



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

ACTIVE TRANSPORTATION UPDATES

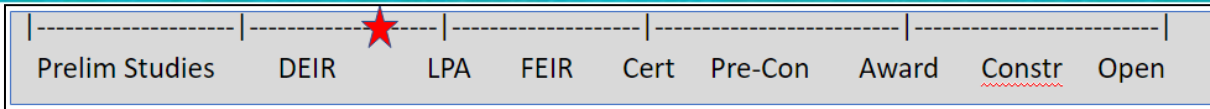
MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

DECEMBER 11, 2024



Metro

LA River Waterway & System Bike Path (Central Cities)

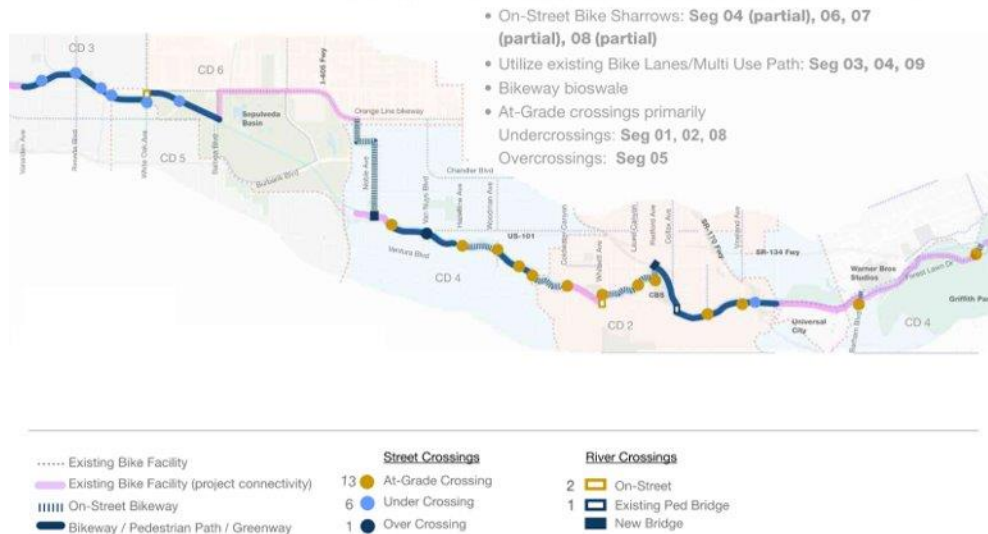


- > Project Environmental Clearance and Design led by Metro
- > Environmental and Design Progress
 - Currently in Draft EIR phase (30% design completed on all alternatives)
 - Selection of a single alternative and start of 60% design (subject to comments from both USACE and LADWP)
- > Recent coordination meetings with LA County Public Works and USACE
- > Potential to phase the project by segment
- > Agreements with Third Parties
 - MCA with the City of Vernon is being revised as result of LA County Public Works coordination
 - Agreements with the County and City of LA, LADWP, Railroads, and Caltrans in progress
- > O&M lead and Construction Entity, yet to be determined



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
- > \$60M in Measure M funding; funding agreement executed in June 2024
- > City of LA awarded an additional \$34M in ATP funding and seeking remaining funding
- > City of LA anticipates construction between FY 2025 and FY 2029
- > Per Metro Board direction, City to assume all phases of development, including operations and maintenance (in partnership with US Army Corps of Engineers)



Project Corridor Map



Segment of LA River Bike Path completed in 2014

Multiyear Subregional Program (MSP)

- > South Bay Subregion: \$12.7 M programmed for Active Transportation Projects in September
 - \$12.1 M for 3 new projects
 - South Bay Local Travel Network in Carson
 - South Bay Local Travel Network and Related Safety Enhancements in Lomita
 - Northeast Hawthorne Mobility Improvement Project
 - \$0.6 M for additional funding for North Redondo Beach Bikeway Extension
- > Westside Cities Subregion: \$17.4 M programmed for Active Transportation Projects in October
 - \$7.2 M for additional funding for 9 previously programmed projects
 - \$10.2 M for 2 new projects:
 - Move Culver City Eastern Segment Project
 - Westwood Boulevard Safety and Mobility Project
- > North County Subregion: \$2 M new funding programmed for Active Transportation Projects and reshuffling of existing project funding in December
 - Full or partial deobligation of \$17.3 M for 7 projects in Santa Clarita, Lancaster and Palmdale
 - Reprogramming of \$17.3 M and new programming of \$2 M to 2 projects in Unincorporated LA County and Palmdale

Metro Active Transport Program



> \$63.1M approved in 2021 for Cycle 1

Map ID	FLM Projects	Completion (est.)
1	Hollywood/Highland	2026
2	Hollywood/Vine	2026
3	East LA Civic Center **	2027
4	Aviation/LAX**	2029
5	26th St/Bergamot	2026
6	Sepulveda**	2028
7	Slauson	2027
8	Western/Slauson**	2028
9	Culver City * **	2025
10	Downtown Long Beach	2028
11	Santa Monica/La Brea (W. Hlwd)*	2025

Map ID	AT Corridor Projects	Completion (est.)
1	Avalon/MLK/Gage**	2026
2	Randolph ATC	2026
3	Redondo Beach Blvd**	2027
4	1st-Riggin-Potrero Grande	2026
5	Huntington-Main/Fremont ATC	2027

*Under Construction

**Metro is leading early design

> Cycle 2 Solicitation

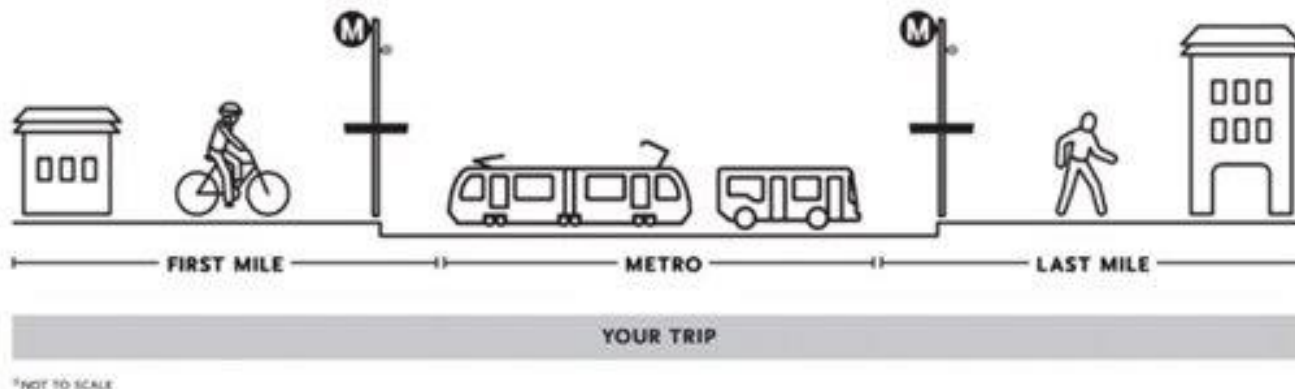
- Applications Due in Winter 2025
- \$75 million anticipated to be available
- Projects in EFCs and those with CBO partnerships will be prioritized

Metro Active Transport Program Cycle 1 Projects (approved in 2021)



First/Last Mile Program

- > FLM improvements expand the reach of transit, enhance safety, enhance the customer experience for transit riders and count toward the Measure M 3% contribution requirement for local jurisdictions with rail transit projects.
- > Current FLM Plans:
 - Eastside Phase 2 (completed fall 2024)
 - North Hollywood to Pasadena BRT (underway, complete mid 2025)
 - C Line Extension (early 2025)
- > FLM planning uses a consistent, intentional community engagement process that centers the needs and voices of transit riders and marginalized communities
- > Metro has an established track record of CBO partnership on FLM plans/projects
- > Metro prioritizes discretionary resources (e.g. MAT program) to projects serving the greatest needs



Thank you



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