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

File #: 2026-0540, **File Type:** Informational Report **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2026

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Countywide Planning Major Project Status Report.

ISSUE

Countywide Planning and Development's (CPD) major projects status report is prepared by CPD, with support from Program Management, Operations, and Shared Mobility, to provide highlights of capital projects in the planning phases of development. These include transit corridor projects such as rail and bus rapid transit, regional rail, Measure M active transportation corridor projects, ExpressLanes 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. CPD oversees the planning of major capital projects to support this mission. 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 methods. 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.

DISCUSSION

The attached Project Status Report (Attachment A) provides an update on transit, active transportation corridors, ExpressLanes, and complete streets and highway projects in various stages of development.

EQUITY PLATFORM

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. A refreshed set of baseline assessments were provided in the previous July 2026 quarter. There are no updates or changes to those project equity assessments this quarter.

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 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. The VMT outcomes for each project in this report were provided in detail in the previous July 2026 quarter (https://boardagendas.metro.net/board-report/2026-0029/). There are no changes or updates to the VMT outcomes this quarter.

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 United States 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 January 2027.

ATTACHMENT

Attachment A - Project Status Report

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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Major Capital Projects Update
Countywide Planning and Development

October 14, 2026
#2026-0540

Presented By

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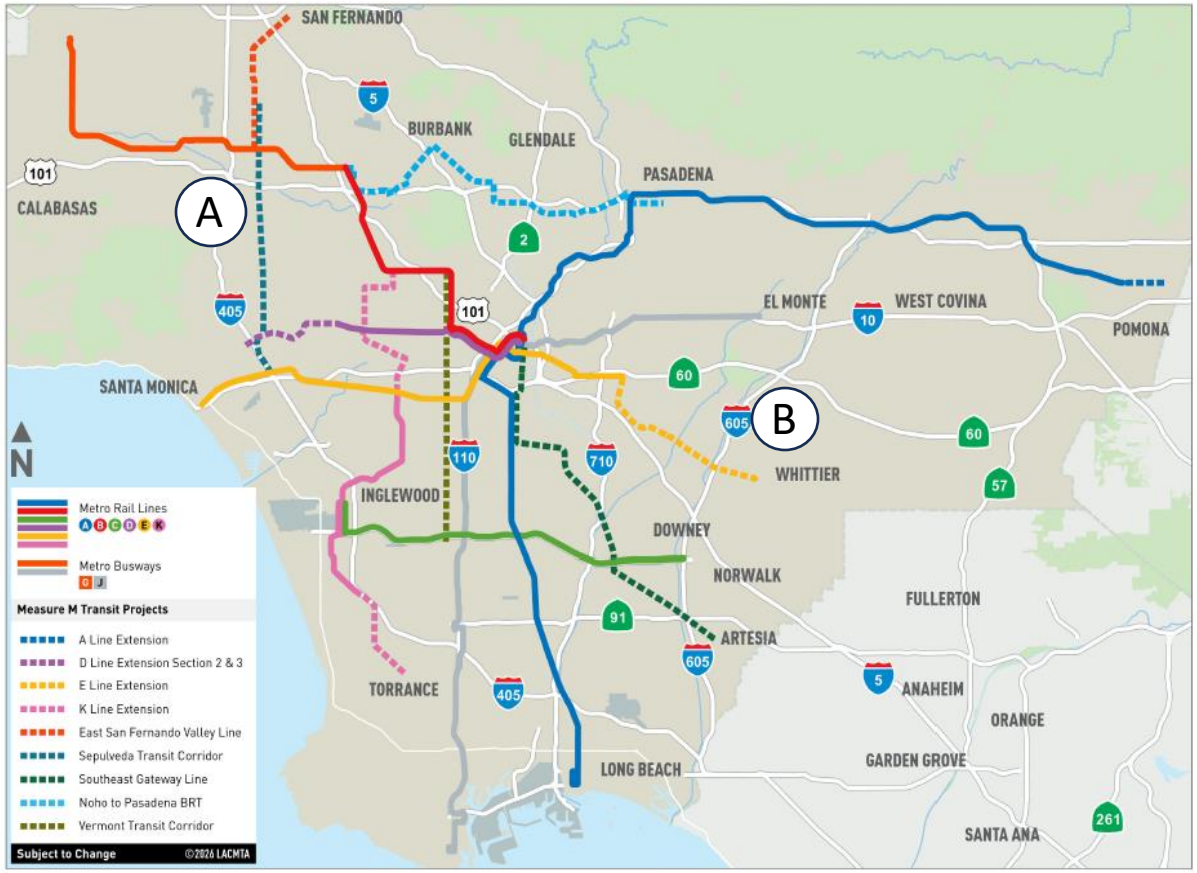
Metro

Major Corridor Projects



Major Pillar Projects

(A) Sepulveda Transit Corridor

(B) Eastside Transit Corridor Phase 2

Other Projects in Planning

- Link Union Station
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- Antelope Valley Line - San Fernando Valley/Pacoima Metrolink Station and Mobility Hub
- Southeast Gateway Line *
- K Line Northern Extension *

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**Excluded from report until updates are available*

Sepulveda Transit Corridor

Phase	Environmental Review (California Environmental Quality Act / National Environmental Policy Act)

Recent Activities

- Restarted geotechnical investigations
- Advanced design refinements to reflect Locally Preferred Alternative (LPA) direction
- August: Published final federal Planning and Environmental Linkages Study

Next Actions

- Concurrent advancement of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental clearance focused on LPA
- Advance LPA design to inform CEQA/NEPA environmental clearance
- Update cost estimates to reflect LPA design and Initial Operating Segment (IOS)

Challenges

- Navigating federal process with P3 approach

Opportunities

- Assess Public-Private Partnership (P3) as IOS delivery method

Eastside Transit Corridor Phase 2

Phase	Environmental Review (National Environmental Policy Act)

Recent Activities

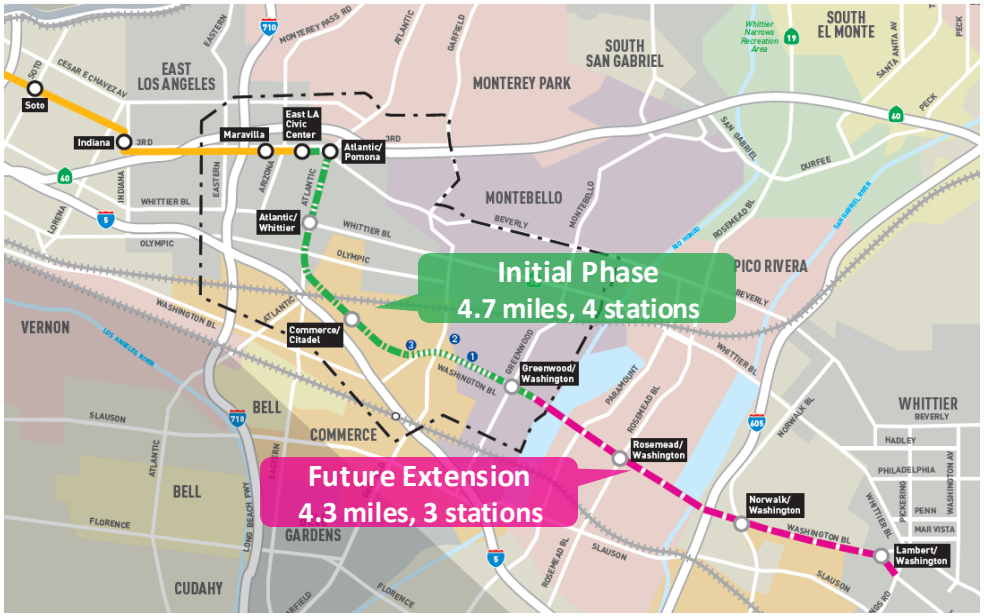
- July: Board received the Environmental Assessment and approved the Maintenance and Storage Facility site in Commerce
- July/August: Prepared Draft Findings of No Significant Impact (FONSI) and draft responses to public comments for Federal Transit Authority (FTA) review

Next Actions

- Fall: Complete FONSI/NEPA and Preliminary Engineering
- Advance Right-Of-Way (ROW)/utility coordination

Challenges

- Capital Investment Grants (CIG) Project Development (PD) phase requires completion within 2 years
- Identifying funding to complete the project is ongoing



Opportunities

- Complete National Environmental Policy Act (NEPA) to support federal funding eligibility
- Advance project through CIG Project Development
- Coordinate with City of Pico Rivera/Caltrans on Rio Hondo Washington Blvd Bridge to accommodate future E Line extension to Whittier

Link Union Station

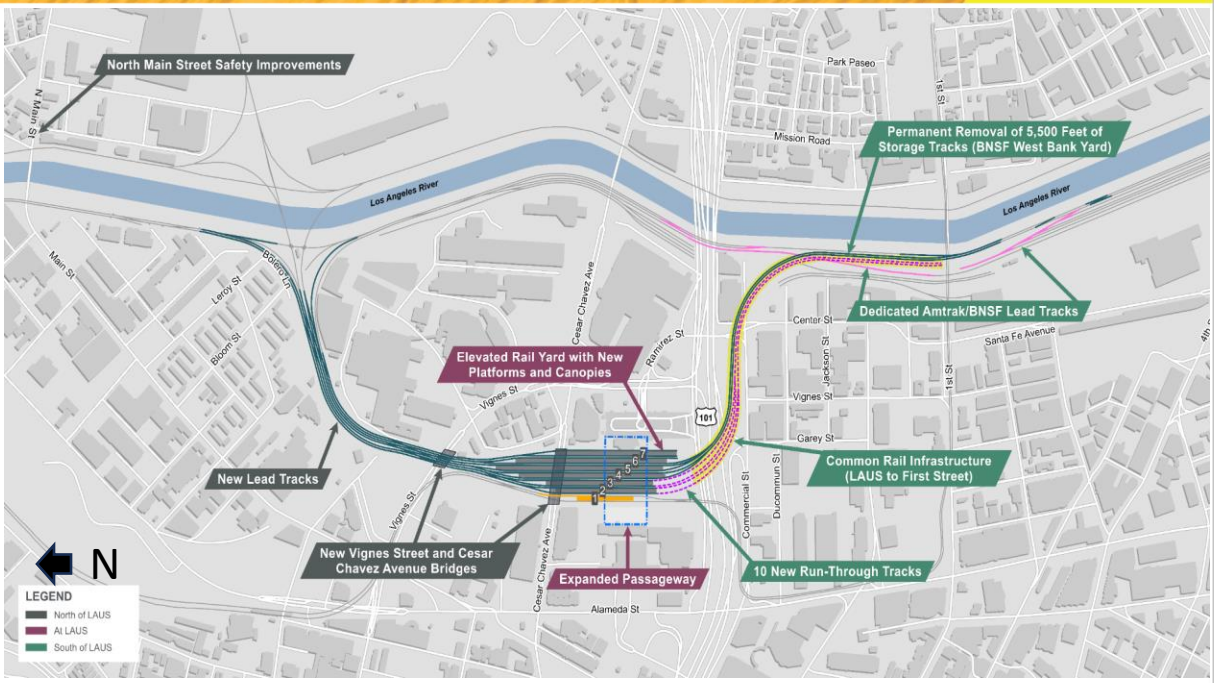
Phase	Design

Recent Activities

- Metro was not awarded the Federal Railroad Administration (FRA) Federal-State Partnership (FSP) for Intercity Passenger Rail grant; the project is seeking additional Interregional Transportation Improvement Program (ITIP) and Solutions for Congested Corridors Program (SCCP) Grants with the state

Next Actions

- Continue preparation of the Administrative Record
- Submission of 95% Design of Phase 2 Supplemental is scheduled for early November 2026



Challenges

- Litigation from City of Vernon
- The Project has a funding gap, and there are limited grant funding opportunities in the near future

Opportunities

- In light of the recently executed Confidentiality Agreement, a future meeting is on the horizon with BNSF and Vernon

Rail to River Active Transportation Corridor (Segment B)

Phase	Planning / Design

Recent Activities

- Continued coordination with City of Commerce (project lead) and local jurisdictions on the Randolph Corridor project (formerly Segment B)
- Evaluating potential alternatives to connect Segment A and Segment B as directed by the Metro Board
- Assisting local jurisdictions with 3rd Party coordination - Union Pacific Railroad (UPRR), US Army Corps of Engineers

Next Actions

- Continue coordination with cities/County, as well as the future Southeast Gateway Line

Challenges

- Timely 3rd Party reviews
- UPRR has requested unplanned improvements associated with the railroad bridge over the LA River

Opportunities

- Continue to monitor potential funding opportunities as needed

Los Angeles River Path

Phase	Environmental Review (California Environmental Quality Act)

Recent Activities

- Continued to review and respond to public comments received on Draft Environmental Impact Report (EIR)
- Finalization of Cost Benefit Analysis (CBA) to inform recommendation for Locally Preferred Alternative (LPA) and Initial Operating Segment (IOS)
- Met with City and County representatives to support scope, schedule and budget for LA River Governance Study

Next Actions

- Fall/Winter 2026 (tentative): Board action on LPA, delivery plan, phased implementation

Challenges

- Multiple jurisdictions and adjacent projects requiring extensive 3rd party coordination

Opportunities

- LA River Governance Study as opportunity to identify lead agencies for LA River Path construction, operations and maintenance

AVL – San Fernando/Pacoima Metrolink Station and Mobility Hub (formerly the ESFV Shared ROW Study)

Phase	Planning / Design

Recent Activities

- August 2026: Executed task order for conceptual planning, environmental clearance and preliminary engineering for the station and mobility hub
- September 2026: Held internal Metro project kick-off meeting and began coordination with key project stakeholders

Next Actions

- Stakeholder kick-off meeting with external agencies (November)
- Continue preliminary engineering on rail crossing safety improvements
- Advance conceptual planning for Metrolink Pacoima station, mobility hub, and trackwork
- Continue stakeholder and public engagement

Challenges

- Right of way coordination with Metrolink and the adjacent Brighton to Roxford double track project

Opportunities

- Delivery of early improvements to address safety needs

Quarterly Major Projects Report
Complete Streets & Highway Projects

Presented by Avital Barnea

Senior Executive Officer, Multimodal Integrated Planning

Metro

October 14, 2026

I-605 Corridor Multimodal Improvements Project (I-605 CMIP)

(I-10 to I-105)

Status/Schedule

- Current Phase: Environmental and engineering studies for Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) are underway.
- Coordination on local projects and complete street elements is ongoing with the Corridor Cities.
- Draft Communication Plan under review.
- Upcoming milestones: Data collection, preparation of engineering/environmental studies, and review of design packages with Caltrans will proceed through 2027/28 for the development of the initial Draft Project Reports and DEIR/DEIS in 2028/29.

Purpose and Need

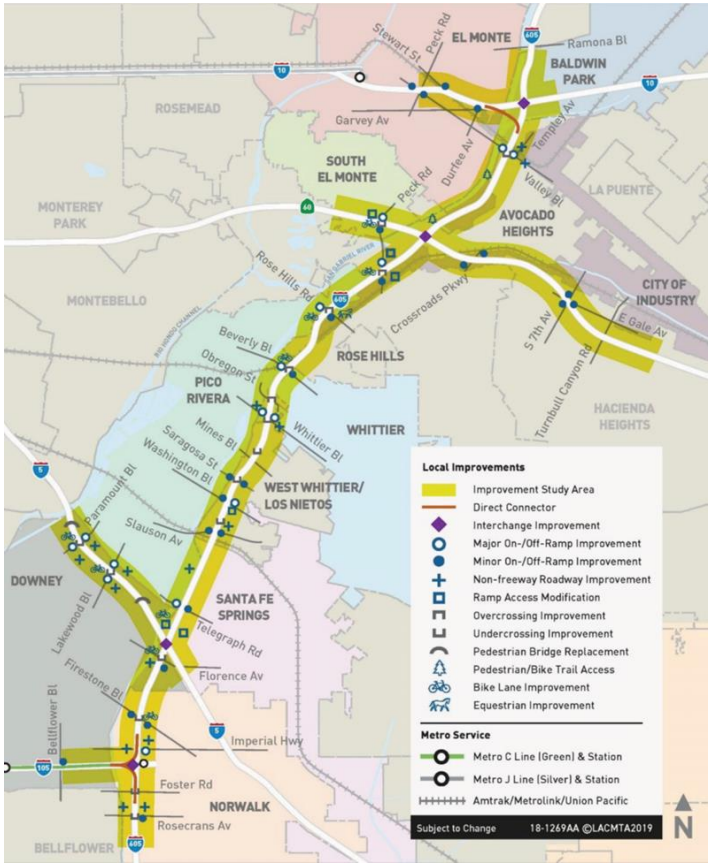
- Safety and operational deficiencies, lack of multimodal transportation options.
- 4,335 collisions resulting in injury occurred within I-605 project limits (2019 - 2023)

Multimodal Scope

- Provide bicycle, pedestrian, and equestrian trail improvements.
- Provide roadway connections to transit stations.
- Include Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies.
- Provide managed lane improvements (High-Occupancy Vehicle lanes and/or ExpressLanes), interchange safety improvements, and direct connectors.

Project Benefits

- Enhance local and regional safety, 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 current phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

I-405 ExpressLanes Project – Sepulveda Pass
(ExpressLanes from I-10 to US 101)

Status/Schedule

- Current Phase: Environmental phase - the environmental document is under going Caltrans review
- Outreach activities in progress to inform the public the Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) is scheduled to be released in late Fall 2026

Purpose and Need

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

Multimodal Scope

- Environmental document is evaluating potential multimodal elements.

Project Benefits

- Improve traffic flows, person throughput, and trip reliability.
- Incentivizes carpooling and transit
- Increases continuity of the planned regional ExpressLanes network

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- Project team is evaluating and drafting responses to comments received during public circulation
- Community Engagement: A 45-day public circulation of the Draft Environmental Document was from August 5th to September 21st. Two Public Hearings were held on August 20th and August 25th at the Carson Event Center.
- Next Major Milestone: Staff will prepare an informational Board Box about the public circulation period prior to the release of the Final Environmental Document, with the preferred alternative selected, which is anticipated in Summer 2027.

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.

Multimodal Scope

- Build four auxiliary lanes (about 1 mile in each direction).
- New high-visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- Transportation System Management/ 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: Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

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SR-14 North Los Angeles County Safety & Mobility Improvements (Interstate 5 to Agua Dulce Canyon Rd)

Status/Schedule

- Current Phase: Project Approval/ Environmental Documentation (PA/ED)- Caltrans is reviewing and approving technical studies to support DEIR/EA.
- Community Engagement: Quarterly coordination meetings with corridor stakeholders
- Next Major Milestone: Circulation of Draft Environmental Document expected in Summer 2027.

Purpose and Need

- Enhance safety, mobility, and multimodal transportation options
- Lane drops and changes in grades cause safety and operational challenges
- From 2020 to 2022, 774 reported collisions, 314 fatal and injury collisions for all four segments

Multimodal Scope

- Lane gap closures where there are lane drops, Transportation System and Demand Management elements, safety enhancements, complete streets, and wildlife connectivity improvements.

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 mitigations to be determined.

Metro & Caltrans Roles

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

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I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

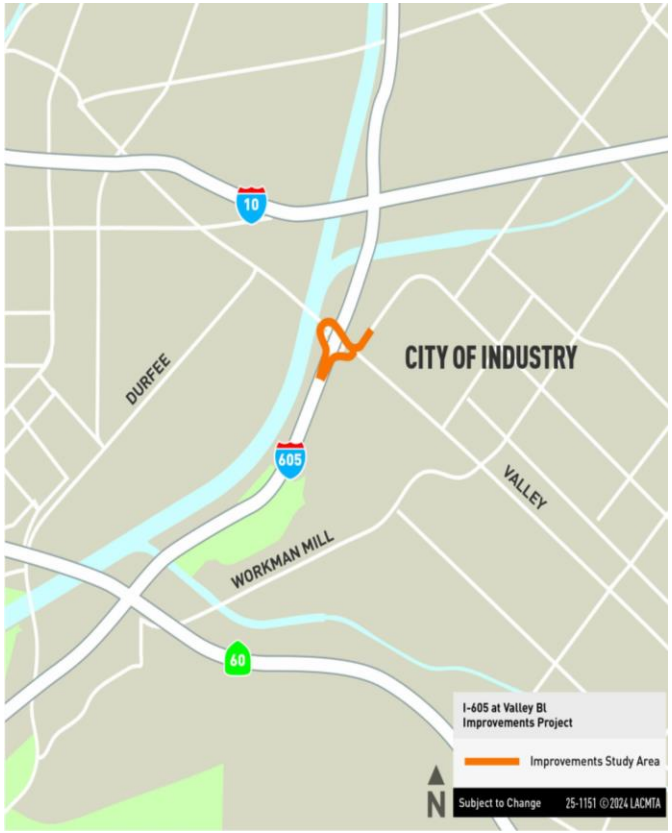
- San Gabriel Valley Council of Governments (COG) is the construction lead.
- Caltrans issued Right of Way Certification & Encroachment Permit to Metro on April 17 and April 20, 2026, respectively.
- Allocation request for construction funds was approved by the California Transportation Commission (CTC) at their 6-26-2026 2026 meeting.
- Target begin construction is March 2027.
- Community Engagement: COG to convene pre-construction public 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).

Multimodal Scope

- Reconfigure ramps, upgrade and coordinate traffic/railroad signals.
- Upgrade Americans with Disabilities Act (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.

Challenge

- Timely execution of COG tasks leading to advertising, awarding and initiating the construction contract after CTC approval.

Metro, Caltrans & COG Roles

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

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