



Board Report

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Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE APRIL 16, 2025

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Project Status Report.

ISSUE

Countywide Planning and Development's major projects status report provides highlights of capital projects in planning phases of development. These include transit corridor projects such as rail and bus rapid transit, Measure M active transportation corridor projects, and complete streets and highway improvements.

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. Countywide Planning and Development (CPD) oversees the planning of major capital projects to support this mission. The attached Project Status Report (Attachment A) provides an update on transit, active transportation corridor and complete streets and highway projects in various stages of development.

DISCUSSION

The status report provides a quarterly update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery method. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, which is provided on a quarterly basis to the Metro Board's Construction Committee.

As requested by Director Horvath, updates on the Pacific Coast Highway projects in the City of Malibu as well as an update from the California Department of Transportation (Caltrans) on the Pacific Coast Highway Master Plan remain in this quarter's report.

EQUITY PLATFORM

Because this report is provided on a regular basis and includes status updates for multiple projects, equity assessments are provided as baseline summaries with subsequent updates when equity conditions change. This quarter includes a refreshed set of baseline assessments for all the projects that are presented in this board report (Attachment B).

VEHICLE MILES TRAVELED OUTCOME

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

The VMT outcomes of each project discussed in this report are detailed in Attachment C. The projects in this report have mixed outcomes, but taken together they will likely decrease VMT in LA County. Although some individual projects may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region.

Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, multimodal options, improve safety and mobility; and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. Additionally, some projects reported here do not have a Locally Preferred Alternative (LPA) yet and therefore the VMT outcome is not yet able to be determined, although Metro staff will ensure that the Board and public will have access to analysis related to VMT during the process of selecting an LPA or when any action on the project is being requested of the Board. Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient movement of people and goods, as required by state law.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of projects included in this report supports Strategic Plan Goal #1 by delivering high-quality mobility options that enable people to spend less time traveling.

NEXT STEPS

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in July 2025.

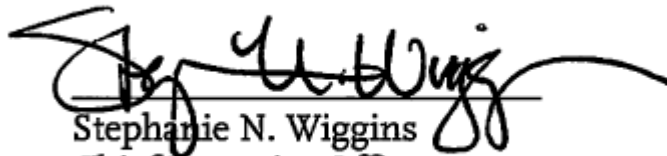
ATTACHMENTS

Attachment A - Project Status Report
Attachment B - Equity Assessment Baseline
Attachment C - Vehicles Miles Traveled (VMT) Outcome

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Stephanie N. Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

April 16, 2025

Presented By

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Transit and Active Transportation Projects



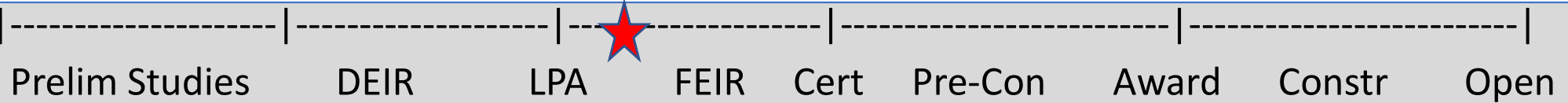
> Major Pillar Projects

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

> Other Projects in Planning

- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- E. San Fernando Valley Shared Right of Way (ROW) Study
- K Line Northern Extension

C (Green) Line Extension to Torrance

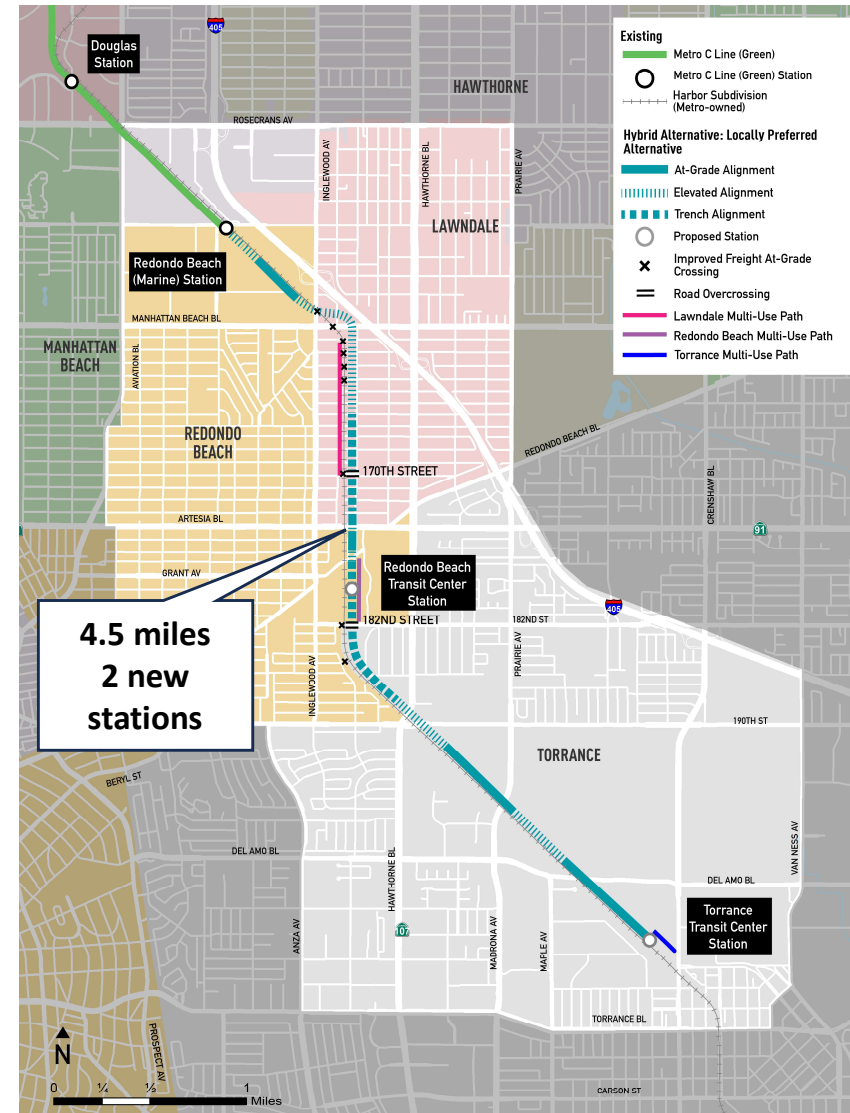


Recent Activities

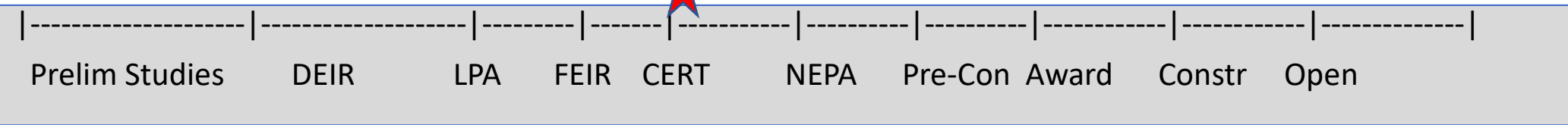
- Continue preparation of Final Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), including responses to all comments
- Field work underway (e.g., surveys to confirm right of way and project footprint)
- Coordinating with cities, stakeholders and Community Based Organizations (CBOs)

Next Actions

- Complete field work to respond to public comments on Draft EIR
- Update engineering drawings for Hybrid Locally Preferred Alternative (LPA)
- Refine cost estimates and funding plan for LPA

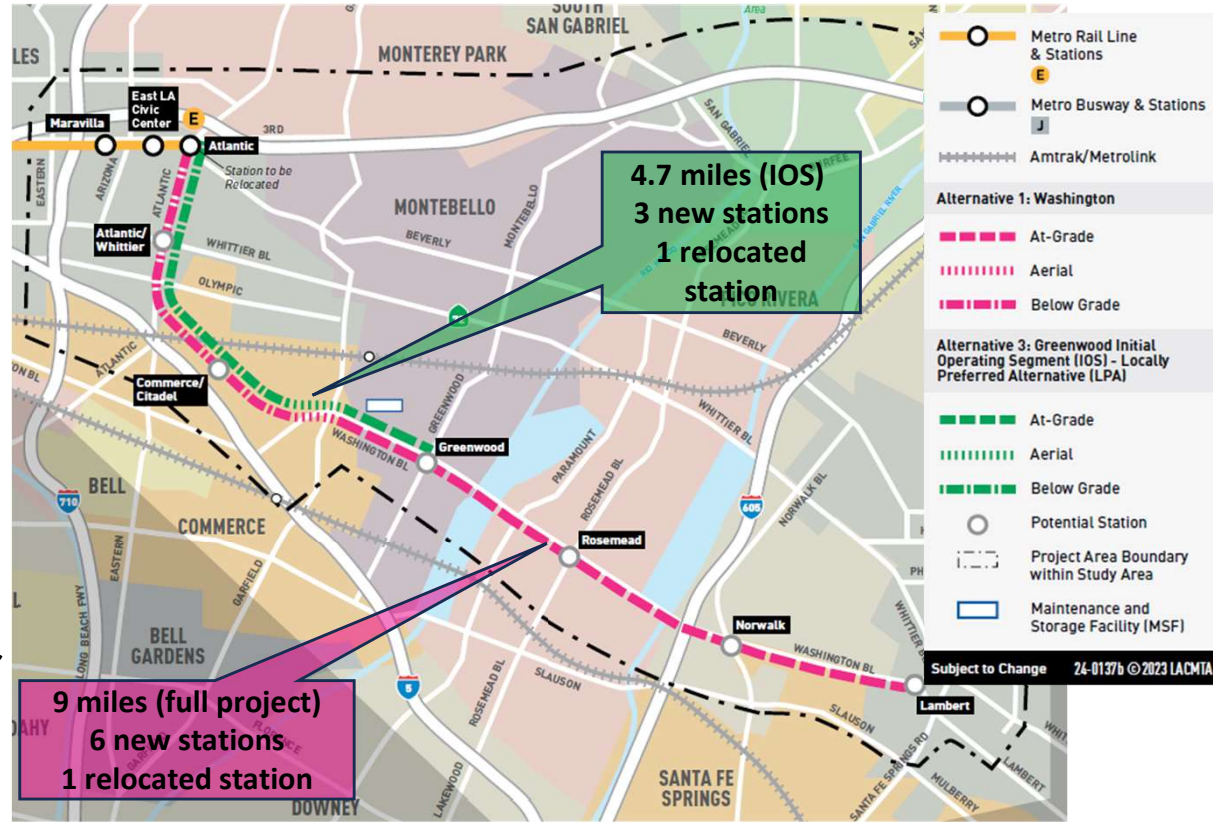


Eastside Transit Corridor Phase 2



Recent Activities

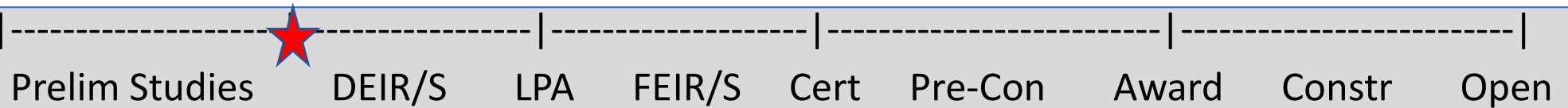
- Community meetings in East LA, Commerce, Montebello, and virtual (Total 216 participants)
- Master Cooperative Agreements (MCA) executed with Montebello in February
- Utility potholing in Montebello, Commerce, and East Los Angeles
- Ongoing coordination with corridor cities, utility owners, railroads



Next Actions

- MCAs expected with Commerce and Whittier in April
- Geotechnical investigations in Spring 2025
- Coordinate with Gateway Cities Council of Governments (COG) to initiate a city manager technical advisory committee in Spring 2025

Sepulveda Transit Corridor

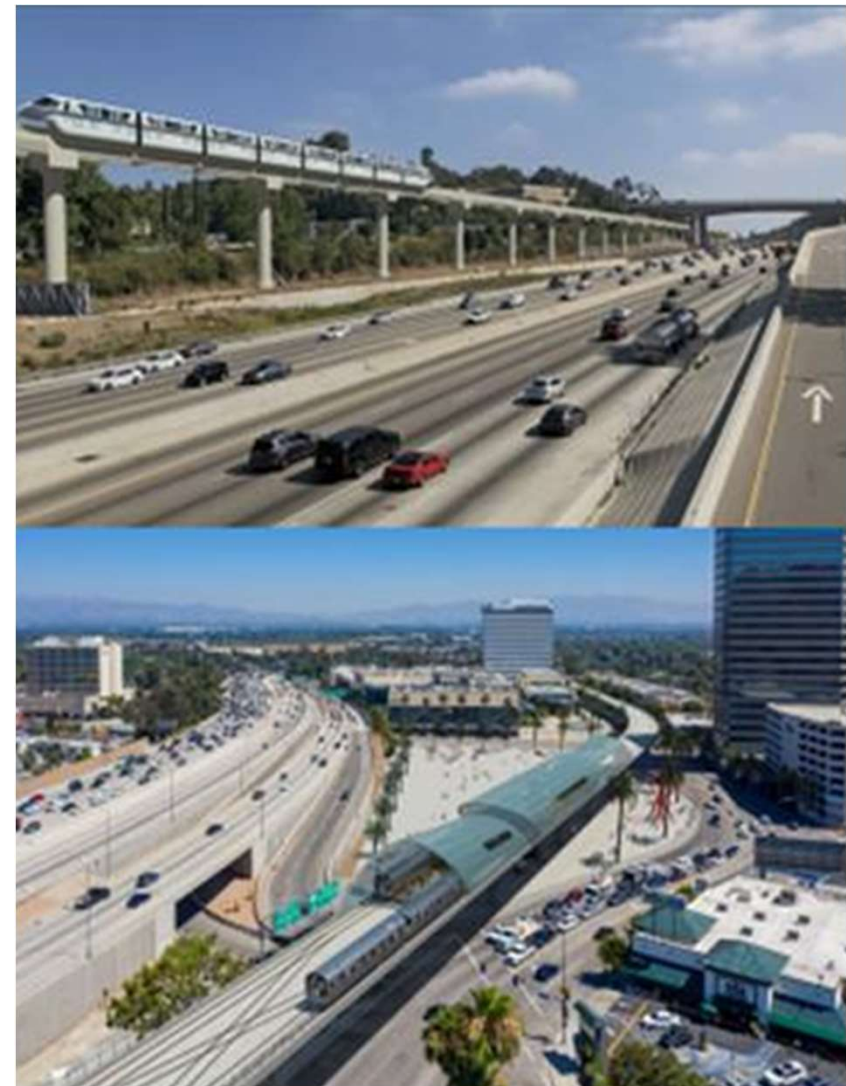


Recent Activities

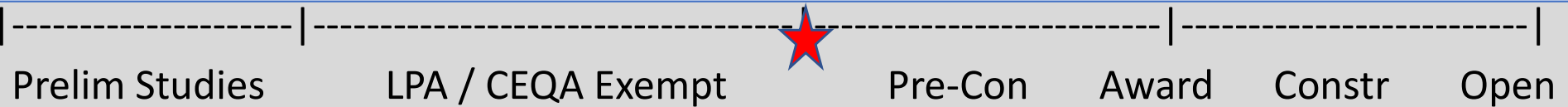
- Completed environmental technical analyses and draft chapters
- Review of Administrative Draft Environmental Impact Report (EIR)
- Development of cost information
- Coordination with Federal Transit Administration on Planning and Environmental Linkages (PEL) study

Next Actions

- Final check on Administrative Draft EIR
- Schedule public update meetings
- Schedule release of Draft EIR and open public comment period



Vermont Transit Corridor



Recent Activities

- March 2025 Board actions
 - Approval of Locally Preferred Alternative (LPA) as a 12.4 mile, at-grade, side-running Bus Rapid Transit (BRT) line
 - Concurrence that project is exempt from California Environmental Quality Act (SB 922)
- Federal Transit Administration (FTA) approval of entry into Project Development Phase for Small Starts Grant Program



Next Actions

- Continue design work to 30% completion
- Continue coordination with City and County of Los Angeles on project advancement
- Coordinate with FTA on path for environmental clearance under the National Environmental Protection Act



Rail to River Active Transportation Corridor

Segment B



Recent Activities

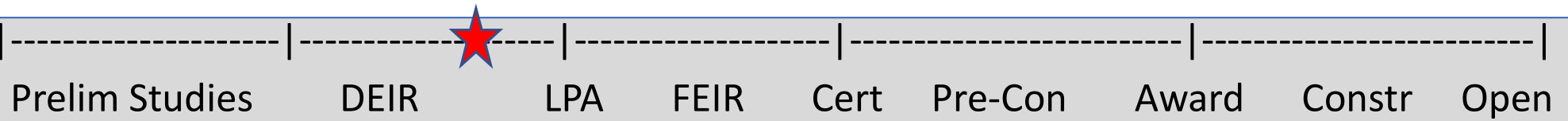
- Feb-Mar 2025: Completion of three community meetings (2 in-person, 1 virtual)
- Addressing stakeholder feedback received
- Preparing staff recommendation for next Board actions



Next Actions

- Continue design work in coordination with the Randolph Corridor AT Project
- Work with local jurisdiction(s) to develop/amend necessary funding agreement(s)

Los Angeles River Path



Recent Activities

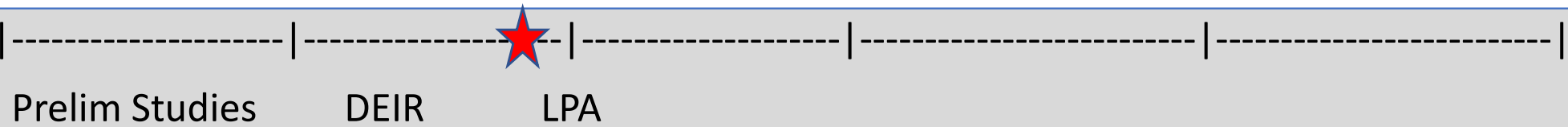
- Preparation for release of Draft Environmental Impact Report (EIR)
- Provided Board update on Draft EIR status, phasing, and next steps including identifying responsible agencies for operations and maintenance
- Project update briefings to Infrastructure LA, Gateway Cities/Transportation Summit, LA Department of Transportation (LADOT)



Next Actions

- Schedule public update meetings
- Schedule release of Draft EIR

K Line Northern Extension



Recent Activities

- Reviewing comments on Draft Environmental Impact Report (EIR)
- Additional alignment analysis in Mid-City area
- Reviewing tunnel safety research
- Informational meetings with stakeholders and elected officials (Cedars-Sinai, Mid-Wilshire communities, etc.)



Next Actions

- Complete analysis of alignments and tunnel safety research in response to community feedback on Draft EIR
- Share findings with stakeholders to receive input on project

Quarterly Major Projects Report

Complete Streets & Highway Projects

Presented by Michelle E. Smith
Executive Officer, Complete Streets & Highways

April 16, 2025

I-605 Corridor Improvement Project (I-605 CIP)

(I-10 to I-105)

Status/Schedule

- Current Phase: Reinitiate work on DEIR/EIS* for the Project.
- Meet with corridor cities in late Spring 2025 to get feedback on the development of a multimodal Complete Streets framework.
- Initiate contract modification summer 2025.

Purpose and Need

- Safety and operational deficiencies, lack of multimodal transportation options.
 - 3,329 collisions occurred within I-605 project limits: 1,771 on SR-60, 2,387 on I-10, 375 on I-105, and 990 on I-5 between July 2012 and June 2015.

Scope

- Convert carpool lane to ExpressLane (one or two lanes).
- Provide bicycle, pedestrian, and equestrian trail improvements.
- Provide roadway connections to transit stations.
- Include Transportation System Management and Transportation Demand Management strategies.

Project Benefits

- Equitable outcomes after meeting and working with community.
- Enhance local and regional connectivity and access; increase person throughput while avoiding residential displacements.



Challenges

- Some partial right of way may be needed.
- Project alternatives are partially funded.

Metro & Caltrans Roles

- Metro: Project Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.



* Draft Environmental Impact Report/
Environmental Impact Statement

I-605 / Beverly Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- Current Phase: Pre-construction with Program Management.
- Community Engagement: Ongoing pre-construction community meetings and briefings with project stakeholders.
- Next Major Milestone: Begin construction expected by late 2025.

Purpose and Need

- Address safety and operational deficiencies at the ramps, mainline, and local interchange at Beverly Boulevard (346 collisions occurred within the project limits from January 2016 to December 2018).

Scope

- Implement diamond interchange design and signalize intersection.
- New 5 ft shoulder on overcrossing that can accommodate future Class II bicycle lane.
- 400 linear feet of new high visibility continental crosswalks, a wider sidewalk, and new ADA* ramps.
- High visibility traffic signals at newly constructed intersection.

Project Benefits

- Improve safety and southbound operations by eliminating short “weaving” length between existing loop ramps.
- Allow safe right and left turn movements on local arterials.
- Optimize traffic signal operations.
- Improve overall safety, mobility, and pedestrian access.



Metro & Caltrans Roles

- Metro: Project Sponsor and Construction lead.
- Caltrans: Construction oversight.

I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- Current Phase: Final design be completed/approved by March 2025.
- Begin Construction expected by October 2025.
- Community Engagement: Council of Governments (COG) to convene pre-construction meetings.

Purpose and Need

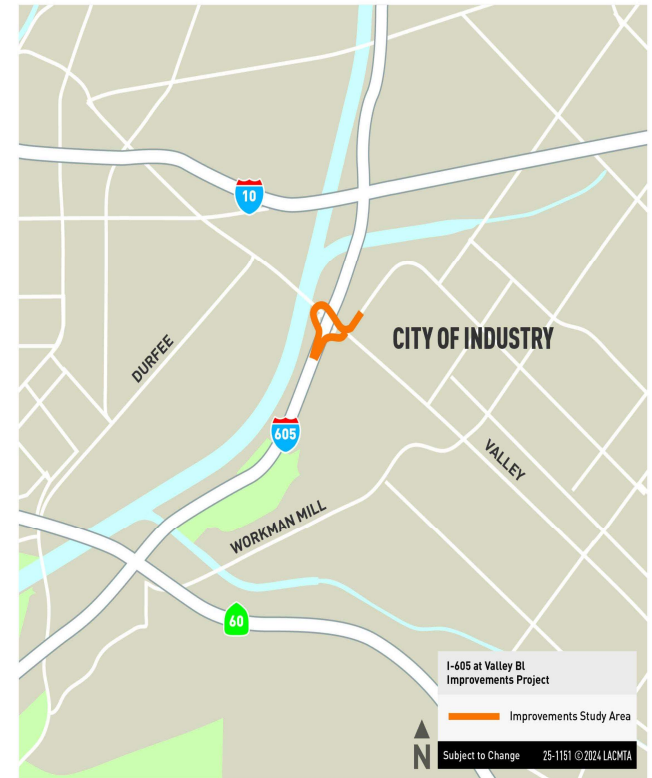
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion (1,126 collisions occurred within the project limits from 2016 to 2018).

Scope

- Reconfigure ramps, upgrade & coordinate traffic/railroad signals.
- Upgrade ADA* infrastructure (curb ramps, sidewalks, and pedestrian pathways) and rehab adjacent local roads.
- Install pedestrian gates at railroad crossings, special signals, shorter crosswalk, and median island refuge.

Project Benefits

- Reduce collisions, congestion, weaving conflicts, and queuing.
- Enhance pedestrian access and safety.
- Provide better truck access/maneuverability along freeway ramps.
- Improved railroad safety to reduce the potential for pedestrian, vehicular, and train (freight and passenger) conflicts.



Metro, Caltrans & COG Roles

- Caltrans provides oversight of environmental and design tasks led by Metro contractor.
- San Gabriel Valley COG to build project.

SR-91 Westbound Improvements (Alondra to Shoemaker)

91/605/405 Hot Spots Program

Status/Schedule

- Project being transitioned to Program Management (PM).
- PM preparing pre-bid package.
- Ongoing pre-construction outreach.
- Begin construction expected by Fall 2025.

Purpose and Need

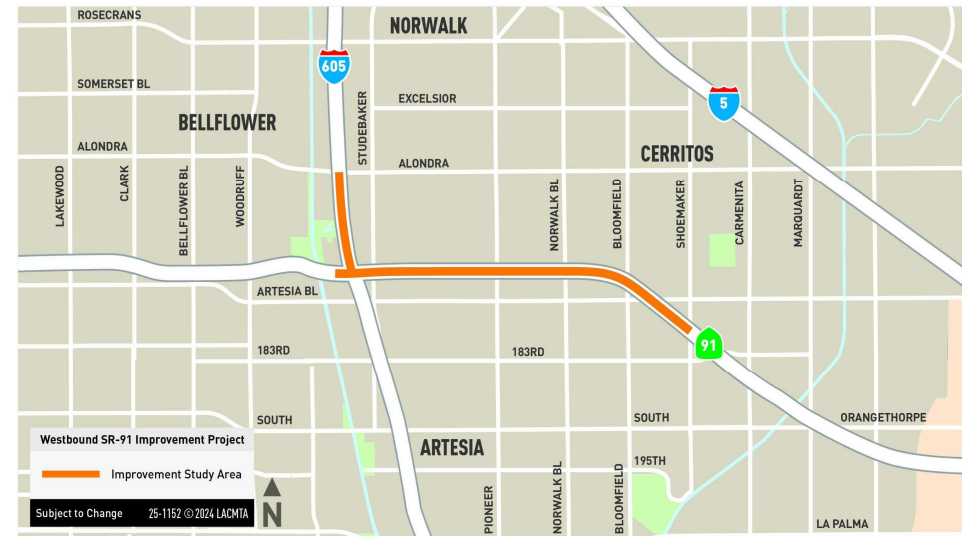
- Address existing safety and weaving conflicts (1,177 collisions occurred within the project limits between January 2012 and December 2014).

Scope

- Reconfigure interchanges.
- Reconstruct Gridley Rd and Bloomfield Blvd overcrossings.
- Construct soundwalls.
- New 200 linear foot bicycle lane.
- ADA* upgrades and sidewalk improvements.

Project Benefits

- Provide multimodal options.
- Enhance pedestrian safety and access.
- Improve overall safety and mobility.



Metro & Caltrans Roles

- Metro: Project Sponsor and Construction lead.
- Caltrans: Construct and provide construction oversight.

Challenges

- Updating Caltrans latest design upgrades.
- Prepare construction phase transition to Caltrans.

SR-91 Improvements (Central to Acacia)

91/605/405 Hot Spots Program

Status/Schedule

- Current Phase: Design.
- Community Engagement: On hold.
- Next Major Milestone: Construction on hold.

Purpose and Need

- Reduce number of ingress/egress points along the freeway mainline.
- Address existing safety and weaving conflicts caused by short weaving distances (615 collisions occurred within the project limits between April 2016 and March 2019).

Scope

- Build collector-distributor road along SR-91 from Central and Wilmington Avenues to the Acacia Court interchange.
- Class II buffered bicycle lane along Artesia Boulevard (Central and Acacia), and on Albertoni Street (between Lysander Drive and Central Avenue).
- ADA*-compliant curb ramps at all intersections, high-visibility crosswalks, sidewalk upgrades, and LED** lighting.



Project Benefits

- Enhanced pedestrian safety and access.
- Improve overall safety and mobility.

Metro & Caltrans Roles

- Caltrans provides oversight of design tasks led by Metro.

Challenges

- Project on hold until Measure M accrues funding (Fiscal Year 30).



*Americans with Disabilities Act
** Light Emitting Diode

I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)

I-405 South Bay Curve Improvements

Status/Schedule

- Final (95%) design plan review underway.
- Pursuing funds to close the construction funding gap.

Purpose and Need

- Improve safety and operations by reducing conflicts at high congestion on/off ramp locations and by providing auxiliary lane improvements between freeway on/off ramps within Caltrans Right of Way (ROW).
 - 1,141 of collisions occurred within the project limits between January 2016 and December 2018.

Scope

- Complete final design and ROW certification of the auxiliary lanes and a lane extension along southbound I-405 between I-105 connector and the off ramp to eastbound Rosecrans Avenue within project limits.
- New high visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- New transit stops.

Project Benefits

- Provide multimodal options.
- Enhance pedestrian & cyclist safety and access.
- Improve overall safety and mobility.



Metro & Caltrans Roles

- Caltrans provides oversight of design tasks led by Metro.

Challenges

- Construction not fully funded.

I-405 Improvements (I-110 to Wilmington Avenue)

I-405 South Bay Curve Improvements

Status/Schedule

- Current Phase: Environmental Phase. Caltrans is reviewing and approving technical studies to support DEIR/EA*.
- Community Engagement: Scoping period completed in October 2024. Additional engagement expected in Summer 2025.
- Next Major Milestone: Circulation of Draft Environmental document expected in early 2026.

Purpose and Need

- Traffic safety and operational needs.
 - From April 2020 to March 2023, 612 collisions (278 northbound and 334 southbound) occurred within the project limits, and of these, over 75% were rear-end and sideswipe, indicating congestion.

Scope

- Build four auxiliary lanes (2 northbound & 2 southbound).
- New high-visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- Transportation System Management and Transportation Demand Management (TSM/TDM) strategies.

Project Benefits

- Improve overall mobility and safety for pedestrians, cyclists, and vehicular travel.



Challenges

- Construction not fully funded.

Metro & Caltrans Roles

- Metro: Project Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.



* Draft Environmental Impact Report/
Environmental Assessment

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

Status/Schedule

- Current Phase: PA/ED*. Caltrans is reviewing and approving technical studies to support DEIR/EA**.
- Community Engagement: Scoping Period completed in December 2024. Additional engagement expected in Fall 2026.
- Next Major Milestone: Circulation of Draft Environmental Document expected in late 2026.

Purpose and Need

- Address safety:
 - 475 collisions from 2020 to 2022 on NB #1 (172) and SB #2 (303) segments.
 - Rear-end and sideswipes make up 70% of all collisions.
- SR-14 provides one of the only travel routes throughout the corridor.

Scope

- Obtain PA/ED* clearance for Preferred Alternative that focuses on improving safety and multimodality.
- Reconfigure existing lanes that have short weaving distances and address lane gaps.
- TSM/TDM strategies (including complete street elements), safety design refinements, and a truck climbing/descending lane.



*Project Approval/Environmental Design
** Draft Environmental Impact Report/
Environmental Assessment



Project Benefits

- Multimodal options to provide increased access, connectivity, and improved safety.
- Improve overall mobility and safety.

Challenges

- Vehicle Miles Traveled (VMT) analysis and potential mitigation to be determined.

Metro & Caltrans Roles

- Metro: Project Sponsor for environmental phase.
- Caltrans: CEQA/NEPA lead.

City of Malibu Projects on the Pacific Coast Highway

Measure R Pacific Coast Highway (PCH) Projects

Malibu PCH Signal Synchronization Project

- Metro and Malibu executed an amendment in October 2024 to extend the lapse date and program additional funds.
- Proposed improvements extend from John Tyler Drive to Topanga Canyon Road.
- Construction is underway and expected to be completed in December 2025.

Malibu PCH Trancas Canyon Road Intersection Improvements

- Proposed improvements include a new right turn lane along westbound PCH and traffic signal updates.
- The Project is in the design phase and expected to be completed in Spring 2025.
- City cannot start project until Caltrans completes the Trancas Bridge replacement project.

Malibu PCH and Las Flores/Rambla Pacifico Intersection Improvements

- Proposed improvements include safety and efficiency improvements to improve traffic circulation, reduce collisions, provide safer access for pedestrians.
- It is anticipated the environmental phase of Project will begin in Spring 2025.



Caltrans Safety Improvements on the Pacific Coast Highway

Pacific Coast Highway (PCH) Master Plan

The PCH Master Plan Feasibility Study Overview

- Website: <https://engage.dot.ca.gov/07-pchmpfeasibilitystudy>
- Purpose: The purpose of this Study is to identify potential transportation improvements to improve safety and connectivity for all PCH users, which will also support and maintain Malibu's beachside character. As part of the analysis, the roadway's existing conditions, stakeholder and community outreach, feasibility, and estimated construction costs of the proposed recommendations were evaluated.

Public Engagement and Stakeholder Coordination

- Three rounds of public workshops
 - **Round One** (July 2024) (complete) - three public workshops (in-person and virtual) to identify the community's safety priorities.
 - **Round Two** (August - September 2024) (complete) - three public workshops (in-person and virtual) focused on presenting and soliciting feedback on design alternatives and other recommendations to improve safety on PCH.
 - **Round Three** (April-May 2025)— Three public workshops (one in-person April 9 and two virtual April 16 and May 12) to present the Draft Feasibility Study on the website for a 60-day public review and comment period.
- **Stakeholder Coordination**
 - Over a dozen stakeholder meetings were conducted throughout Study development to inform stakeholders of the Study's goals and objectives, identify critical priorities, and address potential concerns.
 - Stakeholders included representatives from local government, emergency services, environmental groups, local businesses, and community organizations.
- Over 1,300 respondents completed the survey and provided over 1,300 additional comments.

Recommendations

- The Study's recommendations include roundabouts, sidewalk gap closures, bicycle facilities, traffic calming devices, crosswalks, angled parking, community gateways, etc.
 - Short-term (1-10 years), Medium-term (10-20 years), and Long-term (20+ years) project tiers.

PCH Master Plan Feasibility Study Delivery Schedule

- Due to the wildfires, delivery of the Draft Study and Round Three public workshops have been postponed until Spring 2025. Final Report delivery is scheduled for June 2025.

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
Eastside Transit Corridor Phase 2	Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. In 2024, the Board approved the 9-mile Locally Preferred Alternative (LPA) and a 4.6-mile Initial Operating Segment (IOS) to Greenwood. The full project alignment traverses 6 Equity Focus Communities (EFC), and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the 4.6-mile IOS. Besides Metrolink and the C Line, there currently are no mass transit projects in the eastern/southeast region of Los Angeles County.
Sepulveda Transit Corridor	The Sepulveda Transit Corridor is consistent with the Metro Equity Platform in that the alternatives help address accessibility for residential and employment centers, support for transit-oriented communities' policies and first/last-mile connections, and invest in disadvantaged communities. EFCs have been identified within the study area in San Fernando Valley and near UCLA. The project will provide a needed connection from the Valley to employment opportunities on the Westside. As the Project advances through CEQA analyses, the 2022 EFC definition will be used as appropriate to guide the studies and will conduct robust community engagement.
Green (C) Line Extension to Torrance	The C Line Extension to Torrance Project will connect the South Bay with the Metro Rail network, increasing access to employment, education, housing, and regional centers, and serving many Equity Focus Communities (EFC) along the C and K Lines, including high-need communities such as Hawthorne, Gardena, West Carson, and Inglewood. The 2022 Metro Customer Satisfaction Survey shows that 73% of existing C Line riders are from very low-income households and 74% do not have access to a vehicle for trips. Four out of five C Line riders identify as BIPOC. Based on Metro's 2022 Equity Focus Community data, a small portion of Lawndale is considered an EFC. Around the two proposed station areas, there are census tracts in which 20% to 39.9% of households are low-income (Redondo Beach Transit Center) and 10% to 19% of households are low-income households (Torrance Transit Center). Given that most Metro rail riders are low-income, and that South Bay is projected to experience future growth in jobs, analyses showed a significant need for transit options in the Project area, and communities along the C and K lines would be served by increased access to a high-growth area.
Vermont Transit Corridor	The Vermont Transit Corridor Bus Rapid Transit Project is a 12.4 mile, end-to-end side running BRT service on Vermont Avenue from Sunset Boulevard to 120 th Street. This is the County's busiest bus corridor with 38,000 weekday boardings today, expected to increase to 66,000 by 2025. The Project serves several communities heavily dependent on transit, providing connectivity to four Metro rail lines, several east-west bus routes, and major activity centers. The Vermont Transit Corridor is almost entirely (98%) within EFCs. The percentage of BIPOC individuals in the Project Study Area is 88.8%, significantly higher than the County's (74.8%) BIPOC population. The Project Area includes 55.6% low-income households, and 20.4% of households do not have access to a car. Metro partnered with 38 Community-Based and Faith-Based Organizations in alignment with Metro's CBO Partnering Strategy; the team conducted design workshops to engage with community members on safety, mobility and customer experience needs and preferences resulting in a recommended BRT alternative.

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
Rail to River Active Transportation Corridor (Segment B)	The Segment B Project of the Rail to River Active Transportation Corridor includes approximately 6 miles of active transportation facilities extending Segment A (between Metro K Line and Metro A Line), further east to the LA River. The corridor traverses a small segment of unincorporated Los Angeles County and the cities of Huntington Park and Bell. Based on 2022 Equity Focus Community criteria, the entire (100%) corridor is located in EFCs. The project area has a low-income population of 28.3%, as defined by the 2019 Metro Title VI Update, which considers individuals with incomes below \$41,500 (the median income for a three-person household). The area is predominantly (94.6%) Hispanic and 2.2% identifying as Black. In partnership with 13 local Community-Based Organizations, the Project team promoted meetings and outreach efforts to engage residents and stakeholders on the preferred alignment and improvements.
Los Angeles River Path	The LA River Path Project proposes to close an 8-mile contiguous gap in the active transportation corridor along the LA River, connecting Elysian Valley and the City of Maywood through downtown Los Angeles and the City of Vernon. The Project would create a safe and accessible pathway for pedestrians, cyclists, and users of all ages and abilities, particularly for residents living within a 3-mile radius of the corridor. Within this 3-mile radius, approximately 23% of the population lives in poverty, and 92% are Black, Indigenous, or People of Color (BIPOC) with limited English proficiency. 77% of the population is Latino and more than 17% of the population relies on multi-modal transportation options for getting to work, including walking, bicycling, and taking public transit. The Project team anticipates releasing the Draft EIR this year and will include alternatives which were developed as a result of community and stakeholder engagement that started in 2019.
East San Fernando Valley Shared ROW Study	The study examines the completion of connectivity through the northern segment of the East San Fernando Valley Transit Corridor Project. The study area is a 2.5 mile corridor in a shared right of way (ROW) extending northwest from the intersection of Van Nuys Boulevard and San Fernando Road, where the ESFVTCP light rail transit (LRT) project terminates. The 2.5 mile corridor traverses disadvantaged, densely populated, and underserved communities where access to premium transit service is limited, particularly in the EFCs of Pacoima and the City of San Fernando. The Board authorized this study to address safety and mobility improvements along the ROW study area given current Metrolink and freight service in the corridor, and projected growth. Findings from the study will be used to recommend strategies to avoid and/or minimize potential harm and impacts to these communities, while maximizing mobility benefits.
K Line Northern Extension	K Line Northern Extension Project will create a north-south rail connection to create more access to opportunity for residents throughout LA. The Project connects communities throughout LA County from the South Bay to Hollywood, including LAX, South Los Angeles, Inglewood and the Crenshaw Corridor (including Hyde Park and Leimert Park) to West Adams, Mid City/Central LA, Mid City West, West Holly and Hollywood. The project links four Metro Rail lines and 6 of the top 10 busiest bus lines in LA County. Study area includes EFCs in Mid-City, West Adams and Hollywood and includes neighborhoods in which a significant proportion of residents are transit dependent. Projected travel patterns and ridership show that the Project will serve many EFCs along the K Line, connecting people to jobs, schools, regional centers and services. To date, the Public Hearings have included translators for Spanish and Russian speakers based on area demographics. Future stages of project

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
	development will include partnerships with local community groups to help advise on outreach and engagement methods and ensure a diverse set of project stakeholders.

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
91/605/405 Hot Spots Program- The 91/605/405 Hot Spots Program includes a suite of safety and operational improvement projects within and/or adjacent to EFCs. All projects have separate environmental review processes and community outreach efforts.	
I-605 Capital Improvement Project (CIP) from I-10 to I-105	The Board recently authorized staff to resume work on the I-605 CIP environmental phase with an emphasis on developing and implementing safety and multimodal projects, expanding community outreach efforts, and avoiding the displacement of residences. The CIP study area encompasses nine jurisdictions and parts of unincorporated Los Angeles County, within the Gateway Cities and San Gabriel Valley Council of Governments subregions. The 16-mile CIP study area traverses through and adjacent to fourteen (14) EFCs that are zoned for multiple land uses. According to Census Data, more than 50% of the total population in nearly all the cities and unincorporated Los Angeles are Hispanic or Latino. Approximately 80% of commuters in the CIP study area drive alone, 10% carpool, 4% take transit, 2% walk, and .5% bike. The CIP alternatives evaluated will include multimodal travel options, pedestrian enhancements, and corridor management strategies. For example, the following proposals will be studied-- new pedestrian/equestrian trail improvements along the north and south side of the San Gabriel River to provide more transportation options; a new pedestrian bridge to Vista Del Rio Drive and ADA infrastructure upgrades to provide safer and better access for those who choose to walk, bike or roll; roadway connections to transit stations in addition to improved bus stops on northbound and southbound Pioneer Boulevard near Slauson Avenue for better system connectivity and accessibility; and transportation system management and transportation demand management strategies such as signal synchronization projects, and the conversion of high occupancy vehicle (HOV) lanes to ExpressLane projects to better manage and utilize existing roadway/corridor lanes, and improve traffic flow.
I-605/Beverly Boulevard Interchange Improvements Project	The Project is within the Gateway Cities Council of Governments subregion and in the City of Pico Rivera (a Metro-designated EFC). The project area is primarily zoned for industrial land uses that support freight facilities (and a recreational vehicle storage lot). Pico Rivera is comprised of four ethnic groups-- Hispanic or Latino (91%), White (4%), Asian (3%), and Black or African American (2%). Most Pico Rivera residents (76%) drive alone to work and 9% carpooled to work; followed by 9% working from home, 2% rely on public transit, 1% prefer walking, and 2% use other means of transportation. The Project will replace the existing interchange with a diamond interchange to improve traffic flow; reduce collisions by eliminating weaving conflicts; and provide pedestrian enhancements such as high visibility continental crosswalks, ADA curb ramps, and wider sidewalks for safer and better access. The El Rancho Unified School District serves the community of Pico Rivera. The planned improvements will provide safer and better access to two area schools within the district by

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TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	alleviating congestion and improving mobility. Also, Pico Rivera contracts with the Los Angeles County Sheriff’s Department for police protection. Although the Pico Rivera station is outside of the study area, the proposed improvements are expected to improve emergency response times and yield greater efficiency in terms of law enforcement by improving traffic operations, reducing delays, and providing better access to Beverly Boulevard and the interchange. The Project is within Caltrans right-of-way and does not require residential or business displacements. The final design phase of the Project has been completed. The construction schedule for the Project is to be determined in the future.
I-605/Valley Boulevard Interchange Improvements Project	I-605 is a major north-south regional interstate freeway in Los Angeles County that is used for interregional travel and goods movement. The I-605/Valley Boulevard interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecast to increase and exacerbate existing traffic conditions if nothing is done. The Project is in the San Gabriel Valley Council of Governments subregion, in the City of Industry and unincorporated Los Angeles County. There are no Metro-designated EFCs within the project area. The project area land uses are designated as employment, commercial, institutional, and recreation/open spaces. According to Senate Bill 535 for California for Investments, most of the population surrounding the project area is designated as disadvantaged and low-income communities. According to 2022 census data, 65.9% of workers in the City of Industry drove alone to work; followed by 17.6% working from home, and 10.6% carpooling to work. Also, 5.71% of the workforce is reported to have “super commutes” that are over 90 minutes. According to 2023 census data, the three largest ethnic groups within the project area are Hispanic or Latino (51.93%), White not Hispanic or Latino] (25.97%), and Asian (23.20%). This safety and operational improvement project will reconfigure on and off ramps to reduce collision rates that exceed the statewide average; upgrade adjacent local arterials, and traffic/railroad signals; improve truck ramp access for goods movement; provide pedestrian enhancements that include ADA infrastructure upgrades; and provide railroad safety upgrades to reduce to the potential for vehicle, passenger, freight and/or pedestrian conflicts in proximity to the Metrolink and Union Pacific Railway at-grade crossings that are adjacent to the interchange. The Project does not displace any residences or businesses. The Project is in the final design phase and the start of construction is slated for the end of 2025, pending all ROW activities are completed and all interagency agreements are executed by the end of the 2025 fiscal year.
SR-91 Westbound Improvements (Alondra Boulevard to Shoemaker Road)	This operational and safety improvement project is within the Gateway Cities Council of Government subregion and in the cities of Bellflower, Cerritos, and Artesia. While the Project does not traverse through Metro EFCs, four census tracts report BIPOC populations along the corridor. No major improvements have taken place within the study area since SR-91 was built in 1968, while populations within the study area are forecast to grow and likely result in more traffic. Within the project area, approximately 84% of commuters travel by car, truck, or van, 12% carpool, 5% take public transportation, and .5% walk. The Project adds 200 linear feet of bike lanes along Pioneer Boulevard, ADA infrastructure upgrades, and sidewalk and pedestrian improvements. Gridley Road is a designated school route within the project/study area. The Project reconstructs Gridley Road Overcrossing by providing wider sidewalks on both sides of the structure and a shoulder for bicycles. The design phase for the Project has

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TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	been completed, and construction is targeted for the summer of 2025, should additional construction funds become available.
SR-91 Improvements (Central Avenue to Acacia Street)	This operational and safety improvement project is located within a Metro-designated EFC in the City of Compton, and adjacent to non-EFCs in the Cities of Carson and Long Beach in the Gateway Cities Council of Government subregion. The project area is primarily designated for industrial land use. The four largest ethnic groups within the project area are Hispanic or Latino (71.2%), Black or African American (25%), Multiracial Non-Hispanic (0.94%), and Asian (0.94%). The majority drive alone to work (79.2%), carpool to work (11.9%), or take public transit to work (3.8%). Most pedestrian and bicycle activities are expected to take place during the weekday AM and PM peak hours (when workers arrive and depart the workplace) as well as during the noon lunch hour, despite the project area’s industrial land use designation. The Project consolidates multiple ingress and egress points along the corridor to reduce weaving conflicts and potential collisions. In addition, the Project includes mainline and ramp improvements from Central Avenue to Acacia Court and signage upgrades throughout the project area; complete street elements such a Class II buffered bicycle lane with bicycle tolerant drainage grates and conflict zone green paint on eastbound and westbound Artesia Boulevard; bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas; ADA-compliant curb ramps with high-visibility crosswalks; better bridge access and new sidewalks (on Central and Wilmington Avenues) that eliminate existing gaps/access points to the bridge and intersections between eastbound and westbound Artesia Boulevard; a traffic island with a pedestrian refuge area at Acacia Court/Artesia Boulevard intersection(in the southeast quadrant) with marked high-visibility crosswalks; and ADA compliant pedestrian signals, pedestrian change interval countdown displays at the marked crosswalk, and rectangular rapid flashing beacons, with leading pedestrian interval (LPI) with countdown displays at the eastbound Artesia Boulevard and Wilmington Avenue intersection. Also, as part of the Project, Metro and Long Beach transit bus stops (Bus Route Nos. 51, 60, 61, 130, 132, 202, and 260) at Artesia Boulevard and Acacia Court will be relocated east on Artesia Boulevard to improve access and connectivity. In addition, new concrete bus pads, transit shelters, benches, transit information (kiosks), lighting and other pedestrian enhancements will be provided for better and safer access for all users. The design phase of the Project is underway and expected to be completed in 2025.
I-405 South Bay Curve Improvements- These projects include safety and operational improvements on the freeway mainline and ramp termini between I-105 and Artesia Boulevard, and Main Street and Wilmington Avenue along I-405. All projects have separate environmental review processes inclusive of independent utility and logical termini and community outreach efforts.	
I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)	The Project is within the South Bay Cities Council of Governments subregion and in the cities of Torrance, Hawthorne, Redondo Beach, Lawndale, El Segundo, Manhattan Beach, and unincorporated Los Angeles County. Many of the cities within the project limits are designated within Metro’s Equity Need Index as High and Moderate Needs or an EFC. There are some communities within the project area that is identified in the Caltrans Transportation Equity Index (a tool used to identify transportation-based priority populations); and there is one Metro-designated EFC in the City of Lawndale. The Project constructs seven auxiliary lanes that are between I-105 and Artesia Boulevard to improve mobility and safety along I-

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TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	405. The Project also includes high-visibility crosswalks, leading pedestrian intervals, visual and auditory pedestrian countdown timers, touchless push buttons, and wayfinding cyclist signage to enable safer travel within the project area. There are several key destinations and marketplaces within the project area that attract people who choose to drive, walk, bike or roll. In addition, the Project will improve access to several elementary, middle, high and adult schools, and El Camino Community College that are east and west of the project area. The proposed improvements are within Caltrans right-of-way and do not displace residents. The final design phase of the Project is nearly completed. The construction schedule for the Project is to be determined in the future.
I-405 Auxiliary Lanes (I-110 to Wilmington Avenue)	The Project is within the South Bay Cities Council of Governments subregion and located in the City of Carson. There are no Metro-designated EFCs within the proposed project area, but there is an EFC within one mile of the project area; and some communities within the project area are identified in the Caltrans Transportation Equity Index. The four largest ethnic groups within the project area are Asian (25%), Black or African American (23.6%), Hispanic or Latino (41%), and White (11.7%). The majority drive alone to work (78.1%) and/or carpool to work (9%); followed by 7.8% that work from home, 2% that take public transportation, 1.9% that walk, 0.2% that bike, and 1.1% that take taxicabs, ride motorcycles, or use other means of transportation. The Project improves access to several key destinations/marketplaces within the project area that attract people who choose to ride, walk, bike or roll. For example, there is the Carnegie Middle School, Bonita Street Elementary School, Carson Event Center, Calas Park, and Torrance Memorial Healthcare Center southwest of I-405; and Del Amo Park and South Bay Pavilion Mall and the surrounding retail plazas northeast of I-405. Twenty-eight percent (28%) of trips are made by people who choose to walk and less than one percent (<1%) of trips are made by people who choose to bike as their primary modes of travel to and from destinations that start and end within half mile of the project limits. The Project is expected to increase access and connectivity; and provide better and safer streets and highways to help connect residents to jobs and other key community destinations. The proposed improvements are within Caltrans right-of-way and do not displace residents. The Project is in the environmental phase. The circulation of the Draft Environmental Document for the Project is expected early next year (2026).
SR-14 Improvements (Newhall Avenue Undercrossing to Pear Blossom Highway)	SR-14 is an interregional commuter corridor that provides access between the Antelope and Santa Clarita Valleys and to the Los Angeles Central Business District (LACBD) and other employment centers south of SR-14. Commuter traffic originates mainly from the cities of Palmdale, Lancaster, Santa Clarita, and other unincorporated communities within north Los Angeles County. North Los Angeles County continues to experience population growth due to its affordable housing market (compared to other areas of Los Angeles County) which results in high traffic volumes along SR-14 in the southbound/westbound directions during the morning peak hours, and similar high northbound/eastbound traffic volumes during the afternoon peak hours. The Project is within the North Los Angeles County subregion. Communities within the project area in the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro’s Equity Need Index designation of Very High Need, High Need and Moderate Need areas, inclusive of EFCs, and Caltrans’ Equity Index. Project segments currently operate near or over capacity during these peak hours.

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TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	Within the project segments, mandatory lane changes and vehicle weaving movements between closely spaced interchanges contribute to collision rates that are higher than the statewide average. The proposed improvements are expected to benefit users by providing more reliable travel times and reducing the potential for collisions/injuries for commuters that travel from North Los Angeles County to LACBD. The circulation of the Draft Environmental Document for the Project is expected at the end of next year (2026).
City of Malibu Projects	
Malibu Pacific Coast Highway (PCH) Projects- The Malibu PCH Projects are not located within or directly adjacent to EFCs. Safety and operational improvements are being proposed along this corridor to reduce speeds and collision rates, enhance safety through increased use of traffic monitoring cameras, and provide better and safer access for those who choose to walk, roll, cycle or drive. Malibu is particularly susceptible to mud slides and rockslides during heavy rains, and in some instances, emergency maintenance contracts are let by the State (Caltrans) to clean up the roadway, repair roadway damage and restore traffic operations.	
PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard)	The Project includes communication upgrades, installation of traffic control system, changeable message signs, and CCTVs, the relocation of traffic signal poles and pedestrian safety treatments. The scope of work for the Project was amended to include additional safety-related enhancements such as pedestrian signals and red-enforcement cameras to monitor traffic. The proposed improvements are along the Pacific Coast Highway/ SR-1 from John Tyler Drive to Topanga Canyon Boulevard. Although there are no EFCs within the project area, there are several popular and key destinations on PCH that are near the Project such as Pepperdine University, Malibu County Mart, Malibu Village Mall, Malibu Lagoon State Beach, Malibu Bluffs Park, Malibu Pier, The Getty Villa, and various local and State operated beaches that attract locals and tourists who may use various modes of transportation while traversing to and through the project area. Project construction is underway and is expected to be completed in December 2025.
Malibu PCH Trancas Canyon Road Intersection Improvements	The Project includes a new right turn lane on the westbound side of PCH and traffic signal upgrades to improve traffic operations and access; and enhance safety for all roadway users. Although there are no EFCs within the project area, there are several popular and key destinations on PCH and near the Project such as Trancas County Market, Trancas Beach and Zuma Beach that attract locals and tourists who may use various modes of transportation while traversing to and through the project area. The Project is in the design phase.
Malibu PCH and Las Floras/Rambla Pacifico Intersection Improvements	Safety and efficiency improvements are proposed at the Las Floras/Rambla Pacifico intersection to optimize traffic operations and improve access for all roadway users. Although there are no EFCs within the project area, there are several popular destinations, restaurants and various local businesses and La Costa Beach in proximity to the Project that attract locals and tourists who may use various modes of transportation while traversing to and through the project area. It is anticipated that the design phase of the Project will begin in Spring 2025.

VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
TRANSIT AND ACTIVE TRANSPORTATION											
Eastside Transit Corridor Phase 2	Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. In 2024, the Board approved the 9-mile Locally Preferred Alternative (LPA) and a 4.6-mile Initial Operating Segment (IOS) to Greenwood. The certified environmental study under the California Environmental Quality Act (CEQA) found that the Project would reduce daily regional VMT by approximately 34,500 miles relative to 2042 conditions without the Project.		X	X					X		X
Sepulveda Transit Corridor	The Sepulveda Transit Corridor (STC) would create a high-quality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside. Five alternatives currently are under environmental evaluation. The STC project does not yet have an identified LPA. Since this is a regionally significant project providing a mass transit option through the congested Sepulveda Pass, it is anticipated to result in VMT reduction.		X		X			X			X
Green (C) Line Extension to Torrance	The C Line Extension to Torrance Project would extend Metro rail by 4.5 miles from the existing Metro Redondo Beach (Marine) Station to the new Torrance Transit Center. The project would travel through the cities of Lawndale, Redondo Beach and Torrance, and build two new light rail stations to connect the South Bay with the regional rail network. Analysis presented in the Draft Environmental Impact Report (DEIR) estimates that the Project will offset approximately 34,566 daily VMT		X		X				X		
Vermont Transit Corridor	The Vermont Transit Corridor Bus Rapid Transit Project is a 12.4-mile, end-to-end side- running BRT service on Vermont Avenue from Sunset Boulevard to 120th Street. This is the County’s busiest bus corridor with 38,000 weekday boardings today, expected to increase to 66,000 by 2025. Environmental analysis performed as		X	X				X			X

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 ↑ : Increase in VMT; ↓ : Decrease in VMT; TBD: To Be Determined; Y: Yes; N: No; NA: Not Available.

VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	part of the CEQA VMT exemption found that the Project will result in a decrease of 85,000 daily VMT, due to mode shift from auto to transit.										
Rail to River Active Transportation Corridor (Segment B)	Segment B of the Rail to River Active Transportation (AT) Corridor will extend the nearly completed six-mile-long Segment A project – also referred to as Rail to Rail – with an additional four miles of AT improvements that will connect to the LA River bicycle path. This project is not expected to increase VMT. Metro’s Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.		X		X				X		X
Los Angeles (LA) River Path	The LA River Path Project proposes to close an 8-mile contiguous gap in the active transportation corridor along the LA River, connecting Elysian Valley and the City of Maywood through downtown Los Angeles and the City of Vernon. The Project would create a safe and accessible pathway for pedestrians, cyclists, and users of all ages and abilities, particularly for residents living within a 3-mile radius of the corridor. This project is undergoing environmental analysis and is expected to reduce VMT by a new, high quality active transportation connection that's fully separated and protected from vehicle traffic.		X		X			X			X
East San Fernando Valley (ESFV) Shared ROW Study	The study examines transit connectivity from the northern terminus of the ESFV Light Rail Transit (LRT) project (currently in construction) through a 2.5-mile freight and commuter rail ROW along San Fernando Road between Van Nuys Boulevard and Sylmar. Continuation of LRT through the Shared ROW is environmentally cleared as part of the ESFV LRT Project, but a supplemental evaluation is underway to re-evaluate options. Any of the options to improve transit in this corridor are likely to decrease VMT.		X	X				X			X
K Line Northern Extension	K Line Northern Extension Project will create a north-south rail connection for communities throughout LA County from the South Bay to Hollywood and connects with four Metro Rail lines and 6 of the top 10 busiest bus lines in LA County. This		X		X				X		X

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VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	Project does not yet have an LPA. The Draft EIR identifies annual VMT reductions between 46.5 and 49.5 million miles, depending on the alignment.										
COMPLETE STREETS AND HIGHWAYS											
I-605 Capital Improvement Project (CIP) from I-10 to I-105	The Project is in the environmental phase; the study area encompasses nine jurisdictions and parts of unincorporated Los Angeles; and alternatives evaluated will include multimodal travel options, pedestrian enhancements, and corridor management strategies.	NA		X				X			X
I-605/Beverly Boulevard Interchange Improvements Project	The final design phase of the project has been completed, and it is now in pre-construction with Program Management. The construction schedule will be determined in the future. The Project will replace the existing interchange with a diamond interchange to improve traffic flow, reduce collisions by eliminating weaving conflicts, and provide pedestrian enhancements such as high-visibility continental crosswalks, ADA-compliant curb ramps, and wider sidewalks. These improvements will ensure safer and better access throughout the City of Pico. The final environmental document was signed in September 2019, prior to the implementation of SB 743, and therefore exempt from CEQA VMT analysis. However, the Project will likely increase VMT because a new interchange will be constructed.	X		X				X			X
I-605/Valley Boulevard Interchange Improvements Project	The Project is in the City of Industry and unincorporated Los Angeles County; and in the final design phase. The Project will reconfigure the freeway on and off ramps; upgrade local arterials (Valley Boulevard and Temple Avenue), upgrade signals and the infrastructure; and provide railroad safety upgrades to reduce the potential for vehicle, train (passenger and cargo) and pedestrian conflicts. The start of construction is slated for the end of 2025. The Project will likely increase VMT.	X		X				X			X
SR-91 Westbound Improvements	The Project traverses through the cities of Bellflower, Cerritos, and Artesia and will reconfigure interchanges; add 200 linear feet of bike lanes and pedestrian	X		X				X			X

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VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
(Alondra Boulevard to Shoemaker Road)	improvements; upgrade ADA infrastructure; and reconstruct the Gridley Road Overcrossing to accommodate pedestrians and cyclists. The design phase has been completed, and construction is slated to start in the summer of 2025. The final environmental document was signed in January 2019, prior to the implementation of SB 743, and therefore exempt from CEQA VMT analysis. However, the Project will likely increase VMT because of the new roadway improvements (new interchanges).										
SR-91 Improvements (Central Avenue to Acacia Street)	The Project is in Compton and adjacent to the Cities of Carson and Long Beach. The Project will consolidate multiple ingress and egress points along the freeway to improve the mainline and ramp operations; construct a collector road; and upgrade signage throughout the project limits. The design phase of the Project is underway and expected to be completed in 2025. The environmental phase was initiated in October 2019, prior to the implementation of SB 743, and therefore exempt from CEQA VMT analysis. However, the Project will likely increase VMT because of the new roadway improvements.	X		X			X			X	
I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)	The Project area extends through six jurisdictions and unincorporated Los Angeles County. The Project will construct seven auxiliary lanes and provide pedestrian improvements (high-visibility crosswalks, leading pedestrian intervals, visual and auditory pedestrian countdown timers, touchless push buttons, and wayfinding cyclist signage) to enable safer travel within the project area. The final design phase is nearly completed. The construction schedule will be determined in the future. While the Project includes elements that will enhance walking and bicycling, it also includes vehicle-oriented improvements that will likely increase VMT.	X		X			X			X	
I-405 Auxiliary Lanes (I-110 to Wilmington Avenue)	The Project is in the City of Carson and in the environmental phase. The Project may construct four auxiliary lanes; increase access and connectivity; and provide pedestrian improvements (high-visibility crosswalks, pedestrian flashing beacons, bicyclist signage and new transit/bus stops). The LPA will be selected after	NA		X			X				X

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VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	considering community input, environmental impacts, and engineering studies, and will be presented in the final environmental document.										
SR-14 North LA County Safety & Mobility Improvements (Newhall Avenue UC to Pear Blossom Highway)	The Project is in Antelope Valley and in the environmental phase. The Project may reconfigure the existing lanes, close the lane gaps, and implement TSM/TDM strategies. The LPA will be selected after considering community input, environmental impacts, and engineering studies, and will be presented in the final environmental document.	NA		X				X			X
CITY OF MALIBU PACIFIC COAST HIGHWAY (PCH) PROJECTS											
PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard)	The Project includes the installation of communication links between traffic signals and the Caltrans Traffic Management Center, fiber links, adaptive signal control systems, changeable message signs, closed-circuit televisions to monitor traffic, and traffic loops and sensors and the installation of other traffic management techniques to manage traffic flow. In addition, the Project will include pedestrian safety treatments and other related enhancements such as pedestrian signals and red-enforcement cameras to monitor traffic. Construction is expected to be completed in December 2025. While the Project includes elements that will enhance walking and bicycling, it also includes vehicle-oriented improvements that will likely increase VMT.	X				X			X		X
Malibu PCH Trancas Canyon Road Intersection Improvements	The Project includes installing a new right turn lane on the westbound side of PCH and traffic signal upgrades to improve traffic flow reduce collisions. The Project is in the design phase and expected to be completed in Spring 2025. This PCH project will likely increase VMT.	X				X			X		X

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VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
Malibu PCH & Las Floras/ Rambla Pacifico Intersection Improvements	It is anticipated the environmental phase of Project will begin in Spring 2025. The Project may include adding a left-turn lane as well as bike and pedestrian improvements. While the Project includes elements that will enhance walking and bicycling, it also includes vehicle-oriented improvements that will likely increase VMT.	X				X			X		X

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