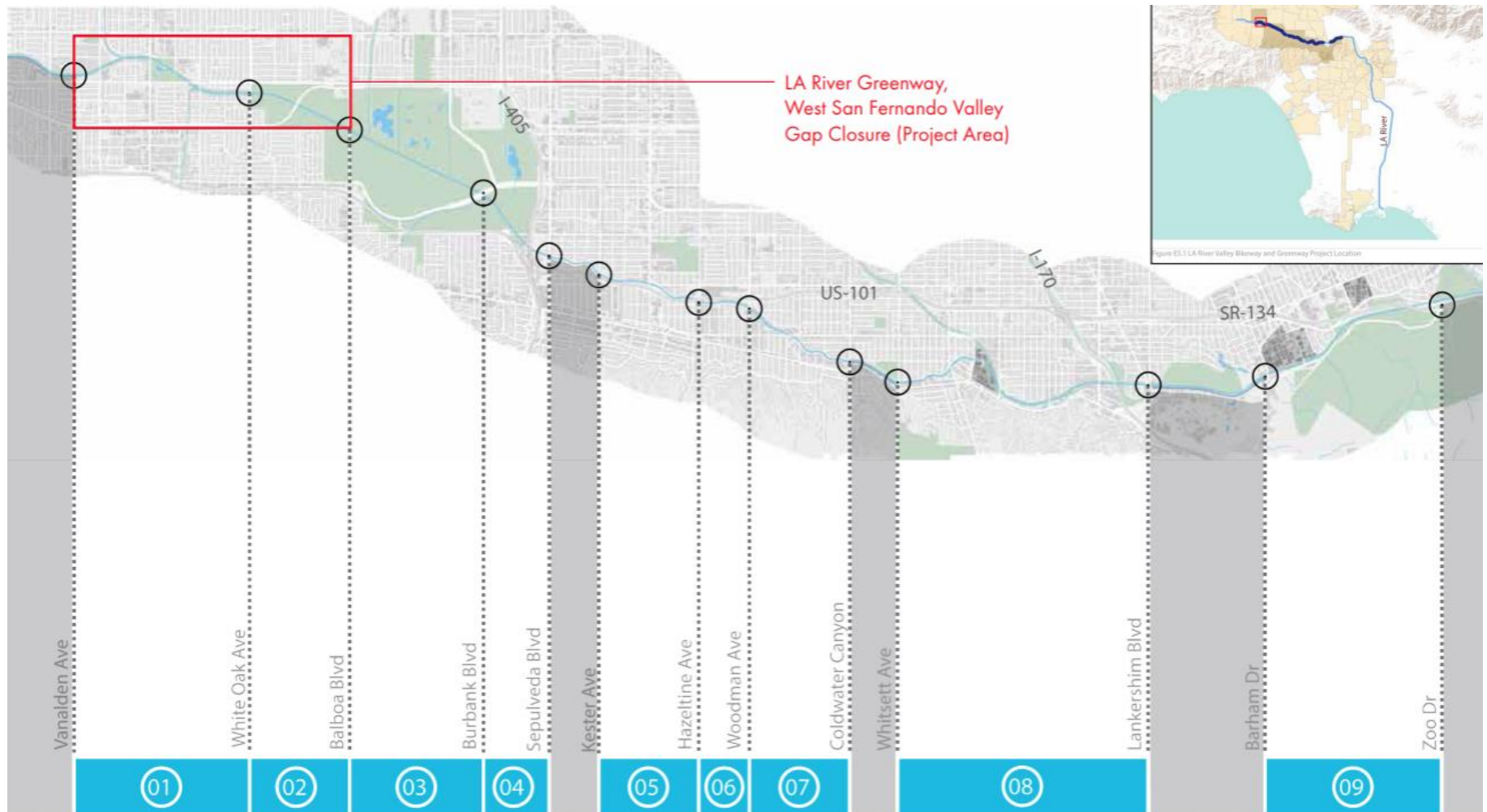
Update since June MMITOC meeting:

- Bids for construction of Segments 1&2 were higher than expected. Bid package is being revised. Bids expected by December. Construction of all phases anticipated 2026-2029



Segment of LA River Bike Path completed in 2014

Complete LA River Bike Path (San Fernando Valley)



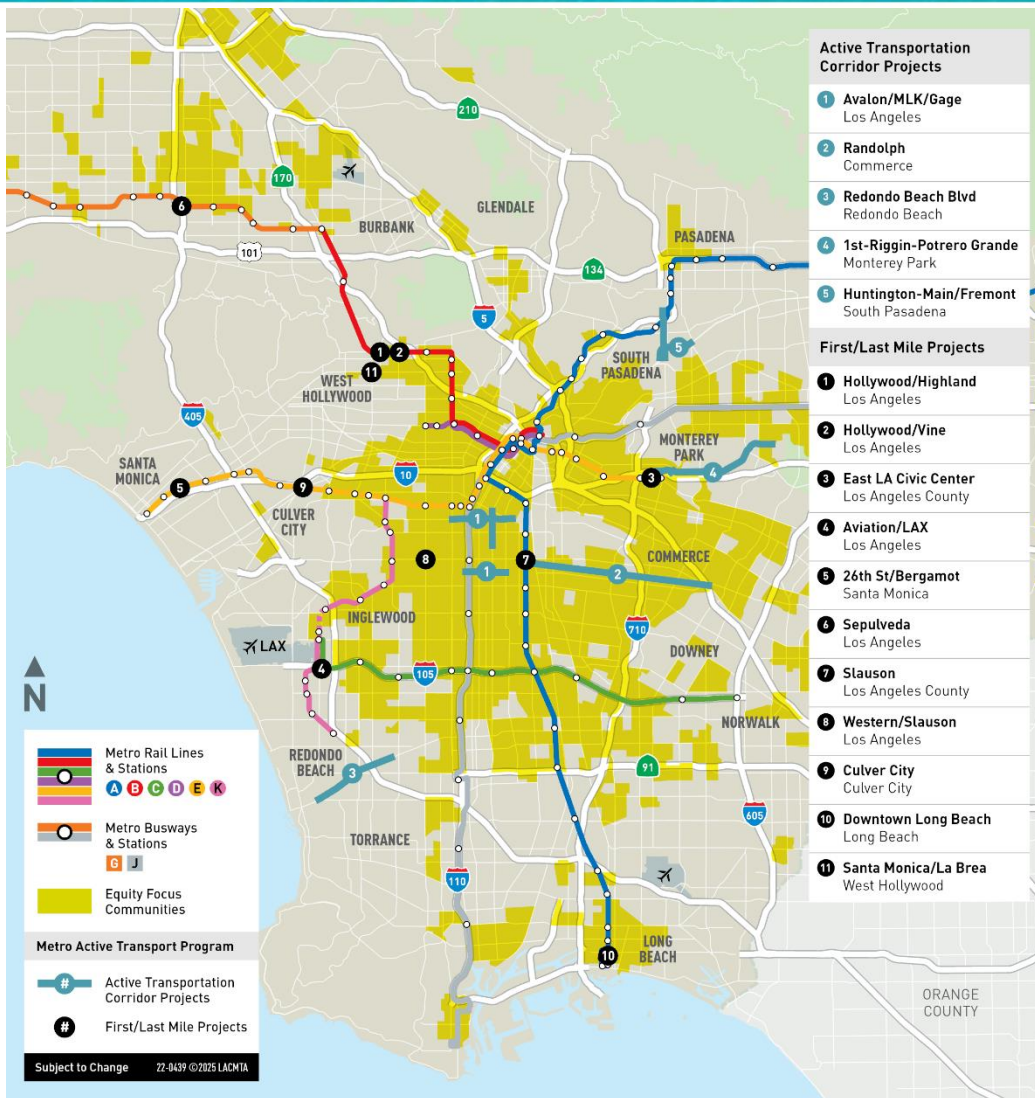
Los Angeles River Valley Bikeway and Greenway Design Completion Project
(2017 Feasibility Study)

Constructed Segments or in Design Phase

01 Segment Number



Metro Active Transport Program Cycle 1



- > \$63.1M approved in 2021 for Cycle 1 to 10 jurisdictions:
 - 11 First/Last Mile Projects
 - 5 Active Transportation Corridor Projects to build approximately 20 miles of new bikeways
- > \$6.4M approved in April 2025 to augment funding for 7 of these projects
- > Most projects in Planning and Design Phase
 - Projects delayed initiation due to pandemic issues
 - Most awards included early phases
- > Significant funding capacity remains as of July:

MAT Cycle 1 Funds Spent	Funds Programmed
\$4,481,286	\$69,500,000

Update since June MMITOC meeting:

- > Funding Agreements amendments for augmentation initiated

Metro Active Transport Program Cycle 2

- > The Cycle 2 MAT solicitation was released February 6, 2025
 - Received 29 applications totaling \$150.7 million on April 7
 - 11 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)
- > \$80.5 million is available for programming
- > Timely use of funds
- > Staff recommends 16 projects for award and increase the funding amount to \$85.5 million
- > Metro Board expected to select Cycle 2 projects for award on September 25



Thank you



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