

TRANSPORTATION COMMITTEE REPORT relative to Citywide First/Last Mile (FLM)-Eligible Projects.

Recommendation for Council action, pursuant to Motion (Yaroslavsky – Padilla et al.):

INSTRUCT the Bureau of Street Services, Bureau of Street Lighting, Bureau of Engineering, and Los Angeles Department of Transportation, in consultation with the City Administrative Officer (CAO) to jointly report to Council in 30 days with a report to include:

- a. A multiyear capital delivery framework for First Last Mile (FLM) projects around eligible rail stations in the City
- b. Priority projects, in coordination with the relevant Council Districts, adjacent to eligible rail stations while maximizing the City's ability to deliver all scope elements identified in the Metro First/Last Mile plans.
- c. A multi-year staffing plan that scales up relative to project implementation and extends beyond the conclusion of the 2028 Olympic and Paralympic Games
- d. An analysis of the need for additional funding outside of the 3 percent requirement, and to report with a blended funding strategy that assumes the City will meet 100 percent of its obligation through FLM project delivery, including but not limited to:
 - i. Grants
 - ii. Measure M Sub-region allocations
 - iii. The 3 percent Measure M local return
- e. Report on any completed or in-progress projects that were intended to count towards the City's 3 percent requirement.

Fiscal Impact Statement: Neither the CAO nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: Yes

For, if amended:
United Neighborhoods Neighborhood Council

Summary:

On October 7, 2026, your Committee considered a Motion (Yaroslavsky – Padilla et al.) relative to Citywide FLM-Eligible Projects. According to the Motion, in 2016, over 76

percent of Los Angeles County voters passed Measure M, a half-cent sales tax to implement transformative transportation improvements across Los Angeles County.

For the City, this includes projects like the East San Fernando Valley Light Rail, the Metro D Line Extension (Segments 2&3), and the LAX/Metro Transit Center. As part of the ballot measure, local agencies through which rail lines are built must contribute 3% of the project cost back to the Los Angeles County Metropolitan Transportation Authority (Metro), proportional to the track miles within their jurisdiction.

In November 2022, Metro communicated to the city that the 3 percent requirement for the aforementioned projects totals \$182.5 million, as stipulated in Council File No. 23-1244. The city issued a Letter of No Prejudice (LONP) to Metro, which Metro accepted, allowing the City to use local funding to implement (FLM) projects that were approved by the Metro board to count towards this requirement. Under this framework, the City's obligation can be satisfied through direct cash payment to Metro.

Council's intent, in renewing this direction, is to maximize physical FLM investment in the communities surrounding new stations, such as tree planting, sidewalk repairs, street lights, crosswalks and other traffic calming measures, not a default that doesn't deliver the physical improvements Angelenos expect via Measure M. Despite the glaring need for FLM improvements around the new stations, the city has not made an account of progress on these projects to receive credit towards the 3 percent requirement.

The Metro has developed an interesting model through its Games Enhanced Transit Service and Games Mobility Concept Plan, where they identified specific systemwide improvements to support a "car-free" LA28, and have continued to align policy priorities, staff, and funding to accomplish that plan. Based on Metro's precedent, the City of LA must make efforts to build out FLM improvements for safe, accessible stations and carfree lifestyles that Angelenos deserve. The Los Angeles Department of Transportation and Public Works Bureaus should present to Council a multi-year FLM Capital Delivery Framework for eligible stations. This framework should capture policy priorities for current and future infrastructure planning, including the city's proposed Capital Improvement Program, and allow the City to expedite the design and construction of FLM improvements to meet the City's legal mandate. After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion. This matter is now submitted to Council for its consideration.

Respectfully Submitted,
Transportation Committee

COUNCILMEMBER VOTE

HUTT:	YES
PARK:	YES
HERNANDEZ:	YES
PADILLA:	YES
NAZARIAN:	YES

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10/7/26

-NOT OFFICIAL UNTIL COUNCIL ACTS-