



Board Report

File #: 2025-0948, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the programming request of up to \$218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of \$134,483,000 and an additional maximum target share request of \$83,886,000 as an interest-free advance from LA County’s estimated future STIP shares.

ISSUE

In August 2025, the California Transportation Commission (CTC) adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE), which provides new formula funding capacity totaling up to \$218,369,000 for LA County over the five-year STIP period from Fiscal Year (FY) 2027 through FY 2031. Metro is charged with preparing and managing the Regional Transportation Improvement Program (RTIP) for LA County. The RTIP submittal, due to the CTC by December 15, 2025, requires Board approval.

BACKGROUND

The STIP is a five-year capital improvement program for transportation projects that is updated every two years. The CTC adopted the previous STIP in 2024. The STIP contains two portions:

- The Interregional Transportation Improvement Program (ITIP) accounts for 25% of the total STIP and is developed by Caltrans.
- The RTIP accounts for 75% of the total STIP and is developed by County Transportation Commissions, such as Metro.

The RTIP is the subject of this report's recommendations.

Relationship to the 2024 STIP

The 2024 STIP FE identified a \$216,817,000 target share for the LA County RTIP in FY 25 through

FY 29. The Metro Board approved the 2024 RTIP in November 2023 and the CTC approved the 2024 RTIP in March 2024. The 2024 RTIP carried over projects from the 2022 RTIP and programmed the total \$216,817,000 share to planning, programming, and monitoring (PPM), minor increases for two State Route 710 Mobility Improvement Projects (SR-710 MIPs), and a new project to purchase 100 zero-emission buses (ZEB). In June 2024, \$20,000,000 programmed for the construction of the SR-71 Expressway to Freeway Conversion between I-10 and Mission Road lapsed because the project was not ready for construction. The project was deleted from the STIP, and the lapsed funds have been restored to LA County's 2026 RTIP share. In June 2025, the CTC approved Metro's request to amend the 2024 RTIP to adjust funding amounts for the existing SR 710 MIPs and add two new SR-710 MIPs.

DISCUSSION

Proposed 2026 RTIP

The 2026 STIP FE includes a \$134,483,000 target share for LA County, of which \$5,724,000 may be programmed for PPM. The STIP FE capacity depends on fuel tax revenue and programmed and unprogrammed commitments statewide. The 2026 STIP FE is significantly less than the 2024 STIP FE due to a combination of declining gasoline tax revenue and greater unprogrammed costs such as program-eligible cost increases.

For the 2026 RTIP, Metro staff proposes to program up to the maximum target share of \$218,369,000 for new projects, including up to \$83,886,000 as an interest-free advance from LA County's estimated future STIP shares. CTC approval of STIP funds beyond a county's target share depends on funds being available from other counties programming below their target shares. While the CTC may choose to approve a lesser amount than Metro proposes in the 2026 RTIP, there is no risk to existing, near-term programmed projects, as all of the proposed funds are for new projects in outer years where funding plans may be revised to account for the outcome of CTC's 2026 STIP adoption.

To develop the proposed RTIP, Metro staff applied the Evaluative Criteria Framework. The Framework is a tool to match appropriate state and federal fund sources to eligible and ready projects stemming from established Metro priorities, plans, and policies. The Framework's six parameters aim to direct grant funds to projects that are: Metro's highest and most critical priorities such as Measure M; responsive to grant program criteria such as expenditure deadlines; and consistent with plans and policies such as the Metro Equity Platform, Metro Long Range Transportation Plan (LRTP), and the Southern California Association of Governments' Regional Transportation Plan.

Metro staff proposes programming funds for acquisition of ZEBs and chargers, one SR-710 MIP for the City of Los Angeles, one project in the SR-710 area for the County of Los Angeles for which the County intends to request inclusion as a SR-710 MIP, Eastside Transit Corridor Phase 2A, and PPM. The total amount of the additional maximum target share is requested for Eastside Transit Corridor Phase 2A. The proposed 2026 RTIP is in Attachment A. The project descriptions for all existing and proposed projects in the RTIP are in Attachment B.

The funds proposed for each project are based on current cost estimates and funding strategies that

have attempted to fund Metro's overall capital program, including the projects and programs in the Measure R and Measure M Expenditure Plans. Staff initially developed funding plans for the Eastside Transit Corridor Phase 2 project as well as the Vermont Transit Corridor, Southeast Gateway Line, and other high priority projects with consideration of the timing of project development as well as the grant funding cycles. Additional funding is allocated to these projects when project costs change or there is a project milestone, including the selection of the locally preferred alternative (LPA), approval of the life of project budget, or submittal to grantors for grant funding. This is done to demonstrate there is sufficient funding for the project. The Vermont Transit Corridor and Southeast Gateway Line projects were a better fit for other fund sources than STIP, and STIP was previously identified for the Eastside Transit Corridor Phase 2 project as part of the Measure M Expenditure Plan, 2020 LRTP development, and selection of LPA. After the CTC adopts the 2026 STIP in March 2026, Metro may amend the RTIP as part of the next STIP cycle or sooner if necessary to reflect updates to cost estimates and funding plans. CTC approval of such an amendment(s) is subject to STIP funding capacity. It is Metro's intent that STIP funds are delivered timely and result in successful project delivery. Should there be a lapse of STIP funds programmed to a local jurisdiction or other outside agency, Metro will not replace the lapsed STIP funds with new STIP funds. Metro will also not program RTIP funds in excess of the amount approved by the Metro Board.

DETERMINATION OF SAFETY IMPACT

Approval of the 2026 RTIP will have no negative impact to the safety of Metro patrons or employees.

FINANCIAL IMPACT

Adoption of the 2026 RTIP would have no negative impact to the agency. The 2026 RTIP fulfills prior and anticipated funding commitments for transportation projects in LA County.

Impact to Budget

The 2026 RTIP includes funding for FY 2027 through FY 2031 and has no impact to the FY 2026 budget.

EQUITY PLATFORM

The STIP does not require that individual projects have or will conduct community engagement or meet equity criteria to receive funding. However, the STIP asks Metro to describe how engagement was conducted for the RTIP as a whole. The Metro Board adopted 2020 LRTP, from which Metro staff identified the projects for the 2026 RTIP, and was built on a two-year engagement process. Metro conducted surveys, meetings, and engagement throughout LA County. It was a bottom-up approach, starting with open-ended surveys, from which candidate priorities were developed, and the following four were selected: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. Projects were selected to fit these priorities. For instance, for Better Transit, the LRTP will fund more than 100 miles of fixed guideway transit over the next 30 years and for Less Congestion, the LRTP will invest in arterial and freeway projects to reduce congestion. The Measure M Expenditure Plan was similarly developed using a bottom-up engagement process, with input from local jurisdictions and subregional agencies, and approved by over 70 percent of voters in 2016.

Projects proposed in the RTIP are included in or directly advance specific projects and programs in the 2020 LRTP or Measure M.

The transition to ZEBs systemwide is listed in the 2020 LRTP as an investment supporting the “Better Transit” priority area. Metro’s transition to ZEB technology will eliminate tailpipe emissions and significantly reduce noise that has significant negative environmental effects on people living and working near bus corridors and on people that depend on Metro’s service for their travel needs. The Metro Zero Emission Bus Rollout Plan approved by the Board in March 2021 analyzed disadvantaged communities in Metro’s service area using CalEnviroScreen 3.0, which identifies communities that are disproportionately burdened by multiple sources of pollution. The analysis shows that the majority of Metro bus routes traverse disadvantaged communities. The plan’s Disadvantaged Communities Prioritization Strategy prioritizes the deployment of ZEBs to routes and service blocks that serve larger percentages of disadvantaged communities.

SR-710 MIPs are listed in the 2020 LRTP as investments supporting the “Less Congestion” priority area. The County of Los Angeles’ Marengo Mobility Hub Project is within a Metro Equity Focus Community (EFC) in East Los Angeles. The proposed STIP funds will be used to provide a park and ride lot with electric vehicle charging stations, transit infrastructure, bicycle amenities, a public plaza, and wayfinding signage on the campus of the Los Angeles General Medical Center. The improvements will enhance connectivity, safety, and access to the Medical Center which is a major employment center. It will serve many existing transit lines, including three existing Metro Bus lines and Los Angeles County Public Works’ Wellness Center Shuttle. The project was shaped by three rounds of engagement for the 710 North Mobility Hubs Plan. The City of Los Angeles’ Eagle Rock Boulevard Multi-Modal Transportation Improvements project does not overlap with a Metro EFC in the Eagle Rock community. Still, 35 percent of households in the project area are low-income and seven percent are zero-vehicle households so there is a need for the active transportation improvements proposed for STIP funding to improve access to destinations in the area such as the Solheim Senior Community, Occidental College, the future North Hollywood to Pasadena Bus Rapid Transit station, and local businesses. The City has been conducting public outreach and stakeholder engagement, including meetings with local schools, businesses, and residents to ensure community priorities are integrated into the final project design.

The Eastside Transit Corridor Phase 2 is included as a major transit investment in the 2020 LRTP supporting the “Better Transit” priority area. The project is also a Measure M Expenditure Plan Major Project. The initial operating segment, Phase 2A, proposed for STIP funding traverses through six EFCs along the eastern portion of Los Angeles County. This project will benefit these EFCs by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exists.

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.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes an investment in 0.6 miles of new lane miles which encourage driving alone. Although this item 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, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 to “provide high-quality mobility options that enable people to spend less time traveling” by obtaining funding to support the delivery of transportation improvements that support the safety and performance of the highway system and expand high-quality transit options.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the staff recommendation for the 2026 RTIP. This option is not recommended as it would force LA County to forfeit up to \$134,483,000 in formula funds until the next STIP cycle in two years. Additionally, failure to adopt the 2026 RTIP could cause delay for the projects proposed.

NEXT STEPS

With Board approval, staff will proceed with finalizing the 2026 RTIP submittal. The major milestones to secure the 2026 LA County RTIP are:

- December 15, 2025 - 2026 RTIP due to CTC
- February 5, 2026 - CTC holds Southern California 2026 STIP Hearing
- February 27, 2026 - CTC publishes staff recommendations
- March 19-20, 2026 - CTC adopts 2026 STIP

ATTACHMENTS

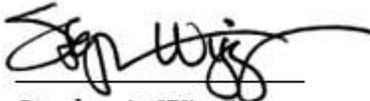
Attachment A - 2026 LA County RTIP

Attachment B - 2026 LA County RTIP Project Descriptions

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Stephanie Wiggins
Chief Executive Officer

2026 Los Angeles County Regional Transportation Improvement Program

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The table summarizes the projects programmed in the 2024 RTIP and the carryover and new programming proposed for the 2026 RTIP which has new funding capacity in FY 27 through FY 31.

Existing Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Highway and Local Road Improvement Projects							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Planning,Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal Highway	9,603	21,524	8,630	4,270			44,027
Rail and Transit Projects							
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Subtotal Transit				200,633			200,633
Active Transportation Projects							
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Subtotal Active Transportation	21,382	33,020					54,402
TOTAL EXISTING	30,985	54,544	8,630	204,903			299,062
Proposed Programming							
No Amendments							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Planning,Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal No Amendments	0	35,024	8,630	204,903			270,110
Amendments to Scope/Schedule/Funding							
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Subtotal Amendments	9,432	19,520					28,952
Proposed New Projects - Target Share							
Marengo Mobility Hub		10,840					10,840
Eagle Rock Boulevard Multi-Modal Transportation Improvements					6,362		6,362
Bus Acquisition #4, 21 ZEBs					40,367		40,367
Bus Acquisition #5, 7 ZEB Chargers					20,042		20,042
Eastside Transit Corridor Phase 2A					51,148		51,148
Planning,Programming & Monitoring					2,862	2,862	5,724
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal New Projects		10,840			204,667	2,862	218,369
NET NEW PROGRAMMING		10,840			204,667	2,862	218,369

2026 LA County RTIP Project Descriptions

The following project descriptions are provided to give an overview of existing and new projects in the proposed 2026 RTIP. Additional project detail and performance information will be included in the 2026 RTIP submittal to the CTC.

Existing Projects

- The Caltrans Multimodal Mobility Improvements (SR-138 Segment 4) project has funds programmed in FY 27 for construction of sidewalks, curb ramps, traffic calming measures, traffic signal, drainage improvements, and bike lanes on SR-138 in Littlerock from 70th Street East to 0.1 miles east of 77th Street East.
- The LA City Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements project has funds programmed in FY 27 for construction of reconstructed sidewalks and driveways, curb extensions, median island/pedestrian plaza upgrades, ADA compliant access ramps, improved transit furniture and stops, high visibility crosswalks, speed feedback signs, and other wayfinding signage. The project also includes pedestrian lighting, traffic signal upgrades, including High-Intensity Activated Crosswalk (HAWK) signals, and new street trees and enhanced landscaping. These improvements will be made on Figueroa Street from S. Ave 60 to Meridian Street, on Meridian Street from Figueroa Street to N. Ave 63, and on N. Ave 63 from Meridian Street to Ruby Street.
- The LA City Soto Street Complete Streets, Multnomah-Mission project has funds programmed in FY 27 to add one lane on Soto Street between Multnomah Street and North Mission Road; widen existing sidewalks; construct Class II bike lane in both directions; and install pedestrian lighting, a new striped median, and shoulders on both sides of the street.
- The LA City Valley Boulevard Multi-modal/Safety Improvements project has funds programmed in FY 26 for design and FY 27 for construction of multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. The City of LA will deliver the project in three segments. The project scope for STIP funding will be amended to only Segment 1 between Union Station and Lincoln Park along Mission Road.
- The LA County Ford Blvd Traffic Corridor Improvements (N-S) project has funds programmed in FY 27 for construction of new communication infrastructure and upgrade traffic signal infrastructure for 5 intersections on Ford Blvd between Floral Drive and 3rd Street.

- Bus Acquisition #3 project has funds programmed in FY 29 for the purchase of 100 zero-emission buses (ZEBs). The project supports ongoing fleet replacement and transition to ZEBs.

Proposed Projects

- Bus Acquisition #4 project is proposed for funds in FY 30. The project will purchase 21 ZEBs.
- Bus Acquisition #5 project is proposed for funds in FY 30. The project will purchase 7 ZEB chargers to support the ZEBs acquired in Bus Acquisition #4.
- Marengo Mobility Hub is proposed for funds in FY 27. The project will provide a park and ride lot with electric vehicle charging stations, transit infrastructure like bus shelters, bicycle amenities, a public plaza, and wayfinding signage on the Los Angeles General Medical Center campus.
- Eagle Rock Boulevard Multi-Modal Transportation Improvements is proposed for funds in FY 30. The project will make active transportation improvements along local streets connecting to Eagle Rock Boulevard to support a 1.5 square mile network of complete streets.
- Eastside Transit Corridor Phase 2A is proposed for funds in FY 30. The project will build a 4.7-mile extension of the Metro E Line from Atlantic to Greenwood with approximately 3 miles underground, 1 mile aerial, and 0.7 miles street-level. Phase 2A includes one relocated station and three new stations. This is the initial operating segment of the 9-mile Eastside Transit Corridor Phase 2 project.
- Planning, Programming, and Monitoring (PPM) funds are currently programmed in FY 26 through FY 29 for Metro planning activities. The 2026 RTIP proposes programming new PPM funds in FY 30 and FY 31.

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2026 Regional Transportation Improvement Program

Planning and Programming Committee

November 19, 2025

File No. 2025-0948



Metro

Recommendation

APPROVE the programming request of up to \$218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of \$134,483,000 and additional maximum target share request of \$83,886,000 as an interest free advance from LA County's estimated future STIP shares.



Metro

Background

County RTIPs are 75% of the State Transportation Improvement Program (STIP):

- Every two years, Metro prepares and approves the RTIP for LA County.
- The 2026 RTIP programs the county's RTIP formula shares for the period from FY 27 through FY 31.
- The California Transportation Commission (CTC) adopts the LA County RTIP through its 2026 STIP process.



Metro

2026 RTIP Programming Priorities

Consistent with Evaluative Criteria Framework:

- Funding Program Alignment/Readiness
- Low Risk Tolerance for Use of Formula Funds
- Transportation Equity and Geographic Balance
- Consistent with Board Policies and Directives, LRTP, and RTP

RTIP Capacity

Shares	2022 RTIP	2024 RTIP	2026 RTIP
County Target	\$0	\$216,817,000	\$134,483,000
Max Target Advance (from future shares)	\$57,034,000	\$991,876,000	\$218,369,000

Proposed 2026 RTIP

Proposed Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
No Amendments							
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Eastside Transit Corridor Phase 2A					51,148		51,148
Planning, Programming & Monitoring					2,862	2,862	5,724
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NET NEW PROGRAMMING		10,840			204,667	2,862	218,369