One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Agenda - Final

Wednesday, July 15, 2026

11:00 AM

Watch online: https://boardagendas.metro.net
Listen by phone: Dial 888-978-8818 and enter Access Code:
5647249# (English) or 7292892# (Español)

To give written or live public comment, please see the top of page 4

Planning and Programming Committee

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting not withstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at https://www.metro.net or on CD's and as

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under $50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars ($50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.
Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.
Requests can also be sent to boardclerk@metro.net.

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - https://records.metro.net
General Information/Rules of the Board - (213) 922-4600
Internet Access to Agendas - https://www.metro.net
TDD line (800) 252-9040
Board Clerk Email - boardclerk@metro.net

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 11:00 AM Pacific Time on July 15, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 15 de Julio de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of “FOR,” “AGAINST,” "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 6 and 7.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

6. SUBJECT: SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS 2026-0294

RECOMMENDATION

CONSIDER:

A. APPROVING the list of eligible SR-710 North Mobility Improvement Projects (MIP) in Attachment A;

B. AUTHORIZING the Chief Executive Officer or their designee to:
   1. ALLOCATE and program funds to three new MIPs in the City of Monterey Park as recommended in Attachment A;
   2. REALLOCATE funds from one existing MIP to another existing MIP in the City of Los Angeles and from one existing MIP to one new MIP and one existing MIP in the City of South Pasadena as recommended in Attachment A;
   3. APPROVE associated amendments to the Regional Transportation Improvement Program (RTIP) as shown in Attachment B.

Attachments:

Attachment A - Updated MIP List

Attachment B - RTIP Amendments

Attachment C - Motion 29.1

Attachment D - Motion 35

Attachment E - MIP Programmed Funds

Attachment F - City of Los Angeles Request Letter

Attachment G - City of Monterey Park Request Letter

Attachment H - City of South Pasadena Request Letters

Presentation

7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION 2026-0441

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $4,917,785 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation First/Last Mile Connections Program (Expenditure Line 51) and reprogram project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $3,979,932 within the capacity of Measure M MSP - Subregional Equity Program (Expenditure Line 68), as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: Attachment A - Active Transp. First Last Mile Conn. Prog. Project List
Attachment B - Subregional Equity Program Project List
Presentation

NON-CONSENT

8. SUBJECT: FEDERAL CONSOLIDATED APPROPRIATIONS ACT OF 2026 AWARD 2026-0454

RECOMMENDATION

CONSIDER:

A. PROGRAMMING $89,466,188 in Consolidated Appropriations Act of 2026 award funding in support of Planning, Design, and Operations for the 2028 Games

B. AMENDING the FY27 Budget by $89,466,188; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements, including pass-through agreements and/or amendments with the agencies for projects contained in the GME FY26 Federal Funding Allocation (Attachment A).

Attachments: Attachment A - GME FY26 Work Plan

Attachment B - GME Workstream Scopes

Presentation

9. SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - SAN FERNANDO VALLEY/PACOIMA METROLINK STATION AND MOBILITY HUB 2026-0103

RECOMMENDATION

PROGRAM $6,900,000 for conceptual planning, environmental clearance, preliminary engineering, and community outreach for the San Fernando Valley (SFV)/Pacoima Metrolink Station and Mobility Hub.

Attachments: Attachment A - AVL Corridor Map

Presentation

10. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE 2026-0313

RECOMMENDATION

CONSIDER:

A. APPROVING $125,403,758 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A.;

B. APPROVING the deobligation of $8,573,383 in previously approved Measure R Multimodal Highway Subregional Program funds and re-allocation to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance, as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved projects.

Attachments: Attachment A - MR Multimodal Highway Subregional Prgm- July 2026

Presentation

11. SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT OBJECTIVES AND CRITERIA 2026-0406

RECOMMENDATION

APPROVE objectives and criteria for the Measure M 10-Year Comprehensive Assessment (Attachment A).

Attachments: Attachment A - Proposed Assessment Objectives and Criteria
Attachment B - Measure M Ordinance and Expenditure Plan
Presentation

12. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT 2026-0385

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), including the NEPA project mitigation measures for the Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment to the City of Montebello;

B. APPROVING the EA's 9-acre Maintenance and Storage Facility (MSF) Site 3 in the City of Commerce for the Board-selected Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment extension of the existing Metro E-Line, while maintaining the full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project; and,

C. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board-selected LPA for the E-Line Eastside Transit Corridor Phase 2 Project.

Attachments: Attachment A - NEPA EA Executive Summary
Attachment B - Cost-Benefit Analysis
Presentation

13. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM UPDATE 2026-0432

RECOMMENDATION

APPROVE the staff recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 as the only available funding for Open and Slow Street events occurring between September 2026 and March 2028.

Attachments: Attachment A - Local Return (LR) Fund Balances & Revenues for FY25
Attachment B - TDA3 Fund Balances & Revenues for FY26
Attachment C – Open/Slow St. & Transit-1st Fan Zone Funding Src. LA County
Presentation

14. SUBJECT: TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND POLICIES 2026-0408

RECOMMENDATION

RECEIVE AND FILE report on implementation of the Metro Transportation Demand Management (TDM) Master Plan and Policies (Master Plan).

Attachments: Attachment A - Transportation Demand Management Master Plan and Policies
Attachment B - Motion 36 - Countywide Transportation Demand Management

15. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT 2026-0029

RECOMMENDATION

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

Attachments: Attachment A - Project Status Report
Attachment B - Equity Assessment Baselines (July 2026)
Attachment C - Vehicle Miles Traveled (VMT) Outcome

SUBJECT: GENERAL PUBLIC COMMENT 2026-0490

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

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

File #: 2026-0294, **File Type:** Program **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the list of eligible SR-710 North Mobility Improvement Projects (MIP) in Attachment A;

B. AUTHORIZING the Chief Executive Officer or their designee to:
   1. ALLOCATE and program funds to three new MIPs in the City of Monterey Park as recommended in Attachment A;
   2. REALLOCATE funds from one existing MIP to another existing MIP in the City of Los Angeles and from one existing MIP to one new MIP and one existing MIP in the City of South Pasadena as recommended in Attachment A;
   3. APPROVE associated amendments to the Regional Transportation Improvement Program (RTIP) as shown in Attachment B.

ISSUE

The SR-710 North MIP includes more than $1 billion in Measure R, State, and Federal funding approved by the Board. The purpose of this report is to introduce four new MIPs (Attachment A) and associated amendments for the Regional Transportation Improvement Program (RTIP) (Attachment B) for Board approval.

BACKGROUND

Upon completion of the SR-710 Gap Closure Project environmental process and adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) as the Preferred Alternative, the Board approved Motion 29.1 by Directors Fasana, Barger, Solis, Garcetti, and Najarian (Attachment C) at its May 2017 meeting, identifying the next steps and guiding the implementation of the local mobility improvement projects to bring relief to the SR-710 corridor cities in the San Gabriel Valley, the Central subregion (City of Los Angeles), and the Los Angeles County unincorporated area of East Los Angeles affected by the SR-710 freeway gap. At its February 2022

meeting, the Board approved Motion 35 by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts (Attachment D), which clarifies eligible uses for MIP funds. This action expanded the eligible categories of improvements to include bus infrastructure improvements, bikeway improvements, and pedestrian improvements.

A total of $1,026,510,000 in Measure R, State, and Federal funds are allocated to the San Gabriel Valley cities of Alhambra, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena; and to the City and County of Los Angeles for eligible MIPs, starting in FY2020 and subject to the availability of funds. Project sponsors have initiated work on 45 MIPs. Staff has reported to the Board on the program bi-annually since December 2020.

Of the total State funds allocated, $70,836,000 has been programmed in the RTIP. The RTIP is formula funding administered by the California Transportation Commission (CTC) that Metro is responsible for developing and managing for Los Angeles County. At its December 2025 meeting, the Board approved the 2026 RTIP and the CTC subsequently approved the 2026 RTIP in March 2026. Amendments to the RTIP require Board and CTC approval.

DISCUSSION

Since the last SR-710 MIP update, the City of Los Angeles, City of Monterey Park, and City of South Pasadena have proposed to introduce new MIPs that are in accordance with Motion 35 or to reallocate funding for previously approved MIPs. Staff reviewed the project modifications (scope, descriptions, justifications, and preliminary cost estimates), project implementation, and anticipated benefits, which are summarized below.

City of Los Angeles

The City of Los Angeles is proposing to reallocate funds from one existing MIP to another existing MIP:

- Reallocate $15,082,146 from the Soto Street Widening Project (LA8.1.1.07) to the Huntington Drive Multi-Modal Transportation Improvement Project (LA8.4.2.06). The project would implement Class I, Class IV, and Class III bicycle facilities, along with new and widened sidewalks, accessible curb ramps, high visibility crossings, bulb-outs, lighting, shade trees, and bus stop improvements along 4.0 miles on Huntington Drive and Mission Road from Valley Boulevard to Kendall Avenue. This project will likely decrease Vehicle Miles Traveled (VMT).

The funds for the Soto Street Widening Project (LA8.1.1.07) are currently programmed in the RTIP. Metro staff will request an RTIP amendment to reprogram the funds to the Huntington Drive Multi-Modal Transportation Improvement Project (LA8.4.2.06) as shown in Attachment B. The CTC's guidelines for the RTIP require that a project or project phase programmed in the RTIP have a full funding commitment from RTIP and other committed funds to be included in the RTIP. Per the City of Los Angeles' Request Letter (Attachment F), the funds for the right-of-way phase that will remain on the Soto Street Widening Project are sufficient to complete the phase and the balance of design and construction funds for the Huntington Drive Multi-Modal Transportation Improvement Project are anticipated to come from an Active Transportation Program Cycle 8 grant. In the event that either

project fails to meet the full funding requirement due to cost increases or inability to secure the anticipated grant funds, the CTC requires that Metro delete the project from the RTIP.

City of Monterey Park

The City of Monterey Park is proposing to allocate $5,000,000 to the following three new MIPs:

- Allocate $2,000,000 in Measure R funds to the Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue) project (MR2.5.6.02). The project would construct new sidewalks and accessible curb ramps, high-visibility crosswalks, curb extensions, and rectangular rapid flashing beacons or signal timing updates. This project will likely decrease VMT.
- Allocate $2,500,000 in Measure R funds to the Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive) project (MR2.5.6.03). The project would construct continuous sidewalks, accessible curb ramps, and marked crossings with a pedestrian refuge and Pedestrian Hybrid Beacons, and upgrade driveways, bus stops, lighting, signage, and wayfinding. This project will likely decrease VMT.
- Allocate $500,000 in Measure R funds to the New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School) project (MR2.3.6.01). The project would install dedicated protected left-turn signal phasing, upgrade the controller and cabinet with advanced vehicle detection systems, and update intersection striping, accessible curb ramps, leading pedestrian intervals, signage, wayfinding, and signal timing coordination. This project will likely increase VMT.

The funding for the three new MIPs will be drawn from the city's unallocated MIP funds, reducing the unallocated balance from $6,598,000 to $1,598,000. To date, the city has programmed $98,702,000 to 10 projects.

City of South Pasadena

The City of South Pasadena is proposing to reallocate $40,000,000 from one existing MIP to one new MIP and one existing MIP:

- Reallocate $10,000,000 in Measure R funds from SR-110/Fair Oaks Ave Interchange Modifications (MR7.1.1.37) to the North South Fair Oaks Intelligent Transportation Systems Deployment Project (MR7.3.6.04). The project would upgrade the traffic signal system along Fair Oaks Avenue to accommodate new Intelligent Transportation System (ITS) elements, including traffic signal poles, mast arms, 12-inch signal heads, internally illuminated street name signs, video detection systems, fiber optic cable, signal controllers and cabinets, and emergency vehicle preemption, as well as new accessible curb ramps, crosswalks, and landscape medians. This project will likely increase VMT.
- Reallocate $30,000,000 in Measure R funds from MR7.1.1.37 to the Regional Traffic Corridor Improvements project (MR7.1.1.36). The project would include Class IV protected bicycle facilities, transit stop enhancements, sidewalk upgrades, accessible curb ramps, wayfinding signage, traffic timing upgrades and synchronization, ITS improvements, and landscape beautification along 1.5 miles on Huntington Drive between Alhambra Road and Garfield Avenue and 1.8 miles on Fremont Avenue from Alhambra Road to Columbia Street. This project will likely decrease VMT.

DETERMINATION OF SAFETY IMPACT

Approval of staff's recommendations has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. The projects recommended for MIP funding will improve safety and mobility. Caltrans and local safety standards will be adhered to during the project development and implementation of the proposed projects.

FINANCIAL IMPACT

The updated MIP list reflecting the projects for Board approval is reported in Attachment A. The MIP programmed funds will include fund sources and programmed years that are based on availability, Metro's overall funding strategy and programming capacity, project sponsor cashflow needs, input and requests made by MIP sponsors in response to Motion 35, local project priorities and concerns, and other factors; and the new SCAG competitive federal funding process, when applicable.

Should the Board approve the eligible projects set forth in Attachment A, the total number of projects eligible for MIP funds remains at 89, without exceeding the overall MIP program budget or individual MIP sponsor allocations.

Impact to Budget

The amount of $8,950,000 is included in the FY27 proposed budget under Complete Streets & Highways Cost Centers 4730 and 0442, under SR-710 North Corridor Mobility Improvements (461315), Professional Services (502316), and Subsidies (54001) accounts.

Since this is a multi-year program of mobility improvements, the Chief Planning Officer will continue to be responsible for budgeting any remaining costs in future fiscal years.

The source of funds for the projects will be Measure R Highway Capital (20%) Funds. This fund source is not eligible for bus and rail operations or capital expenditures.

EQUITY PLATFORM

This subsidy program affords local agencies the opportunity to develop and implement transportation projects that improve mobility, address local concerns, and provide better and safer access to key destinations (jobs, employment centers, markets, commercial centers, healthcare facilities, etc.) that may lead to more equitable outcomes.

All the MIPs are administered by local agencies, except for the City of San Gabriel, which elected to utilize Metro's Complete Streets & Highways On-Call Services Contract to expedite the project development process. Since FY20, various community outreach efforts have been conducted by MIP sponsors to inform the project development process, with many projects addressing transportation needs in or near Equity Focus Communities (EFC). Each MIP sponsor is responsible for engaging the public, key stakeholders, and community-based organizations, as necessary, depending on the proposed improvements and potential impacts.

City of Los Angeles

Community engagement for the Huntington Drive Multi-Modal Transportation Improvement Project has been intentionally equity-centered from the outset, building on earlier outreach and engagement conducted from 2023 to 2024 through surveys, public meetings, bilingual materials, targeted corridor outreach, and a Community Advisory Committee (CAC) that included school, neighborhood, cultural, disability-services, business, and community-based representatives from Lincoln Heights, El Sereno, and Rose Hills. That process helped ensure the project reflects the priorities of disadvantaged communities most affected by unsafe speeds, incomplete sidewalks, limited shade, and inadequate transit access, particularly households with limited vehicle access, students, seniors, and people with disabilities. Over half of the project limits are directly within or adjacent to EFCs.

In May 2026, the City held a CAC meeting to provide an update on the project design. Going forward, the City and its partners will continue this equity-focused approach through ongoing CAC coordination, a Public Involvement Plan, and culturally appropriate, accessible engagement at key design and implementation milestones, with particular attention to disadvantaged schools, corridor residents, and other historically underrepresented stakeholders so that community input continues to shape project delivery, public-space programming, streetscape elements, maintenance, and wayfinding.

City of Monterey Park

The City of Monterey Park has implemented a comprehensive, multilingual community engagement program to guide development of the three proposed MIPs, with focused outreach along Floral Drive, Garvey Avenue, and the Hellman Avenue and New Avenue corridor near Mark Keppel High School. Outreach included citywide surveys, walk audits, door to door canvassing, four multilingual community meetings, two virtual meetings, booths at community events, two citywide public surveys, and direct engagement with schools, businesses, and community institutions. Across all engagement channels, community members consistently emphasized the need for safer pedestrian mobility, improved school access, and enhanced multimodal connectivity, which directly shaped the development of the three new MIPs that are all located within or adjacent to EFCs.

For Floral Drive, the City met with the Brightwood Elementary School principal and safety team, held a community meeting on campus, conducted a corridor walk with East Los Angeles College staff, and performed multiple walk along assessments with residents to identify potential unsafe conditions. The City also conducted walk to school observations during drop off and pick up along Floral Drive and discussed potential safety concerns directly with parents.

During Garvey Avenue outreach, residents and businesses consistently raised concerns about potential unsafe pedestrian conditions west of Atlantic Boulevard, emphasizing the need for safer crossings and improved multimodal access.

For the Hellman Avenue and New Avenue area, the City met with the Mark Keppel High School principal and safety team, performed walk to school observations, and gathered parent feedback on potential safety challenges near the campus. A dedicated Safe Routes to School community

meeting was held at Mark Keppel High School in April 2026 to address campus area needs, including the Hellman Avenue and New Avenue intersection, and a Citywide Safety Workshop will be hosted in May 2026 at the Langley Center to gather additional feedback on the proposed improvements.

City of South Pasadena

The City of South Pasadena presented the North South Fair Oaks Intelligent Transportation Systems Deployment Project to the community at a workshop in May 2023. The workshop was well attended with over 50 community members present; seven comment cards were received. During the workshop, the community expressed support for improving accessibility and providing enhanced pedestrian and bicycle facilities. Landscaping features and preservation of bulb-outs were also requested. In addition to the May 2023 workshop, the project was discussed at the City's Mobility and Transportation Infrastructure Commission in November 2022 and the Public Works Infrastructure Commission in August 2025. Members of the community were present at both of these Commission meetings and expressed support for enhanced pedestrian accessibility. In October 2025, City Council received a summary of the input received on the project and made a design selection.

For the Regional Traffic Corridor Improvements project, a comprehensive community outreach and coordination effort has been conducted to ensure the project reflects input from a wide range of community members and stakeholders. In Summer 2023, the City began the process of collecting community feedback and preparing a report outlining design concepts. In October 2023, the City's Mobility and Transportation Infrastructure Commission held a public meeting presenting the preliminary findings and collecting initial public feedback. After the City Council approved a contract to complete the design of the project in October 2025, the City held multiple community meetings in February and March 2026 and presented to both the Public Works Infrastructure Commission in April 2026 and City Council in April, May, and June 2026 to share design concepts and listen to community feedback. In parallel, coordination with internal city departments, neighboring jurisdictions, and regional agencies has helped address operations, emergency response, and regional connectivity considerations. This iterative and feedback-driven process helped fine-tune the design concepts to holistically shape and balance the technical analysis with community priorities and interagency coordination. All meetings provided notice to the public and were well attended by residents, providing valuable feedback that is being integrated into the design.

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. 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. Further, the 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 investments that encourage driving alone or increased vehicle travel by funding mobility projects along the SR-710 North Corridor. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. The MIPs in the City of Los Angeles, City of Monterey Park, and City of South Pasadena will improve accessibility and safety for pedestrians and bicyclists. Although this item may not directly contribute to achieving 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 Metro's Strategic Plan Goals to:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Enhance communities and lives through mobility and access to opportunity.
3. Transform LA County through regional collaboration.

The recommendation also supports Metro's Objectives for Multimodal Highway Investment to:

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region.
2. Work with local communities to reduce disparities caused by existing highway systems and develop holistic, positive approaches to maintain and improve the integrity and quality of life.
3. Ensure local and regional investment in LA County's highway system is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to accept staff's recommendations. This alternative is not recommended as it would be inconsistent with the Board's directive for staff to work directly with the MIP sponsors in identifying eligible projects per Motion 29.1 and could delay bringing needed multimodal transportation improvements to affected local jurisdictions.

NEXT STEPS

Upon Board approval, the MIP sponsors will be notified of the Board's decision. Staff will work with the MIP sponsors to refine the project scopes of work, schedules, justifications, benefits, and cost estimates to ensure compliance with the intent and direction of the Board and to execute funding agreements for the newly approved MIPs. The cities may use Metro's Multimodal Integrated Planning Project/Program Delivery On-Call Support Services contract to issue contracts/task orders, if requested, to assist in expediting the completion of the environmental and design phases for each MIP.

Staff will submit the RTIP amendment request to the CTC for notice at its October 2026 meeting and action at its December 2026 meeting.

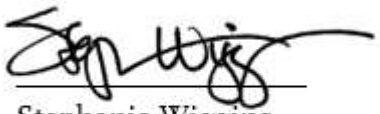
In addition, staff will continue to assist in the delivery of all MIPs and provide bi-annual reports to the Board.

ATTACHMENTS

Attachment A - Updated MIP List
Attachment B - RTIP Amendments
Attachment C - Motion 29.1
Attachment D - Motion 35
Attachment E - MIP Programmed Funds
Attachment F - City of Los Angeles Request Letter
Attachment G - City of Monterey Park Request Letter
Attachment H - City of South Pasadena Request Letters

Prepared by: Cameron Palm, Manager, Complete Streets & Highways, (213) 547-4276
Lucy Delgadillo, Senior Director, Complete Streets & Highways, (213) 922-7099
Michelle E. Smith, Executive Officer, Complete Streets & Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-2317
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4247



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Count	MIP ID	Sponsor	Project Name	Allocated Funds	Expenditures to Date[1]
Project Type 1: Local Street/Road & Freeway Local Interchange Mobility and Operational Improvements Projects					
1	MR1.1.1.01	Alhambra	I-10/SR-710 Interchange Reconfiguration	$ 62,400,000	$ -
2	MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration	$ 100,000,000	$ 1,409,700
3	MR1.1.1.03	Alhambra	I-10/Atlantic Boulevard On and Off Ramp Reconfiguration	$ 20,000,000	$ -
4	MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Blvd to Mission Rd]	$ 12,973	$ 12,973
5	MR1.1.1.04	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration	$ 20,000,000	$ -
6	LA8.1.1.06	Los Angeles City	Soto Street Widening Project [Valley Boulevard and UPRR]	$ 4,000,000	$ 1,900,368
7	LA8.1.1.07	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road] **(Allocated Funds Reduced by $15,082,146)**	$ 2,100,000	N/A
8	MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o 1-10 Freeway]	$ 2,400,000	$ -
9	MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New]	$ 18,202,000	$ 88
10	MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]	$ 700,000	$ -
11	MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]	$ 1,900,000	$ -
12	MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project [s/b 1-210 Fwy to Fair Oaks Ave & California Blvd to n/b 1-210 Fwy]	$ 2,600,000	$ 913,766
13	MR4.1.2.08	Rosemead	I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements	$ 6,000,000	$ 739,090
14	MR4.1.2.09	Rosemead	I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements	$ 6,000,000	$ 13,604
15	MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks] **(Allocated Funds Increased by $30,000,000)**	$ 40,000,000	$ -
16	MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications **(Allocated Funds Reduced by $23,000,000)**	$ 15,000,000	$ -
17	MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [ROW, Design & Construction] **(Allocated Funds Reduced by $17,000,000)**	$ 15,000,000	$ -
			Subtotal	**$ 316,314,973**	**$ 4,989,588**
Project Type 2: Local Street Intersection Improvement Projects					
18	MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	$ 3,450,000	$ 380,059
19	MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	$ 3,550,000	$ 406,307
20	MR5.2.2.06	San Gabriel	San Gabriel & Valley Boulevard Intersection Improvements Project	$ 4,650,000	$ 1,063,447
21	MR5.2.2.08	San Gabriel	Valley Boulevard & Del Mar Avenue Intersection Improvements Project	$ 5,750,000	$ 385,237
22	MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic to San Gabriel Boulevards]	$ 8,000,000	$ -
23	MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]	$ 6,000,000	$ -
			Subtotal	**$ 31,400,000**	**$ 2,235,049**
Project Type 3: Intelligent Transportation Systems [ITS] Projects					
24	MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project (Huntington Drive to I-10 Freeway)	$ 4,600,000	$ 120,028
25	MR1.3.1.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project (Northerly City Limit to Montezuma/I-10 Freeway)	$ 2,900,000	$ 98,149
26	MR1.3.2.01	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [Huntington Drive to 1-10 Freeway]	$ 3,600,000	$ 91,635
27	MR1.3.2.04	Alhambra	Main Street Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]	$ 5,400,000	$ -
28	MR1.3.2.05	Alhambra	Mission Road Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]	$ 3,000,000	$ -
29	MR1.3.2.06	Alhambra	Valley Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]	$ 4,600,000	$ 107,219
30	LA9.3.1.11	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	$ 3,700,000	Unfunded[3]
31	LA9.3.1.39	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	$ 4,845,000	No Obligations to Date
32	LA9.3.1.57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 Intersections]	$ 90,000	$ 90,000
33	LA9.3.1.30	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	$ 2,290,000	$ 438,000
34	LA9.3.1.22	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	$ 1,900,000	Unfunded
35	LA9.3.1.20	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	$ 460,000	$ 209,000
36	LA9.3.1.28	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	$ 250,000	Unfunded
37	LA9.3.2.08	Los Angeles County	1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W)	$ 2,344,000	No Obligations to Date
38	LA9.3.2.09	Los Angeles County	Cesar Chavez Avenue Traffic Signal Synchronization Project and ITS Improvements (E-W)	$ 5,500,000	Unfunded
39	LA9.3.2.10	Los Angeles County	East Los Angeles ITS Enhancements	$ 785,000	No Obligations to Date
40	LA9.3.2.11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)	$ 2,900,000	Unfunded
41	LA9.3.2.12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)	$ 2,200,000	Unfunded
42	MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues]	$ 10,500,000	$ 819,437
43	MR2.3.6.01	Monterey Park	New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School) **(New Project)**	$ 500,000	$ -
44	MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	$ 850,000	$ 838,605
45	MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements -Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly & Hill]	$ 3,800,000	$ 257,554
46	MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project	$ 4,100,000	$ 520,222
47	MR3.1.3.02	Pasadena	Orange Grove Blvd Traffic Signal & Intersection Improvements (Colorado Blvd & Holly Street Intersections)	$ 4,500,000	$ -
48	MR3.2.3.03	Pasadena	Metro Line L At-Grade Crossing Enhancements	$ 2,500,000	$ -
49	MR4.3.2.19	Rosemead	Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]	$ 9,000,000	$ 57,841
50	MR4.3.2.20	Rosemead	Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley]	$ 6,000,000	$ 27,589
51	MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley and San Gabriel Blvds]	$ 6,030,000	$ 4,875,210
52	MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements [Various Locations]	$ 1,700,000	$ 1,344,739
53	MR7.3.6.04	South Pasadena	North South Fair Oaks Intelligent Transportation Systems Deployment Project **(New Project)**	$ 10,000,000	$ -
			Subtotal	**$ 110,844,000**	**$ 9,895,228**
Project Type 4: Transit Projects					
54	LA8.4.2.02	Los Angeles City	DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements	$ 2,000,000	$ 2,000,000
55	LA8.4.2.03	Los Angeles City	DASH Highland Park / Eagle Rock Bus Stop Enhancements	$ 1,500,000	$ 1,500,000
56	LA8.4.2.04	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	$ 13,462,000	$ 3,000,000
57	LA8.4.2.05	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements	$ 38,888,000	$ 5,500,000
58	LA8.4.2.06	Los Angeles City	Huntington Drive Multi-Modal Transportation Improvements **(Allocated Funds Increased by $15,082,146)**	$ 32,082,146	$ 17,000,000
59	LA8.4.2.07	Los Angeles City	Valley Boulevard Multi-Modal Transportation Improvements	$ 29,747,854	$ 10,000,000
60	LA9.4.2.08	Los Angeles County	El Sol Shuttle Service Improvements	$ 16,161,000	Unfunded
61	LA9.4.2.09	Los Angeles County	Cesar Chavez Avenue Mobility Improvements	$ 7,900,000	Unfunded
62	LA9.4.2.10	Los Angeles County	Olympic Boulevard Mobility Improvements	$ 6,750,000	Unfunded

Count	MIP ID	Sponsor	Project Name	Allocated Funds	Expenditures to Date[1]
63	LA9.4.2.11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project	$ 9,485,000	Unfunded
64	LA9.4.2.12	Los Angeles County	Whittier Boulevard Mobility Improvements	$ 8,250,000	Unfunded
65	MR3.4.3.04	Pasadena	Transit Operations and Maintenance Facility	$ 65,400,000	$ 45,050
			Subtotal	**$ 231,626,000**	**$ 39,045,050**
Project Type 5: Active Transportation Projects					
66	LA8.5.2.02	Los Angeles City	El Sereno Active Transportation Project & Transit Connectivity Enhancements	$ 6,000,000	$ 1,350,000
67	LA8.5.2.03	Los Angeles City	Northeast LA Active Transportation & Transit Connectivity Enhancements	$ 14,400,000	$ 1,125,000
68	LA9.5.2.04	Los Angeles County	Atlantic Boulevard Mobility Improvements	$ 5,000,000	Unfunded
69	LA9.5.2.05	Los Angeles County	East Los Angeles Mobility Hub Project	$ 2,000,000	Unfunded
70	LA9.5.2.06	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements	$ 2,500,000	No Obligations to Date
71	LA9.5.2.07	Los Angeles County	East Los Angeles Vision Zero Enhancements	$ 10,000,000	No Obligations to Date
72	LA9.5.2.08	Los Angeles County	Eastern Avenue Mobility Improvements	$ 5,000,000	Unfunded
73	LA9.5.2.09	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements	$ 5,000,000	Unfunded
74	LA9.5.2.10	Los Angeles City	LAC +USC Medical Center Mobility Improvements [Valley Blvd Improvements]	$ 27,304,000	N/A
75		Los Angeles County	LA General Medical Center Infill Station Environmental Clearance Project	$ 2,696,000	N/A
76	LA9.5.2.12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements	$ 2,500,000	Unfunded
77	MR2.5.3.01	Monterey Park	Monterey Pass Rd Improvements (Floral to Garvey/Fremont Avenues)	$ 20,840,000	$ 690,368
78	MR2.5.6.02	Monterey Park	Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue) **(New Project)**	$ 2,000,000	$ -
79	MR2.5.6.03	Monterey Park	Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive) **(New Project)**	$ 2,500,000	$ -
80	MR3.5.3.05	Pasadena	Greenways (4 Bike Blvds- Wilson, El Molino, Sierra Bonita & Craig)	$ 12,000,000	$ -
			Subtotal	**$ 119,740,000**	**$ 3,165,368**
Project Type 8: Parking Structures					
81	LA9.8.5.01	Los Angeles County	Marengo Mobility Hub Project at Los Angeles General Medical Center	$ 10,840,000	N/A[7]
82	MR2.8.1.02	Monterey Park	Parking Structure, Multimodal Mobility Hub & Curbside Mgt Strategies	$ 39,160,000	$ -
			Subtotal	**$ 50,000,000**	**$ -**
Project Type 9: Multimodal Mobility Improvements					
83	MR1.9.4.01	Alhambra	Alhambra Bicycle and Pedestrian Improvements Project	$ 14,387,028	$ -
84	LA8.9.4.01	Los Angeles City	6th Street PARC & Transit Improvements Project	$ 2,000,000	$ -
85	MR3.9.3.06	Pasadena	Pasadena & St. John Avenues Rdwy Network (Walnut to Columbia)	$ 75,100,000	$ -
86	MR3.9.3.07	Pasadena	Avenue 64 Complete Streets Program	$ 1,800,000	$ 1,528,003
87	MR3.9.3.08	Pasadena	Columbia Street Improvements (Orange Grove to Fair Oaks)	$ 9,900,000	$ -
88	MR3.9.3.09	Pasadena	San Rafael Avenue Project (Between Linda Vista and Colorado)	$ 4,800,000	$ -
89	MR3.9.3.10	Pasadena	Orange Grove Mobility Improvement Program	$ 5,400,000	$ -
			Subtotal	**$ 113,387,028**	**$ 1,528,003**
			TOTAL ALLOCATED FUNDS	**$ 973,312,000**	**$ 60,858,287**
			UNALLOCATED FUNDS - Los Angeles City[2]	**$ 2,500,000**	
			UNALLOCATED FUNDS - Monterey Park	**$ 1,598,000**	
			UNALLOCATED FUNDS - Pasadena	**$ 49,100,000**	
			TOTAL APPROVED FUNDS	**$ 1,026,510,000**	

NOTES:

1. For projects with CMAQ/STBG fund assignments as outlined in Attachment A, Metro has reported the obligations to date. CMAQ/STBG fund types require an E-76, Authorization to Proceed from Caltrans to establish the reimbursement date for a period of work.
2. LA City's unallocated MIP Funds are subject to SCAG's Corrective Action; LA City must compete in the 2025 Call for Projects. These funds are no longer programmed by Metro.

Attachment B

Regional Transportation Improvement Program Amendments

Metro staff will request California Transportation Commission (CTC) approval of the following amendments:

- Deprogram $15,082,000 from the construction of the Soto Street Widening Project (LA8.1.1.07) currently in the RTIP
- Program $15,082,000 for the Huntington Drive Multi-Modal Transportation Improvement Project (LA8.4.2.06) as a new project with the following phases:
    - $3,558,000 for Plans, Specifications, and Estimates (design)
    - $11,524,000 for construction

The table on the next page illustrates the existing programming in the RTIP, the proposed amendments, and new programming.

This table summarizes the projects programmed in the RTIP and the proposed amendments and new programming. Dollars are in thousands.

Implementing Agency	Project Name	PPNO	Programming Status	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total	E&P	PS&E	R/W	CON
Amendments to Funding														
			Existing		*2,100*	*15,082*				*17,182*			*2,100*	*15,082*
			Change		*0*	*-15,082*				*-15,082*			*0*	*-15,082*
City of LA	Soto St Complete Streets, Multnomah-Mission	5961	Proposed		2,100	0				2,100			*2,100*	0
			Net Change		**0**	**-15,082**				**-15,082**			**0**	**-15,082**
New Project														
			Existing		*0*		*0*			*0*		*0*		*0*
	Huntington Drive Multi-Modal Transportation		Change		*3,558*		*11,524*			*15,082*		*3,558*		*11,524*
City of LA	Improvement Project	New	Proposed		3,558		11,524			15,082		3,558		11,524
			Net Change		**3,558**	**0**	**11,524**			**15,082**		**3,558**		**11,524**
			Net Change	**0**	**3,558**	**-15,082**	**11,524**	**0**	**0**	**0**	**0**	**3,558**	**0**	**-3,558**

FY = State Fiscal Year
E&P = Environmental and permits
PS&E = Plans, specifications, and estimates
R/W = Right of way
CON = Construction

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

Metro

Board Report

File #: 2017-0358, **File Type:** Motion / Motion Response **Agenda Number:** 29.1

REVISED
REGULAR BOARD MEETING
MAY 25, 2017

Motion by:

FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN

May 25, 2017

Relating to Item 29; File ID 2017-0097: SR-710 North

The Expenditure Plan for Measure R, approved by voters in 2008, included $780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated $3+ billion (in 2014$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER **Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian** that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

A. SUPPORT adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.

B. ALLOCATE $105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.

C. ALLOCATE remaining Measure R funds available for the "Interstate 710 North Gap Closure

(tunnel) Project" for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.

E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.

F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.

G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.

H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.

Board Report

File #: 2022-0115, **File Type:** Motion / Motion Response **Agenda Number:** 35.

REGULAR BOARD MEETING
FEBRUARY 24, 2022

Motion by:

DIRECTORS SOLIS, SANDOVAL, BARGER, BONIN, GARCETTI, and BUTTS

Clarifying Eligible Uses for SR-710 North Mobility Improvement Projects Motion

The SR-710 North Mobility Improvement Projects (MIP) were created as an alternative to the SR-710 Gap Closure project following the Board's adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative in 2017 for the SR-710 project. Since its creation, some recipients of MIP funding have expressed the desire for more flexibility, and on February 16, 2022, the Monterey Park City Council decided to forego any action related to adding lanes to Garvey Avenue under their Garvey Avenue Improvements Project in favor of seeking other improvements.

As stated in the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), the purpose of the 710 N Project is "to effectively and efficiently accommodate regional and local north south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles." The purpose continues and highlights certain considerations, including "[improving the] - efficiency of the existing […] transit networks, [reducing] congestion on local arterials adversely affected due to accommodating regional traffic volumes, [and minimizing] environmental impacts related to mobile sources."

Direction from the Metro Board of Directors is necessary to clarify, based on the EIR/EIS, what kinds of MIPs are eligible for Measure R funding. This motion proposes to clarify that the following three categories of improvements are consistent with the purpose and need of the 710 N Project, support the adopted TSM/TDM alternative, and are subsequently eligible for MIP Measure R funds available for the SR-710 N Gap Closure project:

1) Bus Infrastructure Improvements: The TSM/TDM alternative includes transit service improvements which support efficiency of existing transit networks as stated in the project purpose.

2) Bikeway Improvements: The EIR/EIS TSM/TDM alternative includes Class III bike route projects. Recipients of MIP funding should also be able to implement standalone Class I, II or IV bikeways.

3) Pedestrian Improvements: The EIR/EIS states that TSM "… encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system." Pedestrian improvements make it easier and more appealing to walk and run to and from destinations, thereby increasing potential for mode shift and congestion reduction. Pedestrian improvements are encouraged as part of any comprehensive TSM strategy and contribute to a comprehensive transportation system that promotes non-vehicular travel.

If recipients of MIP funding propose projects that require vehicular lane reductions, they should first demonstrate that the project is consistent with the purpose and need of the 710 N Project. Guidance issued by Metro should be utilized to ensure consistency.

SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts that directs the CEO to take the following actions:

A. Find that new mobility improvement are eligible as both standalone projects and as components of larger projects, as follows:

- On-street bus priority infrastructure including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements.
- Class I, II, III or IV bikeway projects.
- Sidewalk improvements, including but not limited to, widening, shade trees, and curb ramps.
- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks.
- Any recipient of MIP Measure R funding that proposes a project which requires a reduction in vehicle lanes should first make a determination that the proposed project is consistent with the purpose and need of the 710 N Project. The determination should be based on guidance issued by Metro.

B. Provide recipients of MIP Measure R funding the opportunity to revise scopes of work or propose a replacement project if recipients intend to take advantage of the eligible uses clarified through this motion.

C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes. This guidance should ensure that all proposed projects are consistent with the purpose and need of the 710 N Project.

Count	Action	Fund Source	MIP ID	Sponsor	Project Name	Programmed Funds ($)												Allocated Funds ($)
						FY20	FY21	FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY29	FY30+	Total[1,2]	
Project Type 1: Local Street/Road & Freeway Local Interchange Mobility and Operational Improvements Projects																		
1		MEASURE R	MR1.1.1.01	Alhambra	I-10/SR-710 Interchange Reconfiguration Project						1,000,000	3,500,000	4,500,000	4,500,000	20,000,000	28,900,000	62,400,000	62,400,000
2		MEASURE R	MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project				4,000,000	4,000,000	4,000,000	30,600,000	38,100,000	19,300,000			100,000,000	100,000,000
3		MEASURE R	MR1.1.1.03	Alhambra	I-10/ Atlantic Blvd On and Off Ramp Reconfiguration Project						1,800,000	2,000,000	5,000,000	11,200,000			20,000,000	20,000,000
4		MEASURE R	MR1.1.1.04	Alhambra	I-10/ Garfield Avenue On and Off Ramp Reconfiguration Project						1,800,000	2,000,000	5,000,000	11,200,000			20,000,000	20,000,000
5		MEASURE R	MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Boulevard to Mission Road]		12,972										12,972	12,972
6		PC 25	LA8.1.1.06	Los Angeles	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	4,000,000											4,000,000	4,000,000
7	CHG	RIP	LA8.1.1.07	Los Angeles	Soto Street Widening Project [Multnomah Street to Mission Road] **(Allocated Funds Reduced by $15,082,146)**								2,100,000				2,100,000	2,100,000
8		MEASURE R	MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o 1-10 Freeway]		25,000	350,000	200,000	175,000	1,000,000	650,000					2,400,000	2,400,000
9		MEASURE R	MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New]			5,000	90,000	810,000	770,000	10,850,000	5,677,000				18,202,000	18,202,000
10		MEASURE R	MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]		25,000	75,000	600,000								700,000	700,000
11		MEASURE R	MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]		25,000	175,000	50,000	1,650,000							1,900,000	1,900,000
12		MEASURE R	MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project [s/b 1-210 Fwy to Fair Oaks Ave & California Blvd to n/b 1-210 Fwy]		130,000	260,000	2,210,000								2,600,000	2,600,000
13		MEASURE R	MR4.1.2.08	Rosemead	1-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements		300,000	500,000	200,000	4,600,000	400,000						6,000,000	6,000,000
14		MEASURE R	MR4.1.2.09	Rosemead	1-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements		150,000	350,000	200,000	200,000	4,700,000	400,000					6,000,000	6,000,000
15	CHG	MEASURE R	MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks] **(Allocated Funds Increased by $30,000,000)**							500,000	10,600,000	15,000,000	10,000,000	3,900,000	40,000,000	40,000,000
16	CHG	MEASURE R	MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications **(Allocated Funds Reduced by $23,000,000)**										7,500,000	7,500,000	15,000,000	15,000,000
17	CHG	MEASURE R	MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [ROW, Design & Construction] **(Allocated Funds Reduced by $17,000,000)**										7,500,000	7,500,000	15,000,000	15,000,000
Project Type 2: Local Street Intersection Improvement Projects																		
18		MEASURE R	MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	2,240,000			1,210,000								3,450,000	3,450,000
19		MEASURE R	MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	2,310,000			1,240,000								3,550,000	3,550,000
20		MEASURE R	MR5.2.2.06	San Gabriel	San Gabriel and Valley Boulevard Intersection Improvements Project	3,080,000			1,570,000								4,650,000	4,650,000
21		MEASURE R	MR5.2.2.08	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements Project	3,850,000			1,900,000								5,750,000	5,750,000
22		MEASURE R	MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic to San Gabriel Boulevards]								500,000	1,000,000	2,000,000	4,500,000	8,000,000	8,000,000
23		MEASURE R	MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]								500,000	1,000,000	1,500,000	3,000,000	6,000,000	6,000,000
Project Type 3: Intelligent Transportation Systems [ITS] Projects																		
24		MEASURE R	MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [TSSP]			10,000	40,000	20,000	100,000	1,850,000	2,580,000				4,600,000	4,600,000
25		MEASURE R	MR1.3.1.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project (Northerly City Limit to Montezuma/I-10 Freeway)			5,000	25,000	20,000	90,000	1,500,000	1,260,000				2,900,000	2,900,000
26		MEASURE R	MR1.3.2.01	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [Huntington Drive to 1-10 Freeway]			10,000	20,000	20,000	90,000	2,260,000	1,200,000				3,600,000	3,600,000
27		MEASURE R	MR1.3.2.04	Alhambra	Main Street Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]							500,000	3,000,000	1,900,000			5,400,000	5,400,000
28		MEASURE R	MR1.3.2.05	Alhambra	Mission Road Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]							300,000	1,800,000	900,000			3,000,000	3,000,000
29		MEASURE R	MR1.3.2.06	Alhambra	Valley Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]			20,000	40,000	20,000	500,000	2,500,000	1,520,000				4,600,000	4,600,000
30		UNFUNDED[3]	LA9.3.1.11	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)												-	3,700,000
31		CMAQ	LA9.3.1.39	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)						1,931,000	2,914,000					4,845,000	4,845,000
32		CMAQ	LA9.3.1.57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 intersections]						90,000						90,000	90,000

Count	Action	Fund Source	MIP ID	Sponsor	Project Name	Programmed Funds ($)												Allocated Funds ($)
						FY20	FY21	FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY29	FY30+	Total[1,2]	
33		CMAQ/RIP	LA9.3.1.30	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)					438,000		852,000	1,000,000				2,290,000	2,290,000
34		UNFUNDED	LA9.3.1.22	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)												-	1,900,000
35		CMAQ	LA9.3.1.20	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)					209,000		251,000					460,000	460,000
36		UNFUNDED	LA9.3.1.28	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)												-	250,000
37		CMAQ	LA9.3.2.08	Los Angeles County	1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W)						1,055,000	1,289,000					2,344,000	2,344,000
38		UNFUNDED	LA9.3.2.09	Los Angeles County	Cesar Chavez Avenue Traffic Signal Synchronization Project and ITS Improvements (E-W)												-	5,500,000
39		CMAQ	LA9.3.2.10	Los Angeles County	East Los Angeles ITS Enhancements							785,000					785,000	785,000
40		UNFUNDED	LA9.3.2.11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)												-	2,900,000
41		UNFUNDED	LA9.3.2.12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)												-	2,200,000
42		MEASURE R	MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues]			10,000	40,000	200,000	550,000	4,450,000	5,250,000				10,500,000	10,500,000
43	NEW	MEASURE R	MR2.3.6.01	Monterey Park	New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School) **(New Project)**								100,000	400,000			500,000	500,000
44		MEASURE R	MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	425,000	425,000										850,000	850,000
45		MEASURE R	MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements -Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly & Hill]			494,000	1,900,000	1,406,000							3,800,000	3,800,000
46		MEASURE R	MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project					550,000	150,000	200,000	3,200,000				4,100,000	4,100,000
47		MEASURE R	MR3.1.3.02	Pasadena	Orange Grove Blvd Traffic Signal & Intersection Improvements (Colorado Blvd & Holly Street Intersections)							450,000	900,000	3,150,000			4,500,000	4,500,000
48		MEASURE R	MR3.2.3.03	Pasadena	Metro Line L At-Grade Crossing Enhancements						250,000	500,000	750,000	1,000,000			2,500,000	2,500,000
49		MEASURE R	MR4.3.2.19	Rosemead	Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]			20,000	50,000	100,000	500,000	3,500,000	2,500,000	2,330,000			9,000,000	9,000,000
50		MEASURE R	MR4.3.2.20	Rosemead	Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley]			15,000	45,000	100,000	200,000	1,640,000	2,000,000	2,000,000			6,000,000	6,000,000
51		MEASURE R	MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley and San Gabriel Blvds]	100,000	1,565,000	1,465,000									3,130,000	6,030,000
52		MEASURE R	MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements [Various Locations]	100,000	600,000										700,000	1,700,000
53	NEW	MEASURE R	MR7.3.6.04	South Pasadena	North South Fair Oaks Intelligent Transportation Systems Deployment Project **(New Project)**								4,000,000	6,000,000			10,000,000	10,000,000
Project Type 4: Transit Projects																		
54		CMAQ	LA8.4.2.02	Los Angeles	DASH El Sereno/City Terrace Route Expansion & Bus Stop Enhancements			2,000,000									2,000,000	2,000,000
55		CMAQ	LA8.4.2.03	Los Angeles	DASH Highland Park/Eagle Rock Bus Stop Enhancements			1,500,000									1,500,000	1,500,000
56		STBG	LA8.4.2.04	Los Angeles	Eagle Rock Boulevard Multi-Modal Transportation Improvements	1,000,000	1,000,000	1,000,000	3,000,000	1,100,000							7,100,000	13,462,000
57		STBG/CMAQ	LA8.4.2.05	Los Angeles	Eastern Avenue Multi-Modal Transportation Improvements	1,000,000	1,000,000	6,600,000	5,400,000	4,000,000	6,388,000	6,000,000					30,388,000	38,888,000
58	CHG	STBG/RIP	LA8.4.2.06	Los Angeles	Huntington Drive Multi-Modal Transportation Improvements **(Allocated Funds Increased by $15,082,146)**	750,000	750,000	1,000,000	1,000,000	1,000,000	4,500,000	8,000,000	3,558,000	11,524,146			32,082,146	32,082,146
59		STBG/RIP	LA8.4.2.07	Los Angeles	Valley Boulevard Multi-Modal Transportation Improvements	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	4,000,000	2,000,000	1,647,854				15,647,854	29,747,854
60		UNFUNDED	LA9.4.2.08	Los Angeles County	El Sol Shuttle Service Improvements												-	16,161,000
61		UNFUNDED	LA9.4.2.09	Los Angeles County	Cesar Chavez Avenue Mobility Improvements												-	7,900,000
62		UNFUNDED	LA9.4.2.10	Los Angeles County	Olympic Boulevard Mobility Improvements												-	6,750,000
63		UNFUNDED	LA9.4.2.11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project												-	9,485,000
64		UNFUNDED	LA9.4.2.12	Los Angeles County	Whittier Boulevard Mobility Improvements												-	8,250,000
65		MEASURE R	MR3.4.3.04	Pasadena	Transit Operations and Maintenance Facility					2,547,334	3,992,666	13,080,000	19,620,000	26,160,000			65,400,000	65,400,000

Count	Action	Fund Source	MIP ID	Sponsor	Project Name	Programmed Funds ($)												Allocated Funds ($)
						FY20	FY21	FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY29	FY30+	Total[1,2]	
Project Type 5: Active Transportation Projects																		
66		STBG	LA8.5.2.02	Los Angeles	El Sereno Active Transportation Project & Transit Connectivity Enhancements	300,000	600,000	1,000,000	1,000,000	1,800,000	1,300,000						6,000,000	6,000,000
67		STBG/RIP	LA8.5.2.03	Los Angeles	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	250,000	500,000	1,000,000	1,000,000	3,900,000	1,250,000		6,500,000				14,400,000	14,400,000
68		UNFUNDED	LA9.5.2.04	Los Angeles County	Atlantic Boulevard Mobility Improvements												-	5,000,000
69		UNFUNDED	LA9.5.2.05	Los Angeles County	East Los Angeles Mobility Hub Project												-	2,000,000
70		CMAQ	LA9.5.2.06	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements						350,000	1,375,000					1,725,000	2,500,000
71		CMAQ	LA9.5.2.07	Los Angeles County	East Los Angeles Vision Zero Enhancements						1,250,000	5,500,000					6,750,000	10,000,000
72		UNFUNDED	LA9.5.2.08	Los Angeles County	Eastern Avenue Mobility Improvements												-	5,000,000
73		UNFUNDED	LA9.5.2.09	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements												-	5,000,000
74		RIP	LA9.5.2.10	Los Angeles	LAC+USC Medical Center Mobility Improvements [Valley Blvd Improvements]							9,432,000	17,872,000				27,304,000	27,304,000
75		MEASURE R		Los Angeles County	LA General Medical Center Infill Station Environmental Clearance Project						2,696,000						2,696,000	2,696,000
76		UNFUNDED	LA9.5.2.12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements												-	2,500,000
77		MEASURE R	MR2.5.3.01	Monterey Park	Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues)					1,638,000	4,981,000	13,675,000	546,000				20,840,000	20,840,000
78	NEW	MEASURE R	MR2.5.6.02	Monterey Park	Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue) **(New Project)**								300,000	1,700,000			2,000,000	2,000,000
79	NEW	MEASURE R	MR2.5.6.03	Monterey Park	Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive) **(New Project)**								500,000	2,000,000			2,500,000	2,500,000
80		MEASURE R	MR3.5.3.05	Pasadena	Greenways (4 Bike Boulevards - Wilson, El Molino, Sierra Bonita & Craig Avenues)						1,200,000	2,400,000	3,600,000	4,800,000			12,000,000	12,000,000
Project Type 8: Parking Structures																		
81		MEASURE R	MR2.8.1.02	Monterey Park	Parking Structure, Multimodal Mobility Hub & Curbside Management Strategies						2,000,000	15,000,000	15,000,000	7,160,000			39,160,000	39,160,000
82		RIP	LA9.8.5.01	Los Angeles County	Marengo Mobility Hub Project at Los Angeles General Medical Center												-	10,840,000
Project Type 9: Multimodal Mobility Improvements																		
83		MEASURE R	MR1.9.4.01	Alhambra	Alhambra Bicycle and Pedestrian Improvements Project						60,028	940,000	9,950,000	3,437,000			14,387,028	14,387,028
84		MEASURE M	LA8.9.4.01	Los Angeles	6th Street PARC & Transit Improvements Project						2,000,000						2,000,000	2,000,000
85		MEASURE R	MR3.9.3.06	Pasadena	Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia)						7,510,000	15,020,000	22,530,000	30,040,000			75,100,000	75,100,000
86		MEASURE R	MR3.9.3.07	Pasadena	Avenue 64 Complete Streets Program					810,000	810,000	180,000					1,800,000	1,800,000
87		MEASURE R	MR3.9.3.08	Pasadena	Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue)						990,000	1,980,000	2,970,000	3,960,000			9,900,000	9,900,000
88		MEASURE R	MR3.9.3.09	Pasadena	San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard)							480,000	960,000	3,360,000			4,800,000	4,800,000
89		MEASURE R	MR3.9.3.10	Pasadena	Orange Grove Mobility Improvement Program								540,000	4,860,000			5,400,000	5,400,000
																TOTAL ALLOCATED FUNDS		973,312,000
																UNALLOCATED FUNDS FOR CITY OF LOS ANGELES[4]		2,500,000
																UNALLOCATED FUNDS FOR CITY OF MONTEREY PARK		1,598,000
																UNALLOCATED FUNDS FOR CITY OF PASADENA		49,100,000
																TOTAL APPROVED FUNDS		**1,026,510,000**

Notes:

1. Programming is subject to Strategic Planning's review and concurrence for local funds (this no longer applies to LA City and LA County; see Note 2 below). Locally funded projects with no programming have not coordinated a funding plan with Metro.
2. LA City and LA County's programming reflects what is approved in the FTIP. CMAQ/STBG fund assignments that were not programmed before the federal corrective action are subject to the competitive SCAG's Call for Project process. LACMTA will pursue RIP funding as made available for LA Sponsor Requests.
3. Projects labeled as unfunded received CMAQ/STBG fund assignments and were unable to program the funds before the federal competitive action. Unfunded projects must compete in SCAG's Call for Project for CMAQ/STBG funds.
4. LA City's unallocated MIP Funds are subject to SCAG's Corrective Action; LA City must compete in the 2025 Call for Projects. These funds are no longer programmed by Metro.

YSABEL JURADO
L.A. CITY COUNCIL MEMBER
DISTRICT 14

June 3, 2026

Ray Sosa
Chief Planning Officer
One Gateway Plaza
Los Angeles, CA 90012

Subject: Request to Reprogram RIP Funds from the Soto Street Widening Project Between Multonomah Street and Mission Road to the Huntington Drive Multi-Modal Transportation Improvement Project

The Bureau of Engineering (BOE) and Council District 14 (CD-14) request to reprogram $15.082 million in State Transportation Improvement Program–Regional Improvement Program (STIP-RIP) construction funds currently programmed to the Soto Street Widening Project to the Huntington Drive Multi-Modal Transportation Improvement Project. The proposed reprogramming of $15.082 million in State Transportation Improvement Program–Regional Improvement Program (STIP-RIP) construction funds from the Soto Street Widening Project to the Huntington Drive Multi-Modal Transportation Improvement Project is as follows:

- $3,558,000 – Preliminary Engineering (PE) / PS&E Phase for the Huntington Drive Multi-Modal Transportation Improvement Project in FY 2026/27.
- $11,524,000 – Construction (CON) Phase for Huntington Drive Segments 1 and 2 in FY 2028/29.

Only $15.082M in STIP-RIP funds are available to transfer from LAF7109 to LAMIP104. The funds are currently programmed to LAF7109 in state fiscal year 27-28. The City may request reprogramming to a different state fiscal year, but the California Transportation Commission (CTC) may not approve.

The proposed reprogramming of funds to the Huntington Drive Multi-Modal Transportation Improvement Project will:

- Advance Huntington Drive Segments 1 and 2 from approximately 65% design to 100% PS&E, including preparation of final construction documents.

- Fund construction improvements and project elements that are ineligible for reimbursement under the Active Transportation Program (ATP).
- Complement anticipated ATP Cycle 8 funding and help ensure Huntington Drive Segments 1 and 2 are fully funded for construction.

This approach allows BOE and Council District 14 to continue advancing priority transportation improvements by maintaining progress on the Soto Street Bridge Replacement Project through PS&E completion while strategically reallocating available RIP construction funds to the Huntington Drive Multi-Modal Transportation Improvement Project. The reprogrammed funds will support final design and construction of Segments 1 and 2, complement anticipated ATP funding, and deliver enhanced safety, mobility, and connectivity benefits for the communities along the Huntington Drive corridor.

If the Huntington Drive project is successful in securing ATP Cycle 8 funding, it will provide a significant opportunity to leverage additional state, regional, and federal funding sources. Advancing Segments 1 and 2 will strengthen the project's competitiveness for future grant opportunities and help position the remaining corridor segments for subsequent funding and implementation.

If LAMIP104 does not receive an ATP Cycle 8 grant, the project is no longer eligible for STIP-RIP funds per the STIP Guidelines' requirement for projects to be fully funded. Metro will deprogram the STIP-RIP funds from LAMIP104 and reprogram the funds to another Metro priority project

If LAMIP104 cannot allocate the STIP-RIP funds and the funds lapse, Metro will not replace the lapsed STIP-RIP funds with new STIP-RIP funds.

BOE and CD-14 acknowledges transferring the STIP-RIP funds to the SR710 Huntington Drive Project (FTIP# LAMIP104) will require the City to cooperate with Metro staff on the following Metro Board actions:

  - Amendment of the SR-710 North Mobility Improvement Program
  - Amendment of the STIP Regional Transportation Improvement Program
  - Amendment of the Call for Projects

BOE and CD-14 proposes to maintain the currently programmed RIP funds for the Soto Street Project as follows:

- $3,367,000 in Surface Transportation Program–Local Return (STPL-R) funds (LAF7109) for the Preliminary Engineering (PE) Phase in FY 2025/26

- $2,100,000 in STIP-RIP funds (LA8.1.1.07) for the Right-of-Way (ROW) Phase in FY 2026/27

These funds will allow the Soto Street Widening Project to continue advancing through final design and achieve 100% Plans, Specifications, and Estimates (PS&E) completion, positioning the project for future construction funding opportunities.

Should you have any questions, please do not hesitate to contact Senior Civil Engineer Scott Gibson at scott.gibson@lacity.org

Sincerely,

Ysabel Jurado
Los Angeles City Councilmember, 14th District

CITY OF MONTEREY PARK

320 West Newmark Avenue • Monterey Park • California 91754-2896
www.montereypark.ca.gov

City Council
Henry Lo
Vinh Ngo
Jose Sanchez
Thomas Wong
Elizabeth Yang

City Clerk
Maychelle Yee

City Treasurer
Amy Lee

December 8, 2025

Lucy Delgadillo, Senior Director
LAMTA Highway Program
One Gateway Plaza, Mail Stop 99-022-8
Los Angeles, CA 90012

December 8, 2025

Subject: Request for Allocation of $5M in Unallocated Measure R 710 Funds for Pedestrian Mobility and Safety Improvements

Dear Ms. Delgadillo,

On behalf of the City of Monterey Park, thank you for your continued partnership and support of our transportation and mobility initiatives. Following our recent presentation, we respectfully request the allocation of **$5 million from the City's unallocated Measure R 710 funds** to advance three critical pedestrian mobility and safety projects. These projects directly align with Metro's Measure R Corridor Mobility Investment Plan (CMIP) priorities of safety, equity, accessibility, and multimodal improvements.

Project 1: Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue)

Floral Drive serves East Los Angeles College (ELAC) and multiple nearby elementary and middle schools, generating high student pedestrian activity. Currently, the north side of Floral Drive lacks sidewalks, ADA-compliant ramps, and safe crossings, creating significant safety and accessibility challenges.

Proposed Improvements:

- Construction of new sidewalks and ADA curb ramps with detectable warnings
- High-visibility crosswalks and enhanced striping/markings
- Curb extensions (bulb-outs) and daylighted corners to improve drivers' sight distance
- Rectangular Rapid Flashing Beacons (RRFBs) or signal timing updates to enhance crossings

Key Outcomes:

- Safer school routes for students traveling to ELAC and surrounding schools
- Full ADA compliance, eliminating barriers for people with disabilities, seniors, and families
- Improved visibility and reduced collision risk at critical intersections
- Encouragement of active transportation and walkability in the community

Project 2: Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive)

Garvey Avenue is a heavily traveled commercial and transit corridor, serving seniors, transit-dependent residents, and local businesses. The corridor suffers from missing sidewalks, insufficient curb ramps, and a lack of safe pedestrian crossings, creating accessibility gaps and safety hazards.

Proposed Improvements:

- Construction of continuous sidewalks and PROWAG-compliant curb ramps
- Marked crossings with pedestrian refuges and Pedestrian Hybrid Beacons (PHBs)
- Driveway and bus stop accessibility upgrades
- Enhanced lighting, signage, and wayfinding improvements

Key Outcomes:

- Continuous ADA-compliant pedestrian paths along a busy transit corridor
- Safer access to transit stops and commercial destinations for residents
- Improved pedestrian safety through marked crossings and refuges
- Strengthened connectivity between neighborhoods, schools, and businesses

Project 3: New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School)

The intersection of New Avenue and Hellman Avenue experiences heavy school traffic during morning drop-off and afternoon pick-up periods. Recent accidents involving students crossing Emerson Street underscore the urgent need for enhanced safety measures. Currently, the signal lacks a dedicated left-turn phase, creating turning conflicts and congestion during peak hours.

Proposed Improvements:

- Installation of dedicated protected left-turn signal phasing
- Controller and cabinet upgrades with advanced vehicle detection systems
- Intersection restriping and ADA curb ramp adjustments
- Leading Pedestrian Intervals (LPI) where warranted
- Updated signage, wayfinding, and optimized signal timing coordination

Key Outcomes:

- Reduced turning conflicts, improving safety for students and drivers
- Safer crossings for Mark Keppel High School students, particularly at Emerson Street
- Decreased delays during critical school peak hours
- Enhanced operations for transit buses and emergency vehicles

Funding Request and Alignment

Together, these three projects represent a comprehensive investment in pedestrian safety and mobility, directly supporting the City of Monterey Park's Vision Zero, Complete Streets, and climate action goals and aligns with LA Metro's funding criteria. The requested **$5 million allocation** will allow the City to proceed with design and construction, while leveraging additional funding opportunities such as ATP Cycle 8.

We respectfully request Metro's approval to program the unallocated Measure R 710 funds toward the Floral Drive, Garvey Avenue, and New/Hellman intersection projects. These investments will deliver immediate and lasting benefits to Monterey Park residents, ensuring safer, more accessible, and more equitable transportation networks.

Thank you for your consideration and continued collaboration. Please feel free to contact me or our Capital Improvement Program Manager, Mr. Ziad Mazboudi, zmazboudi@montereypark.ca.gov, 626-532-2018, should you require additional information.

Sincerely,

Shawn Igoe

Shawn Igoe
Public Works Director
City of Monterey Park
sigoe@montereypark.ca.gov
626-307-1320

Docusign Envelope ID: BD138256-67BC-4C74-AF36-BD9D515D9565

CITY OF SOUTH PASADENA
PUBLIC WORKS DEPARTMENT
1414 MISSION STREET, SOUTH PASADENA, CA 91030
TEL: (626) 403-7240▪ FAX: (626) 403-7241
WWW.SOUTHPASADENACA.GOV

March 24, 2026

Ms. Lucy Delgadillo
Senior Director
Complete Streets and Highways
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

Ms. Delgadillo:

The City of South Pasadena requests to add a new MIP and shift MIP Measure R funding as follows:

$10,000,000 from SR-110/Fair Oaks Ave Interchange Modifications (MR7.1.1.37), to program Design/PS&E and Construction of a new MIP, the North South Fair Oaks Intelligent Transportation Systems Deployment Project (Fair Oaks Project).

The Fair Oaks Project will upgrade the entire traffic signal system along Fair Oaks Avenue to accommodate new Intelligent Transportation System (ITS) elements, including the installation of new traffic signal poles, mast arms, 12-inch signal heads, Internally Illuminated Street Name Signs (IISNS), vehicular, pedestrian and bicycle Video Detection Systems (VDS), fiber optic cable from City Hall to the future Traffic Management Center at the Public Works Yard, signal controllers and cabinets at the intersections of Fair Oaks Avenue/Huntington Drive and Fair Oaks Avenue/Columbia Street , and Emergency Vehicle Preemption (EVP) Systems. In addition to the ITS installation, the Project will rebuild curb ramps and paint crosswalks to satisfy ADA compliance requirements and increase pedestrian safety at intersections. The Project also includes reconstruction of some landscape medians at several locations to increase visibility of oncoming traffic for left-turning vehicles.

The Fair Oaks Project received authorization for federal Rogan funds in the amount of $9,343,563. The City will also contribute a local cost share of $1.2M. The Fair Oaks Project design is roughly 70% complete, however the cost estimate exceeds the federal and local funding

Docusign Envelope ID: BD138256-67BC-4C74-AF36-BD9D515D9565

available. We are therefore requesting the fund transfer for Design/PS&E and Construction to program this new MIP.

The City is prioritizing the completion of the Fair Oaks Project and the Huntington Fremont Regional Traffic Corridors Improvement Project (MR7.1.1.36) and is not ready to begin work on the SR-110/Fair Oaks Ave Interchange Modifications Project (MR7.1.1.37) at this time.

Should you have any questions regarding this project, please contact Michael Vartanians, City Engineer, at mvartanians@southpasadenaca.gov

Sincerely,

Signed by:
Michael Vartanians
D047379235194CA...

Michael Vartanians
City Engineer
South Pasadena Public Works Department

CITY OF SOUTH PASADENA
PUBLIC WORKS DEPARTMENT
1414 MISSION STREET, SOUTH PASADENA, CA 91030
TEL: (626) 403-7240▪ FAX: (626) 403-7241
WWW.SOUTHPASADENACA.GOV

June 1, 2026

Ms. Lucy Delgadillo
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza
Los Angeles, CA 90012

Re: Huntington Drive and Fremont Avenue Corridor Improvements Project

Ms. Delgadillo,

Thank you for taking the time to meet with us on April 14, 2026 regarding our **Huntington Drive and Fremont Avenue Corridor Improvements Project**. As discussed during the meeting our team has been working through conceptual design alternatives, community outreach, and stakeholder input.

Based on feedback we have received from community engagement, stakeholders, and city council direction we are looking to expand the scope of the project to provide the following improvements on two key throughfares in the City of South Pasadena along **1.5-miles on Huntington Drive** between Alhambra Road and Garfield Avenue and **1.8-miles on Fremont Avenue** from Alhambra Road to Columbia Street:

- **Protected Class IV directional and two-way cycle track bicycle facilities**
- **Metro Transit Stop enhancements through upgraded street furniture, signage, and lighting improvements**
- **Metro A Line and Grevelia Street bicycle and pedestrian enhancements**
- **Huntington Drive and Fair Oaks Avenue slip lane closures**
- **Pedestrian-level lighting, sidewalk upgrades, ADA curb ramp improvements, and wayfinding signage**
- **Traffic signal improvements, timing upgrades and synchronization**
- **ITS Fiber Optic Communications and System Integreation**
- **Landscape beautification**

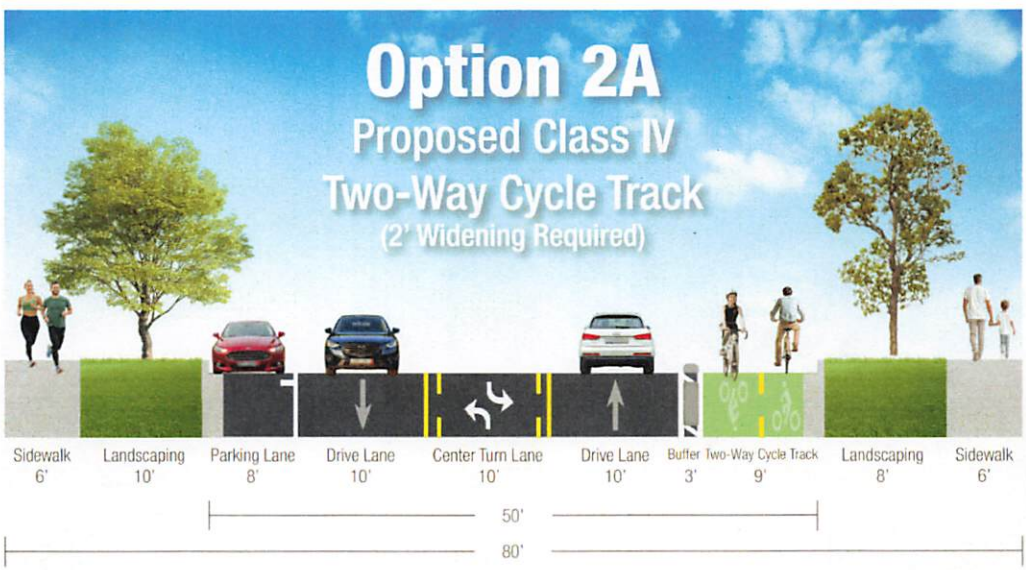
Based on our discussion and additional due diligence our team has been working on the following **action items** from the meeting.

A. **Huntington/Fremont Alternatives with Preliminary Cost Estimate**
B. **Huntington/Fremont Parking Data**
C. **Huntington/Fremont Funding Agreements, Scope, Schedule, and Budget**
D. **SR-110/Fair Oaks Interchange Scope, Schedule, and Budget**

A. Huntington/Fremont Alternatives with Preliminary Cost Estimate

Based on community engagement and stakeholder involvement we have received strong feedback for protected bicycle facilities along the two corridors. **Huntington Drive Option 3** and **Fremont Avenue Option 2A** are the current recommended alternatives for the project.

Huntington Drive: Proposed Option 3



Fremont Avenue: Proposed Option 2A

To implement this design, we have developed the following preliminary cost estimate based on the two alternatives. A detailed Preliminary Opinion of Probable Construction Cost (OPCC) can be found in **Attachment A.**

Huntington Drive and Fremont Avenue Preliminary Opinion of Probable Construction Cost (OPCC)		
Construction Items Sub-Total	$	34,177,832
Contingency (10%)	$	3,417,783
Total Construction Costs	**$**	**37,595,616**
PS&E Engineering (10%)	$	3,759,562
Construction Engineering Support (10%)	$	3,759,562
Planning	$	288,950
PA/ED	$	212,212
Total	**$**	**45,615,901**

B. Fremont Avenue Parking Data

During our planning phase our team collected parking data along both corridors to determine the feasibility of parking removal to accommodate bicycle facilities and update streets to follow new daylighting requirements (AB 413).

Based on the data collected our analysis determined there would be some parking that would need to be accommodated on sides streets along Fremont Avenue. Detailed parking information and analysis can be found in **Attachment B.**

C. Huntington/Fremont Funding Agreements Scope, Schedule, and Budget

Original Funding Agreements for the project were prepared prior to understanding the full purpose and need of the project to **develop community corridors focused on improving user safety, integrated protected bicycle facilities, and reducing vehicle speeds, while preserving neighborhood character.**

The City has been able to leverage various funding sources for the project; however, due to the expanded scope, needs additional funds to complete the implementation of the project. A detailed project schedule can be found in **Attachment C.**

Existing Project Funding Sources

Below are the existing various funding sources allocated to the project.

Funding Source	**Amount**
Measure M - Metro Active Transportation (MAT)	$6,056,160
Measure R - Metro Mobility Improvement Projects (MIP)	$10,000,000
710 Local Alternative Transportation Improvement Program (LATIP)	$323,000
City Metro Measure M Local Return	$112,795
City Metro Measure R Local Return	$146,690
Total	**$16,638,645**

Proposed Measure R Reprogramming

The City proposes the following reprogramming of funds to complete the various projects. A full summary of the reprogramming amounts and fiscal years can be found in **Attachment D**.

Projects	**Original**	**Proposed**
North-South Fair Oaks Ave ITS Project	$0	$10 Million*
Huntington Dr & Fremont Ave	$10 Million	$40 Million**
SR-110 Ramp Project	$70 Million	$30 Million**
	$80 Million	**$80 Million**

*Reprogrammed by Metro Board Box in November 2025; Agreement Amendment 1 executed in February 2026.

**Requested reprogrammed to be approved by Metro.

Measure M Funding Agreement

The current Measure M Funding Agreement includes funding for PA&ED, PS&E and CON totaling $6,056,160. These funds are subject to the following upcoming lapse dates. To avoid losing funds the project is on an expedited timeline to complete planning, design, and construction. The original and amended funding agreements can be found in **Attachment E** and **Attachment F.**

Fiscal Year	**Amount**	**Lapse Date**
FY 24/25	$912,600	6/30/2027
FY 25/26	$4,977,660	6/30/2028
FY 26/27	$165,700	6/30/2029

Measure R Funding Agreement

The LA Metro Board of Directors programmed $10M in funding for the Project. The Measure R Funding Agreement currently includes $1.1M in funding for the PA&ED and PS&E phases; the $8.9M for the CON phase, and, if approved, the requested reallocation, will be added to a future amendment to bring the total to $40M. The funding agreement can be found as **Attachment G.**

Fiscal Year	**Amount**	**Lapse Date**
FY 24/25	$140,000	6/30/2027
FY 25/26	$960,000	6/30/2028
FY 26/27	$4,500,000	6/30/2029
FY 27/28	$4,000,000	6/30/2030
FY 28/29	$400,000	6/30/2031

D. SR-110/Fair Oaks Interchange Scope, Schedule, and Budget
We understand reallocation of Measure R Funds from the SR-110/Fair Oaks Interchange would reduce the project's available budget, but the shift reflects the high-priority need identified by the community to implement critical bicycle, pedestrian, and vehicle safety improvements. The City is currently working on an RFP to select a design consultant for the project by late summer with alternatives to be prepared by late 2026.

Thank you again for your consideration of this request. Should you have any questions regarding this project, please contact our City Engineer, Michael Vartaninas, at mvartanians@southpasadenaca.gov.

Sincerely,

Todd Hileman
City Manager

SR-710 North
Mobility Improvement Projects

PLANNING & PROGRAMMING COMMITTEE

JULY 15, 2026

FILE # 2026-0294

Metro

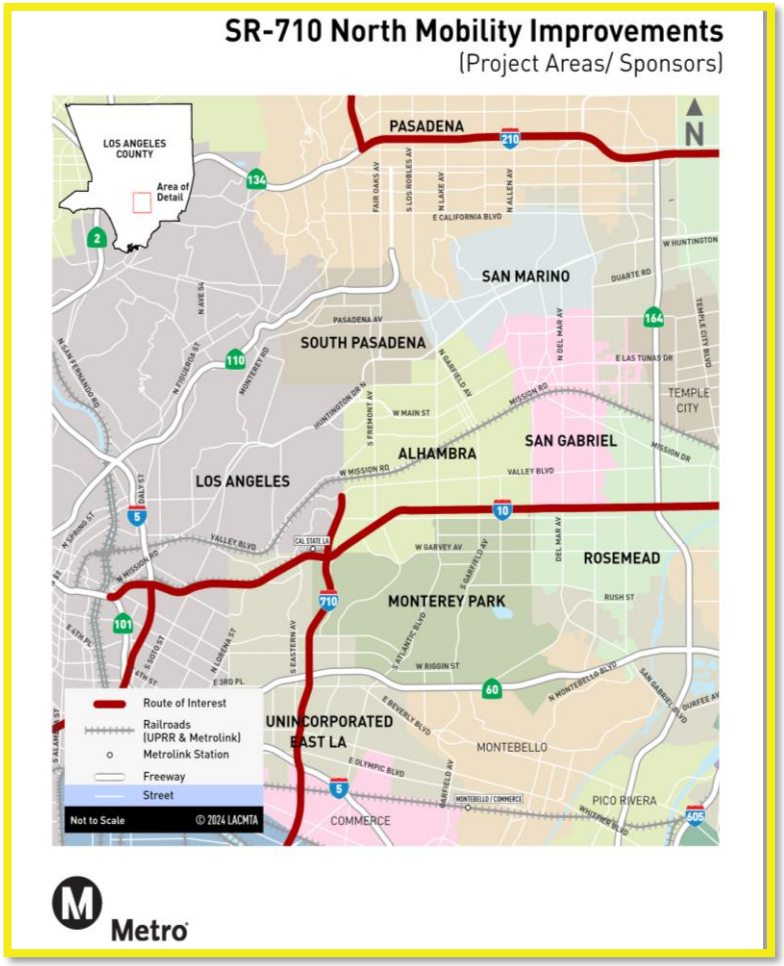
Recommendation

CONSIDER:

A. APPROVING the list of eligible SR-710 North Mobility Improvement Projects (MIP) in Attachment A;

B. AUTHORIZING the Chief Executive Officer or their designee to:

1. ALLOCATE and program funds to three new MIPs in the City of Monterey Park as recommended in Attachment A;
2. REALLOCATE funds from one existing MIP to another existing MIP in the City of Los Angeles and from one existing MIP to one new MIP and one existing MIP in the City of South Pasadena as recommended in Attachment A;
3. APPROVE associated amendments to the Regional Transportation Improvement Program (RTIP) as shown in Attachment B.



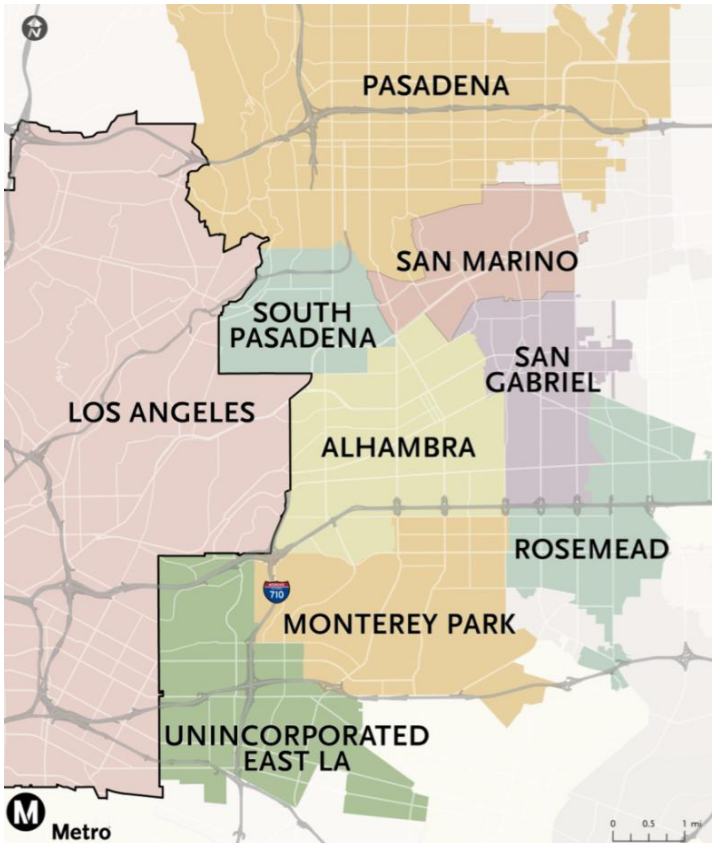
Program Background

- **PURPOSE:** Provide bus infrastructure, bikeway, and pedestrian improvements resulting from the adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative for the SR-710 project.

- **BOARD ACTIONS**: Motion 29.1 approved more than $1B in MIP funds for eligible projects starting in 2020; Motion 35 clarified MIP type eligibility.

- **MIP SPONSORS**: Alhambra, LA City, LA County, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena.

- **MIP FUND SOURCES**: Measure R, as well as Congestion Mitigation and Air Quality (CMAQ), Regional Improvement Program (RIP), and Surface Transportation Block Grant Programs (STBG) for LA City and LA County.



Progress Summary

PROJECT TYPE & DESCRIPTION	EXPENDITURES TO DATE ($)*
1 - Local Street/Road & Freeway Interchange Mobility and Operational Improvements	$4,989,588
2 - Local Street Intersection Improvements	$2,235,049
3 - Intelligent Transportation Systems (ITS)/Signal Improvements	$9,895,228
4 - Transit Improvements	$39,046,050
5 - Active Transportation Improvements	$3,165,368
8 - Parking Structure, Multimodal Mobility & Curbside Management Strategies	$0
9 - Multimodal Mobility Improvements	$1,528,003

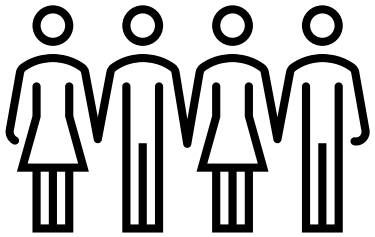
*As outlined in Attachment A, Metro is the programming agency for LA City and LA County MIPs and does not receive direct expenditure reporting for federal funds.

Equity

CITY OF LOS ANGELES – Equity-centered community engagement included surveys, public meetings, bilingual materials, targeted corridor outreach, and Community Advisory Committee with school, neighborhood, cultural, disability-services, business, and community-based representatives.

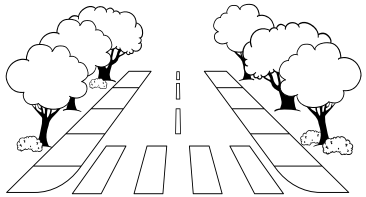
CITY OF MONTEREY PARK – Multilingual community engagement included citywide surveys, walk audits, door-to-door canvassing, multilingual community meetings, virtual meetings, booths at community events, citywide public surveys, and direct engagement with schools, businesses, and community institutions.

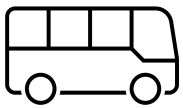
CITY OF SOUTH PASADENA – Community engagement included workshops and presentations to the City's Mobility and Transportation Infrastructure Commission, Public Works Infrastructure Commission, and City Council.



Next Steps

- Staff will continue to assist in the delivery of all MIPs, provide bi-annual updates on program progress via Board Box, and report to the Board for sponsor requests as required.
- Staff will submit the RTIP amendment request to the CTC for notice at its October 2026 meeting and action at its December 2026 meeting.





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

File #: 2026-0441, **File Type:** Program **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $4,917,785 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation First/Last Mile Connections Program (Expenditure Line 51) and reprogram project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $3,979,932 within the capacity of Measure M MSP - Subregional Equity Program (Expenditure Line 68), as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan, which is an attachment to the Measure M Ordinance. All MSP funds in this program are limited to capital projects. This update allows the Westside Cities Subregion and implementing agencies to approve new eligible projects for funding and revise the scope of work, schedule, and amend the project budget for previously funded projects. Funds are programmed through Fiscal Year (FY) 2029-30. The Board's approval is required to program additional funds and acknowledge the updated project lists (Attachments A and B), which serves as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total amount of $89.45 million

was forecasted to be available for programming for the subregion for FY 18 to FY 30. In prior actions, the Board approved programming $54.68 million in support of 21 projects. Therefore, $34.77 million is available to the Subregion for programming as part of this update. To date, $4.85 million (9% of programmed funds) has been expended. One project has been completed and is in the close-out audit process. Many of the remaining projects were awarded and programmed funds more recently in FY 24 or after. Staff will continue working with the implementing agencies to advance the delivery of all projects.

In line with the Board adopted Measure M Guidelines, agencies requesting funds must provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and Councils of Governments lead and prioritize all proposed transportation improvements, including the environmental process, outreach, final design, and construction.

DISCUSSION

The jurisdictional requests for updates presented herein were proposed by the cities and approved/forwarded by the Subregion. Metro staff worked closely with the Westside Cities Council of Governments (WCCOG), its consultants, and implementing agencies to review and confirm the eligibility of proposed project updates, including changes to the scope of work/schedule and/or funding requests, as applicable.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus, including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff collected project details to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSPs must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies to encourage timely completion of the projects with special attention on supporting project delivery in time for the 2028 Olympic and Paralympic Games, when applicable. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

Active Transportation First/Last Mile Connections Program (Expenditure Line 51)

This update includes funding adjustments to five existing and two new projects as follows:

Beverly Hills

- Reprogram previously approved $2,973,186 to FY 27 for MM4801.02/ MM4801.03/MM4801.04 - La Cienega & Rodeo Drive Purple Line Stations Pedestrian and Wayfinding FLM Improvements project. The existing project includes continental and decorative crosswalks, crosswalk enhancements like flashing beacons, landscaping, pedestrian-scale lighting, benches, decorative tree wells, curb extensions, gathering places,

green infrastructure, wayfinding signage, and bus stop improvements. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's Plan, Specifications, and Estimates (PS&E) and construction phases.

- Deobligate $1,600,000 and cancel MM4801.21 - D Line Extension FLM Electric Trolley project. City requested the project cancellation. The funds will be returned to the overall MSP - Active Transportation First/Last Mile Connections Program and made available for future project programming.

Culver City

- Reprogram previously approved $1,958,485 for MM4801.17 - Sepulveda Corridor Mobility Lane Project. The funds are programmed as follows: $798,364 in FY 25 and $1,160,121 in FY 27. This existing project will involve transit improvements, including one dedicated transit lane, bus stop improvements, and transit signal priority enhancements. A dedicated bike infrastructure in the form of Class II or Class IV bike lanes will be added, along with pedestrian enhancements that include curb extensions, corner bulb-outs, and refuge islands. This project will likely decrease VMT. The funds will be used for the project's construction phase.

Santa Monica

- Program $4,117,798 as follows: $580,000 in FY 27, $570,000 in FY 28, $1,651,405 in FY 29, and $1,316,393 in FY 30 for MM4801.22 - 14th Street Two-Way Protected Bikeway. This project spans approximately 1.3 miles along 14th Street between Washington Avenue and Pico Boulevard. The Project will upgrade the existing north-south Class II bike lanes to a two-way Class IV cycle track, enhance bike and pedestrian connectivity to key destinations, including Santa Monica College, the SMC/ 17th Street Expo Station, Lincoln Middle School, Memorial Park, Michigan Avenue Neighborhood Greenway (MANGo), and the Pico neighborhood. The project includes intersection upgrades at Broadway, Santa Monica Blvd, and Pico Blvd, which are high priority Vision Zero intersection. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

- Program $1,555,147 as follows: $300,000 in FY 28, $300,000 in FY 29 and $955,147 in FY 20 for MM4801.23 - Santa Monica Blvd Active Transportation Safety and Connectivity Improvements. The project is a 2.4-mile corridor from Ocean Avenue to Centinela Avenue, and includes curb extensions, pedestrian beacons, a pedestrian signal, median refuges, cross -bike markings, and signal timing enhancements that prioritize active modes such as leading pedestrian intervals and pedestrian recall. The design aims to improve safety for people walking, biking and taking transit while enhancing connectivity to major destinations and job centers. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

West Hollywood

- Program an additional $500,000 and reprogram previously approved funds for MM4801.16 - Willoughby, Vista, Gardner Greenways. The funds are programmed as follows: $445,905 in

FY 27, $690,498 in FY 28, and $500,000 in FY 29 for a revised total grant of $1,636,403. This project will connect an existing Class II bicycle lane on Santa Monica Boulevard to points further east. It will include traffic calming and wayfinding elements that reduce vehicle volumes and speeds to improve safety for bicyclists and pedestrians. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

- Program an additional $344,840 and reprogram previously approved funds for MM4801.08 - Fountain Ave Protected Bike Lanes. The funds are programmed as follows: $750,000 in FY 27, $1,030,000 in FY 28, and $350,000 in FY 29 for a revised total grant of $2,130,000. The project (also known as "Fountain Avenue Streetscape Project") will deliver a comprehensive active transportation streetscape upgrade, including widened sidewalks, enhanced curb ramps and crosswalks, protected bike lanes, permanent traffic calming measures, and streetscape elements such as landscaping (where feasible), wayfinding, and street furniture. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

Subregional Equity Program (Expenditure Line 68)

This update includes funding adjustments to one existing and five new projects as follows:

WSCCOG

- Program and additional $3,029,932 for MW4511.01 - 2028 Westside Subregional Bus Infrastructure Network project, a priority project in time for the 2028 Olympic and Paralympic Games. The funds are programmed as follows: $1,286,199 in FY 26, $1,654,332 in FY 27 and $1,804,333 in FY 28 for a revised total grant of $4,744,864. The project will design and construct quick-build bus infrastructure, using low-cost materials to allow for quick implementation and to inform future treatments on segments of Sepulveda Blvd, La Cienega Blvd, Santa Monica Blvd, Jefferson Blvd, Obama Blvd, Fairfax Ave, and Wilshire Blvd. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E and construction phases.

  The WSCCOG may distribute a portion of the awarded funds to its member cities, as needed, to enable quick implementation of the 2028 Westside Subregional Bus Infrastructure Network, also known as the Westside Bus Connection (Projects #MW4511.02, MW4511.03, MW4511.04, MW4511.05, MW4511.06 and/or MW4511.07) within city jurisdictions, before the 2028 Olympic and Paralympic Games.

Beverly Hills

- Program $50,000 in FY 27 for MW4511.03 - Westside Bus Connection (Beverly Hills), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of La

Cienega/Jefferson Blvd. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

LA City

- Program $200,000 in FY 27 for MW4511.04 - Westside Bus Connection (LA City), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segments of La Cienega/Jefferson Blvd, Sepulveda, and Santa Monica Corridor. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

LA County

- Program $50,000 in FY 27 for MW4511.05 - Westside Bus Connection (LA County), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The County is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of Sepulveda. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

Santa Monica

- Program $600,000 in FY 27 and FY 28 for MW4511.06 - Westside Bus Connection (Santa Monica), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of Santa Monica Corridor. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

West Hollywood

- Program $50,000 in FY 27 for MW4511.07 - Westside Bus Connection (West Hollywood), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and

implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of La Cienega/Jefferson Blvd. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects will result in improved safety for pedestrians, bicyclists and people accessing transit.

FINANCIAL IMPACT

In FY 27, $16.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401) and $600,000 is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Subregional Equity Program -T (Project #474511). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441 Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operations.

EQUITY PLATFORM

The Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Seven percent of census tracts in the subregion are defined as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include City of LA and West Hollywood.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost and schedule. Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*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 the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 27. Program/Project updates will be provided to the Board annually.

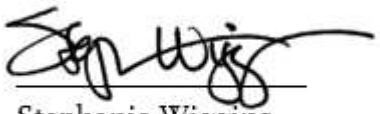
ATTACHMENTS

Attachment A - Active Transportation First/Last Mile Connection Program Project List
Attachment B - Subregional Equity Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Nicole Ferrara, Deputy Chief Planning Officer, Countywide Planning & Development, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

Westside Cities Subregion
Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

ATTACHMENT A

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		$ 270,237		$ 270,237	$ 179,404	$ 45,833	$ 45,000			
2	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements	Construction	Chg	2,973,186		2,973,186			2,973,186			
3	Beverly Hills	MM4801.21	D Line Extension FLM - Electric Trolley Service	Equipment/Vehicle	Deob	1,600,000	(1,600,000)	-						
4	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction		842,496		842,496	842,496					
5	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle		100,000		100,000		100,000				
6	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction	Audit	742,495		742,495	742,495					
7	Culver City	MM4801.17	Sepulveda Corridor Mobility Lane Project	Construction	Chg	1,958,485		1,958,485	798,364		1,160,121			
8	Culver City	MM4801.19	Move Culver City Eastern Segment Project	Construction		620,302		620,302	620,302					
9	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction		3,561,297		3,561,297	336,297	2,225,000	1,000,000			
10	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction		6,212,768		6,212,768	4,393,838	1,818,930				
11	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction		4,481,632		4,481,632		3,168,000		1,313,632		
12	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction		10,406,584		10,406,584	8,406,584	2,000,000				
13	LA City	MM4801.20	Westwood Boulevard Safety and Mobility Project	PS&E Construction		9,600,000		9,600,000		1,600,000		8,000,000		
14	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction		1,311,471		1,311,471	430,000	281,471	600,000			
15	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000	500,000					
16	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	804,000					
17	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction		3,062,589		3,062,589	1,096,000	966,589	1,000,000			
18	Santa Monica	MM4801.22	14th Street Two-Way Protected Bikeway	PS&E Construction	New		4,117,798	4,117,798			580,000	570,000	1,651,405	1,316,393
19	Santa Monica	MM4801.23	Santa Monica Blvd Active Transportation Safety and Connectivity Improvements	PS&E Construction	New		1,555,147	1,555,147				300,000	300,000	955,147

Westside Cities Subregion
Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

ATTACHMENT A

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
20	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	PS&E	Chg	1,136,403	500,000	1,636,403			445,905	690,498	500,000	
21	West Hollywood	MM4801.18	Fountain Ave Protected Bike Lanes	PS&E	Chg	1,785,160	344,840	2,130,000			750,000	1,030,000	350,000	
			Total Programming Amount			**$51,969,105**	**$4,917,785**	**$56,886,890**	**$ 19,149,780**	**$ 12,205,823**	**$ 8,554,212**	**$11,904,130**	**$ 2,801,405**	**$ 2,271,540**

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

ATTACHMENT B

Westside Cities Subregion
Measure M Multi-Year Subregional Plan - Subregional Equity Program (Expenditure Line 68)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		$ 33,445		$ 33,445	$ 13,378	$ 6,689	$ 6,689	$ 6,689		
2	WSCCOG	MW4511.01	2028 Westside Subregional Bus Infrastructure Network *	PS&E Construction	Chg	1,714,932	3,029,932	4,744,864		1,286,199	1,654,332	1,804,333		
3	Beverly Hills	MW4511.03	Westside Bus Connection - Beverly Hills	PS&E Construction	New		50,000	50,000			$50,000			
4	Culver City	MW4511.02	2028 Westside Subregional Bus Infrastructure Network	PS&E Construction		960,654		960,654		720,490	240,164			
5	LA City	MW4511.04	Westside Bus Connection - LA City	PS&E Construction	New		200,000	200,000			$200,000			
6	LA County	MW4511.05	Westside Bus Connection - LA County	PS&E Construction	New		50,000	50,000			$50,000			
7	Santa Monica	MW4511.06	Westside Bus Connection - Santa Monica	PS&E Construction	New		600,000	600,000			$400,000	$200,000		
8	West Hollywood	MW4511.07	Westside Bus Connection - West Hollywood	PS&E Construction	New		50,000	50,000			$50,000			
			Total Programming Amount			**$2,709,031**	**$3,979,932**	**$6,688,963**	**$ 13,378**	**$2,013,378**	**$2,651,185**	**$2,011,022**	**$ -**	**$ -**

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

* The WSCCOG may distribute a portion of the awarded funds to its member cities, as needed, to enable quick implementation of the 2028 Westside Subregional Bus Infrastructure Network, also known as the Westside Bus Connection (Projects #MW4511.02, MW4511.03, MW4511.04, MW4511.05, MW4511.06 and/or MW4511.07) within city jurisdictions, before the 2028 Olympic and Paralympic Games.

Measure M Multi-year Subregional Program
Westside Cities Subregion

Planning and Programming Committee
July 15, 2026

Metro

File# 2026-0441

Westside Cities Subregion

- Two Multi-Year Subregional Programs (MSP)
  - Active Transportation 1st/Last Mile Connections Program (expenditure line 51)
  - Suregional Equity Program (expenditure line 68)
- Limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only		Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date*	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
		Multi-Year Subregional Programs			1st yr of Range					
47		Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48		Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49		Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50		Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51		Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52		Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53		Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54		Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55		Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56		Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	svm	$0	$32,000	$32,000	T
57		Highway Efficiency Program		FY 2018	FY 2032	svm	$0	$133,000	$133,000	H
58		Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59		First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60		Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61		I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62		Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63		South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64		Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65		Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66		Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67		North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68		Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69		Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70		Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71		Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72		Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73		Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74		Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75		Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76		BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77		Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78		Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79		Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80		Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81		Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82		Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83		Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84		ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85		LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86		Modal Connectivity Program		FY 2048	FY 2057	svm	$0	$68,000	$68,000	H
87		Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88		Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	svm	$0	$63,000	$63,000	H
89		Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90		Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91		Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92		Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93		**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94		**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

July 2027 Recommendation

CONSIDER:

A. APPROVING:

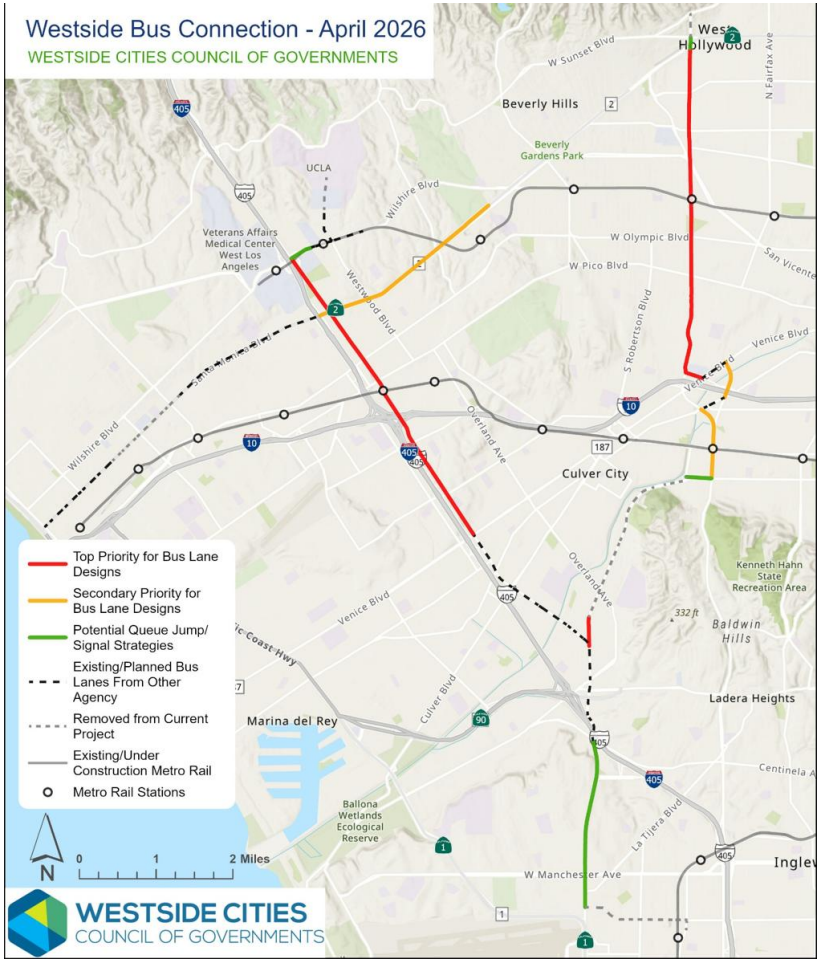
1. Programming an additional $4,917,785 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51) and reprogram project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $3,979,932 within the capacity of Measure M MSP – Subregional Equity Program (Expenditure Line 68), as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

- This update includes funding adjustments to two existing and two new Active Transportation, three existing First/Last Mile, and one existing and five new Transit projects.
- Approximately seven projects are expected to be completed by the 2028 Games.



* Images are for illustrative purposes only.

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates

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

File #: 2026-0454, **File Type:** Budget **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: FEDERAL CONSOLIDATED APPROPRIATIONS ACT OF 2026 AWARD

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. PROGRAMMING $89,466,188 in Consolidated Appropriations Act of 2026 award funding in support of Planning, Design, and Operations for the 2028 Games;

B. AMENDING the FY27 Budget by $89,466,188; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements, including pass-through agreements and/or amendments with the agencies for projects contained in the GME FY26 Federal Funding Allocation (Attachment A).

ISSUE

Metro is the lead agency for the award of $89,466,188 from the Federal Consolidated Appropriations Act of 2026 (H.R. 7148) which is provided, on a reimbursement basis, in support of project planning, capital project delivery and operations for the 2028 Olympic and Paralympic Games (the Games). The Games Mobility Executive (GME) agencies and venue cities have expressed interest in exchanging these Federal funds with more flexible local funds and staff will facilitate this, to the extent possible, based on mutually agreed work plans for each workstream (Attachment A). The proposed Board actions are necessary for Metro to initiate the federal funds obligation and funding exchange processes.

BACKGROUND

Metro has been working with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles (COLA) Mayor's Office, and the Southern California Association of Governments (SCAG), a group collectively known as the Games Mobility Executives (GME), to advocate for federal funds to support the planning for and delivery of the 2028 Games. On February 3, 2026, the Consolidated Appropriations Act of 2026 (H.R. 7148) was voted into law, providing an initial installment of the total GME federal funding request for the 2028 Games ($ 2.025

billion). These funds were made available for transportation assistance, including assistance with transit planning, capital projects, and operating assistance, for surface, commuter, and public transportation systems necessary to support the mobility needs of the 2028 Games. Eligible entities to receive these funds include public agencies that serve or support service to a venue that is part of the 2028 Games. The local match requirement for these funds is set at 20% for capital projects and 10% for a supplemental public transportation bus system.

At their meeting on May 1, 2026, the GME Principals agreed to designate Metro as the direct recipient of those funds, following the model and precedent set forth with the federal funding for the 2026 World Cup authorized by the same Act. To ensure expediency and consistency in the delivery of the projects, under this approach Metro would serve as the lead agency for the entire share of federal funds and may provide local funds, on a reimbursement basis, to the GME agencies and venue cities to advance the work in the GME FY26 Federal Funding Allocation. On July 2, 2026, the SCAG Regional Council designated Metro as the lead agency of these funds, enabling Metro to program the funds and initiate the obligation process.

DISCUSSION

Since May 2026, Metro has been working with GME agencies and venue cities to develop workplans, including a scope, schedule and budget for each of the workstreams in the GME FY26 Federal Funding Allocation (Attachment A). This work includes:

- Games Route Network: final design for the local arterial Games Route Network (GRN), a temporary network of roads for 2028 Games and transit vehicles traveling to venues;
- Integrated Transportation Management: design and implementation of transit signal priority and other intelligent transportation systems measures that will enhance regional transportation system management and operations;
- Rail Safety Enhancements to Support Paralympic/Olympics: state-of-good-repair investments to ensure regional rail track, signal and equipment reliability, minor station and wayfinding improvements, and operating support for temporary Metrolink service enhancements during the Games.
- Venue Approach Enhancements: final design for venue area pedestrian walkways, temporary intersection, safety improvement, increased shade, improved signage/wayfinding, and temporary bike lanes.

A local match is required. These agreements would include the provision of each agency’s local share (i.e., 20%). Metro is not providing a local match for other agencies.

Metro anticipates utilizing this initial installment of Games federal funding to advance the following eligible activities:

- Games Enhanced Transit Service: advance service planning and modeling, as well as engineering and design for long-lead temporary infrastructure (i.e., bus depots, park & rides,

mobility hubs, lanes, etc.)
- Stations & Accessibility: fund the 7th/Metro, LA Union Station, Norwalk and Harbor Gateway Mobility station improvements several accessibility projects.
- Design Phase Advancements: Fully fund design phase for the Light Rail Transit (LRT), and the Memorial Park Mobility Hub.
- System Enhancements: Advance the planning and piloting of Wayfinding and Heat mitigation strategies.

A summary level scope of work for each of the FY26 GME workstreams is provided in Attachment B.

DETERMINATION OF SAFETY IMPACT

The projects that Metro proposes to advance with this additional funding will improve safety by providing more shade cover, space, and comfort while waiting for transit, essential on hot days and during inclement weather.

The mobility hub and accessibility projects will provide riders with improved connections between transit modes and/or first-last mile options such as walking, rolling, and biking, reducing conflict with vehicles and slips and falls while navigating the system.

Finally, the GETS will provide spectators and the workforce with an alternative to driving to and from Games venues, thereby reducing the risk of traffic collisions by removing cars from the road.

FINANCIAL IMPACT

$20.3 million in local funds are included in the FY27 budget that are eligible to fulfill the local match requirements of the Consolidated Appropriations Act of 2026. This funding is included in various cost centers. The local match for work led by GME agencies and venue cities will need to be provided by them. Metro is not providing a local match for other agencies.

Since this is a multi-year contract, the Cost Center Managers and Chief Officers will be responsible for budgeting in future years for the balance of the remaining Contract budget.

Impact to Budget

Upon Board adoption, the FY27 Budget will be amended to include the $89.466.188 Federal award. Metro’s local match will be comprised of funds eligible and available at time of expenditure.

EQUITY PLATFORM

The recommended actions advance Metro's commitment to equitable access, mobility, and opportunity by investing in transportation improvements that will benefit residents, workers, and visitors long after the 2028 Olympic and Paralympic Games. Funding will support Games Enhanced Transit Service planning and temporary transit infrastructure, fully fund the Norwalk and Harbor Gateway Mobility Hubs and accessibility improvements, advance the design of Light Rail Transit and Key Station enhancements, and support wayfinding and heat mitigation initiatives. Many of these

investments are located within or provide direct benefits to Metro Equity Focus Communities, improving access, connectivity, and customer experience for people with disabilities, older adults, low-income households, transit-dependent riders, and historically underserved populations across Los Angeles County.

Consistent with Metro's Equity Platform Framework and Universal Inclusive Design Strategy, these investments support a Games readiness strategy that delivers both near-term operational benefits and long-term mobility improvements. By advancing mobility hubs, first/last mile connections, accessible infrastructure, customer-facing wayfinding, and heat mitigation measures, this action will help ensure the transportation network can accommodate the diverse needs of athletes, spectators, workforce, volunteers, and residents while expanding transportation choices, improving access to jobs and services, and strengthening the resilience and usability of the transit system beyond the Games.

VEHICLE MILES TRAVELED OUTCOME

Vehicles Miles Traveled (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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT by investing in high quality infrastructure and operations. The new mobility hub, heat mitigation, wayfinding and accessibility projects will improve the customer experience by making transit easier and more comfortable to use, therefore encouraging additional ridership and fewer vehicle trips. The GETS will provide a high-capacity alternative to driving to and from Games venues, helping to reduce VMT by removing cars from the road. Finally, the LRT projects that will be advanced through this item will improve system speed, efficiency and reliability, which will contribute to additional ridership and fewer vehicle trips.

*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 projects proposed to be funded through this item support:

Strategic goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.
Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity.
Strategic Goal 4: Transform LA County through regional collaboration and national leadership by providing a roadmap and strategy to deliver permanent transit and transit-supportive projects and programs that can help serve the 2028 Games.

ALTERNATIVES CONSIDERED

The Board could delay approval of the budget amendment. This is not recommended as delaying will result in a delay in securing funding for the construction of the Priority 1 projects, making delivery by 2028 impossible.

Not funding Priority 1 projects will increase the need for temporary enhancements/treatments at key stations and mobility hubs. For service on the A and E lines, the risk of service disruptions during the Games would remain unmitigated. This alternative is not recommended by staff given the importance of the 2028 Games and the unprecedented opportunity Metro has to develop these legacy investments.

If these projects are not funded, staff would include temporary enhancement/treatments at key stations and mobility hubs in the provisional priority list on future Board funding request associated with Games service delivery.

NEXT STEPS

Upon Board approval, staff will advance the following actions:

1. Advance the TrAMS Grant Application toward the January 2027 deadline.
2. Finalize funding agreement and task-order scopes of work for participating agencies to initiate cost-reimbursement mechanisms.

ATTACHMENTS

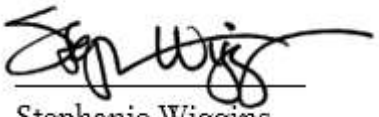
Attachment A - FY26 GME Work Plan
Attachment B - FY26 GME Workstream Scopes

Prepared by:

Meghna Khanna, Deputy Executive Officer, Countywide Planning & Development, (213) 547-4285
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Craig Hoshijima, Executive Officer, Countywide Planning & Development, (213) 547-4290
Ernesto Chaves, Executive Officer, Office of Strategic Innovation, (213) 547-4362

Reviewed by:

Ray Sosa, Chief, Countywide Planning & Development
Seleta Reynolds, Chief, Innovation and Games Mobility Planning, (213) 922-4656



Stephanie Wiggins
Chief Executive Officer

GME FY26 Appropiations Distribution

	Project/Program	Reduced FY26 - evenly	Metro	Caltrans	City of LA/LADOT	Metrolink	Venue Cities (incl. City of LA)
	Games Route Network (GRN)*	$9.20					$9.20
	Paralympic Athlete Transport*						
	Games Enhanced Transit Service (GETS)	$29.22	$29.22				
	Light Rail Safety for Venue Support & Accessibility	$4.74	$4.74				
	Games-Integrated Transportation Management	$9.01	$0.99	$1.08	$2.79		$4.15
	Bus Corridor Safety Improvements						
	Rail Safety Enhancements to Support Paralympic/Olympics	$17.74				$17.74	
	Games Transportation Demand Management						
	Olympic and Paralympic Venue Approach Enhancements	$3.80					$3.80
	Key Venue Supp' Stations Safety & Accessibility Enhamcnts'	$15.75	$15.75				
	Metro Mobility Hubs						
	Total (Million) =	**$89.47**	**$50.71**	**$1.08**	**$2.79**	**$17.74**	**$17.14**

GME FY26 Wokstream Scopes

Workstream	Approx. Budget (in Millions)	Scope
Games Route Network (GRN)*	$9.20	Final Design for the Games Route Network (GRN). The GRN is a temporary network of roads for 2028 Games vehicles traveling to venues. Temporary lane conversions: In the City of LA, adjacent to the Sepulveda Basin, Universal Studios, DTLA, USC/Expo Park, Dodger Stadium, UCLA, Riviera Country Club, Venice Beach, POLA; In the City of Pasadena, adjacent to the Rose Bowl; In the City of Arcadia, adjacent to the Santa Anita Racetrack; In the City of Pomona, adjacent to the Pomona Fairplex; In the cities of West Covina and Industry, along Azusa Ave; In the cities of Rosemead and South El Monte, along Rosemead Blvd; In the City of Inglewood, adjacent to SoFi Stadium and Intuit Dome; In the cities of Gardena and Carson, adjacent to Dignity Health Sports Park; In the City of Long Beach, adjacent to Long Beach Arena, Alamitos Beach, Belmont Pier, Marine Stadium; In the City of Anaheim, adjacent to the Honda Center; In the City of San Clemente, adjacent to Trestles Beach.
Games Enhanced Transit Service (GETS)	$29.22	Advance service planning and modeling, as well as engineering and design for long-lead temporary infrastructure (i.e., bus depots, park & rides, mobility hubs, lanes, etc.) for GETS. The Games Enhanced Transit Service includes 1,748 buses from across the United States to enhance transit service to venues and complement the existing transit network. The GETS includes vehicles that are temporarily procured or borrowed, bus malls at venues and park and ride lots to serve spectators and workforce, bus depots, and labor support for the operation of the GETS. Temporary service and enhancements only for the 2028 Games .
Light Rail Safety for Venue Support & Accessibility	$4.74	Final design for 4 projects adding crossover capacity on the A and E Lines and adding a siding track east of the Expo/Crenshaw station along the E Line. A line: new double crossover track between the 5th St and Anaheim St Stations and a new double crossover track between the Lincoln/Cypress and Heritage Square Stations. E Line: new crossover track between 26th Street/Bergamot Station and Expo/Bundy Station and a new siding track between Degnan Blvd and 7th Ave.
Games-Integrated Transportation Management	$9.01	Design and implementation of transit Signal Priority and Automated Traffic Signal Performance Measures Project that will enhance regional transportation system management and operations. Automated traffic signal performance measures (ATSPM) leverage data collection and analysis at over 4,000 intersections to proactively manage traffic signal systems, ensuring efficient and responsive traffic control.
Rail Safety Enhancements to Support Paralympic/Olympics	$17.74	Completion of the Rancho Cucamonga and Marengo siding extension projects, which will support increased frequency and reliability on Metrolink's San Bernardino line during the 2028 Games. State-of-good-repair investments to ensure track, signal and equipment reliability. Minor station and wayfinding improvements. Operating support for temporary Metrolink service enhancements during the Games, including increased frequency on key lines and expanded service hours, particularly to venue-adjacent stations and mobility hubs that will connect with Metro's GETS service.
Olympic and Paralympic Venue Approach Enhancements	$3.80	Final Design for venue area pedestrian walkways, temporary intersection, safety improvement, increased shade, improved signage/wayfinding, temporary bike lanes, potential locations for these improvements include stations near 2028 Games venues such as Long Beach, Pasadena, Downtown Los Angeles, Sepulveda Basin, Inglewood, Carson, and Anaheim.
Key Venue Supp' Stations Safety & Accessibility Enhamcnts'	$15.75	Final design for Improvements at Union Station (LAUS) and 7th St/Metro Center (7MC) rail stations including improvements in pedestrian accessibility (high-visibility crosswalks, curb ramps, in-roadway warning lights, and detectable warning surfaces), adding a second elevator at 7th/Metro. lighting, wayfinding signage, and the addition of a 600 ft Class IV off-street bike path from North Alameda St to the existing Metro Bike Hub in the LAUS (Metro owned) parking lot. Additionally, final design and initial construction expenditures for improvements at Memorial Park Station (A Line), Norwalk Station on the (C Line), and Harbor Gateway Transit Center (J Line). Improvements at and near stations and located within Metro or City-owned right of way. Project elements generally include: ~280 ft Class I bike path on Caltrans ROW, ~860 ft Class III bike route on Adoree St. btw Halcourt Ave. and Studebaker Rd., pedestrian improvements, wayfinding, shade structures, landscaping.

FY26 Federal Appropriations for 2028 Olympic & Paralympic Games

Metro

Item #2026-0454

July 15, 2026

Recommendations

A. PROGRAMMING $89,466,188 in Consolidated Appropriations Act of 2026 award funding in support of Planning, Design, and Operations for the 2028 Games

B. AMENDING the FY27 Budget by $89,466,188; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements, including pass-through agreements and/or amendments with the agencies for projects contained in the GME FY26 Federal Funding Allocation (Attachment A).

Metro

Issue

- Metro will be the lead agency for the $89,466,188 from the Federal Consolidated Appropriations Act of 2026 (H.R. 7148)
- The proposed Board actions are necessary for Metro to initiate the federal funds obligation and funding exchange processes.

Metro

Background

- Consolidated Appropriations Act of 2026 (H.R. 7148) provides an initial installment of GME federal funding request
- The Games Mobility Executive (GME) agencies agreed to follow a similar distribution model to the World Cup
- Venue cities have expressed interest in exchanging these Federal funds with more flexible local funds
- The local match requirement for these funds was set at 20% for capital projects and 10% for a supplemental public transportation bus system.

Metro

GME/Venue City Workstreams

- Games Route Network (GRN)
- Games-Integrated Transportation Management
- Rail Safety Enhancements to Support Paralympic/Olympics
- Olympic and Paralympic Venue Approach Enhancements

Metro

Metro Workstream Scopes

- Games Enhanced Transit Service (GETS)
- Key Venue Supplemental Stations Safety & Accessibility Enhancements
- Light Rail Safety for Venue Support & Accessibility. System Enhancements

Metro

Next Steps – Upon Board Approval

- Advance the TrAMS Grant Application toward the January 2027 deadline.
- Finalize funding agreement and task-order scopes of work for participating agencies to initiate cost-reimbursement mechanisms.

Metro

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

Metro

Board Report

File #: 2026-0103, **File Type:** Project **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - SAN FERNANDO VALLEY/PACOIMA METROLINK STATION AND MOBILITY HUB

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

PROGRAM $6,900,000 for conceptual planning, environmental clearance, preliminary engineering, and community outreach for the San Fernando Valley (SFV)/Pacoima Metrolink Station and Mobility Hub.

ISSUE

At its December 2025 meeting, the Board directed staff to return with an update to program funds to advance the Pacoima Metrolink Station and Mobility Hub project (Project) as a next step following the Board adoption of Scenario 2 for the East San Fernando Valley (ESFV) Shared Right-of-Way (ROW) Study (Study).

BACKGROUND

At its December 2025 meeting, the Board approved the Scenario 2 Pacoima Metrolink Station option as the preferred alternative for the Study. As part of the Study, the Board reviewed alternatives for connecting the terminus for the ESFV Light Rail Transit (LRT) Corridor project at Van Nuys Boulevard and San Fernando Road with the Sylmar/San Fernando Metrolink Station. The Board selected Scenario 2, which would construct a new Pacoima Metrolink station on the Metrolink Antelope Valley Line right-of-way at this intersection to serve as a multimodal transfer hub between the ESFV LRT and the Metrolink AVL.

Scenario 2 intends to leverage the Metro-owned Antelope Valley Line (AVL) ROW and existing Metrolink AVL commuter rail service that Metro funds 100%. Metro is a member of the Southern California Regional Rail Authority (SCRRA), operator of the Metrolink regional commuter rail service. Metro owns 151 miles of Metrolink ROW in Los Angeles County, including 76 miles along the AVL from Los Angeles to Lancaster. The AVL provides connections throughout the San Fernando Valley and to Los Angeles Union Station and many other Metro and Metrolink local and regional transit connections (See Attachment A).

ESFV Shared ROW Study

powered by Legistar™

The Study was initiated per Board direction in December 2022, in response to concerns about operating frequent light rail, commuter rail, and freight service in the northernmost 2.5 miles of the ESFV project area. This segment would run along the Metrolink AVL corridor, primarily in the City of San Fernando, from the current planned terminus of the ESFV Light Rail Transit (LRT) project at the intersection of Van Nuys Boulevard and San Fernando Road in Pacoima. The Study evaluated four scenarios for traffic, safety, parking, ridership, cost, fare equity, and grade crossing considerations.

The Study identified that a new Pacoima Metrolink Station and mobility hub would serve as a transfer point between the Metrolink and Metro systems, providing connectivity for passengers traveling on either system. The mobility hub component would serve as a community-focused, dynamic, centralized public space where local residents can easily connect to multiple modes of transportation, including commuter rail, light rail, buses, and active transportation (e.g., walking and biking).

The Study ultimately concluded with the recommendation to advance Scenario 2, primarily because ridership growth would support enhanced service to a much larger area extending along the Antelope Valley Corridor, including the Antelope Valley, Santa Clarita, Burbank, and Glendale. The proposed new Pacoima Metrolink Station would provide an opportunity to develop a new transfer facility serving the regional AVL and the local ESFV LRT service, as well as a mobility hub with enhanced and supportive land use development in the area, and integration of other transportation modes, such as local and regional bus connectivity.

DISCUSSION

A task order is anticipated to be executed in Summer 2026 for conceptual planning, environmental clearance, and preliminary engineering for the Pacoima Metrolink Station.

Pacoima Metrolink Station Planning and Development

Programming these funds will enable the project team to advance station development and track work, conduct environmental evaluations, preliminary engineering, and coordinate with other projects and stakeholders in the project area. This work will also include developing approaches to pedestrian safety, funding strategy, outreach support, fare equity considerations with Metrolink, and parking needs.

Mobility Hub Planning and Development

The mobility hub planning, design, and environmental clearance will aim to develop an intermodal facility that enables safe, reliable, and comfortable transfers between the ESFV LRT and the Pacoima Metrolink Station. Because the two stations are separated by an intersection at San Fernando Road and Van Nuys Boulevard, the mobility hub planning will include an intersection redesign to improve pedestrian safety between the LRT and Metrolink stations. The analysis will consider alternatives that support safe crossings, account for expected surges in pedestrian transfers between LRT and Metrolink trains and recognize that San Fernando Road is an active truck route.

Additionally, the mobility hub planning will consider the following elements: wayfinding and directional signage to improve connectivity; shade and heat-mitigation elements to support a comfortable

transfer; and micromobility parking to support use of the Mission City trail (the existing Class 1 bicycle facility on San Fernando Road).

Multimodal Integrated Planning

Coordination efforts across various teams and key stakeholders responsible for implementing different modal elements in the project area will deliver a seamless, holistic approach to customer experience, network integration, and multimodal options.

Metro has an opportunity to deliver much-needed multimodal transportation infrastructure in the northeast SFV and recognizes the challenges of coordinating multiple projects, transportation modes, and agencies to develop a cohesive approach to delivering integrated transportation improvements and community benefits in the EFC-designated areas near the Project.

The various elements to be coordinated include the following:

- Pacoima Metrolink Station
- Mobility Hub
- Brighton to Roxford (B2R) Double Track
- Six at-grade rail/highway crossings between Pacoima and San Fernando
- Metrolink service and equity-focused fare policy
- Pedestrian and active transportation elements
- Freight truck considerations
- Metro and municipal operations serving the project area
- ADA/accessibility considerations
- Connectivity to the ESFV LRT

Community Outreach

Staff will develop a comprehensive outreach program to engage northeast San Fernando Valley communities on the latest developments and future planning for the AVL Improvements, including B2R and the Project. Staff will secure an outreach contractor in 2026 from its Communications Bench.

The outreach efforts will build upon the robust engagement conducted for the Study in 2025, which included traditional briefings and community meetings, as well as inclusive Spanish-language roundtables hosted by community-based organizations and an innovative Metro-hosted resource fair in the city of San Fernando.

Metro will continue to maximize public participation in the diverse communities of the northeast San Fernando Valley by conducting equitable outreach that offers numerous safe and comfortable opportunities for community members to provide feedback. Engagement will be interactive, including activities such as design charrettes, roundtables, and hands-on workshops, and will be supported by strategic partnerships with the San Fernando Valley Council of Governments, the City of San Fernando, Federal, State, and local elected officials, the ESFV LRT Community Leadership Council,

and community-based organizations.

Recommended Programming

The following table identifies the recommended programming of Metro funds for the Pacoima Metrolink station and mobility hub planning efforts by task:

PACOIMA METROLINK STATION AND MOBILITY HUB	
Conceptual Planning, Env. Clearance and Preliminary Engineering (including contingency)	$ 4,200,000
Mobility Hub Design	$ 1,400,000
Outreach	$ 300,000
3rd Party Coordination, Design Review, Fare Equity Analysis, etc.	$ 1,000,000
Total:	**$ 6,900,000**

DETERMINATION OF SAFETY IMPACT

This Board action will support double tracking, at-grade rail/highway crossing improvements, and improved safety along the Metrolink AVL. The Project will be designed to the latest Metro and Metrolink standards, and State and Federal requirements.

FINANCIAL IMPACT

The cost to initiate conceptual planning, environmental clearance, preliminary engineering, community outreach, and mobility hub planning for the Project is estimated at $6,900,000. $3,400,000 is included in the Metro adopted FY27 budget for the Project in projects 460073 and 405575. This is sufficient to advance the Project during FY27.

This is a multi-year project, and the Chief Planning Officer will be responsible for budgeting the costs for future fiscal years from project numbers 460073 (Metrolink LA County Stations) and 405575 (Mobility Hubs Program).

Impact to Budget

The source of funds for FY27 for the Project is Measure R 3% commuter rail capital funds, Propositions A and C, and TDA administrative funds. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Project is located in the city of Los Angeles along the Metrolink AVL. There are multiple Equity Focus Communities (EFC) in the vicinity of the Pacoima Metrolink Station. The study area includes the city of Los Angeles neighborhood of Pacoima, which was identified as an EFC in prior analyses, where 76% of residents identify Spanish as their primary language.

Equity assessments, including an examination of the potential benefits to residents living within a half mile of the Pacoima Metrolink and ESFV LRT stations, were conducted as part of the prior Study. Census tract data for the year 2020 were used in correlation with Metro's 2022 EFC Map.

The outreach team implemented an English/Spanish bilingual program, which included presentations delivered in Spanish to two roundtables convened by community-based organizations and ensured that Spanish-speaking staff was present at all community meetings and activities. This collaboration allowed Metro to build community trust and connect residents with critical resources like Metro LIFE and CalFresh in an accessible, community-centered way.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. The Project would provide a direct transfer between the Metrolink AVL and the ESFV LRT, plus bus connections, which saves travel time for transit riders, thus reducing VMT and GHG emissions.

*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 recommendations support the Metro Vision 2028 Strategic Plan goals 1, 2, and 3 as follows:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system
- Goal 3: Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

The Board could choose not to program funds to initiate conceptual design, environmental clearance, preliminary engineering, and community outreach for the Project. This is not recommended, as staff analysis demonstrated that the Project provided connectivity to communities along the shared right of way to the ESFV light rail line, extending the rail lines mobility and environmental benefits.

NEXT STEPS

With Board approval of the recommendation, staff will execute task orders starting in Summer 2026 to initiate and stream-line conceptual planning, environmental clearance, preliminary engineering, and robust community outreach efforts for the Project. Staff will coordinate closely with Metrolink and the B2R team on grade-crossing and track-laying design for the Pacoima Metrolink Station.

Staff will provide periodic updates to the Board including in the Major Capital Projects Quarterly updates and as progress is made. Metro staff anticipate returning to the Board in 2028 to certify the environmental document; establish a life-of-project budget, schedule, and funding plan; and program funds for final design.

A subsequent task order is expected to be executed in late 2026 for the mobility hub planning, including advanced design up to 30% and environmental clearance for CEQA and NEPA, as necessary.

ATTACHMENT

Attachment A - AVL Corridor Map

Prepared by: Jay Fuhrman, Senior Manager, Countywide Planning and Development, (213) 547-4381
Michael Cano, Executive Officer, Multimodal Systems and Corridors, (213) 418-3010
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Nicole Ferrara, Deputy Chief Planning and Development Officer, (213) 547-44322
Karen Swift, Deputy Executive Officer, Community Relations, (213) 922-1348
Marisa Perez, Deputy Chief, Community Relations, (213) 922-3808

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Stephanie Wiggins
Chief Executive Officer

Antelope Valley Line Improvements

San Fernando Valley/Pacoima Metrolink Station and Mobility Hub

Metro

Antelope Valley Line Improvements – San Fernando Valley/Pacoima Metrolink Station and Mobility Hub

Planning and Programming Committee

July 15, 2026
Legistar File 2026-0103

Metro

Recommendation

CONSIDER:

Programming $6,900,000 for conceptual planning, environmental clearance, preliminary engineering, and community outreach for the San Fernando Valley (SFV)/Pacoima Metrolink Station and Mobility Hub.

Metro

Pacoima Station and Regional Connectivity

- The Pacoima station would be a convenient and easy connection point between the Metrolink Antelope Valley Line commuter rail service and the East San Fernando LRT corridor, currently under construction.
- The Metrolink Antelope Valley Line:
  - Provides commuter rail service from the Antelope Valley, Santa Clarita, and the San Fernando Valley to Los Angeles
  - Offers multimodal connections to the Metro system, other regional rail lines throughout southern California, and the future California High-Speed Rail system.
  - Provides train-to-plane connections at Hollywood/ Burbank Airport.

Project Background and Benefits

- The previous East San Fernando Valley (ESFV) Shared Right-of-Way (ROW) Study (Study) concluded with the Metro Board adopted recommendation to advance the design and environmental clearance for a new Pacoima Metrolink station that will:
  - improve safety and connectivity to bus and rail services
  - create a multimodal mobility hub with multiple rail, bus, and active transportation options
  - provide greater access to the Metro regional transportation network
- The Pacoima Metrolink station at Van Nuys Blvd. and San Fernando Road will enable local residents and riders to easily and safely transfer between the two rail services, connecting bus service, and other modes, such as the Mission Bike Path.
- This initial phase of the work will focus on conceptual planning, environmental clearance and preliminary engineering for the Metrolink station footprint, railroad track alignment, and mobility hub planning.

Metro

Mobility Hub

- The mobility hub provides first/last-mile connections and an interface between light rail and Metrolink.
- Mobility hub elements will prioritize pedestrian/bike connectivity and safety.
- The project will include heat mitigation elements to improve the pedestrian transfer experience, an intersection redesign to enhance pedestrian safety, as well as bike lockers, real-time transfer information, and restrooms.

Metro

Community Outreach and Next Steps

- Community Relations will issue a Communications Bench task order to engage northeast San Fernando Valley communities on the latest developments and planning for the Metrolink Station and Mobility Hub.
- Outreach efforts will build upon the robust engagement conducted for the Study in 2025, which included traditional briefings and community meetings, as well as inclusive Spanish-language roundtables hosted by community-based organizations and an innovative Metro-hosted resource fair in the City of San Fernando.
- Engagement will be interactive, including activities such as design charrettes, roundtables, and hands-on workshops, and will be supported by strategic partnerships with elected officials, local jurisdictions, CBOs and youth.
- Countywide Planning will execute a task order Summer 2026 to start the conceptual planning, environmental clearance and preliminary engineering.

Metro

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

File #: 2026-0313, **File Type:** Program **Agenda Number:** 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A1. APPROVING ~~$125,403,758~~ $104,403,758 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A, excluding the WB SR-91 Alondra Blvd to Shoemaker Ave Project;

A2. APPROVING $21,000,000 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs for the WB SR-91 Alondra Blvd to Shoemaker Ave Project, as shown in Attachment A;

B. APPROVING the deobligation of $8,573,383 in previously approved Measure R Multimodal Highway Subregional Program funds and re-allocation to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance, as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved projects.

ISSUE

The Measure R Multimodal Subregional Programs Semi-Annual Update reports on revised subregional project priorities and budgets that require modification. Projects within this Program include improvements related to traffic signals, roadways, and infrastructure to support pedestrians, bicyclists, and transit. This update also includes requests from implementing agencies to program more funds, reprogram funds, deobligate funds, and revise schedules, scopes and/or funding allocations for existing projects. These changes are reflected in Attachment A.

Board approval of the project information and updated list in Attachment A is required as it serves as the basis for Metro to enter into agreements with respective implementing agencies to initiate or continue the project development process.

BACKGROUND

The Measure R Expenditure Plan allocates funding to projects under the multimodal highway operational improvement subfund program, as listed in Attachment A. Metro staff works closely with the local jurisdictions and subregions to review the project eligibility of the proposed projects for this update. When staffing capacity at the local level is limited or at the request of local jurisdictions and subregions, staff will also lead or assist in developing the environmental and design phases of the projects within the subfund program for the Arroyo Verdugo, Gateway Cities, North Los Angeles County, San Gabriel Valley, and South Bay Cities subregions.

Local jurisdictions and subregions are responsible for prioritizing and developing projects that meet the eligibility criteria for the Measure R Program. At its June 2021 meeting, the Board approved expanding the funding eligibility for active transportation and complete streets projects within Measure R and Measure M guidelines. In addition, at its June 2022 meeting, the Board approved objectives that guide how Metro invests in highway systems that support the broader vision of mobility, sustainability, equity, economic vitality, and quality of life. To implement these policies, along with Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, staff encourage cities, subregions, and grant recipients to integrate eligible multi-modal elements at the discretion of the project sponsor. Projects are also further evaluated by Metro staff, to ensure the projects meet program guidelines and eligibility requirements.

Currently, 111 projects have been concluded (completed and/or deobligated) totaling $234 million. Projects that have deobligated funds will be closed out, reallocated to another locally prioritized project, or will be returned to the Measure R subregional fund balance. This funding supports a wide range of multimodal improvements, including traffic signal upgrades, pedestrian and bicycle facilities, transit supportive elements, and roadway operational enhancements throughout Los Angeles County. These initiatives align with Metro's Measure R objectives to improve multimodal mobility in Los Angeles County through investments in transit, highways, local streets, and active transportation improvements. In addition, each project involves a collaborative effort that includes coordination among multiple departments and jurisdictions during the early phases of implementation, whenever feasible and appropriate.

In March 2026 staff began to use the MyGrants Portal to streamline and modernize Metro's administration of funding for Measure R Subregional Highway projects. Key functions of the portal include the ability to monitor project expenditures and grant allocations at both the individual project and subregional/program levels, a streamlined invoicing and quarterly reporting process that enables agencies to upload invoices and supporting documents directly to the system (where Metro project managers can review and approve them), and various other project management tools. This platform reduces manual processes, improves data accuracy, and allows for fund utilization, ultimately enhancing accountability to the Board and the public. In addition to operational efficiencies, the portal provides a user-friendly interface for jurisdictions, making it easier to submit required documentation for invoices and to access important resources. To support adoption, staff conducted training

sessions and distributed user guides to project managers and city staff to ensure all stakeholders are informed, prepared, and able to successfully transition to the new system. Starting in Fiscal Year 2027, agencies will be required to submit their Measure R Quarterly Progress/Expenditure Reports through the MyGrants Portal.

DISCUSSION

To date, 353 projects have received Measure R Subregional Highway funding totaling $1.90 billion. Of that amount, $927.8 million has been expended by the subregions.
Nine projects have concluded in this update, including three completed projects and six cancelled projects, as described below. Several projects have been active since Measure R was first established and continue to advance. Cities have faced challenges including cost increases, right-of-way impacts, and scope changes, but each project is moving forward. Regular progress updates and ongoing expenditures confirm that cities continue to make progress toward completing their projects. Measure R includes a subfund category for highway-related projects intended to provide local funding toward the implementation of multimodal highway projects and subregional programs, as identified by local jurisdictions and subregional Councils of Governments. Metro staff assessed the eligibility of projects for funding and reconfirmed eligibility for any requested scope changes. The modifications to the Measure R Multimodal Subregional Program are described below and summarized in Attachment A.

Arroyo Verdugo Operational Improvements

To date, a total of $145.7 million has been programmed for a total of 64 projects in the Arroyo Verdugo subregion, of which $68.1 million (or 46%) has been spent. Currently, there are 48 active projects at various stages of development, and with 16 projects completed. This update includes funding adjustments (programming new funds or deobligating funds) for three existing projects described below.

Glendale

Deobligate $6,000,000 from MR310.25 - I-210 Soundwalls Project for a revised project budget of $2,020,000. This project was in the Plans, Specifications & Estimates (PS&E) phase. Upon further review, the city determined that the project is no longer financially feasible and requested that the funds for the project be deobligated.

Program $4,000,000 for MR310.66 HSIP Cycle 11 Local Match (Ped/Bike Improvements) Project in FY26-27 for a revised budget of $6,000,000 for the PS&E and Construction phases. The project is in the PS&E phase and funds are being programmed to fully fund the project through the construction phase. The project includes pedestrian/bike improvements at signalized intersections and along roadway segments, new raised medians on intersection approaches, and enhanced midblock/intersection crossings throughout the City of Glendale. The city now proposes to add the installation of a new traffic signal, while expanding Americans with Disabilities Act (ADA) compliant curb ramps/curb extensions, and additional traffic signal modifications, as well as updating the intersection improvement locations within the project limits. This project will likely decrease Vehicle Miles Traveled (VMT).

Program $5,000,000 for a new project MR310.71 - Citywide Smart City and Fiber Optic Infrastructure Expansion. Funds are to be programmed as follows: $750,000 in FY26-27, $4,000,000 in FY27-28 and $250,000 in FY28-29. The project is in the planning phase and funds are being programmed for planning PS&E and Construction. This project is primarily an enabling communications and operations project which will support multimodal outcomes by creating the backbone for transit-supportive signal operations and real-time information, safer signal operations for pedestrians and bicyclists, parking guidance that can reduce circulation and curbside conflicts, and integrated data-sharing to manage person-throughput. The project is best understood as an enabling safety project by giving Glendale the communications backbone needed for better signal timing and monitoring, faster incident detection and clearance, emergency response coordination, improved communication between the Traffic Management Center (TMC) and Police Regional Transit Information Center (RTIC), parking guidance to reduce circulation conflicts, and future deployment of pedestrian/bicycle detection and other safety technologies where crash risk is highest. This project will likely decrease VMT.

Highway Operational Improvements in Las Virgenes-Malibu Subregion

To date, a total of $173.6 million has been programed for a total of 31 projects in the Las Virgenes-Malibu Subregion of which $153.9 million (or 89%) has been spent. Currently, there are 22 active projects at various stages of development, and with 9 projects completed. This update includes funding adjustments (programming new funds or deobligating funds) for two existing projects described below.

Malibu

Program an additional $353,734 for MR311.27 - PCH Intersection Improvements Project in FY26-27 for a revised budget of $1,678,734. The city anticipates starting construction in the fall, and the funds are being programmed to fund the construction phase. This project includes traffic signal updates and the addition of a right-turn lane. This project will likely increase VMT.

Deobligate $353,734 for MR311.32 - Pacific Coast Highway and Big Rock Dr. Intersection Improvements at La Costa Area Pedestrian Improvements Project, for a revised budget of $596,266. The project is completed and the remaining funds will be reallocated to MR311.27.

South Bay Cities: I-405, I-110, I-105 & SR-91 Improvements

To date, a total of $458.8 million has been programmed for a total of 84 projects in the South Bay Cities subregion, of which $181.9 million (or 40%) has been spent. Currently, there are 52 active projects at various stages of development, and with 32 projects completed. This update includes funding adjustments (programming new funds, reprogramming existing funds or deobligating funds) for four existing projects described below.

Caltrans

Deobligate $150,000 for MR312.86 - I-105 Integrated Corridor Management (ICM) Caltrans

Independent Quality Assurance (IQA), for a revised budget of zero. Through the design process, it was determined that Caltrans IQA is no longer needed and therefore funds are being requested to be reallocated to Metro's MR312.84 - I-105 Integrated Corridor Management (ICM) Project.

Hawthorne

MR312.67 - Rosecrans Avenue Signal Improvements and Intersection Capacity Enhancements. The entry in Attachment A has been updated to match the previously approved funds programming from the June 2025 update. The project will likely increase VMT.

City of Los Angeles

Reprogram $17,481,330 for MR312.48 - Alameda St (South) Widening from Anaheim Street to Harry Bridges Blvd (Additional funding via MM5508.14). The funds are being reprogrammed as follows: $4,370,332 in FY27-28, $9,469,054 in FY28-29, and $3,641,944 in FY29-30. The budget remains the same at $17,481,330. The project is in the design phase, and funds are being reprogrammed due to the project being placed on hold while the Vincent Thomas Bridge Deck Replacement Project undergoes construction. The project includes widening and improvement of Alameda Street to a Modified Major Highway Class II Street from two lanes to three lanes in each direction between Harry Bridges Boulevard and Anaheim Street. The purpose of this project is to improve the freight line movement along Alameda Street due to the Port of Los Angeles Berth 200 Rail Yard expansion project and increased 18-wheeler truck traffic on the Alameda corridor. This project will likely increase VMT.

Los Angeles County

Program an additional $1,000,000 for MR312.52 - ITS: Improvements on South Bay Arterials (Call Match) F7310. The funds are being programmed as follows: $700,000 in FY26-27 and $300,000 in FY27-28 for a revised total project budget of $3,421,000. The project is in the construction phase, and the additional funds are needed to meet increased construction costs. This project will complete Transit Safety and Security Program (TSSP) improvements on Normandie Avenue between 92nd Street and El Segundo Boulevard, Manhattan Beach Boulevard between Manhattan Avenue and Van Ness Avenue, and Hawthorne Boulevard between Imperial Highway and Manhattan Beach Boulevard. Other improvements include systemwide coordination timing, Intelligent Transportation Systems (ITS) and intersection operational improvements. The TSSP component of the project will improve traffic signal operations along these routes by upgrading each traffic signal to federal and state standards, providing additional vehicle detection to enable operation as a fully traffic- actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination.

Metro

Program an additional $3,650,000 for MR312.84 - I-105 Integrated Corridor Management (ICM) Project. Of this additional amount, $150,000 will come from deobligated funds from project MR312.86. The updated funds are being programmed as follows: $3,650,000 in FY26-27 for a revised budget of $26,500,000. The project is in the construction phase, and additional funds are

needed to fully fund the construction and implementation phases due to rising construction costs and procurement of more than originally anticipated field elements. This project is likely to increase VMT.

Gateway Cities I-605 Corridor "Hot Spots" Interchange Improvements

To date, a total of $586 million has been programmed for a total of 78 projects in the Gateway Cities subregion, of which $245.4 million (or 51%) has been spent to date. Currently, there are 49 active projects in various stages of development, with 29 projects completed. This update includes funding adjustments (programming new funds, reprogramming existing funds or deobligating existing funds) for 11 existing projects described below.

Metro

Program an additional $78,804,000 for MR315.75 - SR-91 Atlantic to Cherry Eastbound Auxiliary Lane Project. The funds are being programed as follows: $30,000,000 in FY26-27, $25,000,000 in FY27-28, $20,000,000 in FY28-29, $3,700,000 in FY29-30 and $104,000 in FY30-31 for a revised budget of $125,855,000. The project is in the construction phase and funds are being programmed to align with the Life of Project Budget adopted by the Board in November 2023. The project consists of adding a 0.86-mile auxiliary lane in the eastbound direction between Atlantic Avenue on-ramp and Cherry Avenue off-ramp, along with modifications to on- and off-ramps, higher soundwalls, and new retaining walls within the 1.4-mile project limits. The project includes the accommodation of deeper freeway retaining walls that will provide additional usable space to assist the City of Long Beach in building the Hamilton Loop Community Park, partly within the project limits, to benefit the North Long Beach community. In addition, the project provides air filtration systems and filter replacements to residents and businesses within the City of Long Beach. Metro staff are coordinating with the City of Long Beach for the implementation of these items. These improvements will enhance safety by minimizing weaving, reducing traffic incidents, and improving traffic flow. For the area within this project, total crash rates range from 30% to 73% higher than the total statewide average, and fatality rates in this area exceed statewide averages by 35%, all highlighting the need for these safety-critical improvements. The safety improvements to the SR-91 Corridor are expected to avoid one fatality, 366 injuries, and 646 crashes over the 20-year study period. The project is likely to increase VMT.

Deobligate $300,000 for Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, Southern California Edison, Los Angeles County) for a revised budget of zero. These funds were not needed, and the savings are being returned to the subregion to fund other priority projects.

Program an additional $730,000 for MR315.73 - I-605 at Valley Boulevard Interchange Improvements Project. The funds will be programmed as follows: $365,000 in FY26-27 and $365,000 in FY27-28 for a revised budget of $9,861,700. The funds are needed for Design Support During Construction. The project includes various safety, operational and mobility improvements, such as reconfiguring and widening freeway ramps, constructing freeway retaining and soundwalls, upgrading and coordinating signals (traffic and railroad), reconstructing and widening adjacent local arterials (Valley Boulevard and Temple Avenue), and upgrading curb ramps, sidewalks, and other infrastructure to comply with ADA standards. This project will likely increase VMT.

powered by Legistar™

Program an additional $21,000,000 for MR315.74 - Westbound SR-91 Alondra Boulevard to Shoemaker Ave Improvement Project. The funds are being programmed as follows: $10,500,000 in FY27-28 and $10,500,000 in FY28-29 for a revised budget of $78,505,000. The project is currently in the design phase, and funds are being programmed for the construction phase. The project will add a general-purpose lane, maintain auxiliary lanes, and reconfigure interchanges to reduce traffic weaving. Improvements include adding a one-lane I-605 southbound connector and a two-lane I-605 northbound connector, as well as new sound walls, retaining walls, and ramp modifications. The project also includes complete streets elements compliant with the ADA, including a Class II bicycle lane on Pioneer Boulevard, ADA-compliant sidewalks, pedestrian and bicycle signage, and LED lighting. Additional improvements will consist of sidewalks on both sides of the new Gridley Road OC and five-foot roadway shoulders. Since Metro began the Project Approval and Environmental Document (PA&ED) and PS&E phases in 2016, there have been 438 collisions recorded in the area, mainly rear-end and sideswipe collisions - typically caused by congestion and frequent lane weaving. The project will improve safety and operations by lengthening merging distances and reducing weaving. The project is likely to increase VMT.

Caltrans

Deobligate $60,000 for MR315.48 - I-605 Corridor "Hot Spots" Interchanges Program Development, I -605 Intersection Improvements for a revised budget of zero. The funds were not needed and the savings are being returned to the subregion to fund other priority projects.

Downey

Deobligate $20,676 for MR315.18 - Bellflower Boulevard - Imperial Highway Intersection Improvements for a revised budget of $2,719,768. The project is complete and improves mobility by adding turn lanes and reconstructing curb returns to make right turns easier for freight trucks. The project increases safety at the intersection by adding and improving median islands, relocating streetlights and other street furniture, and adding traffic signals, striping, pavement markings, and signage.
.

Lakewood

Deobligate $22,732 for MR315.04 - Lakewood Blvd - Del Amo Boulevard Intersection Improvements for a revised budget of $5,981,568. The project is complete. The project improves mobility by adding turn lanes and reconstructing curb returns to make right turns easier for freight trucks. The project increases safety at the intersection by adding and improving median islands, relocating streetlights and other street furniture, and adding traffic signals, striping, pavement markings, and signage.

Long Beach

Deobligate $212,604 for MR315.69 - Park and Ride (Call Match) F9808 for a revised budget of zero. The project was cancelled as the Call For Project (CFP) funded projects were withdrawn by the City, eliminating the approved purpose and eligibility for the associated local match funds. The savings are being returned to the subregion to fund other priority projects.

Norwalk

Program an additional $4,484,027 for MR315.10 - Bloomfield Avenue at Imperial Highway Intersection Improvements Project in FY26-27 for a revised budget of $5,984,027. The project is in the design phase, and additional funds are needed to account for an updated project cost based on revised engineer's estimates following completion of the PA&ED phase. The project will include longer eastbound and westbound left turn lanes on Imperial Highway at the intersection with Bloomfield Avenue with modified traffic signal timings, as well as complete streets elements, such as ramp upgrades to meet current ADA standards, new crosswalk striping to improve pedestrian crossing safety, and enhancements to the existing bus stops at the intersection. The existing bike lanes on the east and west sides of Bloomfield Avenue will be maintained, and any deficiencies will be repaired. According to the Statewide Integrated Traffic Records System (SWITRS) there were a total of nine collisions at the intersection between January 1, 2019, and February 28, 2026. The extension of the left turn lanes and signal improvements will reduce conflict points and better define right-of-way at the intersection to increase the overall safety of the intersection. The project is likely to increase VMT.

Deobligate $1,453,637 for MR315.17 - Pioneer Boulevard at Imperial Highway Intersection Improvements Project for a revised budget of $55,363. During the project's environmental phase, right-of-way requirements were identified that would make the project unfeasible to construct. The remaining funds are being deobligated to fund other subregional priority projects.

Paramount

Program an additional $4,900,000 for MR315.20 - Alondra Boulevard Improvements in FY26-27 for a revised project budget of $9,500,000. In addition, reprogram $8,365,000 as follows, $1,135,000 in FY20-21 (Prior Years), $1,107,360 in FY25-26, $4,807,640 in FY26-27, and $2,450,000 in FY27-28. The project is currently in the design phase and identified cost savings will be used to help fund the construction phase. Funds are also being reprogrammed to account for the updated project schedule. The project adds a travel lane in each direction during peak hours along Alondra Boulevard from Hunsaker Avenue to Lakewood Boulevard and enhances landscaped medians to improve traffic flow. The project provides dual left turn pockets for northbound and southbound travel at Garfield Avenue and Alondra Boulevard. The project also includes resurfacing, signing, striping, and traffic signal improvements to nine intersections, provided additional funding is secured. Pedestrian improvements include constructing sidewalks, reconstructing curb ramps to meet ADA requirements, and new high-visibility crosswalks. Proximity to the I-605, SR-91, and I-710 freeways causes heavy truck traffic and queueing along Alondra Blvd. According to the SWITRS, a total of 87 collisions have occurred within the project limits since January 2023, with improper turns being the second-highest cause of collisions. Raised medians are a proven safety countermeasure that reduces the frequency and severity of collisions by physically separating opposing traffic and limiting uncontrolled left-turn movements. The project is likely to increase VMT.

Gateway Cities I-710 South Early Action Projects

To date, a total of $367 million has been programmed for a total of 75 projects in the Gateway Cities

subregion, of which, $186.7 million (or 51%) has been spent to date. Currently, there are 50 active projects in various stages of development, with 25 projects completed. This update includes funding adjustments (programming new funds, or reprogramming existing funds) for three existing projects described below.

Bell Gardens

Reprogram $4,448,707 for MR306.52 - Garfield Avenue & Eastern Avenue Intersection Improvement Project. The funds are being reprogrammed as follows: $4,448,707 in FY25-26, the budget remains the same at $5,085,000. The project is in the construction phase and funds are being reprogrammed to allow for the completion of the project. The project includes realignment of the existing "Y" intersection into a "T" intersection to improve operations and safety. This project will likely increase VMT.

Commerce

Program an additional $1,481,997 for MR306.64 - Slauson Corridor Improvements Project in FY26-27 for a revised budget of $15,744,797. In addition, reprogram $1,013,065 in FY26-27. The project is in the construction phase and funds are being reprogrammed to meet the updated project schedule and escalated project costs. The project includes improvements to street lighting along the corridor to enhance safety for drivers, cyclists, and pedestrians by installing high-visibility crosswalks, and enhanced bus shelters, benches, and trash cans where applicable. This project will likely increase VMT.

Downey

Reprogram $2,329,730.99 for MR306.49 - Paramount Boulevard at Imperial Highway Intersection Project. The funds are being reprogrammed as follows: $2,329,730.99 in FY25-26, the budget remains the same at $3,185,000. The project is in the Right-Of-Way (ROW) phase and funds are being reprogrammed to allow for the completion of the construction phase. The project includes double left-turn lanes, widening of the southerly leg of the intersection, reconstruction of intersection approaches, modification of the traffic signal, incidental striping, signing, and pavement markings. This project will likely increase VMT.

DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs aim to develop a transportation system that balances multimodal mobility options and safety improvements, allowing people to spend less time traveling.

FINANCIAL IMPACT

The highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for several LA County subregions. FY27 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay Cities subregion, FY27 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities subregion, FY27 funding for the I-605 Corridor “Hot Spots” Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and Account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, and 460351. I-710 South Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442.

The remaining funds are distributed from the Measure R 20% Highway Capital subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY27 budget under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Impact to Budget

This action will not impact the approved FY27 budget. Staff will rebalance the budget as needed to support the identified priorities and will evaluate budgetary requirements during the quarterly and mid -year adjustment processes, subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Capital Funds. This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

This semi-annual update provides funding for the next phases of the Board-approved Highway Subsidy grants, which align with Measure R guidelines and the Metro Objectives for Multimodal Highway Investments. These grants support transportation projects that enhance safety, accessibility, and efficiency, particularly in Equity Focus Communities (EFCs) in the cities of Bell Gardens, Commerce, Downey, Glendale, Los Angeles, Paramount, and Norwalk, as well as in unincorporated areas of Los Angeles County.

Metro’s Complete Streets and Highways staff provides technical assistance to jurisdictions across different subregions, assisting cities in determining Measure R funding eligibility and developing funding agreements that include project scope, cost, and schedules. Each city and/or agency, in collaboration with its subregion, conducts its own community engagement process tailored to the specific transportation improvements being developed. These locally determined and prioritized projects reflect the needs of the communities they serve.

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. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

Although this item may not directly contribute to achieving the Board-adopted VMT Reduction Targets, these 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 operates under 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 the strategic plan goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County's transportation system.

Goal 2: Transform LA County through regional collaboration"

Goal 2.1. Metro will work closely with municipalities, Council of Governments, Caltrans to implement holistic strategies for advancing mobility goals.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendations described in Attachment A. This option is not recommended as it will delay the development of locally prioritized improvements. In addition, projects that are starting or already in the construction phase may incur cost implications due to delays in necessary funding agreements, amendments, and time extensions.

NEXT STEPS

Staff will continue working with the subregions to execute necessary agreements for Board-approved projects within the Measure R Multimodal Highway Subregional Program. Staff will also continue working with the various subregions and local jurisdictions to promote multimodal, safe, equitable, and sustainable investments within the Measure R Multimodal Highway Subregional

Programs.

ATTACHMENT

Attachment A - Measure R Multimodal Highway Subregional Programs - July 2026

Prepared by: Fulgene Asuncion, Senior Director, Complete Streets and Highways, (213) 922-3025
Phylyp Bardowell, Senior Transportation Planner, Complete Streets and Highways, (213) 547-4348
Roberto Machuca, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3467
Michelle E. Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Stephanie Wiggins
Chief Executive Officer

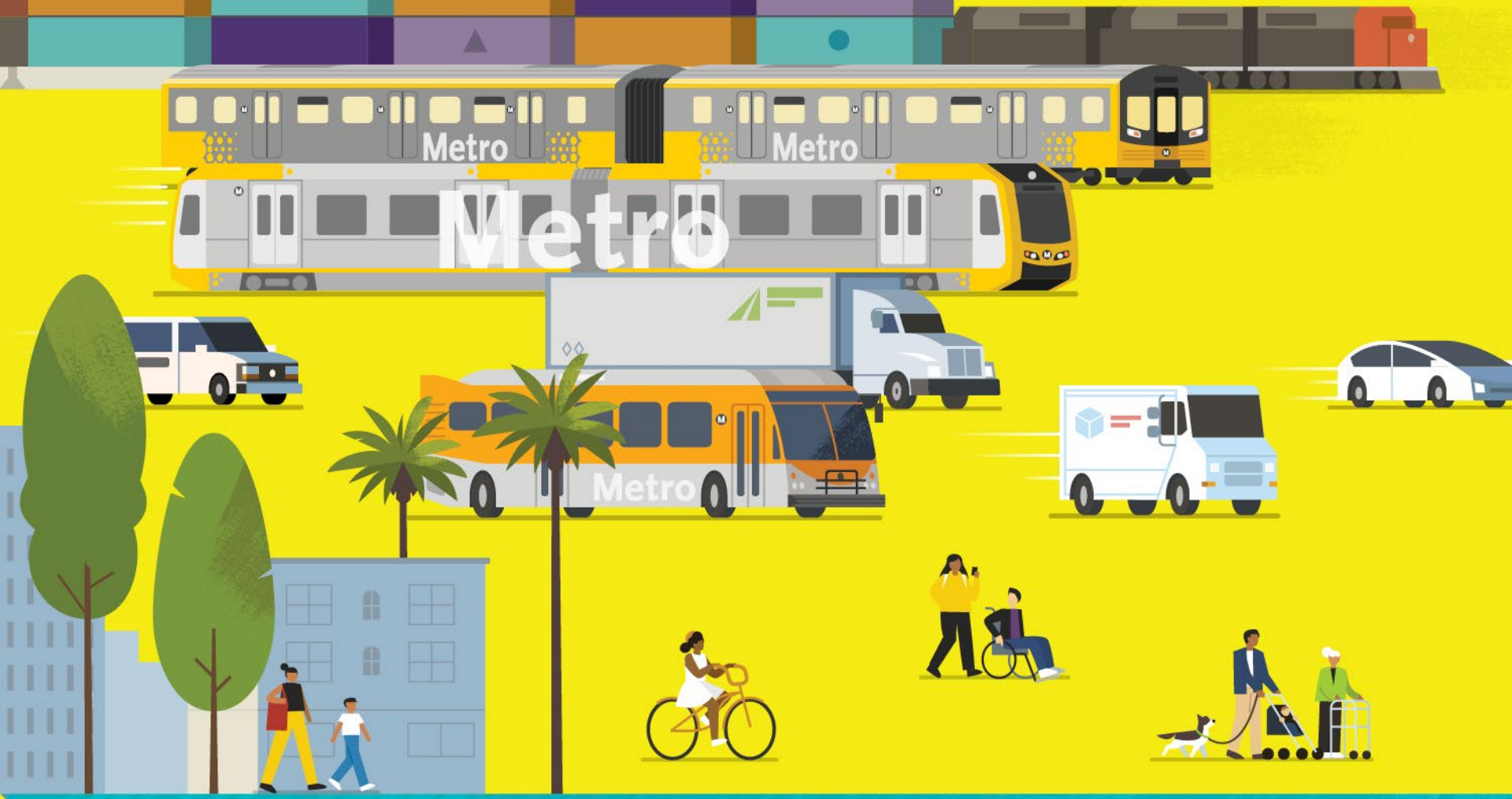
powered by Legistar™

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,904,319**	**116,830**	**2,017,554**	**1,751,881**	**93,272**	**57,845**	**44,335**	**47,999**	**11,542**	**104**
Arroyo Verdugo Operational Improvements (Expenditure Line 31)					**147,764.8**	**2,999.9**	**145,764.7**	**118,677.5**	**13,665.3**	**11,425.0**	**1,800.0**	**197.0**	**0.0**	**0.0**
Glendale	MR310.25	210 Soundwalls Project	PS&E	**DEOB**	8,020.0	(6,000.0)	2,020.0	8,020.0	(6,000.0)					
Glendale	MR310.66	HSIP Cycle 11 Local Match (Ped/Bike Improvements)	PS&E, Row, Construction	**CHG**	2,000.0	4,000.0	6,000.0	1,216.4	783.6	4,000.0				
Glendale	MR310.71	Citywide Smart City and Fiber Optic Infrastructure Expansion	PS&E, Construction	**ADD**	0.0	5,000.0	5,000.0	0.0		750.0	4,000.0	250.0		
		TOTAL PROGRAMMING GLENDALE			95,697.3	3,000.0	93,697.2	76,563.7	7,633.6	8,900.0	600.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO PROGRAMMING			**147,764.8**	**2,999.9**	**145,764.7**	**118,677.5**	**13,665.3**	**11,425.0**	**1,800.0**	**197.0**	**0.0**	**0.0**
Las Virgenes/Malibu Operational Improvements (Expenditure Line 32)					**173,668.0**	**0.0**	**173,668.0**	**173,314.0**	**0.0**	**354.0**	**0.0**	**0.0**	**0.0**	**0.0**
Malibu	MR311.27	PCH Intersections Improvements	PID, PA&ED, PS&E, ROW, Construction	**CHG**	1,325.0	354.0	1,679.0	1,325.0		354.0				
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements	PID, PA&ED, PS&E, Construction	**DEOB**	950.0	(354.0)	596.0	596.0						
		TOTAL PROGRAMMING MALIBU			39,325.0	0.0	39,325.0	38,971.0	0.0	354.0	0.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU PROGRAMMING			**173,668.0**	**0.0**	**173,668.0**	**173,314.0**	**0.0**	**354.0**	**0.0**	**0.0**	**0.0**	**0.0**
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps (Expenditure Line 33)					**454,381.5**	**4,500.1**	**458,881.6**	**428,176.4**	**952.2**	**6,438.5**	**4,670.3**	**15,002.3**	**3,641.9**	**0.0**
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA) **(Cancelled)**	PS&E	**DEOB**	150.0	(150.0)	0.0	150.0	(150.0)					
		TOTAL CALTRANS			114,327.0	(150.0)	114,177.0	114,327.0	(150.0)	0.0	0.0	0.0	0.0	0.0
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.	PA&ED, PS&E, ROW Construction		3,200.0	0.0	3,200.0	305.1	167.5	688.5		2,038.9		
		TOTAL HAWTHORNE			35,820.0	0.0	35,820.0	29,430.8	167.5	688.5	0.0	5,533.2	0.0	0.0
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd	PS&E, ROW, Construction	**REP**	17,481.3	0.0	17,481.3	0.0			4,370.3	9,469.1	3,641.9	
		TOTAL LA CITY			22,474.3	0.0	22,474.4	4,993.0	0.0	0.0	4,370.3	9,469.1	3,641.9	0.0
LA County	MR312.52	ITS: Improvements on South Bay Arterials **(Call Match) F7310**	PS&E, Construction	**CHG**	2,421.0	1,000.0	3,421.0	1,449.0	972.0	700.0	300.0			
		TOTAL LA COUNTY			4,728.0	1,000.0	5,728.0	1,756.0	1,572.0	2,100.0	300.0	0.0	0.0	0.0
Metro	MR312.84	I-105 Integrated Corridor Management	PS&E, Construction	**CHG**	22,850.0	3,650.0	26,500.0	22,850.0		3,650.0				
		TOTAL METRO			74,381.0	3,650.0	78,031.0	74,381.0	0.0	3,650.0	0.0	0.0	0.0	0.0
		TOTAL SOUTH BAY PROGRAMMING			**454,381.5**	**4,500.1**	**458,881.6**	**428,176.4**	**952.2**	**6,438.5**	**4,670.3**	**15,002.3**	**3,641.9**	**0.0**

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,904,319**	**116,830**	**2,017,554**	**1,751,881**	**93,272**	**57,845**	**44,335**	**47,999**	**11,542**	**104**
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" (Expenditure Line 35)					**478,509.7**	**107,847.8**	**586,357.5**	**412,371.8**	**61,894.2**	**33,950.0**	**35,865.0**	**30,500.0**	**3,700.0**	**104.0**
Metro	MR315.75	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW/CON) AE53025001	PA&ED, PS&E, ROW, Construction	**CHG**	47,051.0	78,804.0	125,855.0	47,051.0		30,000.0	25,000.0	20,000.0	3,700.0	104.0
Metro	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County) **(Completed)**	PID, PA&ED	**DEOB**	300.0	(300.0)	0.0	300.0	(300.0)					
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)	PA&ED, PS&E, ROW	**CHG**	9,131.7	730.0	9,861.7	5,290.7	3,420.0	786.0	365.0			
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE,ROW)	PS&E, ROW, Construction	**CHG**	57,505.0	21,000.0	78,505.0	57,505.0			10,500.0	10,500.0		
		TOTAL METRO			346,772.9	100,234.0	447,006.9	292,931.9	53,120.0	30,786.0	35,865.0	30,500.0	3,700.0	104.0
Caltrans	MR315.48	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements **(Completed)**	PID, PA&ED	**DEOB**	60.0	(60.0)	0.0	60.0		(60.0)				
		TOTAL CALTRANS			7,883.1	(60.1)	7,823.0	8,050.1	(167.1)	(60.0)	0.0	0.0	0.0	0.0
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements **(Complete)**	PS&E, ROW, Construction	**DEOB**	2,740.4	(20.7)	2,719.8	2,740.4		(20.7)				
		TOTAL DOWNEY			19,833.8	-20.7	19,813.2	15,321.4	4,512.4	(20.7)	0.0	0.0	0.0	0.0
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements **(Complete)**	PA&ED, PS&E, Construction	**DEOB**	6,004.3	(22.7)	5,981.6	6,004.3		(22.7)				
		TOTAL LAKEWOOD			9,904.3	-22.7	9,881.6	9,904.3	0.0	(22.7)	0.0	0.0	0.0	0.0
Long Beach	MR315.69	Park and Ride **(Call Match) F9808 (Completed)**	PS&E, Construction	**DEOB**	212.6	(212.6)	0.0	212.6		(212.6)				
		TOTAL LONG BEACH			8,280.2	-212.6	8,067.6	8,280.2	0.0	(212.6)	0.0	0.0	0.0	0.0
Norwalk	MR315.10	Bloomfield - Imperial HWY Intersection Improvements	PA&ED, PS&E, ROW, Construction	**CHG**	1,500.0	4,484.0	5,984.0	95.0	1,405.0	4,484.0				
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements **(Completed)**	PA&ED	**DEOB**	1,509.0	(1,454.0)	55.0	1,509.0		(1,454.0)				
		TOTAL PROGRAMMING NORWALK			11,559.4	3,030.0	14,589.4	10,142.4	1,417.0	3,030.0	0.0	0.0	0.0	0.0
Paramount	MR315.20	Alondra Boulevard Improvments	PA&ED, PS&E	**REP/CHG**	4,600.0	4,900.0	9,500.0	1,135.0	1,107.4	4,807.6	2,450.0			
		TOTAL PARAMOUNT			4,600.0	4,900.0	9,500.0	1,135.0	1,107.4	4,807.6	2,450.0	0.0	0.0	0.0

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,904,319**	**116,830**	**2,017,554**	**1,751,881**	**93,272**	**57,845**	**44,335**	**47,999**	**11,542**	**104**
		TOTAL I-605"HOT SPOTS" PROGRAMMING			**478,509.7**	**107,847.8**	**586,357.5**	**412,371.8**	**61,894.2**	**33,950.0**	**35,865.0**	**30,500.0**	**3,700.0**	**104.0**
Gateway Cities: Interstate 710 South Early Action Projects (Expenditure Line 37)					**364,192.5**	**1,482.1**	**367,079.3**	**336,231.2**	**16,760.4**	**5,677.3**	**2,000.0**	**2,300.0**	**4,200.0**	**0.0**
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements	PS&E, ROW, Construction	**REP**	5,085.0	0.0	5,085.0	636.3	4,448.7					
		TOTAL BELL GARDENS			9,971.4	(0.0)	9,971.4	6,237.2	3,734.2	0.0	0.0	0.0	0.0	0.0
Commerce	MR306.64	Slauson Corridor Improvements (PAED/PSE)	PA&ED, PS&E, ROW, Construction	**REP/CHG**	14,262.8	1,482.0	15,744.8	13,249.7		2,495.1				
		TOTAL COMMERCE			29,334.2	1,482.0	30,816.2	28,324.7	(3.6)	2,495.1	0.0	0.0	0.0	0.0
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project	PA&ED, PS&E, ROW, Construction	**REP**	3,185.0	0.0	3,185.0	855.3	2,329.7					
		TOTAL DOWNEY			12,590.7	0.0	12,590.7	10,377.3	2,213.4	0.0	0.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH PROGRAMMING			**364,192.5**	**1,482.1**	**367,079.3**	**336,231.2**	**16,760.4**	**5,677.3**	**2,000.0**	**2,300.0**	**4,200.0**	**0.0**
North County: SR-138 Safety Enhancements (Expenditure Line 38)					**200,000.0**		**200,000.0**	**200,000.0**	**0.0**	**0.0**				
North County: I-5/SR-14 Safety Enhancements (Expenditure Line 26)					**85,802.5**		**85,802.5**	**83,110.2**	**0.0**	**0.0**				
		Total Measure R Programmed to Date			**1,904,319**	**116,830**	**2,017,554**	**1,751,881**	**93,272**	**57,845**	**44,335**	**47,999**	**11,542**	**104**

Legend:
Amounts stated are in $000's
Lead Agency is the primary project manager for the administration of scope and use of funds
Funding Agreement (FA): references the agreement number on file with Metro
Project Location: Describes the general scope and parameters of the project
Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows:
PA&ED - Project Approval and Environmental Document / PS&E - Plans, Specifications and Estimates / ROW - Right of Way Acq / CON - Construction
Notes: Provide a quick reference to reported change for the period such as:
Add - Addition of a new project / REP - Reprogram of funds / CHG - Change in funding or corrections / SCAD - Scope Addition / SCCH - Scope Change / BAD - Budget Adjustment / DEL - Deletion/ DEOB - Deobligation
Prior Allocation identifies the reported project allocation reported in the previous report
Alloc Change denotes the amount of change occurring in the current reporting period.
Current Allocation identifes the total current allocation planned for a project. This includes the prior year Programming and the sum of the future fiscal years



Measure R Multimodal Highway Subregional Programs Semi-Annual Update

PLANNING AND PROGRAMMING COMMITTEE

JULY 2026

File Number 2026-0313

Staff Recommendation

CONSIDER:

A. APPROVING $125,403,758 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A.

B. APPROVING the deobligation of $8,573,383 in previously approved Measure R Multimodal Highway Subregional Program funds and re-allocation to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance, as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved projects.

Measure R Multimodal Highway Subregional Status

MR #	Subregion	# Projects	MR Allocation	Programmed to Date (As of January 2026)	Amount Billed	% Spent
	($in millions)					
460310	Arroyo Verdugo Operational Improvements Expenditure Line 31	64	$170.0	$147.7	$68.1	46%
460311	La Virgenes/Malibu Operational Improvements Expenditure Line 32	31	$175.0	$173.7	$153.9	89%
460312	South Bay I-405, I-105, & SR-91 Ramp / Interchange Imps Expenditure Line 33	84	$506.0	$454.4	$181.9	40%
460314	Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" Expenditure Line 35	78	$590.0	$478.5	$245.4	51%
460316	Gateway Cities: Interstate 710 South Early Action Projects Expenditure Line 37	75	$590.0	$364.1	$186.7	51%
460330	North County: SR-138 Safety Enhancements Expenditure Line 38	12	$200.0	$200.0	$78.4	39%
460313	North County: I-5/SR-14 Safety Enhancements Expenditure Line 26	9	$90.8	$85.8	$13.4	16%
	TOTAL	353	$2,321.8	$1,904.2	$927.8	49%

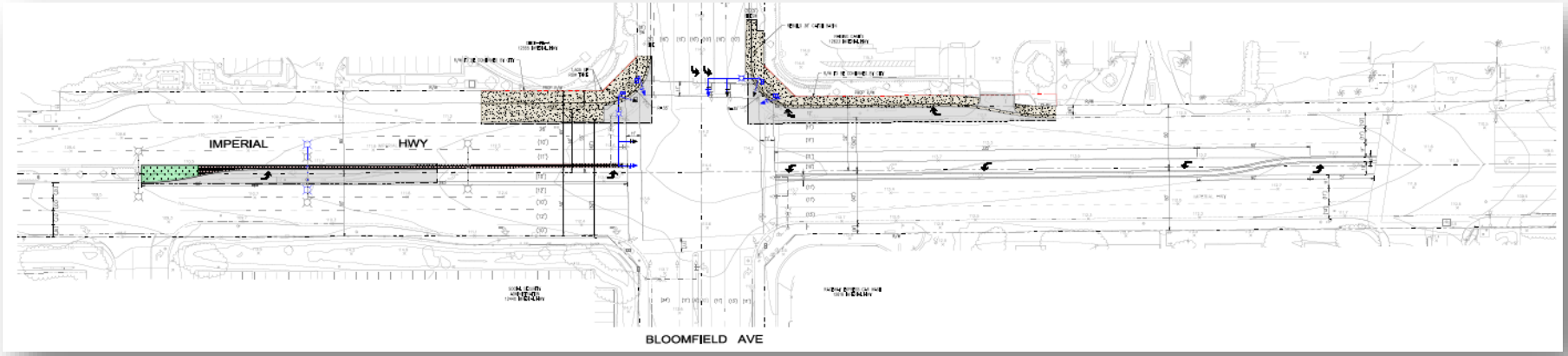
Eligible projects range from highway operational improvements, major capacity enhancements, to multimodal "complete streets" and first/last-mile transit connections. This includes traditional highway work such as interchange and ramp modifications, signal upgrades, shoulder widening, and auxiliary lanes, as well as active transportation infrastructure like bike lanes, sidewalk improvements, and pedestrian safety features. Bus priority infrastructure such as bus lanes, queue jumps, and signal prioritization are also eligible, along with Park and Ride facilities, ExpressLanes, and first/last mile connectivity projects.

Examples of Measure R Multimodal Highway Projects

Gateway Cities I-605 Corridor "Hot Spots" Interchange Improvements

MR315.10 – Bloomfield Avenue at Imperial Highway Intersection Improvements Project

Design phase: The Project will include longer eastbound and westbound left turn lanes on Imperial Highway at the intersection with Bloomfield Avenue with modified traffic signal timings, as well as complete streets elements, such as ramp upgrades to meet current ADA standards, new crosswalk striping to improve pedestrian crossing safety, and enhancements to the existing bus stops at the intersection. The existing bike lanes on the east and west sides of Bloomfield Avenue will be maintained.



Equity Focus Communities/Next Steps

Equity Focus Communities

This update includes board actions that advance the local priority projects for the EFCs within the cities of Bell Gardens, Commerce, Downey, Glendale, Los Angeles, Paramount, and Norwalk, as well as in unincorporated areas of Los Angeles

Next Steps

Staff will continue working with the subregions to execute necessary agreements and work with the various subregions and local jurisdictions for their consideration of multimodal, safe, equitable, and sustainable investment within the Measure R Multimodal Highway Subregional Programs.

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

File #: 2026-0406, **File Type:** Plan **Agenda Number:** 11.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT OBJECTIVES AND CRITERIA

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE objectives and criteria for the Measure M 10-Year Comprehensive Assessment (Attachment A).

ISSUE

The proposed Assessment objectives and criteria (Attachment A) guide the evaluation of Measure M program performance for the period of July 2023 to June 2037.

Measure M guidelines establish that specific assessment areas and performance criteria will be approved by the Metro Board in consultation with the Measure M Independent Taxpayer Oversight Committee (MMITOC). Staff presented the Assessment objectives and criteria to MMITOC at their regular meeting on June 3, 2026, which are now submitted to the Board for final consideration.

BACKGROUND

The Measure M Ordinance (Attachment B) establishes an ongoing framework for oversight and accountability of projects and programs funded through the Measure M Expenditure Plan. At five-year intervals, Metro prepares a comprehensive assessment of all projects and programs implemented to evaluate overall program performance and identify opportunities to improve coordination, delivery, and effectiveness based on current practices, best practices, and organizational changes.

The first Measure M Five-Year Comprehensive Assessment and Equity Report was completed in 2023 and evaluated the initial five years of Measure M implementation (FY 2018-22). The current Assessment will build upon that effort by incorporating both a retrospective evaluation of Measure M program performance and an assessment of Measure M projects and programs completed or anticipated to be completed over the next ten-year period. Upon completion of the Assessment process, a final report will be presented to the Metro Board for consideration. At that time, if the Assessment is approved by a two-thirds vote, the Board may then consider amendments to the Measure M Ordinance and Expenditure Plan within the parameters established by the Ordinance.

In April 2026, staff reported to the Planning and Programming Committee that work on the Measure M 10-Year Comprehensive Assessment <https://boardagendas.metro.net/board-report/2026-0220/> (Assessment) had commenced and that staff would return to the Board in July 2026 with proposed Assessment objectives and criteria for consideration

DISCUSSION

Assessment objectives define and target what is to be evaluated for the Measure M 10-Year period, while the criteria provide the standards by which they will be measured. The process facilitates a transparent and fair evaluation, enables measurement, and ultimately supports the effective and efficient delivery of Measure M projects and programs by identifying successes and areas of improvement to ensure Measure M delivers the commitments made to the voters.

To provide continuity across Metro assessments, staff began with the Board approved assessment objectives and criteria developed for the 2023 Measure M Five-Year Comprehensive Assessment and Equity Report. Modifications were incorporated as necessary to reflect current Metro priorities and the more expansive analysis required in the current Assessment.

The five assessment objectives included in the 2023 Measure M Five-Year Comprehensive Assessment and Equity report are carried over into the Assessment with a minor revision to the first objective to remove the term “Metro”:

- Assess performance on the efficiency and effectiveness in delivering Measure M projects and programs
- Identify and evaluate any potential barriers in delivery of the Expenditure Plan
- Identify and evaluate opportunities for process improvements
- Identify and evaluate best practices to be used going forward
- Identify and evaluate any organizational changes needed to improve coordination

The revision broadens the scope of the assessment to include the performance of Metro as well as Measure M direct recipients and subrecipients.

Assessment evaluation areas have been expanded from five to seven areas, adding Planning and Economic Impact as assessment areas, renaming Program Management to Construction, consolidating Transparency, Accountability, Compliance into a single category, and establishing Equity as a standalone category.

Assessment criteria have been modified to address relevant recommendations and amendments from MMITOC and the Metro Board and to support the specific requirements of this Assessment. These revisions include removing specific dates to keep the criteria general for future assessments, incorporating recommendations from the 2023 Five-Year Comprehensive Assessment and Equity Report, and making the corresponding amendments that accompanied the adoption of that report. The criteria have been sorted into the following seven assessment areas:

- Financial Analysis: To study accounting of revenues and expenditures, whether initial funding assumptions have been achieved and by what ratio, whether pass-through funding to direct recipients and subrecipients is invested in expected locally controlled infrastructure, what the performance outcomes of delivery by pass-through recipients are, and whether operating and maintenance set-aside investments to build capital assets and projects have been sufficient
- Project Delivery: To identify potential project delivery risks, progress of project scopes relative to original projections, and outcomes of projects and programs led by Metro, jurisdictions, or subregions
- Planning: To assess whether/which projects have and/or will boost system-wide connectivity and ridership and whether Measure M is helping to address regional per-capita Vehicle Miles Traveled targets
- Construction: To assess whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple projects within similar time periods
- Economic Impact: To assess whether Measure M projects and programs have contributed to the economy, including but not limited to direct and indirect jobs during and after implementation, and to measure the cost/benefit of expenditure plan projects and programs
- Compliance, Transparency, and Accountability: To demonstrate Metro, direct recipient, and subrecipient compliance with the Ordinance, whether reporting to the MMITOC has been adequate, as well as whether reporting to the Metro Board has been adequate through reports including all items required in the Ordinance
- Equity: To identify whether equity and inclusion objectives have been aligned with other Metro endeavors, and whether Measure M investments have increased Access to Opportunity

Consistent with the Measure M Guidelines, staff presented the Assessment objectives and criteria to the MMITOC at their regular meeting on June 3, 2026. Staff answered questions regarding the Assessment process and analysis. There were no specific recommendations to amend the objectives and criteria resulting from the presentation.

Financial Capacity

The following table compares the estimates of total Measure M revenue in the Expenditure Plan to the forecast prepared in October 2024 for the 2025 Metro Short Range Transportation Plan. Forecasted Measure M sales tax revenue is down $3,400 million (5.3%) during the first 30 years (FY 2018 through FY 2047) and $13,638 million lower (11.2%) over 40 years.

Comparison of Measure M Sales Tax Forecast
June 2016 vs. October 2024
($in millions)

	FY 2018-32 (15 Years)	FY 2033-47 (15 Years)	FY 2048-57 (10 Years)	FY 2018-57 (40 Years)
Expenditure Plan (June 2016)	$17,265	$47,070	$57,300	$121,390
2025 SRTP (Oct 2024)	$17,121	$43,683	$47,062	$107,916

The table above illustrates that there may not be capacity to add Expenditure Plan Major Projects. However, Metro staff are currently updating the Measure M sales tax and Metro comprehensive financial forecast based on an April/May 2026 taxable sales forecast from the UCLA Anderson School of Management, whose forecast has served as the basis for the Measure M sales tax forecast since 2016. The 2026 forecast will be used for the Assessment and outreach to stakeholders regarding potential amendments to the Expenditure Plan. Metro staff also review multiple other forecasts of Los Angeles County sales tax (or proxy statistics), which show different forecasts, some significantly lower than UCLA's, and this may be included in the Assessment and outreach to stakeholders.

DETERMINATION OF SAFETY IMPACT

There is no safety impact associated with the information contained in this report. This action would establish objectives and criteria to guide the Measure M 10-Year Comprehensive Assessment.

FINANCIAL IMPACT

Approval of the Measure M 10-Year Comprehensive Assessment objectives and criteria does not have a direct financial impact on the agency.

EQUITY PLATFORM

Proposed objectives and criteria for the Measure M 10-Year Comprehensive Assessment will guide a broad analysis of Measure M's impacts through Metro's Equity Platform framework. Metro serves riders throughout the Los Angeles region. The Assessment will consider impacts of Metro's investments on the people of Los Angeles County by analyzing demographic disparities in ridership, mobility choices, and investments. Work on the Assessment also includes development of an Access to Opportunity tool that will be utilized to create a deeper understanding of how Measure M investments have shaped access to opportunity in Los Angeles County.

Findings from the Assessment will be shared widely with stakeholders across the region to validate and contextualize the quantitative analyses. Through this engagement process, stakeholders will have the opportunity to provide perspectives on how the findings reflect or differ from their experiences with the Metro system. This input will help ground data in the lived experiences of our riders, to strengthen the overall assessment.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This

item supports Metro's systemwide strategy to reduce VMT through comprehensive planning activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. This aligns with Metro's Board-adopted VMT reduction targets, which build on the success of existing investments.

*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 Assessment supports Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within Metro." The Assessment will provide transparency and accountability in the delivery of the Measure M program and seek to ensure its effective delivery over the next decade.

ALTERNATIVES CONSIDERED

The Board may choose not to proceed with the recommended objectives and criteria; however, the proposed assessment criteria maintain continuity with the prior Board-approved assessment framework, reflect consultation with the MMITOC, and benchmark against how other transit agencies measure assessment best practices.

NEXT STEPS

Staff will continue developing the Assessment in coordination with Metro departments. This work will include refining the project and program evaluation framework, preparing an updated Measure M financial capacity analysis, coordinating agencywide needs across departments, and conducting extensive data collection to inform the assessment.

Upon approval of the objectives and criteria, staff will begin stakeholder outreach and engagement to support further development and refinement of the Assessment.

Staff will return to the Board in fall 2026 with a capital project evaluation framework, metrics and weighting. In March 2027 staff will present to the Board a discussion draft of the comprehensive assessment, including recommended amendments to the Measure M ordinance. Based on feedback received, staff will revise and present the final Assessment and amendments to MMITOC for comment on the Assessment and make requisite findings on amendments in July 2027. The final Assessment and amendments will be presented for Board consideration in September 2027.

Upon completion of the Assessment process, a final report will be presented to the Metro Board for consideration. At that time, if the Assessment is approved by a two-thirds vote, the Board may then consider amendments to the Measure M Ordinance and Expenditure Plan within the parameters established by the Ordinance.

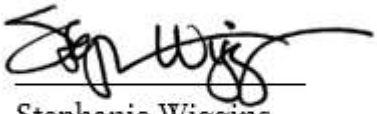
ATTACHMENTS

Attachment A - Proposed Assessment Objectives and Criteria

Attachment B - Measure M Ordinance and Expenditure Plan

Prepared by: Paul Backstrom, Senior Director, Countywide Planning and Development, (213) 922-2183
Rena Lum, Deputy Executive Officer, Countywide Planning and Development, (213) 922-6963
Michael Cano, Executive Officer, Countywide Planning and Development, (213) 418-3010
Craig Hoshijima, Executive Officer, Countywide Planning and Development, (213) 547-4290
Laurie Lombardi, Senior Executive Officer, Countywide Planning and Development, (213) 418-3251
Avital Barnea, Senior Executive Officer, Countywide Planning and Development, (213) 547-4317
Kimberly Houston, Deputy Chief Auditor, (213) 922-4720
Tim Mengle, Executive Officer, Finance (213) 922-7665
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Measure M Comprehensive Assessment Objectives and Criteria

The Measure M 10-Year Comprehensive Assessment (the Assessment) will evaluate the overall performance of the Measure M program, including major expenditure plan projects and Multi-Year Subregional Programs (MSP) that are either completed or anticipated to be completed during the next ten-year period. The Assessment will be informed by the Measure M Ordinance goals, key assessment objectives, and performance criteria.

To ensure continuity across Measure M assessments, the proposed objectives and criteria build on those in the 2023 Measure M Five-Year Comprehensive Assessment and Equity Report adopted by the Metro Board of Directors in 2023 (MM5Y Assessment).

Proposed 10-Year Comprehensive Assessment Objectives and Criteria

The following proposed assessment objectives and criteria build on the previously approved objectives and criteria from the first MM5Y Assessment in 2023. These proposed objectives and criteria include updates based on recommendations from the 2023 MM5Y Assessment, MMITOC recommendations, Board amendments, and additional areas of inquiry for the current Assessment.

Proposed Assessment Objectives

- Assess performance on the efficiency and effectiveness in delivering Measure M projects and programs
- Identify and evaluate any potential barriers in delivery of the Expenditure Plan
- Identify and evaluate opportunities for process improvements
- Identify and evaluate best practices to be used going forward
- Identify and evaluate any organizational changes needed to improve coordination

Proposed Assessment Criteria

Financial Analysis

- Accounting of revenues and expenditures
- Whether initial funding assumptions have been achieved, and by what ratio, and reasoning behind any differences

- Whether pass-through funding to direct and subrecipients is invested in expected, locally controlled infrastructure, operations, and programs and what is the performance outcome (i.e., mobility improvement, ridership, completed projects) of delivery by the pass-through recipients
- Whether Measure M operating and maintenance (O&M) set-aside investments to serve newly built capital assets and projects have been sufficient

Project Delivery

- Identification of potential risks on project deliveries
- Identification of progress of project and schedule related to original projections
- Outcomes (i.e., mobility, jobs created, ridership, accessibility) of the projects and programs included in progress and/or completed (this will measure outcomes by Metro led Measure M projects/programs as well as where any jurisdiction or subregion is the lead agency for a Measure M project/program)

Planning

- Whether/which projects have and/or will boost system-wide connectivity and ridership
- Whether Measure M is helping to address regional per-capita Vehicle Miles Traveled (VMT) targets

Construction

- Whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple mega-projects within similar time periods

Economic Impact

- Whether Measure M projects and programs have contributed to the economy including but not limited to direct and indirect jobs during and after implementation
- Cost/Benefit measurement of expenditure plan projects/programs

Compliance, Transparency, and Accountability

- Demonstration of Metro, direct recipient, and subrecipient compliance with the Ordinance, including completion of projects/programs
- Whether reporting to MMITOC has been adequate
- Description of the purpose, functionality, and usefulness of the MMITOC meeting requirements of the Ordinance
- Whether reporting to Metro Board on MM has been adequate through reports including all items required in the Ordinance

- Whether Public Information has been available with expected regularity and detail, such as posting of agendas, public hearings, annual audit reports, dedicated website

Equity

- Whether equity and inclusion objectives have been aligned with other Metro endeavors, such as geographic distribution of services related to EFCs
- Whether Measure M investments have increased Access to Opportunity, especially for marginalized and Equity Focus Communities, and what gaps exist in the Measure M program

Proposed Ordinance #16-01

Measure M

Los Angeles County Traffic Improvement Plan

PREAMBLE

Los Angeles County's comprehensive plan to improve transportation and ease traffic congestion through the following core goals:

Improve freeway traffic flow; reduce bottlenecks and ease traffic congestion.

Expand the rail and rapid transit system; accelerate rail construction and build new rail lines; enhance local, regional, and express bus service; and improve system connectivity.

Repave local streets, repair potholes, synchronize signals; improve neighborhood streets and intersections, and enhance bike and pedestrian connections.

Keep the transit and highway system safe; earthquake-retrofit bridges, enhance freeway and transit system safety, and keep the transportation system in good working condition.

Make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled and provide better mobility options for our aging population.

Embrace technology and innovation; incorporate modern technology, new advancements, and emerging innovations into the local transportation system.

Create jobs, reduce pollution, and generate local economic benefits; increase personal quality time and overall quality of life.

Provide accountability and transparency; protect and monitor the public's investments through independent audits and oversight.

SECTION 1. TITLE

This Ordinance shall be known and may be cited as the "Los Angeles County Traffic Improvement Plan" ("Ordinance"). The Ordinance shall include Attachment A entitled "Expenditure Plan" and Attachment B entitled "Subregional Maps" which are attached hereto and incorporated by reference as if fully set forth herein.

SECTION 2. SUMMARY

This Ordinance imposes a retail transactions and use tax at the rate of one-half of one percent (.5%) within Los Angeles County to be operative on the first day of the first calendar quarter commencing not less than 180 days after the adoption of this Ordinance by the voters. The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the

expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority (Measure R).

SECTION 3. DEFINITIONS

The following terms, whenever used in this Ordinance, shall have the meanings set forth below:

"Active Transportation" means projects that encourage, promote, or facilitate environments that promote walking, bicycling, rolling modes, or transit use.

"ADA Paratransit" means paratransit service for the disabled as provided for by the Americans with Disabilities Act (42 U.S.C. § 12101 et seq.).

"Board of Equalization" means the California State Board of Equalization.

"Capital" means any project or program described in Attachment A that qualifies as a capital improvement expenditure.

"Capital Improvement Expenditures" means expenditures for the purpose of acquiring, upgrading, or maintaining transportation physical assets such as property, transportation facilities, rail improvements, highways, or equipment, so long as any such expenditures for maintenance substantially extend the useful life of the project. This also includes any physical improvement and any preliminary studies, design, or surveys relative thereto, including, but not limited to, any property of a permanent nature and equipment needed in connection with such improvements.

"Complete Streets" means a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.

"Expected Opening Date" means the date that a project is expected to be open for use by the public, which is expressed as the first year of a three-year range. With respect to programs, the expected opening date is the last year in which funds are anticipated to be made available for use on the projects that comprise the program.

"Expenditure Plan" means that expenditure plan which is attached hereto as Attachment A.

"First/Last Mile" means infrastructure, systems, and modes of travel used by transit riders to start or end their transit trips. This includes but is not limited to infrastructure for walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss

and ride and bus/rail interface), signage and way-finding, and information and technology that eases travel (e.g. information kiosks and mobile apps).

"Green Streets" means urban transportation rights-of-way integrated with storm water treatment techniques that use natural processes and landscaping and quantitatively demonstrate that they capture and treat storm water runoff from their tributary watershed through infiltration or other means and are included within the respective Enhanced Watershed Management Plan.

"Gross Sales Tax" means the amount of Sales Tax collected by the Board of Equalization pursuant to this Ordinance.

"Groundbreaking Start Date" means the first year of a three-year period by which the applicable project sponsor is expected to award a construction contract enabling the beginning of construction. In alternative project delivery methods, such as design-build and public-private partnership contracts, it means the start of the actual construction phase or phases of the project.

"Highway Construction" means a capital only project or program that includes all environmental, design, and construction work in public highway and street rights-of-way. This includes Complete Streets, Green Streets, and active transportation improvements such as bikeways and pedestrian improvements.

"Interest" means interest and other earnings on cash balances.

"Local Return" means funds returned to the cities within Los Angeles and Los Angeles County, based on population, for eligible transportation-related uses as defined by the Local Return Guidelines to be developed in coordination with such cities and Los Angeles County and adopted by the Metro Board of Directors. Funds will be eligible for communities' transportation needs, including transit, streets and roads, storm drains, Green Streets, Active Transportation Projects, Complete Streets, public transit access to recreational facilities, Transit Oriented Community Investments, and other unmet transit needs.

"Measure R" means Ordinance No. 08-01, including the attached expenditure plan, of the Los Angeles County Metropolitan Transportation Authority, as adopted by the Metro Board of Directors on July 24, 2008.

"Measure R Projects" means those projects and programs identified in the expenditure plan attached to Ordinance No. 08-01.

"Metro" means the Los Angeles County Metropolitan Transportation Authority or any successor entity.

"Metro Rail Operations" means service delivery for operating and regular and preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro Board of Directors, as well as Metro State of Good Repair.

"Metro State of Good Repair" means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services.

"Multi-Year Subregional Programs" means multiple capital projects defined by guidelines adopted pursuant to Section 7(c).

"Net Revenues" means Sales Tax Revenues minus any amount expended on administrative costs pursuant to Section 10.

"Regional Rail" means regional commuter rail service within Los Angeles County, including operating, maintenance, expansion, and state of good repair.

"Sales Tax" means a retail transactions and use tax.

"Sales Tax Revenues" means the Gross Sales Tax minus any refunds and any fees imposed by the Board of Equalization for the performance of functions incident to the administration and operation of this Ordinance.

"Schedule of Funds Available" means the anticipated schedule for releasing funds to complete projects included in the Expenditure Plan.

"Subregion" means "subregional planning area" as shown by the boundaries in "Subregional Maps" attached hereto as Attachment B.

"Transit Construction" means a capital only project or program including environmental, design, and construction work in public transit rights-of-way or in support of the capital needs of the public transit system, such as rolling stock, transit stations, or transit stop improvements. Transit construction can also include first/last mile improvements.

"Transit Operations" means countywide transit service operated by Metro and the Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted Formula Allocation Procedure (FAP).

SECTION 4. STATUTORY AUTHORITY

This Ordinance is enacted, in part, pursuant to:

a. Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code; and

b. Division 12 (commencing with Section 130000) of the California Public Utilities Code.

SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the incorporated and unincorporated territory of Los Angeles County, a Transactions and Use tax at the rate of one-half of one percent (.5%) beginning on the first day of the first calendar quarter commencing not less than 180 days after the adoption of this Ordinance by the voters. The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority (Measure R).

b. This Transactions and Use tax shall be in addition to any other taxes authorized by law, including any existing or future state or local Transactions and Use tax. The imposition, administration, and collection of the tax shall be in accordance with all applicable statutes, laws, and rules and regulations prescribed and adopted by the Board of Equalization.

c. Pursuant to Section 130350.7(h) of the Public Utilities Code, the tax rate authorized by this section shall not be considered for purposes of the combined rate limit established by Section 7251.1 of the Revenue and Taxation Code.

d. Pursuant to the provisions of Section 7262.2 of the Revenue and Taxation Code, the required provisions of Sections 7261 and 7262 of that Code as now in effect or as later amended are adopted by reference in this Ordinance.

e. This Ordinance incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

f. The Transactions and Use tax shall be administered and collected by the Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the Board of Equalization in administering and collecting the California State Sales and Use Taxes.

g. This Transactions and Use tax shall be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes, and at the same time, minimizes the burden of record keeping upon persons subject to taxation under the provisions of this Ordinance.

SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

a. CONTRACT WITH STATE. Prior to the operative date, Metro shall contract with the Board of Equalization to perform all functions incident to the administration and operation of this Ordinance; provided, that if Metro shall not have contracted with the Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

b. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of Los Angeles County at the rate of one half of one percent (.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance. The rate of this tax shall increase to one percent (1.0%) of the gross receipts on July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority (Measure R).

c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the Board of Equalization.

d. USE TAX RATE. An excise tax is hereby imposed on the storage, use, or other consumption in Los Angeles County of tangible personal property purchased from any retailer on and after the operative date of this Ordinance for storage, use, or other consumption in Los Angeles County at the rate of one half of one percent (.5%) of the sales price of the property. The rate of this tax shall increase to one percent (1.0%) of the sales price of the property on July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority (Measure R). The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of

Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

1. Wherever the State of California is named or referred to as the taxing agency, the name of Metro shall be substituted therefor. However, the substitution shall not be made when:

A. The word “State” is used as a part of the title of the State Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board of Equalization, State Treasury, or the Constitution of the State of California;

B. The result of that substitution would require action to be taken by or against Metro or any agency, officer, or employee thereof rather than by or against the Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.

C. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

i. Provide an exemption from this Sales Tax with respect to certain sales, storage, use, or other consumption of tangible personal property which would not otherwise be exempt from this Sales Tax while such sales, storage, use, or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or

ii. Impose this Sales Tax with respect to certain sales, storage, use, or other consumption of tangible personal property that would not be subject to this Sales Tax by the state under the said provision of that code.

D. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

2. The phrase “Los Angeles County” shall be substituted for the words “this state” in the phrase “retailer engaged in business in this state” in Section 6203 and in the definition of that phrase in Section 6203 of the Revenue and Taxation Code.

g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

h. EXEMPTIONS AND EXCLUSIONS.

1. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

2. There are exempted from the computation of the amount of transactions tax the gross receipts from:

A. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

B. Sales of property to be used outside Los Angeles County which is shipped to a point outside Los Angeles County, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside Los Angeles County shall be satisfied:

i. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an address outside Los Angeles County and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

ii. With respect to commercial vehicles, by registration to a place of business outside Los Angeles County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

C. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.

D. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.

E. For the purposes of subparagraphs (C) and (D) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

3. There are exempted from the use tax imposed by this Ordinance, the storage, use, or other consumption in Los Angeles County of tangible personal property:

A. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

B. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

C. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.

D. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.

E. For the purposes of subparagraphs (C) and (D) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

F. Except as provided in subparagraph (G), a retailer engaged in business in Los Angeles County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

G. "A retailer engaged in business in Los Angeles County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in Los Angeles County.

4. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use, or other consumption of which is subject to the use tax.

i. AMENDMENTS. All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against the State or Metro, or against any officer of the State or Metro, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

SECTION 7. USE OF REVENUES

a. All Net Revenues generated from the Sales Tax imposed pursuant to this Ordinance plus any Interest, less any funds necessary for satisfaction of debt service and related requirements of all bonds issued and obligations incurred pursuant to this Ordinance that are not satisfied out of separate allocations, shall be allocated solely for the transportation purposes described in this Ordinance.

b. Metro shall establish and administer a sales tax revenue fund and such subfunds as established in this Ordinance. All Net Revenues and Interest on Sales Tax Revenues shall be credited into the sales tax revenue fund and credited to the appropriate subfunds and programs in accordance with the percentages in the column entitled "% of Sales

Tax (net of Admin)" on page 1 of Attachment A. All sums in the sales tax revenue fund shall be expended by Metro for the projects and programs described in Attachment A. Metro may expend additional funds from sources other than the Sales Tax imposed pursuant to this Ordinance on the projects and programs described in Attachment A.

1. Metro shall establish the following subfunds of the sales tax revenue fund:

A. Transit Operating and Maintenance Subfund, for Metro Rail Operations program funds, Transit Operations (Metro and Municipal Providers) program funds, ADA Paratransit for the disabled and Metro discounts for seniors and students program funds.

i. Metro Rail Operations program funds are eligible to be used for Metro Rail State of Good Repair.

ii. Transit Operations program funds are eligible to be used for Metro State of Good Repair.

B. Transit, First/Last Mile (Capital) Subfund, for Transit Construction (including System Connectivity Projects – Airports, Union Station, and Countywide BRT) program funds and Metro State of Good Repair program funds. This subfund shall include a Transit Contingency Subfund.

i. Transit Contingency Subfund. All Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good Repair, that are not assigned to a specific project or program coded "T" in the "modal code" column of Attachment A shall be credited to the Transit Contingency Subfund.

C. Highway, Active Transportation, Complete Streets (Capital) Subfund, for Highway Construction (including System Connectivity Projects – Ports, Highway Congestion Programs and Goods Movement) program funds and Metro Active Transportation (Bicycle, Pedestrian, Complete Streets) program funds. This subfund shall include a Highway Contingency Subfund.

i. Highway Contingency Subfund. All Net Revenues allocated to the Highway, Active Transportation, Complete Streets (Capital) Subfund, except those allocated to Metro Active Transportation Program, that are not assigned to a specific highway capital project or program coded "H" in the "modal code" column of Attachment A shall be credited to the Highway Contingency Subfund.

D. Local Return/Regional Rail Subfund, for Local Return program funds and Regional Rail program funds.

2. For each project identified in the "Expenditure Plan Major Projects"

section of Attachment A, Metro shall expend the amount of Net Revenues specified in the column entitled “Measure M Funding 2015$” for each project. Such expenditures shall commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the subsequent two fiscal years, except that expenditures for preconstruction costs may commence sooner.

A. Metro may expend funds from the Contingency Subfunds for inflation adjustments for any project identified in the “Expenditure Plan Major Projects” section of Attachment A if less than two-thirds (2/3) of the amount allocated in the “Measure M Funding 2015$” column has been expended prior to the first day of Fiscal Year 2027. Such expenditures shall be deducted from the Highway Contingency Subfund if the project is coded “H” in the “modal code” column of Attachment A or from the Transit Contingency Subfund if the project is coded “T” in the “modal code” column of Attachment A. Such expenditures shall not exceed the actual amount of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

3. For each program identified in the “Multi-Year Subregional Programs” section of Attachment A, Metro shall expend the amount of Net Revenues specified in the column entitled “Measure M Funding 2015$” for each program. Such expenditures shall commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the subsequent two fiscal years, except that expenditures for preconstruction costs may commence sooner.

A. Metro may expend funds from the Contingency Subfunds for inflation adjustments for any project identified in the “Multi-Year Subregional Programs” section of Attachment A beginning in Fiscal Year 2027. Such expenditures shall be deducted from the Highway Contingency Subfund if the project is coded “H” in the “modal code” column of Attachment A or from the Transit Contingency Subfund if the project is coded “T” in the “modal code” column of Attachment A. Such expenditures shall not exceed the actual amount of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

4. Metro shall expend funds allocated to the Contingency Subfunds, to the extent necessary, to service the debt of any bonds issued or other obligations incurred pursuant to Section 12 of this Ordinance.

5. Metro may expend funds from the Contingency Subfunds for Expenditure Plan Major Projects or Multi-Year Subregional Programs in any fiscal year in which Net Revenues received are not sufficient to meet Metro’s funding obligations for that year for such projects.

6. No earlier than July 1, 2039, the Metro Board of Directors shall increase the percentage of Net Revenues allocated to the Regional Rail program of the Local Return and Regional Rail Subfund from one percent (1%) to two percent (2%) provided that the recipient(s) satisfy certain performance criteria, which shall be adopted by the Metro Board of Directors. Any such increase in Net Revenues allocated to Regional Rail shall be offset by corresponding reductions in Net Revenues allocated to either the Transit, First/Last Mile (Capital) Subfund or Highway, Active Transportation, Complete Streets (Capital) Subfund, or both. No reduction shall delay any projects in Attachment A.

7. On July 1, 2039, the percentage of Net Revenues allocated to the Local Return program shall increase by three percent of Net Revenues. The Metro Board of Directors shall make corresponding reductions to either the Transit Construction or Highway Construction programs, or both. No reduction shall delay any projects in Attachment A.

c. The Metro Board of Directors shall adopt guidelines regarding Multi-Year Subregional Programs identified in Attachment A. The guidelines shall, at minimum, specify definitions of active transportation, first/last mile, visionary seed project studies, street car and circulator projects, greenway projects, mobility hubs, highway efficiency and operational improvement projects, bus system improvements, highway demand-based programs (such as high occupancy vehicle extensions and connections), transit capital projects, transportation system and mobility improvements, bus rapid transit capital improvements, safe route to schools, multi-modal connectivity projects, arterial street improvements, freeway interchange improvements, goods movement improvements, highway and transit noise mitigations, intelligent transportation systems, transportation technology improvements, streetscape enhancements and Great Streets, public transit state of good repair, and traffic congestion relief improvements.

d. Metro may enter into an agreement with the Board of Equalization to transfer Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to provide for the timely payment of debt service and related obligations, prior to Metro's receipt and deposit of such Sales Tax Revenues into the sales tax revenue fund; provided, however, that such payments of debt service and related obligations shall be allocated to the appropriate subfund consistent with the expenditure of the proceeds of the corresponding debt.

e. Metro shall include the projects and programs in Attachment A in the Long Range Transportation Plan within one year of the date the Ordinance takes effect. The revised and updated Long Range Transportation Plan shall also include capital projects and capital programs that are adopted by each subregion that are submitted to Metro for inclusion in the

revised and updated Long Range Transportation Plan, if the cost and schedule details are provided by the subregions, in a manner consistent with the requirements of the plan.

f. Three percent (3%) of the total project cost of any Expenditure Plan Major Project coded "T" in Attachment A shall be paid by each incorporated city within Los Angeles County, and Los Angeles County for those projects in unincorporated areas, based upon the percent of project total centerline track miles to be constructed within that jurisdiction's borders if one (1) or more stations are to be constructed within the borders of said jurisdiction. An agreement approved by both Metro and the governing board of the jurisdiction shall specify the total project cost determined at the conclusion of thirty percent (30%) completion of final design (which shall not be subject to future cost increases), the amount to be paid, and a schedule of payments. If the total project cost estimate is reduced after the conclusion of thirty percent (30%) completion of final design, the proportionate cost to the jurisdiction shall be reduced accordingly. The jurisdiction may request a betterment for a project. The jurisdiction, however, shall incur the full cost of any such betterment. Such agreements shall be in accordance with guidelines adopted by the Metro Board of Directors.

1. If no agreement is entered into and approved prior to the award of any contract authorizing the construction of the project within the borders of the jurisdiction, or if at any time the local jurisdiction is in default of any sums due pursuant to the approved agreement, all funds contained in the Local Return/Regional Rail Subfund allocated to that jurisdiction may, at Metro's sole discretion, be withheld for not longer than fifteen (15) years and used to pay for the project until the three percent (3%) threshold is met.

g. Once every ten (10) years, beginning in Fiscal Year 2027, Metro shall conduct a comprehensive assessment of each project and program identified in Attachment A as an "Expenditure Plan Major Project" or "Multi-Year Subregional Program." This assessment shall determine which projects or programs are either completed, or anticipated to be completed during the next ten-year period. The Measure M Independent Taxpayer Oversight Committee of Metro, established pursuant to Section 8, shall review and comment on the assessment. Metro shall also conduct a public review prior to the assessment's approval. Upon approval of this assessment by a two-thirds vote, the Metro Board of Directors may:

1. Add "Expenditure Plan Major Projects" and "Multi-Year Subregional Programs" to the Expenditure Plan by a two-thirds (2/3) vote so long as such additions do not delay the Groundbreaking Start Date, Expected Opening Date, or amount of "Measure M Funding 2015$" of any other "Expenditure Plan Major Project" or "Multi-Year Subregional

Program." No "Expenditure Plan Major Projects" or "Multi-Year Subregional Programs" may be added to the Expenditure Plan except through the decennial process described herein.

A. Should an "Expenditure Plan Major Project" or "Multi-Year Subregional Program", except for those coded "sc" in the "subregion" column of Attachment A, be completed without the expenditure of all Net Revenues allocated to that project or program in Attachment A, the surplus Net Revenues shall be expended on projects or programs in the same subregion as the project or program so completed. The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or program is complete.

B. Should an "Expenditure Plan Major Project" or "Multi-Year Subregional Program" coded "sc" in the "subregion" column of Attachment A be completed without the expenditure of all Net Revenues allocated to that project or program in Attachment A, the surplus Net Revenues shall be expended on another "Expenditure Plan Major Project" or "Multi-Year Subregional Program" coded "sc" in the "subregion" column of Attachment A. The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or program is complete.

2. Adopt an amendment to transfer Net Revenues between the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund pursuant to Section 11(c). No such amendment shall be adopted except through the decennial process described herein.

3. Adopt an amendment to Attachment B pursuant to Section 11(a). No such amendment shall be adopted except through the decennial process described herein provided, however, the Metro Board of Directors shall not adopt an amendment to Attachment B prior to the comprehensive assessment in Fiscal Year 2047.

h. No Net Revenues generated from the Sales Tax shall be expended on the State Route 710 North Gap Closure Project.

i. Notwithstanding any other provision of this Ordinance, no recipient of Local Return program funds may expend more than thirty-three and one-third percent (33⅓ %) of total funds received in any fiscal year on Green Streets.

SECTION 8. OVERSIGHT

a. There is hereby established a Measure M Independent Taxpayer Oversight Committee of Metro ("Committee") to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall

meet at least four (4) times each year to carry out the purposes of this Ordinance. The Committee reports directly to the Metro Board of Directors and the public.

b. It is the intent that the Committee will assist Metro and take advantage of changing situations in the future with regard to technologies and transportation developments. Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.

c. Committee Membership. The Committee Members established for oversight shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive role in the ongoing improvement and enhancement of this Ordinance.

1. As such, the Committee Members shall be comprised of seven (7) voting members representing the following professions or areas of expertise:

A. A retired Federal or State judge

B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience

C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices

D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews

E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects

F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience

G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector

2. The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one (1) or more of the areas of expertise, then no more than two (2) members from one (1) or more of the remaining areas of expertise may be selected.

3. The members of the Committee must reside in Los Angeles County and be subject to conflict of interest provisions. No person currently serving as an elected or appointed city, county, special district, state, or federal public officeholder shall be eligible to serve as a member of the Committee.

d. Conflict of Interest. The Committee members shall be subject to Metro's conflict

of interest policies. The members shall have no legal action pending against Metro and are prohibited from acting in any commercial activity directly or indirectly involving Metro, such as being a consultant to Metro or to any party with pending legal actions against Metro during their tenure on this Committee. Committee members shall not have direct commercial interest or employment with any public or private entity, which receives sales tax funds authorized by this Ordinance.

e. Committee Membership Selection Panel. The Selection Panel ("Panel") shall select for approval the Oversight Committee Members, who will be responsible for performing the responsibilities under this Ordinance. The Panel will be comprised of three (3) persons, each of whom shall be members of the Metro Board of Directors, or their designee.

1. The Panel shall be selected as follows, and will represent the existing leadership of Metro's Board (Chair, Vice Chair, and second Vice Chair):

A. One representative from the Los Angeles County Board of Supervisors; and

B. One representative selected by the Mayor of the City of Los Angeles; and

C. One representative from the Los Angeles County Cities

2. The Panel shall screen and recommend potential candidates for Committee Membership. The Panel will develop guidelines to solicit, collect, and review applications of potential candidates for membership on the Committee. The filling of membership vacancies, due to removals and reappointments will follow these same guidelines.

3. The recommended candidates for Committee Membership shall be approved by the Metro Board by a simple majority.

f. Term. Each member of the Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve. Members will be compensated through a stipend and they may choose to waive.

g. Resignation. Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office, including a filing under California Government Code Section 85200, or change of residence to outside the County shall constitute a Member's automatic resignation.

h. Committee Responsibilities. The Committee shall, at a minimum, meet on a

quarterly basis to carry out its responsibilities and is hereby charged with the following responsibilities:

1. *General Responsibilities*

A. The Committee will have the responsibility for approving the scope of work and direct the work of the auditors, to include at minimum the above mentioned areas. Selection of the auditors will follow the Board approved procurement and solicitation policies. The Committee will be involved in the solicitation and selection process of the auditors.

B. The Committee shall prepare an annual report on the results of the annual audit per Section 8(h)(3)(B), any findings made, and report the comments to the Metro Board of Directors.

C. The Committee shall review all proposed debt financing and make a finding as to whether the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.

D. The Committee shall review any proposed amendments to the Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed amendments further the purpose of the Ordinance.

2. *Quarterly Responsibilities*. The Committee shall at minimum review the following:

A. For each Subfund, make findings on the effective and efficient use of funds.

B. For Local Return funds, review the programmed revenues and uses for each of the local jurisdictions.

C. For Transit and Highway (Capital), review comparison of budget expended to project milestone completion, comparison of contingency spent to project completion, and review of soft costs expended.

D. For Active Transportation Program, review programmed revenues and uses.

E. For State of Good Repair, review budget and expenses.

F. For Transit Operating and Maintenance (which includes Metro Rail Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors and students, and Regional Rail), review budget and expenses.

3. *Annual Responsibilities*

A. The Committee shall review the results of the audit performed

and make findings as to whether Metro is in compliance with the terms of the Ordinance. Such findings shall include a determination as to whether recipients of Net Revenues allocated and funds were expended for all the Subfunds (listed in Attachment A) and have complied with this Ordinance and any additional guidelines developed by Metro.

B. *Annual Financial and Compliance Audit.* Metro shall contract for an annual audit, to be completed within six (6) months after the end of the fiscal year being audited, for the purpose of determining compliance by Metro with the provisions of this Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal year. The audit should include a determination as to whether recipients of Net Revenues allocated from these Subfunds have complied with this Ordinance and any additional guidelines developed by Metro for these Subfunds.

C. For major corridor projects, included in the Expenditure Plan, the Committee shall review at least once a year:

i. Project costs, established LOP budgets, and any significant cost increases and/or major scope changes of the major corridor projects identified in the Expenditure Plan.

ii. The funding available and programmed for the projects included in the Expenditure Plan, as well as any funding gaps for each of these projects. The Committee shall provide recommendations on possible improvements and modifications to deliver the Plan.

iii. Performance in terms of project delivery, cost controls, schedule adherence, and related activities.

4. *Five-Year Responsibilities*

A. The Committee shall review the Comprehensive Program Assessment of the Expenditure Plan every five (5) years or every ten (10) years in accordance with Section 7(g) and make findings and/or provide recommendations for improving the program. The results of this assessment will be presented to the Metro Board of Directors.

B. *Comprehensive Program Assessment.* Metro shall conduct every five (5) years a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program and make recommendations to improve its performance on current practices, best practices, and organizational changes to improve coordination.

i. Accountability to the Public and the Metro Board. All audit reports, findings, and recommendations will be available and accessible to the public (through various types of media)

prior to the public hearing and upon request. Metro will establish a website dedicated to the Oversight of this Measure and include all pertinent Ordinance information for the public. The Committee shall review all audits and hold an annual public hearing to report on the results of the audits.

SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

a. It is the intent of Metro that any Sales Tax Revenues provided to local jurisdictions in Los Angeles County under the program described in Attachment A as "Local Return" be used to augment, not supplant, existing local revenues being used for transportation purposes.

b. Metro shall develop guidelines that, at a minimum, specify maintenance of effort requirements for the local return program, matching funds, and administrative requirements for the recipients of revenue derived from the Sales Tax.

SECTION 10. COSTS OF ADMINISTRATION

Metro shall establish an Administration/Local Return fund and one and one-half percent (1.5%) of Gross Sales Tax revenues shall be credited into this fund. As funds are received by Metro and credited to this fund, one percent (1%) of Net Revenues shall be immediately transferred to the Local Return/Regional Rail Subfund of the sales tax revenue fund to be used solely for the Local Return program. All other amounts in the Administration/Local Return fund shall be available to Metro for administrative costs, including contractual services.

SECTION 11. AMENDMENTS

a. The Metro Board of Directors may amend this Ordinance, including Attachment A and Attachment B, with the exception of Section 11, for any purpose subject to the limitations contained in Section 7(g), including as necessary to account for the results of any environmental review required under the California Environmental Quality Act or the National Environmental Policy Act and any related federal statute of the projects listed in Attachment A. Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall

provide them with a copy of the proposed amendments, at least 60 days prior to the public meeting.

b. By two-thirds (2/3) vote, the Metro Board of Directors may amend the "Schedule of Funds Available" columns listed in Attachment A to accelerate a project, provided that any such amendments shall not reduce the amount of funds assigned to any other project or program as shown in the "Measure M Funding 2015$" column of Attachment A or delay the Schedule of Funds Available for any other project or program. Metro shall hold a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall provide them with a copy of the proposed amendments, at least 30 days prior to the public meeting.

c. The Metro Board of Directors shall not adopt any amendment to this Ordinance, including Attachment A, that reduces total Net Revenues allocated to the sum of the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund. Not more than once in any ten (10) year period commencing in FY2027, Metro may adopt an amendment transferring Net Revenues between the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund. This subparagraph shall not apply to adjustments to the Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund pursuant to Section 7(b)(6) or Section 7(b)(7). Such adjustments shall not require an amendment to this Ordinance or Attachment A.

d. Notwithstanding Section 11(a) of this Ordinance, the Metro Board of Directors shall not adopt any amendment to this Ordinance, including Attachment A, that reduces Net Revenues allocated to the Transit Operating & Maintenance Subfund or the Local Return/Regional Rail Subfund.

e. The Metro Board of Directors may amend Section 11 of this Ordinance if such amendments are approved by a vote of not less than two-thirds (2/3) of the Metro Board of Directors and are approved by a majority of the voters voting on a measure to approve the amendment. Metro shall hold a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall provide them with a copy of the proposed amendments, at least 60 days prior to the public meeting. Amendments shall become effective immediately upon approval by the voters.

SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

a. Metro is authorized to issue limited tax bonds and incur other obligations, from time to time, payable from and secured by all or any portion of the Sales Tax Revenues to finance any program or project in the Expenditure Plan, pursuant to Sections 130500 et seq. of the Public Utilities Code, and any successor act, or pursuant to any other applicable sections of the Public Utilities Code or the Government Code. As additional security, such bonds and other obligations may be further payable from and secured by farebox revenues or general revenues of Metro, on a basis subordinate to Metro's existing General Revenue Bonds, or any other available source of Metro's revenues, in each case as specified in a resolution adopted by a majority of Metro's Board of Directors. The maximum bonded indebtedness, including issuance costs, interest, reserve requirements and bond insurance, shall not exceed the total amount of the Gross Sales Tax. Nothing herein shall limit or restrict in any way the power and authority of Metro to issue bonds, notes or other obligations, to enter into loan agreements, leases, reimbursement agreements, standby bond purchase agreements, interest rate swap agreements or other derivative contracts or to engage in any other transaction under the Government Code, the Public Utilities Code or any other law.

b. The Metro Board of Directors shall adopt guidelines regarding the issuance of bonds and the incurrence of other obligations pursuant to this Section 12. The guidelines shall, at a minimum, establish methods for taking into account (a) the expenditure of proceeds of such bonds and other obligations and (b) the payment of debt service and other amounts with respect to such bonds and other obligations, for purposes of meeting the program expenditure requirements of Section 7 hereof.

SECTION 13. APPROPRIATIONS LIMIT

Article XIIIB of the California Constitution requires certain governmental entities to establish an annual appropriations limit. This appropriations limit is subject to adjustment as provided by law. To the extent required by law, Metro shall establish an annual appropriations limit and expenditures of the retail transactions and use tax shall be subject to such limit.

SECTION 14. ELECTION

Pursuant to California Public Utilities Code Section 130350.7(d), Metro hereby calls a special election to place this Ordinance before the voters. The ballot language shall read as follows:

Los Angeles County Traffic Improvement Plan.

To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets; earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections; and create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide to end it, with independent audits/oversight and funds controlled locally?

SECTION 15. EFFECTIVE DATE

a. This Ordinance shall be effective on January 1, 2017, if:

1. Two-thirds (2/3) of the voters voting on the measure vote to approve this Ordinance at the statewide general election scheduled for November 8, 2016; and

2. No California state statute that requires Metro to provide funding from revenues derived from the Sales Tax imposed pursuant to this Ordinance for any project or program other than those in the Expenditure Plan, or provide a level of funding greater than described in the Expenditure Plan, or on a different schedule than described in the Expenditure Plan, is adopted by the California Legislature subsequent to the adoption of this Ordinance by the Metro Board of Directors and becomes law.

SECTION 16. SEVERABILITY

If any tax or provision of this Ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining taxes or provisions, and Metro declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

Los Angeles County Transportation Expenditure Plan **ATTACHMENT A**

Outline of Expenditure Categories

Fiscal Year (FY) 2018 - 2057, Escalated Dollars

(millions)

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations [1]	5%	$ 42	$ 850	$ 2,320	$ 2,810	$ 5,980
	Transit Operations [2] (Metro & Municipal Providers)	20%	$ 169	$ 3,400	$ 9,280	$ 11,240	$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	$ 17	$ 340	$ 930	$ 1,120	$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	$ 296	$ 5,960	$ 16,230	$ 19,670	$ 41,860
	Metro State of Good Repair [5]	2%	$ 17	$ 340	$ 930	$ 1,120	$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	$ 144	$ 2,890	$ 7,880	$ 9,560	$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	$ 17	$ 340	$ 930	$ 1,120	$ 2,390
Local Return / Regional Rail	Local Return - Base [3] (Local Projects and Transit Services)	16%	$ 136	$ 2,720	$ 7,420	$ 8,990	$ 19,130
	Local Return / Regional Rail (Beginning FY 2040) [4]				*3% / 1%* → *$ 690*	*$ 2,240*	*$ 2,930*
	Regional Rail	1%	$ 8	$ 170	$ 460	$ 560	$ 1,200
	TOTAL PROGRAMS		**$ 847**	**$ 17,010**	**$ 46,380**	**$ 56,190**	**$ 119,590**
Administration /Local Return	0.5% for Administration	0.5%	$ 4	$ 85	$ 230	$ 280	$ 600
	1.0% Local Return [3]	1.0%	$ 8	$ 170	$ 460	$ 560	$ 1,200
	GRAND TOTAL		**$ 860**	**$ 17,265**	**$ 47,070**	**$ 57,030**	**$ 121,390**

1. Funds are eligible to be used for Metro Rail State of Good Repair.
2. Funds are eligible to be used for Metro State of Good Repair.
3. 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues**.
4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.
5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.
Based on January 2016 revenue projections.

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only

	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date‡	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Expenditure Plan Major Projects			1st yr of Range					
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	$233,984	$347,016	$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	$986,139	$994,251	$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	$100,000	$170,000	$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	$544,080	$240,000	$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	$78,000	$1,019,000	$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	$0	$286,000	$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	$0	$240,300	$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	$0	$26,700	$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	$520,500	$810,500	$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	$500,000	$535,000	$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	$0	$49,599	$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	$26,443	$248,557	$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	$0	$365,000	$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	$0	$60,000	$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	$0	$130,000	$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	$0	$130,000	$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	$400,000	$25,000	$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	$565,000	$205,000	$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	$272,000	$619,000	$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	$150,000	$250,000	$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	$0	$175,000	$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	$1,567,000	$1,270,000	$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	$1,567,000	$1,270,000	$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	$957,000	$543,000	$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	$957,000	$543,000	$1,500,000	T
26	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	cc	$1,082,500	$400,000	$1,482,500	T
27	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	gc	$982,500	$500,000	$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	$658,500	$250,000	$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	$46,060	$1,059,000	$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	$495,000	$1,185,000	$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	$0	$560,000	$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchng Improv ®		FY 2042	FY 2044	sb	$0	$250,000	$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	$472,400	$126,000	$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	$360,600	$130,000	$490,600	H
35	Lincoln Blvd BRT	l,o	FY 2043	FY 2047	w	$0	$102,000	$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	$228,500	$51,500	$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	$250,840	$150,000	$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	$570,000	$200,000	$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	$0	$106,800	$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	$3,800,000	$65,000	$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	$1,067,000	$362,000	$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	$0	$5,000	$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	$0	$200,000	$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	$110,000	$2,890,000	$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	$32,982	$1,845,718	$1,878,700	H
46	**Expenditure Plan Major Projects Subtotal**					**$19,581,027**	**$20,989,941**	**$40,570,969**	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date‡	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Multi-Year Subregional Programs			1st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93	**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94	**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

Footnotes:

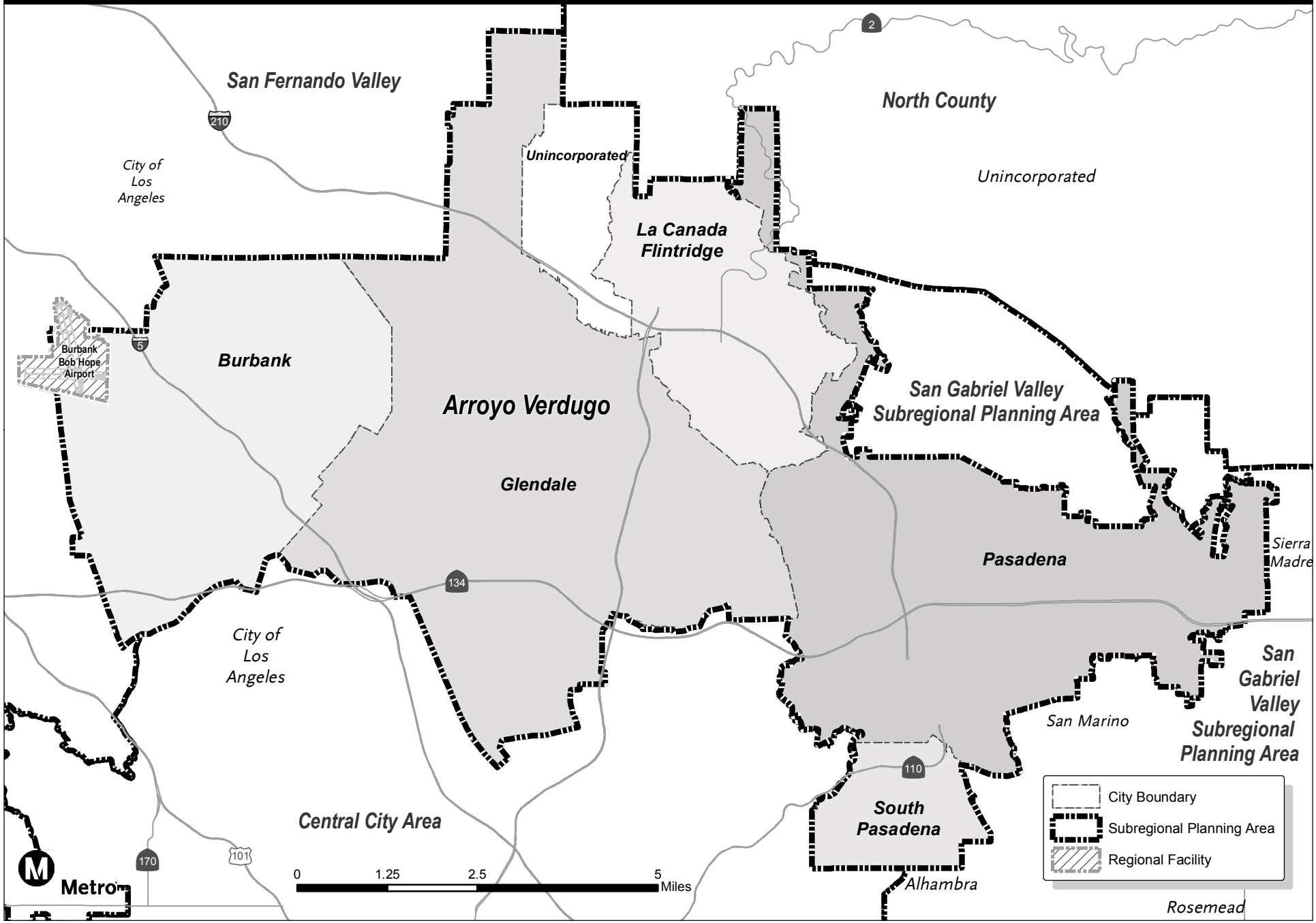
a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
b. Project acceleration based on high performance.
c. Identified as a priority per the Metro Board Motion in October 2009.
d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach). No capital funds from the Green Line to Torrance Project will be used for the studies.
h. I-710 South Project assumes an additional $2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
q. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure M. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* $96,000; W* $160,000; CC* $235,000; NC* $115,000; LVM* $17,000; GC* $244,000; SG* $199,000; and SB* $130,000.

* Subregion Abbreviations:

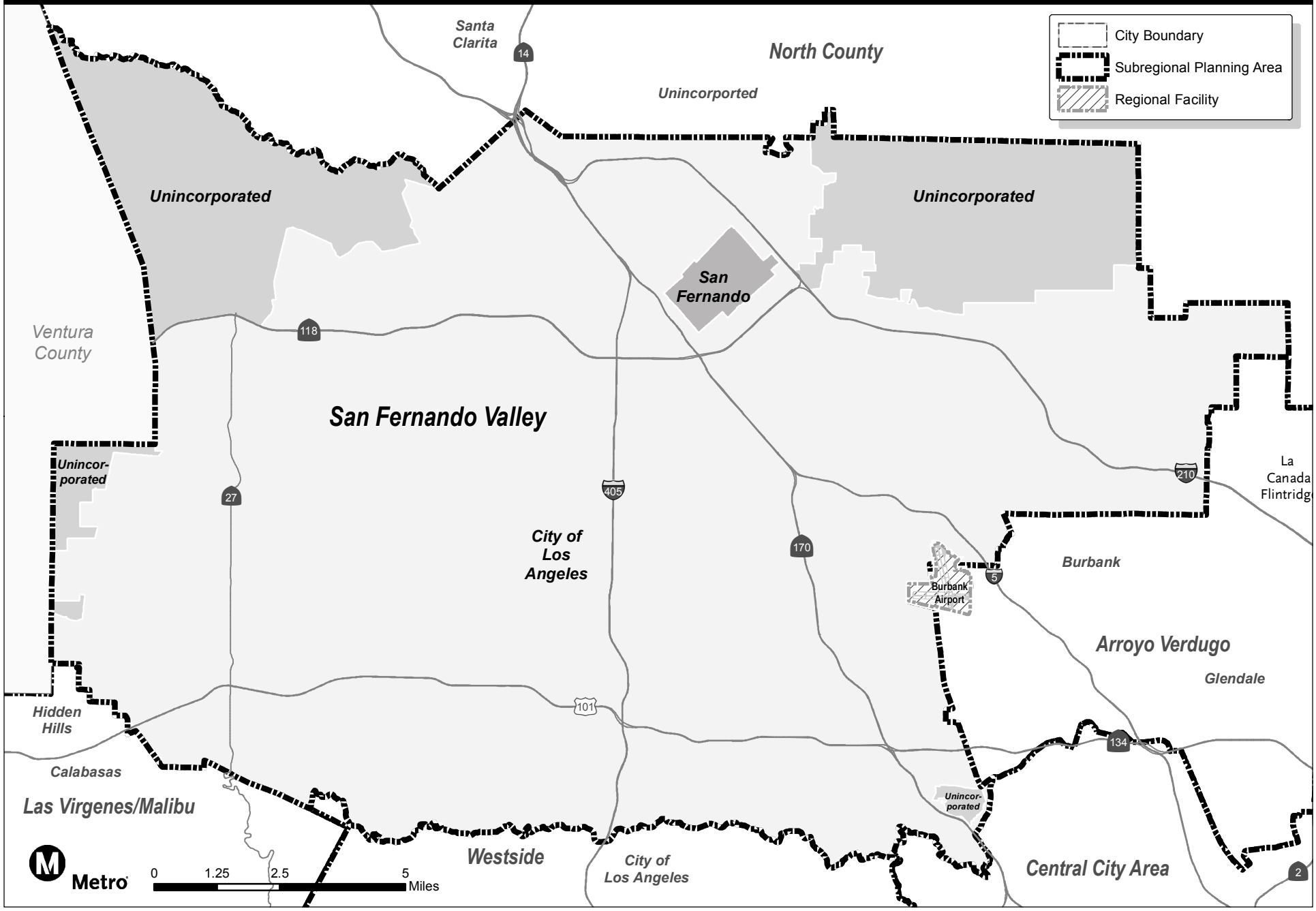
sc = System Connectivity Projects (no subregion)	nc = North County	® Indicates Measure R-related Projects
av = Arroyo Verdugo	sb = South Bay	
lvm = Las Virgenes Malibu	w = Westside	CY = Calendar Year
cc = Central City Area	gc = Gateway Cities	FY = Fiscal Year
sg = San Gabriel Valley	sf = San Fernando Valley	YOE = Year of Expenditure

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

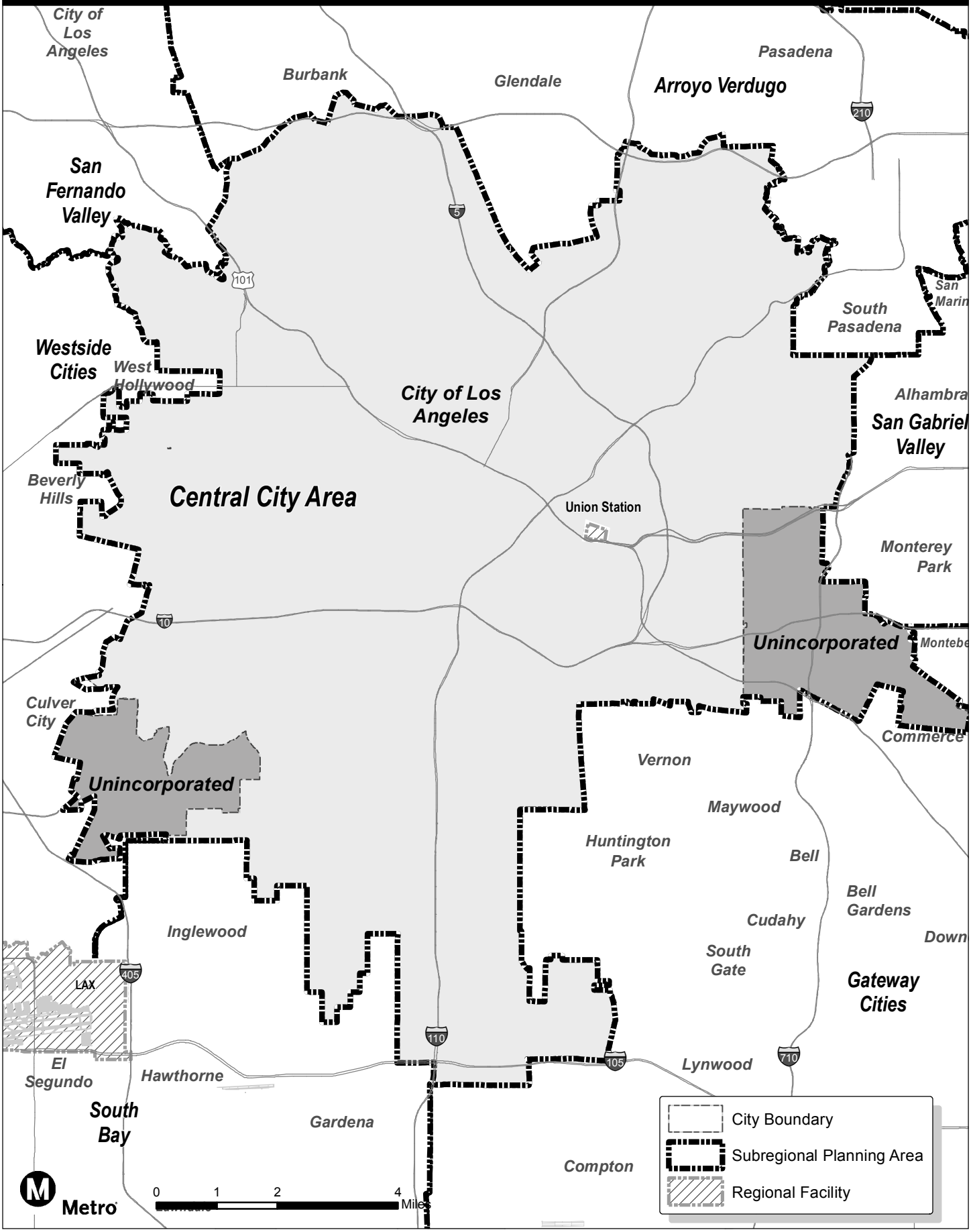
ATTACHMENT B - page 1 of 9
Arroyo Verdugo Subregional Planning Area



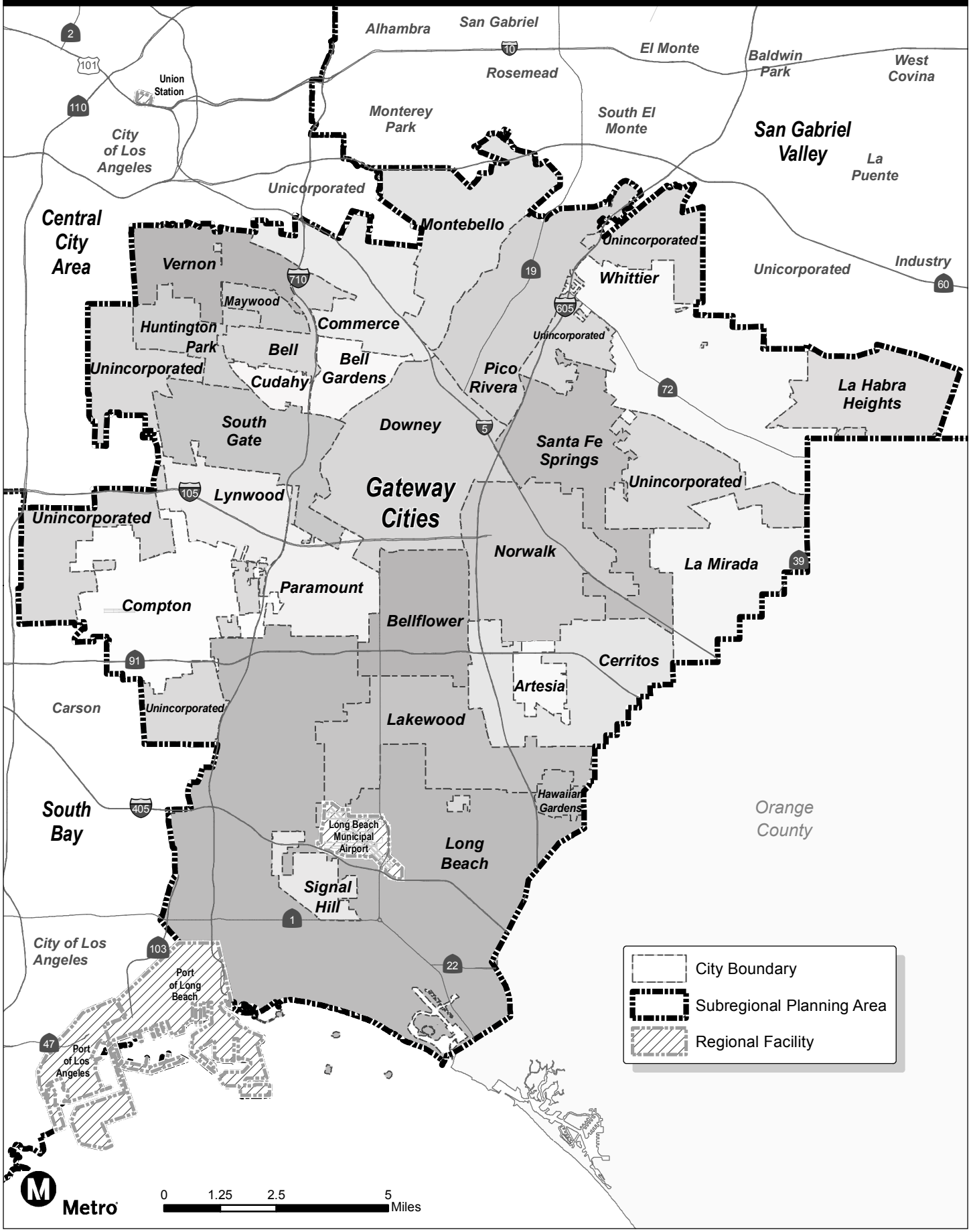
ATTACHMENT B - page 2 of 9
San Fernando Subregional Planning Area



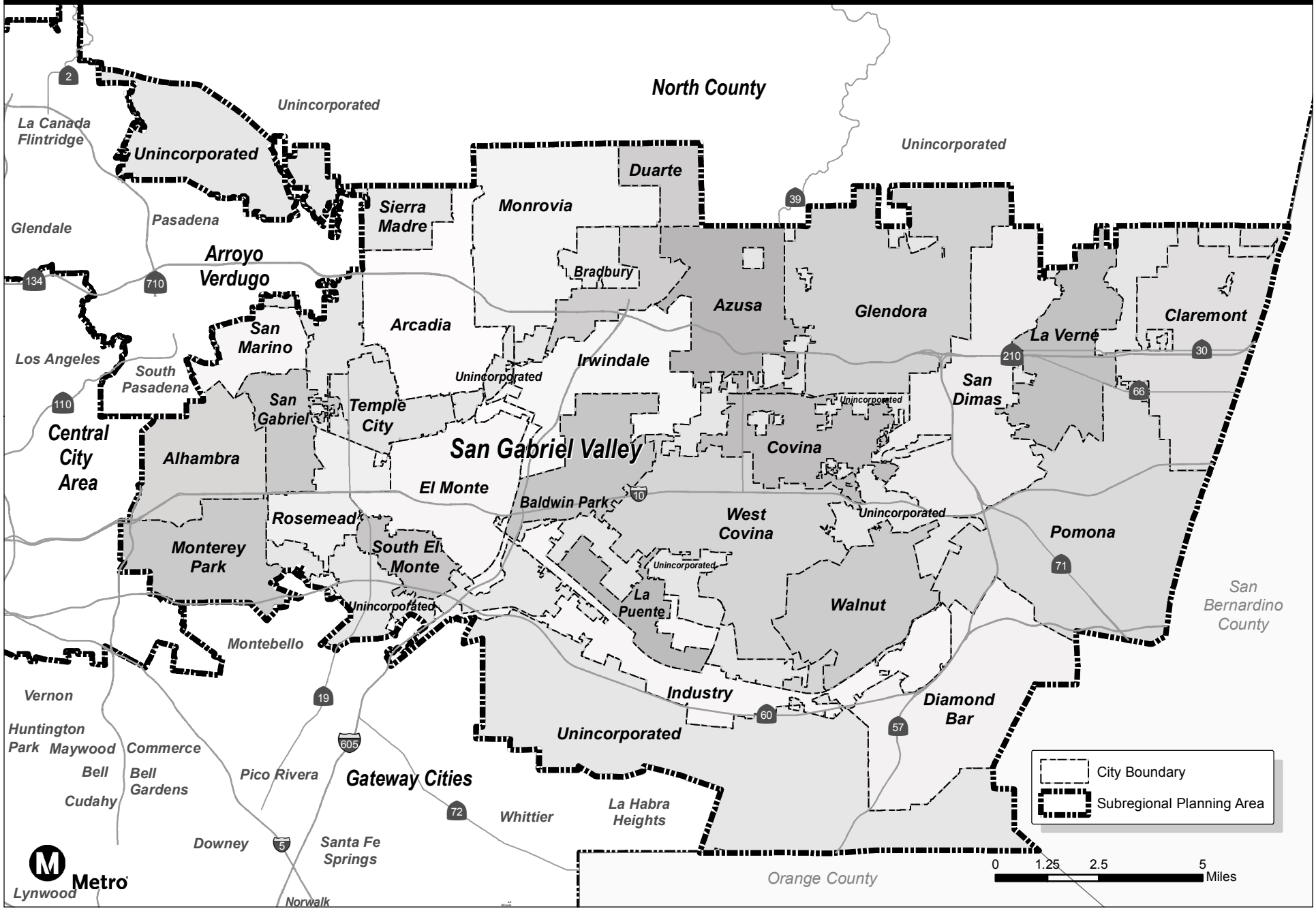
ATTACHMENT B - page 3 of 9
Central City Area Subregional Planning Area



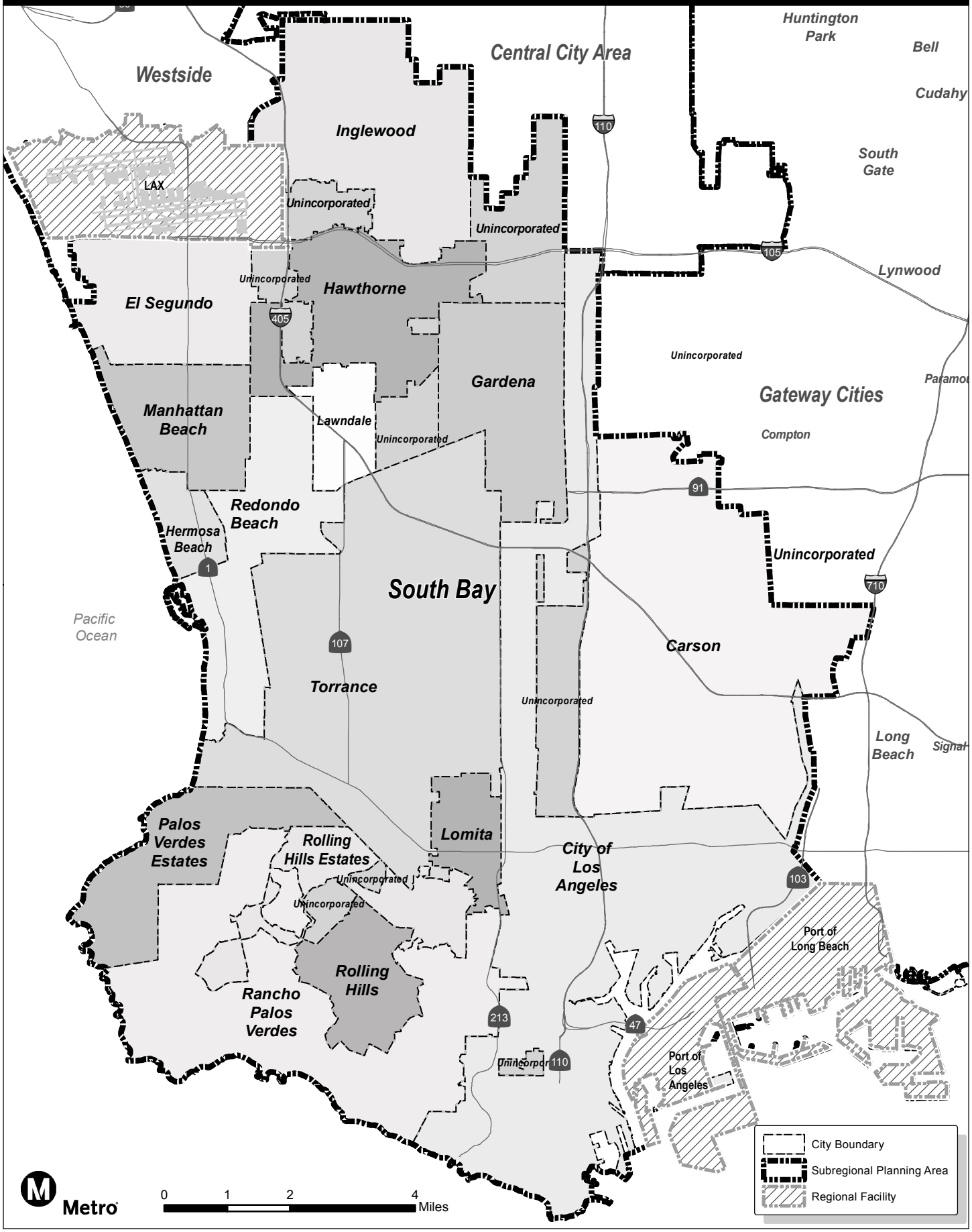
ATTACHMENT B - page 4 of 9
Gateway Cities Subregional Planning Area



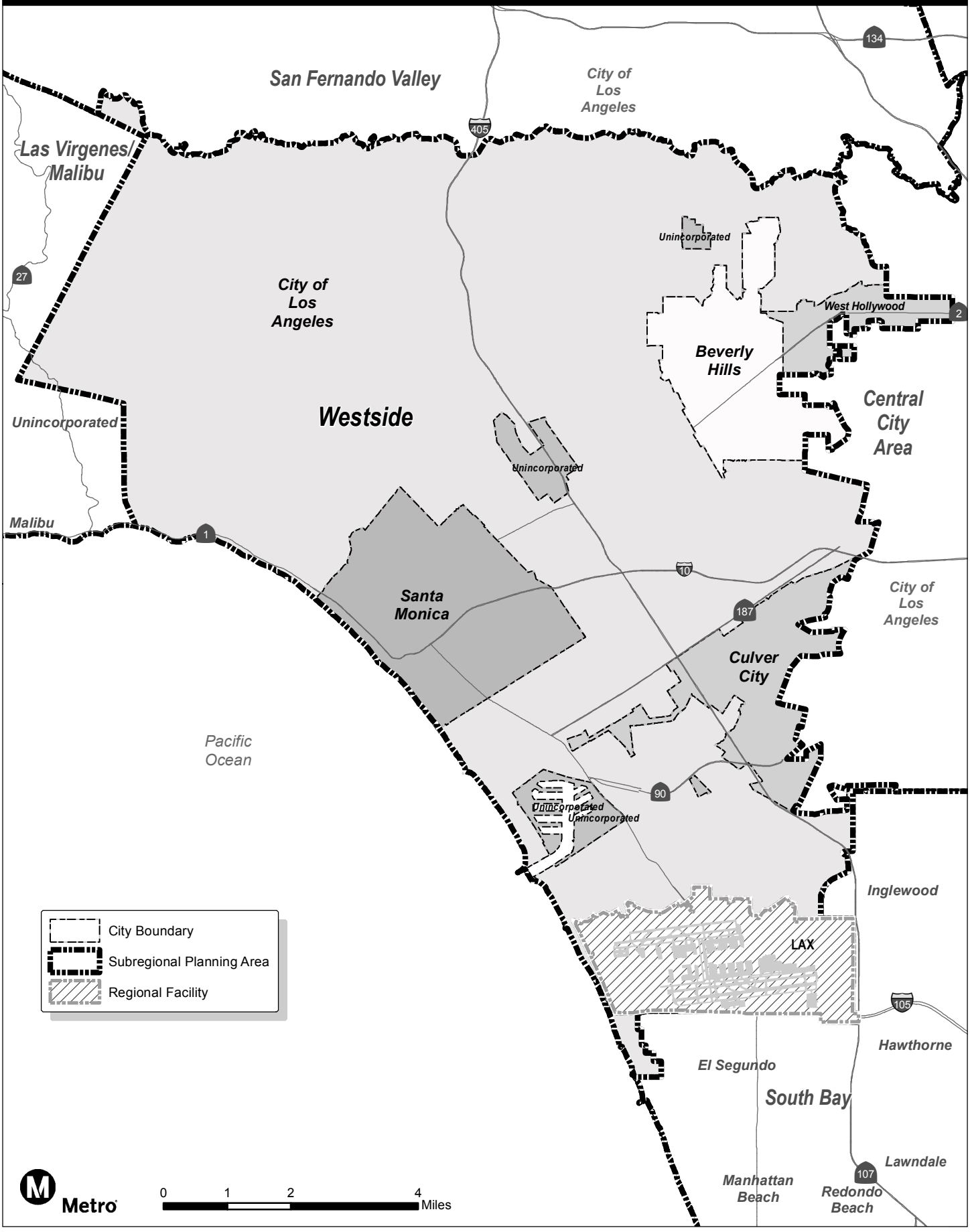
ATTACHMENT B - page 5 of 9
San Gabriel Subregional Planning Area



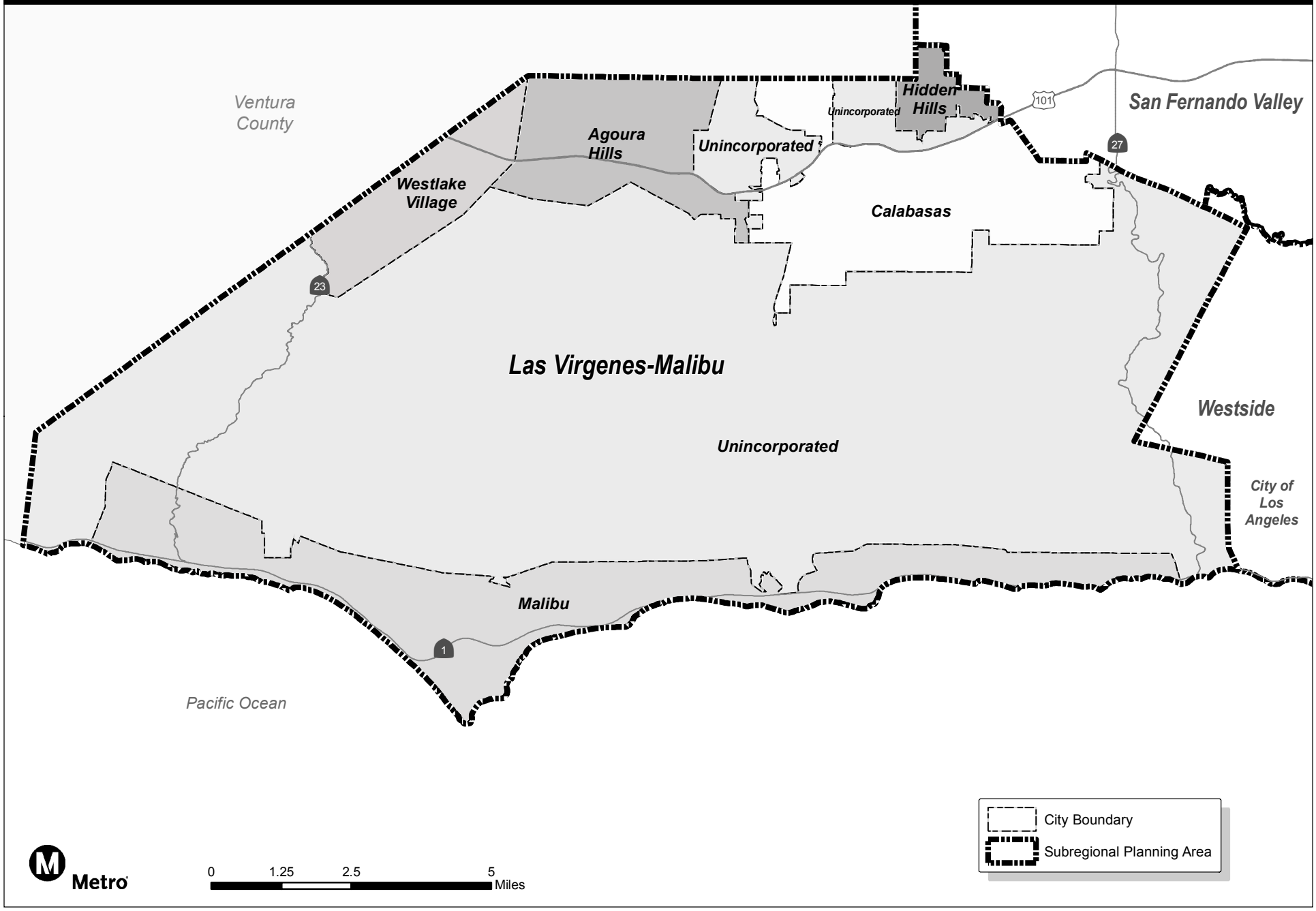
ATTACHMENT B - page 6 of 9
South Bay Subregional Planning Area



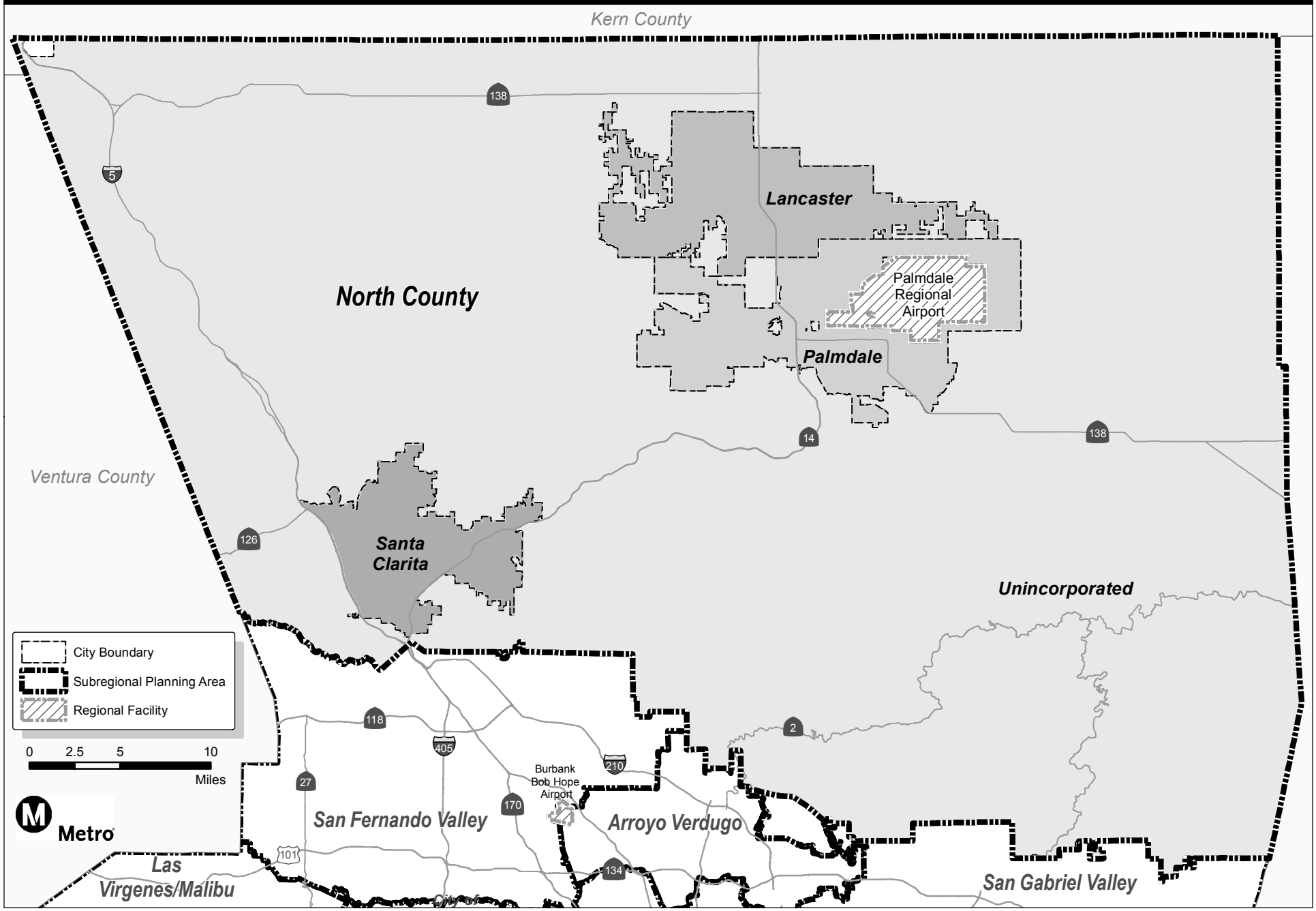
ATTACHMENT B - page 7 of 9
Westside Subregional Planning Area



ATTACHMENT B - page 8 of 9
Las Virgenes-Malibu Subregional Planning Area



ATTACHMENT B - page 9 of 9
North County Subregional Planning Area



Measure M 10-Year Comprehensive Assessment Objectives and Criteria

Planning and Programming Committee

July 15, 2026

File# 2026-0406

Metro

Requested Action

RECOMMENDATION

APPROVE objectives and criteria for the Measure M 10-Year Comprehensive Assessment.

Comprehensive Assessment

PURPOSE

The Assessment serves as a key milestone in the implementation of Measure M:

- Provide accountability and transparency for Measure M expenditures
- Assess Metro performance in delivering the voter-approved program
- Position Metro and its partners for the next decade of investment

PROCESS

- Five-year look back and ten-year look forward
- Estimate Measure M financial capacity
- Assess project and program benefits
- Coordinate with key Metro teams
- Gather & evaluate stakeholder feedback
- Prepare assessment and amendments for Board consideration*

**2/3 Board vote to approve report and amend Expenditure Plan*

Overview: Assessment Framework and Objectives

Measure M 5/10- Year Comprehensive Assessment

PART 1

MM5Y* Systemwide Assessment (FY23-27)

- State of the System & Quality of Life
- Program Delivery

PART 2

MM10Y Capital Project and Program Assessment (FY18-37)**

- Performance and Delivery Assessment
- Measure M Amendments

The Assessment Objectives are to:

- Assess performance on the **efficiency and effectiveness** in delivering Measure M projects and programs
- Identify and evaluate any **potential barriers** in delivery of the Expenditure Plan
- Identify and evaluate opportunities for **process improvements**
- Identify and evaluate **best practices** to be used going forward
- Identify and evaluate any **organizational changes** needed to improve coordination

**MM5Y: Measure M Five-Year Comprehensive Assessment*
***MM10Y: Measure M Ten-Year Comprehensive Assessment*

Development of the Proposed Assessment Criteria

2023 MM5Y Board Approved Assessment Criteria

Relevant Changes Since 2023 MM5Y
MMITOC Member and Staff Recommendations (2023)
Board Amendments (2023)
MM5Y Report Recommendations (2023)
MM10Y Assessment Needs

Proposed Measure M Assessment Criteria

Assessment Areas

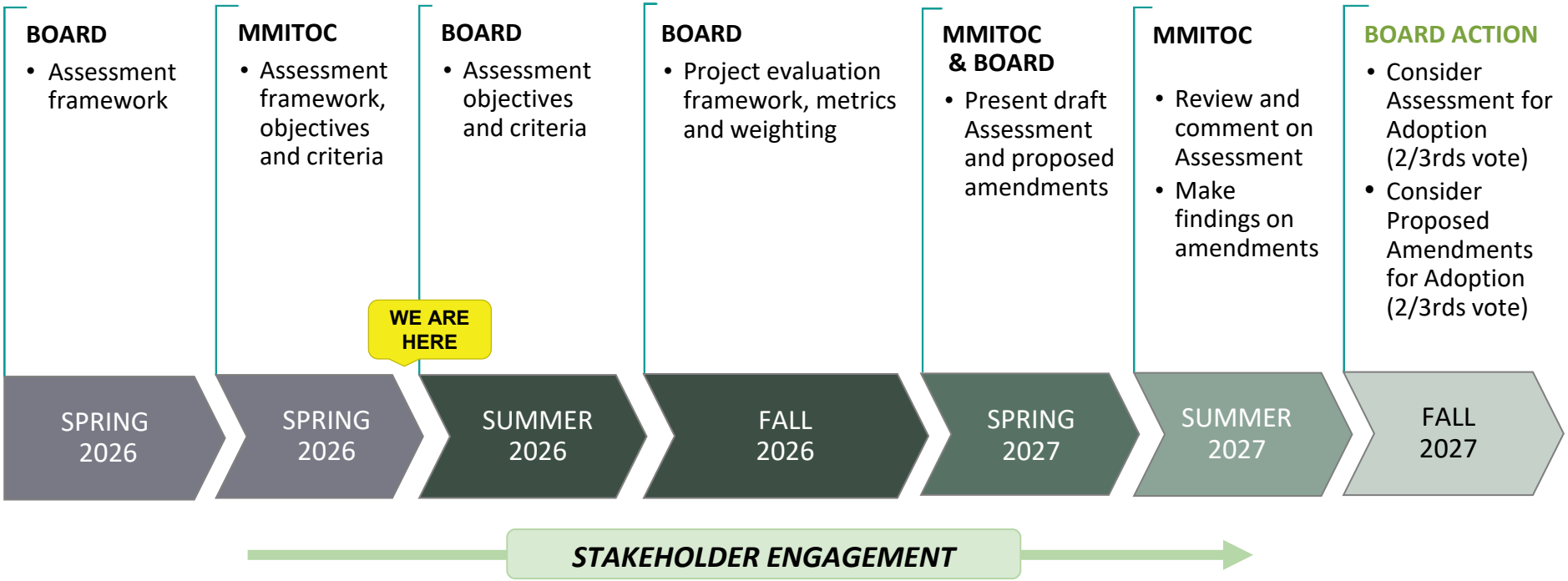
- Financial Analysis: accounting of revenues and expenditures, assess pass-through funding to direct recipients and subrecipients, and sufficency of set-aside investments for operations and maintencance
- Project Delivery: identify potential project delivery risks, progress of project scopes relative to original projections, and outcomes of projects and programs led by Metro, jurisdictions, or subregions
- Planning: analyze whether/which projects have and/or will boost system-wide connectivity and ridership and whether Measure M is helping to address regional per-capita Vehicle Miles Traveled targets
- Construction: assess whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple mega-projects within similar time periods
- Economic Impact: direct and indirect jobs during and after implementation, and cost/benefit of expenditure plan projects and programs
- Compliance, Transparency, and Accountability: to demonstrate Metro, direct recipient, and subrecipient compliance with the Ordinance, whether reporting to the Measure M Indpependent Taxpayer Oversight Committee has been adequate
- Equity: identify whether equity and inclusion objectives have been aligned with other Metro endeavors, and whether Measure M investments have increased Access to Opportunity

Financial Capacity to Add Projects/Programs

Determines if financial capacity exists to add projects or MSPs to the Expenditure Plan through an amendment.

- Financial forecast prepared for the 2025 Short Range Transportation Plan shows that revenues are down from the 2016 Expenditure Plan forecast
- Metro staff are currently updating the forecast based on April/May 2026 taxable sales forecast, and it will be incorporated into the Assessment
- The updated forecast will inform stakeholder discussions regarding potential amendments to the Expenditure Plan

Milestone Schedule and Next Steps



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

File #: 2026-0385, **File Type:** Project **Agenda Number:** 12.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), including the NEPA project mitigation measures for the Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment to the City of Montebello;

B. APPROVING the EA's 9-acre Maintenance and Storage Facility (MSF) Site 3 in the City of Commerce for the Board-selected Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment extension of the existing Metro E-Line, while maintaining the full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project; and,

C. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board-selected LPA for the E-Line Eastside Transit Corridor Phase 2 Project.

ISSUE

On May 27, 2026, Metro, in coordination with the Federal Transit Administration (FTA), released the Environmental Assessment (EA) for the Eastside Transit Corridor Phase 2 Project's Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment (IOS) for future E-Line extension from East Los Angeles to the City of Montebello, per the NEPA guidelines. FTA is the NEPA Lead Agency, and Metro is the Project Sponsor for the EA. The full EA document was published on the Federal Register (www.federalregister.gov/ <https://www.federalregister.gov/>) and the Project website (www.metro.net/projects/eastside_phase2/ <https://www.metro.net/projects/eastside_phase2/>). The Executive Summary of the EA is included in Attachment A. The EA was available for a 30-day public review period through June 26, 2026. The EA identifies the Project IOS's reasonably foreseeable environmental effects and provides NEPA project mitigation measures to reduce or avoid potentially adverse effects. These measures are generally similar or slightly modified compared to the Mitigation and Monitoring Reporting Program (MMRP) in the certified Final Environmental Impact Report (May 2024).

The Project is a Measure R and Measure M project that is included in the 2020 LRTP and the 2024-2050 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Board approval of the recommended actions is necessary to 1) update the Project LPA definition to include a new 9-acre MSF in the City of Commerce and associated NEPA project mitigation measures for inclusion in FTA's NEPA decision document, and 2) amend the 2020 LRTP with the refined LPA and request an amendment for the refined Project description in the SCAG RTP/SCS updates.

BACKGROUND

Since 2007, Metro has conducted extensive environmental reviews and outreach programs for the Eastside Transit Corridor Phase 2 Project (Project). This has included the Alternatives Analysis (AA) in 2007-2009, the original Draft Environmental Impact Report (EIR) in 2014, technical studies for project refinements in 2015-2018, scoping for the Recirculated EIR in 2019, release of the Recirculated Draft EIR in June 2022, selection of the LPA in December 2022, and release of Final EIR with responses to a total of 301 submissions, which encompassed 958 comments received on the Recirculated Draft EIR. Throughout the process, Metro engaged and informed elected officials, agency staff (e.g., the Washington Coalition and other local, state, and federal partnering agencies), community stakeholders, and the general public of the status of the Project in each phase of the Project, including the progress of the environmental review process. At its May 2024 meeting, the Board approved the full 9-mile Project and certified the Final Environmental Impact Report (Final EIR) under the California Environmental Quality Act (CEQA), with an IOS from East Los Angeles to City of Montebello and a 39-acre Maintenance and Storage Facility (MSF) for E-Line systemwide operations in the City of Montebello. Specifically, construction of the 39-acre Montebello MSF site would have involved acquiring six industrial properties and the relocation of nine businesses that currently provide roughly 500 jobs.

The 9-mile Project area has about 722,000 residents and 274,000 employees, with projections indicating an 11% increase in population and a 25% increase in jobs by 2042. It will pass through densely populated, low-income, and transit-dependent communities. Approximately 119,759 residents within ½ mile of the stations are identified as disadvantaged or low-income. Of this group, 49% are minorities, and 15% are transit-dependent individuals living below the federal poverty level, according to the American Community Survey (2020). Additionally, per the May 2024 Final EIR, once fully built to the Lambert Station terminus, the 9-mile Project is expected to serve over 15,000 average weekday boardings, an increase of approximately 7,700 in daily transit ridership, and to reduce daily VMT by over 10,000 vehicle miles.

NEPA Process

The Board had previously directed staff in December 2022 to reinitiate the NEPA process to pursue federal funding for the LPA (IOS to Montebello). In May 2025, the FTA determined that the Project requires preparation of an EA for a publication of a Finding of No Significant Impact (FONSI). An EA is a concise document assessing the significance of the potential social, economic, and environmental impacts of a federal action on a project. If an EA finds that the action has no significant effect, or that impacts can be mitigated to a level below significance for the environment, it concludes with a FONSI.

DISCUSSION

The EA evaluates the LPA (IOS to Montebello), identified in the Final EIR under CEQA, as the Build Alternative. As required by NEPA, a "No Build Alternative" is also evaluated in the EA. The Build Alternative would consist of 4.7 miles of new and reconfigured light rail transit extending the Metro E Line from the current terminus at Atlantic Boulevard/Pomona Boulevard to an at-grade terminal station in the City of Montebello. There would be one relocated underground Atlantic/Pomona station and three new stations, including the Atlantic Blvd/Whittier Blvd station (underground), the Commerce/Citadel station (underground), and the Greenwood Ave/Washington Blvd station (at-grade). Metro's project team collaborated with the FTA to prepare the EA document and technical studies, Section 106 consultation with tribal and cultural resources, and prepared Categorical Exemptions for pre-construction surveys.

Project Design Refinements during the NEPA study
Metro continued advancing the project design to 30% Preliminary Engineering (PE) for the IOS, focusing on rightsizing MSF and other complex design elements (tunnels, cut-and-cover stations, cross passages, transition structures, at-grade crossings). The Metro project team completed pre-construction surveys (including 158 soil borings and 178 utility potholes), along with over 8,000 flyers for door-to-door distribution and digital eblasts to key stakeholders and surrounding communities. Metro's project team met regularly with corridor cities, utility companies, and railroad companies on engineering design reviews and refinements, utility conflicts and adjustments, and first-last mile planning. Compared to the April 2024 Final EIR, the EA includes design adjustments to the Project's IOS, such as three new MSF site options, modification of traffic circulation to improve safety on 3rd Street, and refinements to traffic circulation at the LPA's Greenwood/Washington station area along Washington Boulevard in Montebello. Additionally, the frequency of operations during peak periods has changed from 5 minutes to 6 minutes to ensure safe operations for the E-Line through the Regional Connector.

In response to environmental considerations and feedback from corridor cities, property owners, and the general public concerning the extensive 39-acre MSF site, Metro proactively undertook a design refinement study to reduce property impacts and project footprint during the Preliminary Engineering phase (30% design). Metro conducted a targeted stakeholder outreach related to the MSF site.

The Montebello MSF site, as identified in the Final EIR, is designated for the storage and maintenance of up to 120 vehicles to support the full 9-mile rail extension to the City of Whittier and existing E-Line systemwide operations. The Montebello MSF site will necessitate the acquisition of six industrial properties that are currently engaged in active manufacturing and operations. Metro has revisited the fleet size and operating and maintenance requirements for the IOS and the existing E-Line system by fully utilizing any remaining capacity of our existing Metro yards, while keeping our environmental footprint for the MSF as small as possible.

For the 4.7-mile IOS, the EA evaluates all three opportunity sites for the MSF, including:

- **MSF Site 1**: Site 1 is a 25-acre site in the City of Montebello for maintenance and storage of up to 84 light rail vehicles and 204 employee parking stalls, located west of Vail Avenue, with

mid-block yard lead tracks. MSF Site 1 and the associated aerial yard lead tracks would require full acquisition of five (5) industrial properties supporting nine (9) businesses, and partial acquisition of a parcel owned by AT&SF Railway (part of BNSF Railway).

- **MSF Site 2:** Site 2 is a 28-acre site in the City of Montebello for maintenance and storage of up to 84 light rail vehicles and 255 employee parking stalls, located between Yates Avenue and Vail Avenue with aerial yard lead tracks on Yates Avenue. Construction of MSF Site 2 would require the acquisition of two (2) large industrial buildings, one strip parcel owned by AT&SF Railway (part of BNSF Railway), one full acquisition of a property at the corner of Washington Boulevard and Yates Avenue, and additional partial acquisitions of two industrial properties along Yates Avenue for the lead tracks to the MSF site.
- **MSF Site 3:** Site 3 is a 9-acre site in the City of Commerce for maintenance and storage of up to 39 vehicles and 55 employee parking stalls, located south of Gayhart Street and east of Saybrook Avenue. Site 3 will suffice for the minimum fleet requirement of 12 vehicles to operate the IOS to Montebello and for additional storage needed for E-Line systemwide operations. Site 3 would utilize five (5) parcels already acquired to support tunnel boring operations per the Final EIR and the rail alignment transit structure from the tunnel to the aerial Light Rail Transit structure over Garfield Boulevard. After tunnel boring is finished, a permanent satellite yard can be built on these five parcels without displacing any additional businesses prior to construction of the MSF.

After completion of the MSF design refinement study, public release of the EA, completion of the public hearings and public comment period on the EA, the MSF Site 3 in the City of Commerce is recommended as it meets the fleet requirement for the IOS, does not require any new additional acquisitions or business relocations, reduces the number of acquisitions required for the IOS, avoids displacing an additional nine businesses employing approximately 500 jobs before the construction of a MSF, and it significantly reduces environmental and construction impacts on the Washington Boulevard corridor.

Summary of Environmental Effects

The EA discloses potential impacts to 16 broad categories of environmental resources per NEPA and identifies mitigation measures to reduce or avoid adverse effects. The EA identified that there would be no adverse effect related to the following environmental topics: air quality, economics, growth, land use and development, acquisitions and relocations, utilities, and visual resources and aesthetics.

The EA identified that the project would be a de minimis impact on Section 4(f) resources, indicating that it would not affect the features, attributes, or activities of the historic sites in the study area. The EA identified adverse effects associated with the operation and construction of the Build Alternative related to the following environmental topics: biological resources; community impacts; historic, archaeological, and tribal resources; geology, soils, and paleontological resources; hazardous materials; water resources; noise and vibration; safety and security; and transportation. Avoidance, minimization, and mitigation measures were identified for these resources, and, as described in the EA, the Build Alternative would have no adverse effect on them with the implementation of the NEPA project mitigation measures. National Historic Preservation Act Section 106 consultation efforts require the federal lead agency, FTA, to continue coordination with SHPO in Summer 2026 for the

Project, to obtain concurrence and a determination that the project would not adversely affect historic properties. The results will be documented in the final NEPA document, with responses to comments received on the EA during the 30-day public review period, and FONSI, anticipated in Fall 2026.

Project Benefits

According to the EA, the IOS is expected to serve approximately 7,550 total daily weekday station boardings by 2050, an increase of 4,050 daily transit riders. This estimated ridership in the EA is lower than that presented in the Final EIR due to changes in regional and local travel patterns resulting from the COVID-19 pandemic and the 2024 SCAG current economic forecasts. The IOS would ease traffic congestion by reducing daily vehicle miles traveled (VMT) by over 8,000. Construction of the IOS is anticipated to create over 11,600 new jobs (construction, operations, maintenance, service) for Los Angeles County, with local hiring, and approximately $3.1 billion in additional economic activity beyond the direct construction spending for the region. Operation-related spending for the IOS is expected to generate an additional $2.2 million annually for employment opportunities for the region.

EA Notifications

Metro utilized a multi-channel, multilingual outreach strategy to maximize public awareness and participation during the NEPA Environmental Assessment review period. Consistent with Metro's community engagement strategy, opportunities for participation were provided through in-person meetings, virtual meetings, public hearings, stakeholder briefings, community-based organizations, pop-up events, direct outreach, and digital engagement platforms.

The Notice of Availability (NOA) for the EA was filed with the California State Clearinghouse and the Los Angeles County Clerk and mailed to the public and responsible agencies, organizations, elected officials, property owners, and other interested parties. Metro notified the public of the EA's release and opportunities to provide public comment through various means in English and Spanish, including notifications to properties along the Build Alternative, flyers at local events through partnership with 14 community-based organizations (CBOs)*, city halls and libraries in the IOS communities, banners, e-blasts, about 200 SMS texts, 285 phone calls, newspaper legal ads, and social media ads for engaging people of color, low-income, limited English proficiency populations, and persons with disabilities. Approximately 28,280 flyers to save the date of the 4 public hearings were distributed to the general public along the project corridor, with an additional 23,200 flyers distributed to residents or businesses in the IOS station areas via transit intercepts and door-to-door business canvassing.

*List of 14 CBOs includes: Alma Family Services, Bike LA, Breathe SoCal, Day One, DESI, Heart of Compassion, Helpline Youth Counseling, LEEAF, Mundo Maya Foundation, Streets Are For Everyone, Strength Based Community Change, California Resource Services for Independent Living, MAOF, and Casa de La Familia.

The EA was made available to the public and agencies via the Project website (www.metro.net/projects/eastside_phase2/ <https://www.metro.net/projects/eastside_phase2/>). A web-based, user-friendly platform was used to present the EA document. The EA was published on the Federal Register (federalregister.gov/ <https://www.federalregister.gov/>). The Executive Summary of the EA was provided in both English and Spanish. Printed copies of the full EA document were available at the following locations:

1. Federal Transit Administration, Region 9 Southern California Office, 888 S Figueroa St Ste

440, Los Angeles, CA 90017
2. Metro Headquarters, Dorothy Peyton Gray Transportation Library, One Gateway Plaza, Los Angeles, CA 90012
3. East Los Angeles Library, 4837 E 3rd Street, East Los Angeles, CA 90022
4. Rosewood Neighborhood Library, 5655 Jillson Street, Commerce, CA 90040
5. Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello, CA 90640

To provide the community with relevant Project information that is not evaluated under NEPA, Metro published additional reports and resources on the Project website, including responses to Frequently Asked Questions (FAQs), an interactive StoryMap/Hub, and plans/profiles of the Build Alternative for the IOS.

Community Engagement and Public Participation

Metro implemented a comprehensive community engagement program during the NEPA Environmental Assessment phase to inform residents, businesses, stakeholders, and public agencies about the project and opportunities to participate in the federal environmental review process. Engagement efforts focused on increasing awareness of the Environmental Assessment, providing accessible and bilingual project information, revisiting concerns raised during previous project outreach activities, and ensuring meaningful public participation during the 30-day comment period. The following is a summary of the recent public meetings and community outreach efforts that helped inform the EA:

- January 2025 - Seven outreach events with community members (total 884 engagements) along the LPA;
- January and February 2025 - Four community meetings (total of 216 participants, consisting of three in-person meetings in East Los Angeles, Montebello, Commerce, and one virtual meeting) to inform the public of project updates, Metro's intent to start the NEPA process, and discuss the NEPA schedule;
- March 2025 through May 2026- Partnership with 14 community-based organizations (CBOs) to continue increasing project awareness along the project corridor, including participation in about 23 local pop-up events, 162 targeted stakeholder briefings, and one community-based organization (CBO) meeting (with representatives from 9 CBOs) to notify CBO partners of Project updates;

Following the release of the EA on May 27, 2026, Metro hosted four public hearings in June 2026 to provide project updates and receive comments on the NEPA EA (a total of 189 attendees and 67 comments), consisting of three in-person meetings in East Los Angeles, Commerce, Montebello, and one virtual meeting. Court reporters and translators were present at all public hearings to receive spoken and/or written public comments. Both English and Spanish-speaking staff members and Spanish translators were present at all public hearings and outreach events to engage the public. Various exhibits, monitors, and interactive website tools were used to provide the public with an understanding of project design refinements and included the Metro project planning and engineering team to answer questions during the open house sessions, as well as a full presentation reviewing those design refinements. Public comments on the EA were accepted at the June 2026 public hearings and via mail, phone, email, and web form during the 30-day public comment period. Community feedback helped inform ongoing project refinements, including further evaluation of MSF options and continued efforts to minimize impacts to surrounding communities while advancing the

project's mobility, equity, and sustainability goals.

At the conclusion of the 30-day public review period ending June 26, 2026, a total of approximately 140 comment submissions were received, which encompassed approximately 350 comments. Comments received on the EA are generally similar to the types of comments (a total of 301 submissions, which encompassed 958 comments) recorded in the Project's Final EIR. Comments received on the EA during the formal public review period cover a wide range of topics, including strong support for the E-Line extension to Whittier from the general public and corridor cities; comments and suggestions related to project alignment and profile (underground vs. street level), alternative routes, station design, parking and multimodal access, landscaping, temporary construction impacts, permanent traffic impacts to residents and businesses due to traffic reconfiguration, truck access and detours; property acquisition and relocation for businesses, safety and security; and interest in ongoing community engagement as project design advances, transit-oriented development opportunities, public realm enhancements, and strategies to minimize impacts to surrounding communities. Metro will work with the FTA to prepare responses to comments received on the EA for inclusion in the final NEPA decision document by Fall 2026.

Funding Plan

The preliminary cost estimate for the IOS is approximately $7,902 millions in year 2022 dollars based on 15 percent design. This estimate will be refined upon completion of 30 percent Preliminary Engineering for the IOS in Fall 2026 and following FTA review during Project Development. The IOS funding plan was last presented to the Board in May 2024, when the Final EIR was certified. It relies on committed Measure M and Measure R sales tax revenues, other local sales tax sources (Proposition A and Proposition C), secured state funds, and additional state and federal funding to be secured. Groundbreaking of the IOS is assumed in Fiscal Year (FY) 2029 and opening in FY2035-2037. The remaining funding to be secured totals approximately $3,943.0 million for the IOS.

powered by Legistar™

Funding Sources	LPA (IOS Greenwood) Costs in year of expenditure dollars, in millions
Sources – Secured	
Local (Sales Tax – Measure R, Measure M, Proposition A, Proposition C, 3% Contribution)	$3,790.5
State (TIRCP, STIP)	$168.8
Total Secured	***$3,959.3***
Sources – Yet-to-be-Secured	
State (e.g., SB-1, TIRCP)	$1,505.1
Federal (e.g., New Starts)	$2,437.9
Total Yet-to-be-secured	***$3,943.0***
Total	***$7,902.3***

Notes:
STIP: State Transportation Improvement Program
TIRCP: Transit and Intercity Rail Capital Program
SB1: Senate Bill 1

For the future 4.3-mile extension from Montebello to Whittier, the preliminary cost estimate is approximately $1.9 billion in year 2022 dollars based on 15 percent design. Based on preliminary cash flow forecasts, Measure M Cycle 2 funding is anticipated to be sufficient to cover both pre-construction and construction costs for further E-Line extension to Whittier, totaling approximately $4,989 million in year-of-expenditure (YOE) dollars, with groundbreaking scheduled for FY2053 and opening for revenue services by FY2058. Staff will continue the development of a funding strategy for the LPA and the full Project to address the funding gap. As the project progresses to key milestones, staff will continue coordinating with the Early Intervention Team to identify project risks and mitigation opportunities to control the project costs, including assessment of project delivery method options for future project phases, value engineering, working with local stakeholders to refine right-of-way acquisition assumptions, exercising cooperative agreements, streamlining the permitting process with cities, etc.

Metro Cost Benefit Analysis
In July 2025, the Board adopted a standardized Cost-Benefit Analysis (CBA) methodology framework for conducting data-driven evaluations of project alternatives, particularly in assessing benefits relative to the costs of alternatives. In this instance, a CBA was conducted for the three MSF

alternatives as discussed in Attachment B. The CBA indicates that all MSF options are viable. MSF Site 3 performs best, with a score of 6.2 out of 7 points across qualitative and quantitative evaluation metrics, including various benefits and costs. MSF Site 2 scored 5.7 out of 7, and MSF Site 1 scored 5.3 out of 7 across the same metrics. MSF Site 3 (a 9-acre site in the City of Commerce) performs best due to its ability to deliver similar mobility, accessibility, safety, health and economic benefits, at a lower cost, shorter construction duration and lesser impact to adjacent properties and businesses.

DETERMINATION OF SAFETY IMPACT

Recommended actions will not affect the safety of Metro customers and/or employees because this Project is in the planning phase, and no construction or operational safety impacts result from the recommended Board Actions.

FINANCIAL IMPACT

The FY 2027 budget includes approximately $5.29M in Project 460232 for professional services in Countywide Planning and Development to complete the final NEPA document. The source of funds comes from Measure R 35% Transit Capital fund, Measure M 35% Transit Construction fund, as well as state grant funds that have been awarded to the Project. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

Board approval for the recommended actions is consistent with the goals and objectives outlined in the Metro Equity Platform Framework that identified that the Project traverses through Equity Focus Communities (EFCs) along the eastern portion of Los Angeles County. The full project alignment traverses six EFCs, which are in the Cities of Montebello, Commerce, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated communities of East Los Angeles and West-Whittier Los Nietos. There are 2,281 transit-dependent households along the project alignment and 1,828 transit-dependent households along the IOS. This Project will benefit these EFCs and other communities along the eastern portion of Los Angeles County by providing access to a reliable light rail system and filling a current gap in high-quality transit services. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network providing residents with critical transit service to access greater employment, health, and educational opportunities that include, but are not limited to, Whittier College, East Los Angeles College, Citadel Outlets, Historic Whittier Boulevard retail, and Presbyterian Intercommunity Hospital.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (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.

VMT was analyzed for this item through the VMT analysis completed for the Eastside Phase 2 Project Final EIR. The analysis identified a reduction in VMT due to the implementation of the project compared to conditions without the project, which demonstrates a benefit from the project and a less than significant impact from an environmental standpoint. Specifically, the VMT analysis in the EA identified a reduction in daily regional VMT of approximately 8,000 miles compared to the Horizon Year (2050) No Build Alternative conditions.

*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 Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity and.
- Goal 4: Transform LA County through regional collaboration and national leadership
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could consider not approving any of the recommended actions. However, this action is not recommended as it would jeopardize the Project schedule, delay progress toward revenue operations for the IOS by Year 2035-2037 per Measure M. Delaying the Project would delay these efforts and add cost.

NEXT STEPS

Upon Board approval of the recommended actions, Metro will work with the FTA to publish the Final NEPA document, which will include the minor design refinements and the 9-acre MSF Site 3 in the City of Commerce as the Board-approved MSF Site for the IOS, with a FONSI anticipated by Fall 2026. Metro staff will amend the 2020 LRTP for the refined LPA and request amendments for the Project in the SCAG RTP/SCS. To be consistent with other projects' successful progress and delivery, the Project staff will continue to coordinate with corridor cities and engage communities throughout the NEPA environmental process.

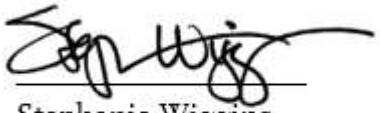
ATTACHMENTS

Attachment A - NEPA EA Executive Summary
Attachment B - Cost-Benefit Analysis

Prepared by: Emily Cadena, Transportation Planner, (213) 922-2876
Serena Lin, Senior Transportation Planner, (213) 922-2913
Maressa Sah, Manager, Transportation Planning, (213) 922-2462
Jill Liu, Senior Director, Countywide Planning & Development (213) 922-7220

Dolores Roybal, Deputy Executive Officer, Countywide Planning & Development, (213) 922-3024
Allison Yoh, Senior Executive Officer, Countywide Planning & Development, (213) 922-4812
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213) 922-3040
Rafie Zamani, Senior Executive Officer, Program Management, (213) 418- 3140
Hector Guerrero, Senior Executive Officer, Rail Operations, (213) 418-3003
Lorena Sanchez, Manager, Community Relations, (213) 922-2401

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
Conan Cheung, Chief Operations Officer, (213) 418-3034
Timothy Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

EXECUTIVE SUMMARY

ES-1 Introduction

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) has prepared this Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for the Eastside Transit Corridor Phase 2 (Project). The Project includes the Build Alternative and the No Build Alternative and is described in detail in **Chapter 2.0** (Description of Alternatives) and **Appendix E** (Alternatives Considered and Project Description).

Metro proposes to extend the Metro E Line east from the current terminus at Atlantic Station to an at-grade terminal station at the Greenwood station in the City of Montebello. The Build Alternative includes the following key features:

- Approximately 4.7 miles of reconfigured and new light rail transit guideway
- One reconfigured and three new stations
- Facilities to support rail operations constructed near the alignment (e.g., traction power substation, train control houses, radio communications)
- A modification to existing tracks west of the proposed alignment extension (Maravilla Crossover)
- One maintenance and storage facility (MSF)

Relying upon the requirements under NEPA, as revised by the Building United States Infrastructure through Limited Delays and Efficient Reviews Act of 2023, and 23 Code of Federal Regulations (CFR) Part 771, effective July 3, 2025, this EA analyzes reasonably foreseeable effects that result from the Project. As discussed in **Chapter 3.0** (Affected Environment and Environmental Consequences), reasonably foreseeable effects are those effects that have a rational link to the Project in terms of geographic and temporal proximity, and must be sufficiently likely to occur. Reasonably foreseeable effects do not include effects that are speculative in nature or causally attenuated from the Project.

Unless otherwise defined in the resource-specific section of the EA, for the purposes of assessing reasonably foreseeable effects, the following parameters apply:

- Geographic proximity includes effects as described in **Section 3.1.1** of this EA. The Study Area extends 0.5 to 2 miles from the centerline of the Build Alternative's guideway; it encompasses the Cities of Commerce and Montebello, the community of East Los Angeles in unincorporated Los Angeles County, and a small portion of Monterey Park to the northwest. For some environmental resource topics, specialized study areas are geographical boundaries designed to analyze a specific environmental, social, or technical impact. **Appendix S** (Regulatory Setting Summary) summarizes federal, state, and local regulations for the individual environmental resource.
- The temporal scope for long-term effects is between 2025 (the year the EA for the Project was started) and 2050 (the horizon year for planned regional projects in operation). Temporary effects are expected to occur during Project construction and are described in **Section 3.17** (Construction). Project construction is anticipated to last approximately 60 to 84 months.
- Sufficiently likely to occur includes effects associated with other projects for which funding has been committed, including, for example, projects included in the fiscally-constrained list of projects in the Regional Transportation Plan with dedicated funding for construction.

Under NEPA, a proposed project is an activity that is subject to a federal action. This Project is subject to federal and state environmental review requirements pursuant to NEPA and California Environmental Quality Act (CEQA). FTA is the lead agency for NEPA, as Metro plans to seek federal funding for the Project from FTA. Metro is the lead agency under CEQA.

ES-1.1 Project Background

Since 2007, Metro has implemented a comprehensive outreach program and alternative selection process for the Project, including extensive public outreach comprised of community meetings, workshops, open houses, and public hearings throughout each phase of environmental review. Additional details on the Project background, alternative screening and selection process, and environmental review process are provided in **Chapter 2.0** and **Appendix E**, of this EA. The outreach efforts are described in more detail in **Chapter 5.0** (Public Involvement) and **Appendix Q** (Public Outreach Report).

ES-2 Purpose and Need

The purpose of the Project is to reduce travel times for communities in eastern Los Angeles County and provide new multimodal connections to destinations within the greater Southern California region. By serving highly concentrated areas of employment, activity centers, and residential communities, the Project would expand economic opportunities and promote the growth of local economies, while supporting transit oriented community goals and addressing the travel needs of transit dependent populations. It would enhance regional connectivity by providing new and faster multimodal options and lead to economic development and infill growth opportunities throughout eastern Los Angeles County.

The Build Alternative addresses the transportation needs of eastern Los Angeles County communities which face high population and employment growth and constrained transportation facilities. Future population and employment growth will contribute to increases in travel demand which, if unaddressed, will overwhelm existing and future transportation networks, impact goods movement, and exceed transit capacities in eastern Los Angeles County. The Build Alternative is needed to address growing population and employment densities, congestion impacts on bus transit and vehicle travel, quality of life, and high transit demand within the Study Area. See **Chapter 1.0** of this EA for additional information.

ES-3 Alternatives

ES-3.1 No Build Alternative

The No Build Alternative evaluates the reasonably foreseeable effects within the Study Area if the Build Alternative is not approved. The No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within Los Angeles aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. The No Build Alternative would include existing transit and roadway projects from the base year (2025) and planned transit projects currently under construction or funded for construction that would be in operation by the horizon year (2050). The No Build Alternative is used for comparison purposes to assess the relative benefits and effects of constructing a new transit project in the Study Area versus implementing only currently planned and funded projects the serve the greater Los Angeles County region. The No Build Alternative evaluates the reasonably foreseeable effects that would be expected to occur within the Project's geographic proximity and temporal scope described in **Section ES-1** and **Chapter 3.0** if the Build Alternative were not implemented. The No Build Alternative is required for comparison under NEPA.

The No Build Alternative would not provide a rail transit option for communities in eastern Los Angeles County and, therefore, would not satisfy the purpose of the Build Alternative. The No Build Alternative would not address growing population and employment densities, local and arterial roadway congestion, quality of life issues, or high transit demand in the Study Area; therefore, the No Build Alternative would not satisfy the Build Alternative's need.

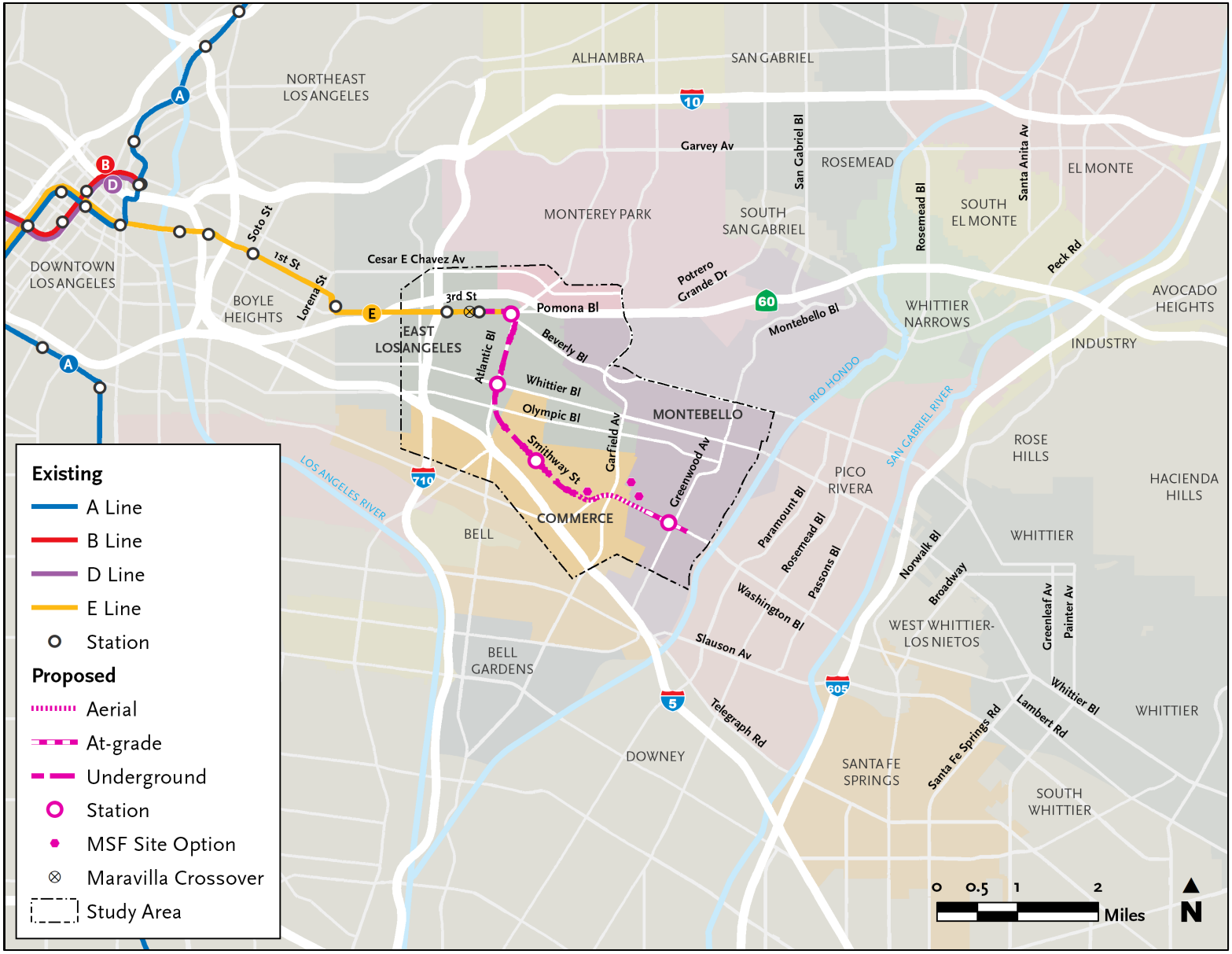
ES-3.2 Build Alternative

The Build Alternative is an electric-powered light rail transit service extension in eastern Los Angeles County. It would include approximately 4.7 miles of reconfigured and new light rail transit guideway, extending the Metro E Line east from its current terminus at Atlantic Boulevard to an at-grade terminal station at the proposed Greenwood station in the City of Montebello. The 4.7 mile alignment would include the reconfiguration of 0.4 mile of existing track to transition to a new 4.3 mile extension. This alternative would have approximately 3.1 miles of underground alignment, 0.9 miles of aerial alignment, and 0.7 miles of at-grade alignment; a relocated underground Atlantic/Pomona station; and three new stations. The Build Alternative would also include facilities to support vehicle operations, such as overhead catenary systems, radio communications, and train control houses that would be constructed along the alignment; a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover); and one MSF. The MSF would either be located in the City of Montebello (MSF Site 1 or 2) or in the City of Commerce (MSF Site 3), as shown in **Figure ES.1**.

The Build Alternative would construct a light rail transit option for communities in eastern Los Angeles County, enhancing regional connectivity, improving mobility and increasing travel efficiencies, supporting transit dependent populations, promoting local economic growth, and serving high-density urban areas. The Build Alternative satisfies the purpose and need of the Eastside Transit Corridor Phase 2 Project because it would expand transit opportunities in eastern Los Angeles County, provide a transportation alternative to local and arterial roadways during periods of congestion, improve quality of life by enhancing mobility and access options, and serve a population with high transit demand.

ES-4 Summary of Environmental Consequences and Mitigation Measures

Table ES.1 provides a summary of the Build Alternative's reasonably foreseeable environmental effects and the NEPA project measures (NPM) and/or NEPA mitigation measures (NMM) that would be implemented to address the Build Alternative's reasonably foreseeable permanent and temporary effects on the environment. NPMs and NMMs are identified for various resources. NPMs are incorporated as part of the Build Alternative to avoid or minimize potential adverse effects and consist of design features, best management practices, and measures required by law, including permit approvals. NMMs are additional actions, not otherwise part of the Build Alternative, that are designed to minimize, reduce, or compensate for reasonably foreseeable adverse effects. **Chapter 3.0** of the EA provides more detailed information and analysis about the Build Alternative's reasonably foreseeable environmental effects. **Appendix D** (Environmental Commitments Record) is a record of all NPMs and NMMs.



Source: Metro; CDM Smith/AECOM JV 2026.

Figure ES.1 Study Area

Table ES.1 Summary of Environmental Effects

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Air Quality	**Long-Term:** The Build Alternative would be consistent with transportation plans and programs. There would be no potential for operation of the Build Alternative to generate a carbon monoxide or particulate matter hotspot. Emissions of all relevant criteria pollutants and precursors, except for volatile organic compounds, would be reduced as a result of the Build Alternative. The increase in volatile organic compounds would not exceed South Coast Air Quality Management District's regional emissions threshold levels (see **Appendix F** [Air Quality Impacts Report]) and there would be no potential for operational emissions to violate air quality standards. The Build Alternative would decrease vehicle miles traveled (VMT) compared to existing conditions, resulting in long-term benefits on air quality. **Short-Term/Construction:** Emissions during construction would be temporary and would not exceed the South Coast Air Quality Management District's regional construction emissions thresholds or localized significance thresholds. Construction would not be expected to result in emissions in any one location for 5 years or more; thus, construction emissions would not be expected to meaningfully affect long-term ambient concentrations and no quantitative particulate matter hot spots analysis is required. No adverse effect would occur. On March 24, 2026, the Transportation Conformity Working Group reviewed and determined that the Build Alternative is not a Project of Air Quality Concern and would not have adverse impacts on air quality. The Build Alternative meets the requirements of the Clean Air Act and 40 CFR 93.116.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Biological Resources (Migratory Birds)	**Long-Term:** Disturbing vegetation during the bird nesting season could disrupt migratory bird nesting activities. However, long-term vegetation disturbance would primarily be from maintenance tree trimming, which is expected to be minimal. Additionally, the Build Alternative would comply with the Migratory Bird Treaty Act, which protects against the take of migratory birds. Therefore, there would be no long-term adverse effect on migratory birds. **Short-Term/Construction:** Street trees and landscape vegetation could be affected by construction and maintenance activities during the 3-year tree establishment period. If vegetation disturbance occurs during the bird nesting season, it could adversely affect migratory birds by disrupting nesting activities. The Build Alternative would comply with the Migratory Bird Treaty Act, Metro's tree policy, and tree protection policies of the corridor jurisdictions, which include provisions for tree protection and replanting during construction. Implementation of NMM BIO-1, which requires nesting bird surveys and avoidance of active nests during the bird nesting season, would reduce adverse effects on migratory birds during the construction and tree establishment period.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM BIO-1 - Nesting Birds	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Biological Resources (Vegetation)	**Long-Term:** Vegetation communities do not exist within the Biological Resources Study Area. Any tree-related maintenance activities would comply with the Metro Tree Policy and local tree protection policies. Thus, vegetation would not be affected by long-term maintenance activities. **Short-Term/Construction:** Street trees and landscape vegetation could be affected by construction activities; however, Metro would comply with its tree policy and local tree protection policies, which include provisions for tree protection and replanting during construction, and care of planted trees during the 3-year tree establishment period.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Biological Resources (Invasive Species and Pathogens)	**Long-Term and Short-Term/Construction:** Equipment for construction and maintenance activities has the potential to transport invasive plant seeds in areas of exposed soil and spread tree disease pathogens. The Biological Resources Study Area is primarily built out with minimal landscaping, isolated street trees, and no vegetation communities. Thus, there would be limited potential to spread invasive species and tree disease pathogens.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Community Impacts (Neighborhood Continuity)	**Long-Term:** The Build Alternative would not result in adverse effects neighborhood continuity. The Build Alternative would provide benefits that would strengthen neighborhood continuity. Development of Metro-owned properties would be required to adhere to the Metro Joint Development and Transit Oriented Communities Policy as described in and set forth in NPM EFI-1. Metro would ensure these developments would be evaluated for possible affordable housing development or other transit supportive land use and align with housing and economic goals through standards planning reviews. Therefore, operation would not result in adverse effects. **Short-Term/Construction**: Traffic could potentially result in traffic delays near construction staging areas. Street closures would potentially physically divide established communities. However, street closures would be periodic and temporary. Construction best management practices as set forth in NPM TRA-2 would minimize these short-term disruptions to traffic and street closure disruption during construction. As set forth in NPM TRA-4, site access during construction to MSF Site 1, 2, or 3 and adjacent properties would be maintained and meet design requirements. However, there would be an adverse effect due to reduced access within communities, which could lower quality of life and increase isolation. These adverse effects would be reduced to not adverse with implementation of NMM TRA-2, which would require that access to important community facilities and neighborhood areas are maintained. Construction of the Build Alternative and MSF would result in temporary employment opportunities. However, construction workers would likely be sourced from the existing local labor pool and construction of the Build Alternative and MSF would not require construction of new housing to house workers. Construction-related air quality emissions would not exceed South Coast Air Quality Management	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM EFI-1 - Metro Joint Development Program and Metro Pilot Local Hiring Initiative **Short-Term/Construction:** NPM NOI-2 - Construction Noise and Vibration Control NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM NOI-1 - Construction Noise Plan and Noise Monitoring Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
	District's regional construction emissions threshold levels (see **Appendix F**). Noise and vibration impacts would be reduced with implementation of measures identified in NPM NOI-2 and adverse effects would be reduced to not adverse with implementation of NMM NOI-1 through NMM NOI-10, NMM NOI-13, and NMM NOI-14 (see **Appendix L** [Noise and Vibration Impacts Report]).		NMM NOI-2 - Cast-in-Drilled-Hole Construction Methodology NMM NOI-3 - Noise Barriers NMM NOI-4 - Construction Staging Area NMM NOI-5 - Haul Routes NMM NOI-6 - Best Available Control Technologies NMM NOI-7 - Construction Working Hours NMM NOI-8 - Public Notification of Construction Operations and Schedules NMM NOI-9 - Truck Staging NMM NOI-10 - Tunnel Vent Fans Away From Residences NMM NOI-13 - Identify Vibration Susceptible Properties NMM NOI-14 - Vibration Pre-Construction Survey and Control Plan NMM TRA-2 - Traffic Management Plan	

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Physical Character)	**Long-Term:** The Build Alternative would not result in adverse effects on physical character. The underground alignment would not change the physical character of surrounding surface land uses. The aerial alignment would be visually congruent with surrounding industrial and commercial land uses. The at-grade alignment and facilities would comply with the Systemwide Station Design Standards and integrate with the existing character of the surrounding land uses. The Build Alternative would require acquisition of commercial and industrial properties. Metro would provide relocation services and payments per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and access to these properties at a new location would be maintained in the long term. **Short-Term/Construction:** Potential street closures could potentially physically divide established communities. However, street closures would be periodic and temporary. NPM TRA-2 would be implemented to minimize street closure disruption during construction. As required by NPM TRA-4, site access to MSF Site 1 and adjacent properties would be maintained and meet design requirements. However, there would be an adverse effect due to street closures potentially physically dividing established communities. These adverse effects would be reduced to not adverse with implementation of NMM TRA-2, which would minimize street closure disruptions during construction and maintain access within and between established communities.	**Long-Term:** No Adverse Effect **Short-Term /Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term /Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Access and Mobility)	**Long-Term:** The Build Alternative is anticipated to alter public access and mobility within and between communities and neighborhoods. The open trench on 3rd Street, and aerial and at-grade alignments, including the tail tracks ending at Montebello Boulevard, would eliminate left-turns and crossings at unsignalized intersections. Impacts would be reduced through the implementation of NPM TRA-1, which would implement best practice safety measures such as curbs, barriers, and signage crossings. As required by NPM TRA-3, site access during operations to MSF Site 1, 2, or 3 and adjacent properties would be maintained and meet design requirements. However, an adverse effect on access and mobility would still occur at the intersection of Garfield Avenue and Washington Boulevard because a reduction in travel lanes would result in an unacceptable level of service. Implementation of NMM TRA-1, which would install a new left turn lane and reconfigured right turn lane at this intersection, would reduce adverse effects to not adverse. Benefits of the Build Alternative include improved transit access, reduced automobile reliance and congestion, increased bicycle and pedestrian access, and enhanced mobility within and between communities overall. The Build Alternative would improve transit mobility in the Study Area by reducing transit travel times and improving connectivity between eastern Los Angeles County communities and the greater Southern California region. **Short-Term/Construction:** Temporary and periodic street and sidewalk closures could be required during construction activities. As identified in NPM TRA-2, lane and/or road closures would be scheduled to minimize disruptions to circulation patterns. As required by NPM TRA-4, site access during construction to MSF Site 1 or 2 and adjacent properties would be maintained and meet design requirements and alternative routes would be available for any streets requiring closure. However, there would be an adverse effect due to street closures impacting access and mobility within and between communities. As required by NMM TRA-2, the Traffic Management Plan specifies measures to minimize disruption to access and mobility during construction and would require that access to important community facilities and neighborhood areas is maintained. Therefore, with implementation of NMM TRA-2, construction adverse effects associated with street closures would be reduced to not adverse.	**Long-Term:** Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-1 - Garfield Avenue and Washington Boulevard Intersection **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Parks)	**Long-Term:** The Build Alternative would not result in adverse effects on parks. Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of parks within the Community Facilities and Public Services Study Area. Under the Build Alternative, the existing at-grade guideway would transition to the underground guideway within a trench along 3rd Street. This could potentially impact access to Belvedere Park Lake. However, U-turns would be allowed at Mednick Avenue and Woods Avenue. Additionally, a new high-visibility crosswalk would be constructed across 3rd Street to Belvedere Park Lake and other facilities. Left turns would be eliminated to and from Civic Center Way; however, the pedestrian crossing would be maintained. **Short-Term/Construction:** Intermittent increases in noise, dust, odors, and traffic delays could occur, which could affect adjacent parks. However, these impacts would not be adverse with implementation of standard control and noise and vibration mitigation measures. Implementation of NPM TRA-2 would minimize disruptions to the public caused by temporary closures. However, there would be an adverse effect due to intermittent closures and detours during construction, which could inhibit access to parks. Implementation of NMM TRA-2 would maintain mobility and access to local facilities and adverse effects associated with closures and detours would be reduced to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Community Impacts (Multi-Use Trails)	**Long-Term:** The Build Alternative would not result in adverse effects on multi-use trails as there are none within the Community Facilities and Public Services Study Area. **Short-Term/Construction:** Traffic could potentially delay access to the multi-use trails located east of the Study Area from Washington Boulevard. As identified in NPM TRA-2, Metro standard practices shall include timing closures to minimize disruptions to the public. With implementation of NMM TRA-2, the Build Alternative would require development of a Traffic Management Plan to maintain mobility and access to local facilities, and construction adverse effects associated with closures and detours would be reduced to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Other Community Facilities)	**Long-Term:** The Build Alternative would not result in adverse effects on other community facilities. Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of fire, police, emergency service, or school facilities. The trench guideway along 3rd Street could potentially impact access to and from the East Los Angeles Civic Center and Library. Left turns would be eliminated to and from Civic Center Way; however, the pedestrian crossing would be maintained. Additionally, vehicle access to the Civic Center from Mednick Avenue and U-turns at Mednick Avenue and Woods Avenue would be available. A new high-visibility crosswalk east of La Verne Avenue would be constructed to provide pedestrian access across 3rd Street. **Short-Term/Construction:** Traffic could potentially result in traffic delays and thus hinder access to other community facilities. As identified in NPM TRA-2, Metro standard practices would include timing closures to minimize disruptions to the public. For construction of the MSF, access to nearby properties and alternative routes would be available for any streets requiring closures as set forth in NPM TRA-4. However, there would be an adverse effect due to street closures inhibiting access to other community facilities. With implementation of NMM TRA-2, the Build Alternative would require development of a Traffic Management Plan to maintain mobility and access to local facilities, and construction adverse effects associated with closures and detours would be reduced to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Historic, Archeological, and Tribal Resources (Historic Properties)	**Long-Term:** Maximum vibration levels at historic properties along the Build Alternative are predicted to be 68 vibration decibels. Due to the strategic location of switches, none of the vibration levels at historic properties are predicted to exceed the FTA frequent impact criteria along the Build Alternative. Construction of the Build Alternative would acquire and demolish six contributors to the Vail Field Industrial Addition historic district, which could result in a long-term effect on the historic district. However, none of these contributors are individually eligible historic properties. The six contributors are located near the center and on the periphery of the historic district, though their demolition would not alter the district's character defining features. The core would remain intact with enough contributors with characteristics to convey its historical significance. The Build Alternative would not diminish the integrity of the historic properties' character defining features. As a result, there would be no adverse effect on historic properties from visual changes. **Short-Term/Construction:** Construction activities would not physically destroy, damage, alter, or move historic properties. The physical features within each property's setting that contribute to its historic significance would not change. New visual elements of the Build Alternative construction would be congruent with the surrounding industrial setting and would not diminish features of the historic properties. Effects on specific properties are summarized below.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM CUL-1 - Protection Measures – Differential Settlement/Vibration/ Tunnel Boring Machine [TBM] Specifications for CVS Pharmacy [CVS]/Golden Gate Theater	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
	National Chicano Moratorium March: Construction would remove and replace the asphalt pavement along portions of the historic district's contributing march route. A trench would be installed within the existing right-of-way at 3rd Street and La Verne Avenue. The Build Alternative would not result in the reconfiguration of the streets and sidewalks and the streets and sidewalk would continue to be constructed with asphalt and concrete. None of the district's character-defining features or contributing elements would be demolished or altered. Therefore, the Build Alternative would have no adverse effect on the National Chicano Moratorium March route. Golden Gate Theater: Construction of the guideway and station has the potential to cause vibrations and ground settlement that could impact the Golden Gate Theater, resulting in an adverse effect. Implementation of NMM CUL-1 would require building protection measures to be put in place, as identified in a pre-construction survey. NMM CUL-1 would reduce the potential for vibration-related adverse effects generated during construction activities to damage the Golden Gate Theater and there would be no adverse effect. Vail Field Industrial Addition Historic District: Demolition of six contributors to the historic district would occur during construction. This would not alter the district's character defining features and the core of the historic district would have characteristics to convey its historical significance. Therefore, the Build Alternative would have no adverse effect on the Vail Field Industrial Addition historic district. Pacific Metals Company Building: The construction of the Build Alternative would introduce a new visual element but would not change the historic character of the building. The aerial guideway, while conspicuous, would be congruent with other railway infrastructure in the area. The Build Alternative would have no adverse effect on Pacific Metals Company building. MSF Site 2: The aerial guideway would be within the parking lot of the Pacific Metals Company building but would not alter the building's façade or diminish the integrity of the building's significant design features. The E.F. Hauserman Company building would be within the vicinity of MSF Site 2. MSF Site 2 would introduce a new visual element but would not change the historic character of the building. Construction activities would not materially impair the historic property due to the distance from MSF Site 2 and its tail tracks. MSF Site 2 would have no adverse effect on historic properties. MSF Site 3: MSF Site 3 would be located within the Vail Field historic district. Construction of the MSF would introduce a new visual element but the visual quality and character of the site would be consistent with the industrial nature of the historic district and would not have an adverse effect.			

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Historic, Archeological, and Tribal Resources (Archaeological Resources)	**Long-Term:** The Build Alternative would not physically demolish, destroy, relocate, or alter any known archaeological resources that are historic properties. **Short-Term/Construction:** The Build Alternative would have no effect on known archaeological resources within the Area of Potential Effects. However, construction could have the potential to disturb and destroy archaeological resources that are currently unknown. NMM CUL-2 requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a Cultural Resources Monitoring and Mitigation Plan be prepared for unanticipated discoveries. Implementation of this mitigation would reduce adverse effects on archaeological resources to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM CUL-2 - Unknown Archaeological Resources	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Historic, Archeological, and Tribal Resources (Traditional Cultural Properties)	**Long-Term:** The Build Alternative would not require additional ground disturbance or other activities that could adversely affect Traditional Cultural Places. **Short-Term/Construction:** No precontact archaeological sites were identified through research, survey, and Native American consultation in the Area of Potential Effects; therefore, precise locations with a higher potential to contain such resources cannot be identified. If unmitigated, there could be a potential disturbance of Traditional Cultural Places that are currently unknown during construction, resulting in an adverse effect. Implementation of NMM TCP-1, NMM TCP-2, and NMM TCP-3 would ensure that workers have a clear understanding of Traditional Cultural Places that may be present in the construction area, and that procedures and plans would be in place for monitoring for and for safely handling Traditional Cultural Places. Implementation of NMM TCP-1 through NMM TCP-3 would reduce adverse effects to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM TCP-1 - Traditional Cultural Places [TCP] Training NMM TCP-2 - Retain a Native American Monitor NMM TCP-3 - Unknown Traditional Cultural Places [TCP]	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Economic Impacts	**Long-Term:** Build Alternative-related spending would provide economic benefits by generating additional wages and salaries for households and creating jobs for the Southern California region. Wages and benefits from operation of the Build Alternative would be greater for the metro area relative to the County. The Build Alternative would result in travel time savings and travel cost savings. The Build Alternative would save travelers' travel time and attract additional riders relative to the No Build Alternative. The Build Alternative is expected to lead to new development and/or redevelopment of land surrounding some of the proposed stations, which would likely have the effect of increasing property tax revenues for affected local jurisdictions (i.e., Los Angeles County, City of Montebello and City of Commerce). Development of Metro-owned properties would be required to adhere to the Metro Joint Development Program and Metro Pilot Local Hiring Initiative as required by NPM EFI-1. While the Build Alternative would result in minor losses in the tax base and associated revenue, these effects would not be adverse. Moreover, the loss of tax revenue could potentially be offset by increased development near stations and along the Build Alternative alignment, which creates economic opportunity. Therefore, there would be no adverse effect. **Short-Term/Construction:** Build Alternative-related construction spending would provide regional economic benefits by generating additional wages and salaries for households and creating jobs for the region. General construction and soft costs/professional services expenditures and external funding sources would generate investment in the local economy and local employment. Construction of the Build Alternative would be required to adhere to the Metro Joint Development Program and Metro Pilot Local Hiring Initiative as required by NPM EFI-1. Construction could have temporary adverse economic effects on some commercial and industrial businesses, particularly near or adjacent to construction sites, including traffic disruption and air quality and noise effects. These construction effects could in turn result in a loss of sales and/or increased operating costs for commercial businesses. These businesses represent a relatively small portion of the overall economy. Therefore, there would be no adverse effect on the region.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	**Long-Term and Short-Term/Construction:** NPM EFI-1 - Metro Joint Development Program and Metro Pilot Local Hiring Initiative	**Long-Term:** Beneficial Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Geology, Seismic, Soils, and Paleontological Resources (Exposure to Seismic Hazards)	**Long-Term and Short-Term/Construction:** The Build Alternative is not on any known active faults capable of surface rupture, and is on generally flat, stable soils with low liquefaction potential. Because the Build Alternative is located in a seismically active area, there is potential for seismic ground shaking. To address potential seismic hazards, the Build Alternative would be constructed in compliance with the Metro Rail Design Criteria, applicable building codes, and standards as identified in NPM GEO-1. Compliance includes detailed requirements for planning and conducting a geotechnical investigation, geotechnical design methodologies, and reporting, such as the preliminary geotechnical investigation conducted in 2025. Specific structural engineering recommendations identified in the geotechnical investigations would be incorporated into the final design plans (NPM GEO-1). Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	**Long-Term and Short-Term/Construction:** NPM GEO-1 - Geotechnical Investigation	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Geology, Seismic, Soils, and Paleontological Resources (Soil Erosion)	**Long-Term:** The Build Alternative is located in an urbanized area that is primarily impervious with no exposed soil. There would be no ground disturbance or change in the amount of exposed soil compared to existing conditions. A small increase in impervious surface would not lead to a meaningful change in the amount of runoff and associated erosion. The Build Alternative would comply with post-construction measures in applicable National Pollutant Discharge Elimination System permits and low impact development standards, as identified in NPM HWQ-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Implementation of erosion control best management practices (BMPs), as identified in NPM HWQ-2, would prevent substantial soil erosion or the loss of topsoil from exposed soils. At the close of construction, areas of exposed soil that were previously paved would be repaved. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** NPM HWQ-1 - Operational Best Management Practices for Water Resources **Short-Term/Construction:** NPM HWQ-2 - Construction Best Management Practices for Water Resources	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Geology, Seismic, Soils, and Paleontological Resources (Soil Stability)	**Long-Term:** The Build Alternative could affect and be affected by soil stability including hazards such as landslides, subsidence, liquefaction, or collapse. However, the Build Alternative would undergo a detailed geotechnical investigation and comply with regulatory requirements, as set forth in NPM GEO-1, which would identify and address potential soil stability issues. Thus, there would be no adverse effect. **Short-Term/Construction:** The Build Alternative would comply with regulatory requirements, as described in NPM GEO-1, and recommendations in a site-specific geotechnical investigation to avoid adverse effects from soil stability, including related to excavation and tunneling and dewatering. Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	**Long-Term and Short-Term/Construction:** NPM GEO-1 - Geotechnical Investigation	**Long-Term and Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Geology, Seismic, Soils, and Paleontological Resources (Expansive Soils)	**Long-Term:** The Build Alternative could affect and be affected by expansive soils, which swell and shrink with moisture changes and have the potential to damage foundations, structures, and underground utilities. However, the Build Alternative would undergo geotechnical investigation and comply with regulatory requirements described in NPM GEO-1. Thus, there would be no adverse effect. **Short-Term/Construction:** The Build Alternative would comply with regulatory requirements, as described in NPM GEO-1, and recommendations in a site-specific geotechnical investigation to avoid adverse effects from expansive soil. Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	**Long-Term and Short-Term/Construction:** NPM GEO-1 - Geotechnical Investigation	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Geology, Seismic, Soils, and Paleontological Resources (Paleontological Resources)	**Long-Term:** The Build Alternative would not involve any ground disturbance in the long term that could have an adverse effect on paleontological resources. **Short-Term/Construction:** The Build Alternative is in an area of high sensitivity for paleontological resources, and damage or loss of paleontological resources could occur during tunnel construction from the use of tunnel boring machines, which could likely prevent the discovery of fossil resources. With implementation of NMM GEO-1 through NMM GEO-4, which require inadvertent discovery protocols and fossil recovery measures to help preserve the scientific value of fossils that may be present, potential adverse effects on paleontological resources during construction would be reduced to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM GEO-1 - Retaining a Qualified Paleontologist and a Qualified Paleontological Monitor NMM GEO-2 - Ability to Readily Salvage Fossils and Samples of Sediment NMM GEO-3 - Ability to Identify and Permanently Preserve Specimens NMM GEO-4 - Ability to Curate Specimen to a Professional Accredited Museum Repository	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Visual Resources	**Long-Term:** No scenic vistas are present in the Study Area. Views of surrounding landscapes and topography are available but not considered unique or of visual significance nor substantially affected by the Build Alternative elements. The Build Alternative would mostly operate underground or within the public roadway right-of-way. Certain elements located on properties outside of the public right-of-way (e.g., station plazas, traction power substations) would comply with applicable zoning and design requirements. Operational visual changes would be limited and would not result in adverse effects on visual character, visual resources, visual quality, or viewers. New visual features such as station entries, plazas, and related at-grade facilities would be designed to integrate with the surrounding urban context. Viewer sensitivity ranges from low to moderate due to the existing presence of industrial uses and exposure by residents, park users, and transit riders. However, given the context-sensitive design of the Build Alternative elements, the visual effects of the Build Alternative would not be adverse. Visual effects on historic properties are discussed under Historic, Archeological, and Tribal Resources. **Short-Term/Construction:** Long-range views would remain largely available from surrounding public locations during construction. Construction activities would result in temporary visual changes associated with building demolition, excavation, construction equipment, staging areas, and temporary surface disturbances. These changes would be most noticeable near locations where existing commercial parcels are acquired and demolished to accommodate new stations, station plazas, surface parking, electrical equipment, or MSF facilities. Although demolition would temporarily alter the visual character of these parcels, such changes would be short term and transitional in nature. Construction staging areas would be fenced, screened where feasible, and managed to minimize visual nuisance and avoid substantial degradation of visual character and quality in adjacent areas. Dust control measures required under South Coast Air Quality Management District Rule 403 would reduce visible dirt and dust on public roadways and nearby properties. Overall, while construction would introduce temporary visual contrast within the corridor, these effects would not result in a substantial or long-term degradation of the visual environment. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Hazardous Materials (Transport, Storage, Use, and Disposal of Hazardous Materials)	**Long-Term:** The Build Alternative would involve the use of small amounts of hazardous substances, such as typical cleaning products used in maintenance. If the quantity of hazardous materials used, handled, or stored on-site would exceed regulatory thresholds, operations would adhere to all applicable existing federal, state, and local regulations pertaining to hazardous materials. Compliance with NPM HAZ-1 would ensure that cleaning and maintenance products are labeled with appropriate cautions and instructions for handling, storage, and disposal these materials would be in accordance with label directions. Compliance with NPM HAZ-3 would ensure that operation of the MSF would comply with existing regulations if the quantity of hazardous materials used, handled, or stored onsite exceeds the regulatory thresholds. As identified in NPM HAZ-1 and NPM HAZ-3, operational best management practices for hazardous materials would be implemented and the Build Alternative would have no adverse effect. **Short-Term/Construction:** The Build Alternative could expose the public or the environment to hazardous materials from the use of typical construction equipment and vehicles containing fuel, oil, and grease; hazardous building materials such as asbestos and lead based paint that could be encountered during demolition; and the use and transport of limited quantities of certain hazardous materials such as paints, solvents, and glues used during construction. NPM HAZ-2, NPM HAZ-4, and NPM HAZ-5 would implement construction best management practices for Hazardous materials. NMM HAZ-2 - Soil and Groundwater Management Plan would address potential handling and disposal of contaminated soil and groundwater, NMM HAZ-3 – Metro's Contractor Specifications would provide guidance if soil and groundwater contamination is encountered, NMM HAZ-4 - Safety Manuals and Construction Work Plans would address worker health and safety and NMM HAZ-5 - Hazardous Building Survey and Abatement would require investigation into building materials or equipment that contains hazardous materials. Compliance with NMM HAZ-2 through NMM HAZ-5 to reduce adverse effects related to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM HAZ-1 - Operational Best Management Practices for Hazardous Materials NPM HAZ-3 - Operational Best Management Practices for Maintenance and Storage Facility for Hazardous Materials **Short-Term/Construction:** NPM HAZ-2 - Construction Best Management Practices for Hazardous Materials NPM HAZ-4 - Construction Best Management Practices for Maintenance and Storage Facility for Hazardous Materials NPM HAZ-5 - Construction Best Management Practices for Commerce/Citadel station for Hazardous Materials NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 – Metro's Contractor Specifications NMM HAZ-4 - Safety Manuals and Construction Work Plans NMM HAZ-5 - Hazardous Building Survey and Abatement	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Hazardous Materials (Release of Hazardous Materials)	**Long-Term:** While it is anticipated that operation of the Build Alternative would not create a significant hazard to the public or the environment involving the release of hazardous materials into the environment, this operational analysis presents the potential possibilities of such a risk. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Hazardous materials could be stored within the Build Alternative site, but the materials would generally be in the form of routinely used common chemicals. Therefore, the probability of a major hazardous materials incident would be remote. Minor incidents would be more likely, but the consequences of the release of hazardous materials would likely not be severe due to the types of common chemicals anticipated to be used at the Build Alternative site. As identified in NPM HAZ-1 and NPM HAZ-3, operational best management practices for hazardous materials would be implemented and the Build Alternative would result in no adverse effect. **Short-Term/Construction:** While it is anticipated that construction of the Build Alternative would not create a significant hazard to the public or the environment involving the release of hazardous materials into the environment, this construction analysis presents the potential possibilities of such a risk. Construction of the Build Alternative would require grading and tunneling activities that would potentially expose construction workers and the public to hazardous conditions through disturbance of contaminated soil and/or groundwater. NMM HAZ-1 would require further investigation into potential soil and ground contamination. NMM HAZ-2 - Soil and Groundwater Management Plan would address potential handling and disposal of contaminated soil and groundwater, NMM HAZ-3 – Metro's Contractor Specifications would provide guidance if soil and groundwater contamination is encountered, NMM HAZ-4 - Safety Manuals and Construction Work Plans would address worker health and safety and NMM HAZ-5 - Hazardous Building Survey and Abatement would require investigation into building materials or equipment that contains hazardous materials. The Build Alternative would adhere to existing federal and state regulations related to hazardous materials and implement NMM HAZ-1 through NMM HAZ-5 and would have no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM HAZ-1 - Operational Best Management Practices for Hazardous Materials NPM HAZ-3 - Operational Best Management Practices for Maintenance and Storage Facility for Hazardous Materials **Short-Term/Construction:** NMM HAZ-1 - Phase I Environmental Site Assessment [ESA] and Phase II ESA NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 - Metro's Contractor Specifications NMM HAZ-4 - Safety Manuals and Construction Work Plans NMM HAZ-5 - Hazardous Building Survey and Abatement	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Hazardous Materials (Hazardous Materials Sites)	**Long-Term:** Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction and would not occur after construction is complete. No ground-disturbing activities would occur during operations that could result in hazardous releases of contaminated soil from listed hazardous materials sites, thereby creating a significant hazard to the public or the environment. **Short-Term/Construction:** Disturbance of existing soil contamination from hazardous materials release sites or other sources could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly, and therefore would result in an adverse effect. NPM HAZ-4 and NPM HAZ-5 would implement construction best management practices for the Build Alternative. NMM HAZ-1 would require further investigation into potential soil and ground contamination. NMM HAZ-2 - Soil and Groundwater Management Plan would address potential handling and disposal of contaminated soil and groundwater, NMM HAZ-3 – Metro's Contractor Specifications would provide guidance if soil and groundwater contamination is encountered, NMM HAZ-4 - Safety Manuals and Construction Work Plans would address worker health and safety and NMM HAZ-5 - Hazardous Building Survey and Abatement would require investigation into building materials or equipment that contains hazardous materials. Construction would adhere to existing federal and state regulations related to hazardous materials as set forth in NPM HAZ-4 and NPM HAZ-5 and would implement NMM HAZ-1 through NMM HAZ-5 to reduce adverse effects related to listed hazardous materials sites to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM HAZ-4 - Construction Best Management Practices for Maintenance and Storage Facility for Hazardous Materials NPM HAZ-5 - Construction Best Management Practices for Commerce/Citadel station for Hazardous Materials NMM HAZ-1 - Phase I Environmental Site Assessment [ESA] and Phase II ESA NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 - Metro's Contractor Specifications NMM HAZ-4 - Safety Manuals and Construction Work Plans NMM HAZ-5 - Hazardous Building Survey and Abatement	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Water Resources (Water Quality and Erosion)	**Long-Term:** The Build Alternative could release pollutants such as heavy metals and petroleum hydrocarbons over time. However, as described above, post-construction runoff and pollution control measures would be implemented, as required by National Pollutant Discharge Elimination System permits and identified in NPM HWQ-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction could increase erosion and sedimentation and release pollutants that could affect water quality. Construction would comply with the National Pollutant Discharge Elimination System Construction General Permit and associated Stormwater Pollution Prevention Plan, as identified in NPM HWQ-2. The Study Area is relatively flat, which would minimize the risk of erosion and sedimentation. Areas of exposed soil that were previously paved would be repaved post construction. If encountered, groundwater contaminated with hazardous materials could spread into nearby surface water and groundwater, resulting in an adverse effect. Construction would adhere to applicable Waste Discharge Requirements and implement NMM HAZ-2, a Soil and Groundwater Management Plan to address handling and disposal of potential contaminated groundwater, and NMM HAZ-3, Metro's Contractor Specifications for encountering exposed soil and groundwater. Implementation of mitigation would reduce adverse effects to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM HWQ-1 - Operational Best Management Practices for Water Resources **Short-Term/Construction:** NPM HWQ-2 - Construction Best Management Practices for Water Resources NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 – Metro's Contractor Specifications	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Water Resources (Groundwater Resources)	**Long-Term:** The Build Alternative would not substantially change the amount of impervious surfaces and would not affect the Rio Hondo Spreading Grounds where most of the groundwater recharge occurs. Thus, there would be no adverse effect. **Short-Term/Construction:** There would be no construction within the Rio Hondo Spreading Grounds where most of the groundwater recharge in the vicinity occurs. The groundwater depth near the underground guideway would likely be below or at the lower level of construction activities for the Build Alternative (Diaz-Yourman and Associates 2021); thus, the amount of water that would need to be extracted, cleaned, and disposed of during construction would be minimal. Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Water Resources (Drainage)	**Long-Term:** The Build Alternative would not result in ground disturbance and there would be no change in erosion or sedimentation. Since the Build Alternative would be constructed on and under primarily impervious land, it would not substantially increase the volume or peaks of runoff entering the storm drain system. The Build Alternative would comply with post-construction measures in applicable National Pollutant Discharge Elimination System permits, as identified in NPM HWQ-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction would comply with the Construction General Permit and associated Stormwater Pollution Prevention Plan best management practices, as identified in NPM HWQ-2. Drainage systems would be constructed and connected to municipal systems per Metro Rail Design Criteria and jurisdictional permits. Metro/Metro's contractor would be responsible for preparing the drainage and grading plans and obtaining approval of the plans before construction. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** NPM HWQ-1 - Operational Best Management Practices for Water Resources **Short-Term/Construction:** NPM HWQ-2 - Construction Best Management Practices for Water Resources	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Land Use and Development (Land Use Compatibility)	**Long-Term:** The new light rail transit components of the Build Alternative, including the MSF and its lead tracks, would all be designed to integrate into and be compatible with the existing character of the surrounding land uses. Operation of the Build Alternative would not interfere with pedestrian and vehicle crossings or affect vehicle, bicycle, or pedestrian access in the surrounding community and would follow best management practices to maintain circulation, as identified in NPM TRA-1 and NPM TRA-3. As set forth in NPM EFI-1, development of Metro-owned property would follow Metro's Joint Development and Transit Oriented Communities Policy, supporting redevelopment with transit oriented uses and reducing potential land use impacts. Thus, there would be no adverse effect. **Short-Term/Construction:** Lane and/or road closures during construction would result in temporary periodic movement limitations for pedestrians, cyclists, and vehicles within and between local communities. Disruptions to communities would be minimized using jurisdiction coordinated scheduling, advanced notification, and wayfinding signage, as set forth in NPM TRA-2. As identified in NPM TRA-4, access would be maintained to all properties surrounding the MSF. However, there would be an adverse effect from road and lane closures during construction. As required by NMM TRA-2, a Traffic Management Plan, would minimize disruptions during construction and reduce adverse effects to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NPM EFI-1 - Metro Joint Development Program and Metro Pilot Local Hiring Initiative **Long-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Land Use and Development (Consistency with Land Use Plans)	**Long-Term and Short-Term/Construction:** The Build Alternative would be consistent with applicable land use plans because it would improve regional and local transit connectivity in a manner that supports adopted regional, county, and city goals for transit oriented development, improved mobility, and coordinated land use and transportation planning. Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Acquisitions and Relocations (Acquisition, Displacement, Replacement, and Relocation)	**Long-Term:** The Build Alternative could result in potential property acquisitions for the Build Alternative systems and facilities. Properties subject to potential acquisition include relocation assistance and compensation in accordance with applicable federal and state relocation laws. Adherence to existing regulations would ensure that affected property are treated fairly and supported through the process. In addition, phased acquisition, advance notice, and coordination with local agencies would allow businesses sufficient time to relocate without significant disruption. As set forth in NPM TRA-3, operational best management practices would be implemented to maintain access to property and businesses during operation of the maintenance and storage facility. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction activities could require some property acquisitions in the form of temporary construction easements to allow construction staging on public sidewalks, streets, and if necessary, private property. Temporary construction easements would include temporary staging areas (including tunnel boring machine launch site), materials and equipment storage, contractor site offices during the construction period, and areas for cut and cover activities. The properties used for temporary construction easements would be returned to their original owners; however, these temporary construction easements could last the duration of construction (60 to 84 months) and could result in an adverse effect on property and businesses. Short-term street and sidewalk closures during construction of the Build Alternative could result in temporary limitations on movement for vehicles, cyclists, and pedestrians, which could affect access to properties and businesses in general. As set forth in NPM TRA-2, best management practices would be implemented during construction to address pedestrian and vehicle access and minimize disruption from construction work zones. However, lane and road closures could result in adverse effects on businesses. For the MSF, as identified in NPM TRA-4, access would be maintained to all surrounding properties throughout the course of construction. NMM TRA-2 would require development of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owner, and would reduce adverse effects to not adverse. Additionally, Metro has existing pilot programs that provide financial assistance to small businesses along rail corridors under construction.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/C onstruction:** No Adverse Effect
Noise and Vibration (Noise)	**Long-Term:** Noise along the Build Alternative would be primarily due to passbys[1] from light rail transit vehicles for receptors near its aerial and at-grade configurations, in addition to operational noise for receptors near stationary noise sources (such as stations, the parking facility, or special trackwork such as switches). Noise generated by passby of light rail transit vehicles would not exceed the FTA severe noise impact criteria at any sensitive receptors because of the distance of receptors from the alignment and/or intervening	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM NOI-1 - Operational Design Standards for Noise	**Long-Term:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
	structures, high existing ambient noise levels near receptors, and because a portion of the alignment would be underground. Noise from at-grade crossings (warning bells) and special trackwork (e.g., turnouts and crossovers) would be adjacent to manufacturing and commercial properties with high existing ambient noise levels. Thus, this noise would not exceed the FTA severe noise impact criteria at any sensitive receptors and there would be no adverse effect. Operational noise levels for the traction power substation would be substantially lower than existing ambient noise levels and design standards would be implemented to reduce their noise levels, as set forth in NPM NOI-1. One noise-sensitive historic property, the Kelly House at 860 Washington Boulevard, is approximately 80 feet from the crossover east of Greenwood station and is currently used as a residence. One historic property, the Greenwood Elementary School, which is currently used as a school, is adjacent to the Build Alternative but outside of the FTA screening distance. In total, four non-residential receptors, a park, library, and two schools, could potentially be impacted by airborne noise. None of the Build Alternative noise levels at these receptors are predicted to exceed the FTA moderate or severe impact criteria along the Build Alternative alignment. **Short-Term/Construction:** The Build Alternative would have adverse noise effects from the use of construction equipment near properties and sensitive receptors. As set forth in NPM NOI-2, construction activities would be carried out in compliance with Metro's Construction Noise and Vibration Control baseline specifications. Implementation of NMM NOI-1 through NMM NOI-10 would reduce the reasonably foreseeable adverse effects during construction to not adverse. NMM NOI-1 would require implementation of a noise control plan and construction monitoring plan. NMM NOI-2 would require Metro's contractor to use cast-in-drilled holes or drilled piles rather than impact pile drivers where necessary. NMM NOI-3 would require the construction contractor to erect temporary noise barriers between noisy activities and noise sensitive receptors. NMM NOI-4 would require Metro's contractor to locate construction equipment and material staging areas away from sensitive receptors where practicable. NMM NOI-5 would require construction traffic and haul route routing in areas without noise-sensitive receptors where practicable. NMM NOI-6 would require contractors to use best available control technologies to limit excessive noise when working near residences where practicable. NMM NOI-7 would require Metro to establish a Construction Hotline to resolve noise issues arising from construction activities. NMM NOI-8 and NMM NOI-9 would lessen noise associated with spoil removal where necessary, and NMM NOI-10 would require ventilation fans to be placed away from sensitive receptors.		**Short-Term/Construction:** NPM NOI-2 - Construction Noise and Vibration Control NMM NOI-1 - Construction Noise Plan and Noise Monitoring Plan NMM NOI-2 - Cast-in-Drilled-Hole Construction Methodology NMM NOI-3 - Noise Barriers NMM NOI-4 - Construction Staging Area NMM NOI-5 - Haul Routes NMM NOI-6 - Best Available Control Technologies NMM NOI-7 - Construction Working Hours NMM NOI-8 - Public Notification of Construction Operations and Schedules NMM NOI-9 - Truck Staging NMM NOI-10 - Tunnel Vent Fans Away From Residences	**Short-Term/Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Noise and Vibration (Vibration)	**Long-Term:** Corridor-wide vibration levels are predicted to exceed the FTA frequent criterion for vibration, resulting in an adverse effect. With implementation of NMM NOI-11 and NMM NOI-12, adverse operational vibration effects would be reduced to not adverse. NMM NOI-11 would require the use of track support systems to reduce vibratory impacts caused by steel wheels rolling over steel rails at rail joints during the passby of LRT vehicles at residences and NMM NOI-12 would reduce vibratory levels by reducing the width of gaps at joints when steel wheels roll over steel rails at rail joints. **Short-Term/Construction:** The Build Alternative would have adverse vibration effects from the use of construction equipment. As set forth in NPM NOI-2, construction activities would be carried out in compliance with Metro's Construction Noise and Vibration Control baseline specifications. Implementation of NMM NOI-2, NMM NOI-4, NMM NOI-5, NMM NOI-7, NMM NOI-8, NMM NOI-13, and NMM NOI-14 would reduce the potential vibration-related adverse effects during construction to not adverse. NMM NOI-2 would require Metro/Metro's contractor to use cast-in-drilled hole or drilled piles rather than impact pile drivers to reduce excessive vibration where necessary to meet performance criteria. NMM NOI-4 would require Metro/Metro's contractor to locate construction equipment and material staging areas away from sensitive receptors. NMM NOI-5 would require Metro/Metro's contractor to route construction traffic and haul routes away from sensitive receptors where practicable. NMM NOI-7 would require Metro/Metro's contractor to establish a Construction Hotline to resolve vibration issues. NMM NOI-8 would require using a spoil removal conveyor for the TBM where necessary to reduce vibration. NMM NOI-13 would require Metro/Metro's contractor to identify properties that may be susceptible to vibration damage within 100 feet of the alignment to provide data for monitoring vibration effects and developing the construction vibration control plan and monitoring plan described in NMM NOI-14. NMM NOI-14 would require Metro/Metro's contractor to develop a construction vibration control plan and a construction vibration monitoring plan to minimize vibration effects and reduce the risk of damage to susceptible structures.	**Long-Term:** Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NMM NOI-11 - Operational Vibration Mitigation — Tunnel NMM NOI-12 - Operational Vibration Mitigation **Short-Term/Construction:** NPM NOI-2 - Construction Noise and Vibration Control NMM NOI-2 - Cast-in-Drilled-Hole Construction Methodology NMM NOI-4 - Construction Staging Area NMM NOI-5 – Haul Routes NMM NOI-7 – Construction Working Hours NMM NOI-8 - Public Notification of Construction Operations and Schedules NMM NOI-13 – Identify Vibration Susceptible Properties NMM NOI-14 - Vibration Pre-Construction Survey and Control Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Safety and Security (Safety)	**Long-Term:** The introduction of light rail vehicles adjacent to traffic lanes for the at-grade alignment along Washington Boulevard could create a safety concern for pedestrians and bicyclists at intersection crossings. The proposed stations would likely raise demand of pedestrians crossing nearby street intersections and, therefore, would need intersections near stations to provide adequate capacity and safety for pedestrians. As identified in NPM TRA-1, best practice safety measures would be implemented to minimize potential conflicts between vehicles and pedestrians. As standard practice, and set forth in NPM SAF-1, Metro would implement educational outreach efforts in coordination with local schools, libraries, and community centers located near the Build Alternative. Thus, there would be no adverse effect. **Short-Term/Construction:** Disruption during construction, including the use of large construction equipment and haul trucks, would create potential safety hazards for pedestrians, bicyclists, bus riders, and motorists. Implementation of safety measures such as signage, partial lane closures, construction barriers, and supervision by safety and security personnel. Compliance with safety requirements, including Occupational Safety and Health Administration, California Occupational Safety and Health Administration, and Metro safety and security programs, as identified in NPM TRA-2, would be implemented. Additionally, implementation of NMM TRA-2, requiring a Traffic Management Plan, would reduce adverse effects from road and lane closures to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NPM SAF-1 - Fire and Police Best Management Practices **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Safety and Security (Security)	**Long-Term:** Security issues, such as fare evasion, assault, or robbery could potentially occur at light rail transit stations, within light rail transit vehicles, and at associated parking facilities. As standard operating practice, and as set forth in NPM SAF-1, Metro would supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new light rail transit facilities, as needed to ensure that adequate police protection services are provided. Thus, there would be no adverse effect. **Short-Term/Construction:** The presence of construction equipment and use of construction staging could result in security incidents, such as theft and vandalism. For security purposes, construction staging areas would be equipped with a combination of fences, lighting, security cameras, and/or guards. Additionally, construction would comply with Metro guidelines pertaining to security and the implementation of standard site security practices identified in NPM TRA-2. Thus, there would be no adverse effect on security related to construction activities.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** NPM SAF-1 - Fire and Police Best Management Practices **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Safety and Security (Emergency Response)	**Long-Term:** The Build Alternative would potentially increase fire and police protection response times as a result of delays at new grade crossings. As standard practice and as identified in NPM SAF-1, the contractor would coordinate with fire and police protection officials when designing grade crossings. In addition, as identified in NPM TRA-1 and NPM TRA-3, all new light rail transit facilities and crossings would be designed in accordance with the Metro Rail Design Criteria, including the Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Thus, there would be no adverse effect. **Short-Term/Construction:** The potential for incidents of crime and terrorism could occur at construction sites and staging areas and could pose threats to human life and safety. Construction sites would be secured to prevent intrusion and illegal activities during construction as identified in NPM TRA-2. Emergency access could temporarily be obstructed by construction activities that could include temporary lane closures and obstruction of driveways. For the MSF, alternative routes would be available for any streets requiring closure, as set forth in NPM TRA-4. However, there would be an adverse effect due to lane closures. Implementation of NMM TRA-2 would require development of a Traffic Management Plan to facilitate access to local facilities impacted by road or lane closures, which would reduce adverse effects to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM SAF-1 - Fire and Police Best Management Practices NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Transportation Impacts (Transit)	**Long-Term:** The Build Alternative would provide transit travel time savings compared to the No Build Alternative. The Build Alternative's light rail transit service would result in less travel time compared to bus service between the Atlantic/Pomona station and Greenwood station. Thus, there would be no adverse effect. **Short-Term/Construction:** Temporary roadway closures, lane closures, bus stops, and sidewalk closures could disrupt the circulation system. These closures would result in a temporary adverse effect on transit operation. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this potential adverse effect on transit to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Transportation Impacts (Travel Patterns)	**Long-Term:** The Build Alternative would result in reduced VMT and vehicle hours traveled compared to the No Build Alternative. The operation of the MSF would not result in a substantial or measurable increase in VMT and vehicle hours traveled. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction could temporarily generate additional VMT related to construction work activities. Construction work activities are temporary and localized to the work area. As identified in NPM TRA-2, the Project would coordinate construction related traffic and travel patterns with the Cities of Commerce and Montebello and Los Angeles County throughout the construction process. Implementation of NPM TRA-2, Construction Best Management Practices for Transportation, would not result in a substantial change in travel patterns or increase VMT during the construction of the Build Alternative. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Transportation Impacts (Local Roadway Circulation)	**Long-Term:** The Build Alternative could result in roadway modifications to accommodate the light rail transit guideway, providing long-term mobility benefits. The MSF would involve only minor changes to traffic circulation, including new or modified driveways. The Build Alternative would follow best management practices for transportation, as set forth in NPM TRA-1. However, the Build Alternative could result in a single intersection (Intersection #32: Garfield Avenue and Washington Boulevard) to move from Level of Service D to Level of Service E in the pm peak due to a reduction of travel lanes on Washington Boulevard, resulting in an adverse effect. Implementation of NMM TRA-1 would require one left-turn lane to be added in the southbound approach of Intersection #32 to optimize this intersection's cycle length and splits. This would reduce the adverse effect to not adverse. **Short-Term/Construction:** The Build Alternative could require temporary closures and detours that would cause a reduction in capacity along affected roads. Construction activities would be temporary and localized to the work area and would follow best management practices for transportation, as set forth in NPM TRA-2 and NPM TRA-4. However, there would be an adverse effect on circulation from road and lane closures. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this adverse effect on pedestrians and bicyclists to not adverse.	**Long-Term:** Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NMM TRA-1 - Garfield Avenue and Washington Boulevard Intersection **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Transportation Impacts (Parking)	**Long-Term:** The Build Alternative could remove and relocate the parking supply. Off- and on-street parking facilities may be utilized for construction activities. For off-street parking spaces that are associated with full takes of parcels and their businesses, the demand for these spaces would be eliminated as well. As such, there would be no adverse effects on off-street parking with the full removal of these parcels. The MSF would provide sufficient on-site parking for employees, and no operational spillover parking effects on off-street or on-street parking facilities would occur. Thus, there would be no adverse effect. **Short-Term/Construction:** Although temporary, the potential effects on parking could result in a temporary adverse effect from construction of the Build Alternative. Work activities would be temporary and localized to the work area and implementation of NMM TRA-2, a Traffic Management Plan, would reduce this potential adverse effect on parking to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM TRA-2 Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Transportation Impacts (Pedestrian and Bicyclists)	**Long-Term:** The Build Alternative would provide bicycle circulation and access amenities in the station areas. In addition, the Build Alternative would enhance walkability in the immediate vicinity of the proposed stations and include improvements coordinated with local jurisdictions. Additional enhancements to existing signalized crosswalks, such as continental crosswalks, would further improve pedestrian access to transit stations as identified in NPM TRA-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Temporary sidewalk closures could be required and short-term lane or roadway closures could affect existing and proposed bike routes. NPM TRA-2 would be implemented during construction of the Build Alternative to address pedestrian and vehicle access and minimize disruption from construction work zones. As set forth in NPM TRA-4, site access to the MSF and surrounding properties will be retained and meet design requirements during construction. However, there would be an adverse effect from road and lane closures. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this adverse effect on pedestrians and bicyclists to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No adverse effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Transportation Impacts (Emergency Access)	**Long-Term:** The Build Alternative could potentially increase fire and police response times due to brief delays at new grade crossings; however, these would be minimal because of the short train lengths and limited crossing times. Emergency vehicles would continue to have access through coordinated signal operations and design measures ensuring quick clearance of intersections. Standard coordination with police and fire departments, compliance with applicable design and safety standards (including Fire/Life Safety Criteria), and construction of a new access road on 3rd Street to the Los Angeles County Sheriff's Department would maintain or improve emergency access. The Build Alternative would follow best management practices for transportation, as set forth in NPM TRA-1. The MSF would include minor changes to traffic circulation, such as new or modified driveways, but these changes would be designed according to applicable state, Metro, and local design criteria and standards as identified in NPM TRA-3. Thus, there would be no adverse effect. **Short-Term/Construction:** Temporary construction-related street closures or detours could potentially increase fire and police protection response times. The Build Alternative would follow best management practices for transportation, as set forth in NPM TRA-2. However, there would be an adverse effect on circulation from road and lane closures. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this potential adverse effect on emergency access to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Utilities (Water Supplies and Facilities)	**Long-Term:** The proposed light rail transit guideway and stations would consume water for landscaping irrigation and to supply fire sprinkler systems when/if needed. The MSF would consume water for landscaping irrigation, vehicle washing/rinsing, fire sprinkler systems, and typical employee breakroom/kitchen uses. The Build Alternative is anticipated to result in a small percentage increase in municipal water demand; however, the amount consumed would be less than the projected future capacity of available water supplies. Thus, there would be no adverse effect. **Short-Term/Construction:** Use of minimal water, mostly for dust control, would be temporary and intermittent and would not necessitate the relocation or expansion of potable water infrastructure. Construction of the MSF would include relocation and installation of new domestic water and fire water pipelines. Relocation of any water appurtenances (e.g., fire hydrants and water meters) would be near existing facilities, which would minimize impacts from ground disturbance. The relocated water appurtenances would connect to existing pipelines and would not create new demand for water that would exceed the capacity of the water supply system. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Utilities (Wastewater Treatment Facilities and Capacity)	**Long-Term:** The proposed light rail transit stations would not have public restrooms and, as a result, would not generate wastewater. Thus, there would be no adverse effect. **Short-Term/Construction:** Activities would generate wastewater through the use of temporary worker restrooms and would require new sewer line connections for the MSF. No construction activities would exceed sewer capacity, generate significant wastewater, or necessitate the relocation or expansion of wastewater facilities. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Utilities (Stormwater Facilities)	**Long-Term:** The Build Alternative is in an urbanized area that is largely impervious and has existing storm drain infrastructure. The Build Alternative would result in a negligible increase in impervious surfaces, but not to an extent that would lead to increased runoff. The Build Alternative would also include low impact design features to facilitate drainage flow in compliance with stormwater control requirements, such as those established in the California Green Building Standards Code and set forth in NPM HWQ-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Runoff could be generated by construction activities, such as dewatering and vegetation removal. Compliance with National Pollution Discharge Elimination System Construction General Permit and implementation of best management practices, as identified in NPM HWQ-2, would control runoff from construction. Thus, construction would not create or contribute runoff water that would exceed the capacity of the stormwater drainage system, and there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** NPM HWQ-1 - Operational Best Management Practices for Water Resources **Short-Term/Construction:** NPM HWQ-2 - Construction Best Management Practices for Water Resources	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Utilities (Electric Power)	**Long-Term:** The amount of electricity consumed for the Build Alternative during operation would be less than the projected future capacity of electricity supplies available. Further, the aerial guideway would require relocation of utility support poles, which would not result in an expansion of electricity usage. Thus, there would be no adverse effect. **Short-Term/Construction:** The Build Alternative would include installation of a power line for the tunnel boring machine and relocation and installation of electric lines to accommodate the site layout for the MSF. Demand impacts related to this new power service feed would be temporary and would not result in a substantial change in usage that could affect the capacity of service providers (i.e., Southern California Edison). Thus, the Build Alternative would not result in adverse effects related to relocation or construction of electric power.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Utilities (Natural Gas)	**Long-Term:** The proposed light rail transit guideway and stations would not consume natural gas. The MSF would consume gas for routine maintenance activities and heating. The use of natural gas at the MSF would be substantially less than the projected future capacity of natural gas supplies. Therefore, operation of the Build Alternative would not require any notable expansion of an existing facility or construction of a new facility, and there would be no adverse effect. **Short-Term/Construction:** Construction activities would consume minimal, temporary, and intermittent natural gas for construction equipment. Construction activities for the light rail transit guideway and stations would mostly take place within existing public right-of-way and no natural gas facilities have been identified in the construction zone that would require relocation. Construction of the MSF would include the relocation and installation of gas pipelines, which would connect to existing pipelines and would not create new demand for natural gas that would exceed the capacity of the SoCal Gas supply system. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/C onstruction:** No Adverse Effect
Utilities (Telecommunication)	**Long-Term:** Minor telecommunication connections for equipment like emergency phones may be installed and used at stations and in certain locations along the guideway. However, operations would not require any notable expansion of an existing facility or construction of a new facility. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction may require the relocation of telecommunication facilities. If relocated, the telecommunication facilities would be relocated in close proximity to their previous location. Construction would not require or result in any notable expansion of possible relocated telecommunication facilities or construction of new facilities. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Utilities (Solid Waste)	**Long-Term:** The light rail transit guideway and stations would not include an operational source of solid waste although solid waste would be generated by transit users and by employees at the MSF. The disposal of solid waste from waste and recycle bins would have no notable potential to affect landfill capacity. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction would involve the generation and removal of solid waste associated with the various demolition and construction activities. This would result in an incremental and temporary increase in solid waste disposal at landfills and other waste disposal facilities. Some excavated soil may be reused on-site, and the remaining materials would be hauled off-site for disposal at any of the area landfills that accept and/or recycle construction/demolition materials in compliance with Assembly Bill 939. Waste would be brought to transfer stations in batches throughout the construction period and there are multiple transfer stations in Los Angeles County where this waste could be collected and transferred to the landfill. The County anticipates adequate solid waste disposal capacity to be available over the next 15-year planning period (2019 to 2034) (LACDPW 2021). Thus, there would be adequate capacity available in Los Angeles County to handle anticipated solid waste generation during the construction period, and there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are proposed.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Section 4(f) Use through permanent incorporation and/or temporary occupancy	Section 4(f) protects publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, as well as land of a publicly or privately owned historic site of national, state, or local significance. There are 10 historic Section 4(f) resources in the Area of Potential Effects and 6 park recreation Section 4(f) resources in the study area. Property acquisition, demolition and/or construction activities could represent a use through permanent incorporation and/or temporary occupancy to three of these resources: the National Chicano Moratorium March Historic District, the Vail Field Industrial Addition historic district, and the Pacific Metals Company building (if MSF Site 2 is selected). National Chicano Moratorium March: Construction would remove and replace the asphalt pavement along portions of the historic district's contributing march route. A trench would be installed within the existing right-of-way at 3rd Street and La Verne Avenue. Temporary occupancy from construction would represent a use. The Build Alternative would not reconfigure the streets and sidewalks, which would continue to be constructed with matching materials (asphalt and concrete). None of the district's character-defining features or contributing elements would be demolished or altered. The historic district would still convey its historical significance and there would be no adverse effect on the march route. Therefore, the Build Alternative would result in a *de minimis* impact. Vail Field Industrial Addition Historic District: Construction would permanently acquire and demolish six contributors to the historic district. Permanent incorporation from acquisition and demolition and temporary occupancy from construction activities would represent a use. However, none of these contributors are individually eligible historic properties. The core would remain intact with enough contributors to convey its historical significance. Therefore, the Build Alternative would not have an adverse effect on the historic district and the use from the Build Alternative would result in a *de minimis* impact. Pacific Metals Company and MSF Site 2: The aerial guideway would be within the parking lot of the Pacific Metals Company building and would require partial permanent property acquisition. Permanent incorporation from acquisition and temporary occupancy from guideway construction activities would represent a use. However, the guideway would be at a relatively similar height to the existing utility infrastructure and would not alter the building's façade or diminish the integrity of the building's significant design features. The construction activities and alteration of the setting with the new visual element of the aerial structure would not materially impair the building's integrity and would thus result in no adverse effect. Therefore, the Build Alternative would result in a *de minimis* impact.	**Long-Term and Short-Term/ Construction:** *De Minimius* Impact	No avoidance, minimization, or mitigation measures are proposed.	**Long-Term and Short-Term /Construction:** *De Minimius* Impact

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Section 4(f) Constructive Use	Construction could produce localized noise and air pollutant emissions or result in temporary lane and/or road closures that could affect any of the Section 4(f) resources. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction to not adverse. The new open trench along 3rd Street could adversely impact access to Belvedere Park Lake by eliminating vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and left turns at Civic Center Way. U-turns would be allowed at Medick Avenue and Woods Avenue. Vehicles could also access Belvedere Park Lake from the existing entrance on Mednick Avenue. The existing crosswalk at Civic Center Way would remain and a new pedestrian crosswalk east of La Verne Avenue would be constructed to provide access. Therefore, access to the park would be maintained and there would be no constructive use. The underground guideway and Atlantic/Whittier station would be within 80 feet of the Golden Gate Theater. Vibration could adversely affect the historic resource; however, NMM CUL-1 would require protection measures that would reduce the potential for construction vibration to damage the Golden Gate Theater. Thus, there would be no constructive use this Section 4(f) Resource.	**Long-Term:** Not applicable **Short-Term/ Construction:** Constructive Use	**Long-Term:** Not applicable **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM NOI-2 - Construction Noise and Vibration Control NMM TRA-2 - Traffic Management Plan NMM NOI-1 - Construction Noise Plan and Noise Monitoring Plan NMM CUL-1 - Protection Measures – Differential Settlement/Vibration/ Tunnel Boring Machine [TBM] Specifications for CVS Pharmacy [CVS]/Golden Gate Theater	**Long-Term and Short-Term/ Construction:** No Constructive Use

Source: Metro; CDM Smith/AECOM JV 2026.

Note:

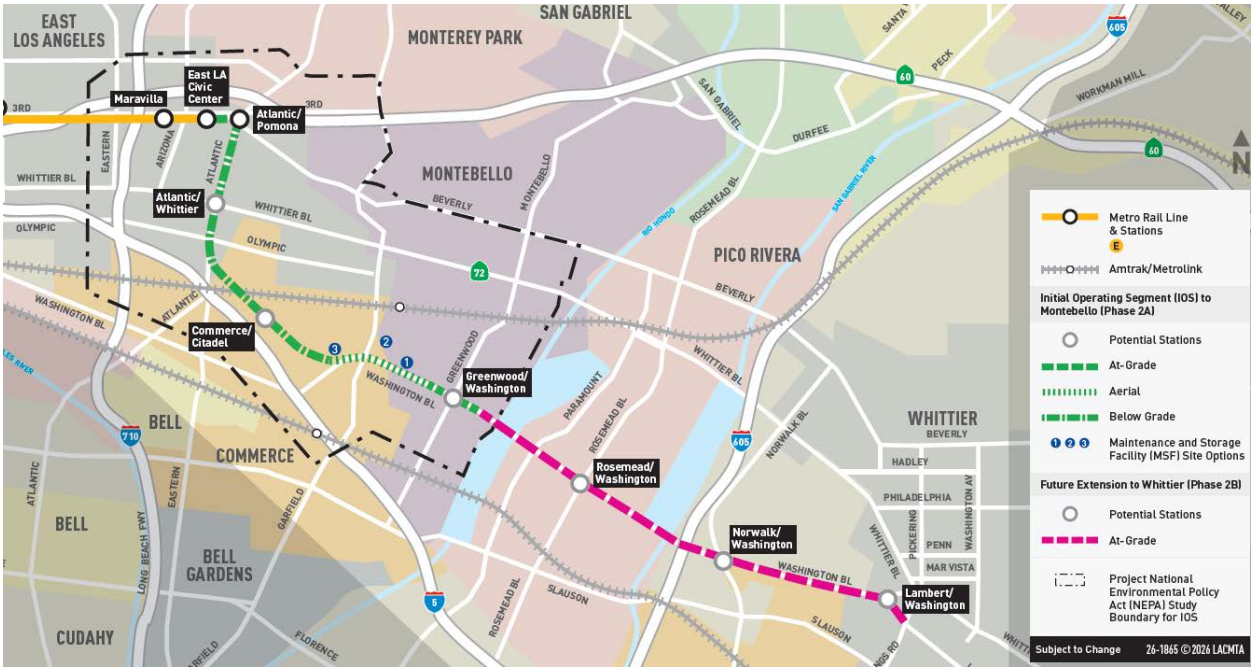
[1] A passby refers to the event of a transit vehicle (e.g., train, light rail vehicle, or bus) moving past a specific location.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro Cost Benefit Analysis (CBA)

In July 2025, the Board adopted a CBA framework for evaluating project alternatives, including assessing the regional economic impacts of investment and identifying benefits relative to the costs of investment. The CBA framework methodology includes two components – a Weighted Benefits Analysis and a Benefit-Cost Ratio. Metro used this methodology to evaluate the three maintenance and storage facility sites (MSF) studied in the Environmental Assessment (EA) for the Eastside Transit Corridor Phase 2. The evaluation is based on data collected during the CEQA and NEPA environmental review process, and the advanced conceptual engineering and ridership projections that accompanied that process.

Figure 1. Study Area and MSF Site Options



Weighted Benefits Analysis: The Weighted Benefits Analysis is a points-based evaluation comparing the MSF site options across five goals that are weighted per the Metro-adopted CBA methodology. This considers project benefits using relevant quantitative and qualitative metrics within each of the five goal categories. These metrics are scored relative to each other on a seven-point scale, with seven being the highest/best performing.

Table 1: Weighted Benefits Analysis

Goals	IOS with MSF Site 1	IOS with MSF Site 2	IOS with MSF Site 3	Key Performance Indicators Evaluated
	Average Score by Goal (Unweighted)			
Mobility & Accessibility (Weight: 40%)	**6.1 / 7**	**6.5 / 7**	**6.4 / 7**	Travel Time; New Transit Trips; Travel Time Savings; Transit Access for MSF Employees; Efficiency of Employee Parking at MSF; Maintenance of Vehicular Access; Regional Traffic Circulation Impacts; Existing and Proposed Nearby Bike Facilities
Safety & Health (Weight: 15%)	**6.3 / 7**	**5.8 / 7**	**7 / 7**	Percent of Alignment that is Grade Separated; Number of Proposed Signalized Grade Crossings; Improved Access to Healthcare; Induced Walk and Bike trips; Proposed Walk/Bike Paths; Exposure to Noise; Potential for Conflict Points at MSF
Environmental Sustainability (Weight: 15%)	**3.7 / 7**	**3.9 / 7**	**5 / 7**	VMT Reduction of IOS; Impact to Tree Canopy; Construction GHG Emissions; IOS Energy Consumption from Operation, Increased VMT from Operations; Flood Risk; Proximity to Known Hazards and Hazardous Material Sites; Site Disturbance
Operational Sustainability & Delivery (Weight: 15%)	**3.9 / 7**	**4.6 / 7**	**6.2 / 7**	MSF Capital Cost Estimate; MSF Service Capabilities; MSF Features; Estimated Construction Duration of MSF; Impacted Parcels; Additional Acquisitions of Industrial Properties Needed for MSF; Street Vacation Needed for MSF; Light Rail Vehicle Storage Capacity at MSF; MSF State of Good Repair Costs
Economic Impact (Weight: 15%)	**5.3 / 7**	**6.2 / 7**	**6.3 / 7**	Number of Businesses Displaced by MSF Site Acquisition; Estimated Employees Displaced by MSF Site Acquisition; Employment Opportunities for MSF; Project Annual Value of Travel Time Savings; Project Annual Travel Cost Savings; Annual Operations-Related Spending Due to IOS; Annual Person-Year Jobs Created
Total Weighted Score	**5.3 / 7**	**5.7 / 7**	**6.2 / 7**	**All MSF Sites are viable and MSF Site 3 performs the best.**

**7-point scale with 7 as the highest/best performing*

Provision of a MSF is required for the operation of the ESP2 extension project, and the Weighted Benefits Analysis finds that all MSF site options are viable. Of the three MSF sites, MSF Site 3 performs best across four of the five CBA goal criteria – Safety & Health, Environmental Sustainability, Operational Sustainability & Delivery, and Economic Impact. MSF Site 2 performs best under the Mobility & Accessibility goal category.

Although 80% of the score (4 out of 5 goals) favors MSF Site 3, the difference between the total weighted score for MSF Site 3 and MSF Site 2 is half a point. This can be attributed to MSF Site 2 performing better across Mobility & Accessibility criteria, which is weighted at 40% of the total weighted score, compared to the other four goals, which are each only weighted at 15%. Overall, MSF Site 3 performs best, in large part due to

its ability to deliver similar mobility, accessibility, safety, health and economic benefits, at a lower cost, shorter construction duration and lesser impact to adjacent properties and businesses

Benefit-Cost Ratio: The Benefit-Cost Ratio (BCR) compares the monetized costs of the Project, including capital and operating costs, to the monetized benefits of the Project, including travel time savings, traffic safety, active transportation health benefits, air pollution reduction benefits and regional economic benefits due to improved regional access and travel. A higher ratio of benefits to costs means that there are more monetized benefits for every dollar spent. It is important to note that many costs and benefits cannot be monetized.

Given the early state of the conceptual engineering for the three MSF site options, Metro staff concluded that all three options would yield nearly identical monetized benefits based on identical ridership forecasts and service patterns for the IOS, irrespective of the MSF facility itself. As a result, a BCR for each MSF site option was not calculated as part of this CBA as it would not provide any additional information to differentiate the three options beyond what the Weighted Benefits Analysis provides.

We're expanding rail with more E Line Stations.

Planning & Programming Committee
July 15, 2026

EASTSIDE TRANSIT CORRIDOR PHASE 2

Legistar: 2026-0385

Metro

Recommendation

CONSIDER:

A. **RECEIVING AND FILING the Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), including the NEPA project mitigation measures for the Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment to the City of Montebello;**

B. **APPROVING the EA's 9-acre Maintenance and Storage Facility (MSF) Site 3 in the City of Commerce for the Board-selected Locally Preferred Alternative (LPA**), a 4.7-mile Initial Operating Segment extension of the existing Metro E-Line to Greenwood Station, while maintaining the full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project; and

C. **AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board-selected LPA** for the E-Line Eastside Transit Corridor Phase 2 Project**.**

Eastside Transit Corridor Phase 2 Project

Key Milestones

- May 2024: Metro Board certified the Final Environmental Impact Report (EIR) for the 9-mile E-Line extension to City of Whittier (total 7 stations)
- May 27, 2026: FTA and Metro released the federal NEPA Environmental Assessment (EA) for the 4.7-mile Initial Phase (4 stations) for a 30-day public review through June 26, 2026; future federal funding pursuits.

Initial Phase

- 4.7-mile IOS from Atlantic to Greenwood
- 3.1 miles underground, 0.9 miles aerial, 0.7 miles at street level
- Atlantic/Pomona Station (relocated and underground) and Atlantic/Whitter Station (underground) in East LA
- Commerce/Citadel Station (underground)
- Greenwood/Washington Station (street level)
- A 39-acre site in Montebello per 2024 Final EIR; Three (3) new MSF options in the EA

Cost Estimates:

- $7.9 billion (2022 estimates, 15% early design); Seeking $3.959 billion of state and federal funding

Construction Schedule (forecasts*)

- 2027 – Utility adjustments and real estate acquisitions
- 2029 – Groundbreaking for stations and guideway
- 2035-2037 – Opening for revenue service

Project Benefits for Initial Phase (per the EA)

- **Improves Access & Connectivity:** frequent rail service connecting East LA Gateway Cities and other destinations.
- **Serves Transit-dependent Communities:** 69,600 people within ½-mile radius of 4 stations
- **Eases Traffic Congestion:** Reduce travel time from over 16 min. by cars to 8 min by rail. Serving ~7,550 station boardings daily.
- **Reduces Vehicle Emissions:** Reducing ~8,000 vehicle miles travelled
- **Economic Opportunities:** 11,600+ new jobs/local hiring and $3.1 billions[3] of additional economic activity.

New Maintenance and Storage Facility (MSF) Options

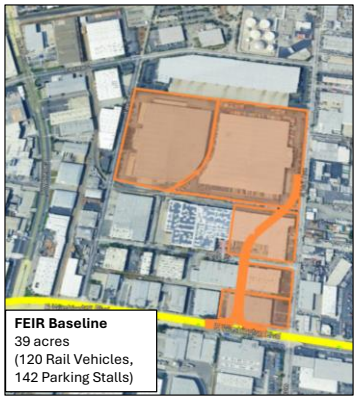
> **The 39-acre site in Montebello from the 2024 Final EIR** would accommodate up to 120 light rail vehicles to support the full 9-mile rail extension to the City of Whittier and existing E-Line systemwide operations. It would require acquisition of six industrial properties and relocation of nine businesses (~500 jobs).

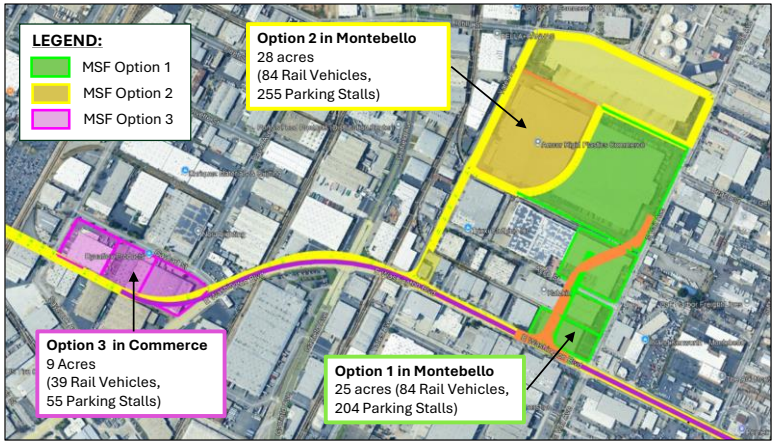
> **Three (3) new MSF options in the EA to reduce environmental impacts:**

- Option 1 (25 acres) and Option 2 (28 acres) in Montebello would accommodate up to 84 light rail vehicles and would each impact five large industrial properties for an MSF.
- Option 3 (9 acres) in Commerce would accommodate up to 39 light rail vehicles and proposes repurposing parcels already identified in the Final EIR for temporary construction staging for tunnel boring activities and for a permanent MSF.

> **MSF Site 3 in the City of Commerce is recommended** because it would:

- meet the fleet requirements for the IOS without needing new acquisitions or business relocations;
- reduce the number of required acquisitions for the IOS;
- avoid displacing nine businesses and 500 jobs; and
- minimize environmental and construction impacts on the Washington Boulevard corridor.





Metro Cost Benefit Analysis Results

> Per Board-adopted methodology framework for Cost Benefit Analysis, a Weighted Benefit Analysis was conducted to compare the three MSF site options.

> **Weighted Benefit Analysis**

- **All MSF sites are viable, and MSF Site 3 performs the best.**
- **MSF Site 3 performs best across 4 of the 5 goals** – Safety & Health, Environmental Sustainability, Operational Sustainability & Delivery, and Economic Impact – which accounts for 80% of the score.

Goals (Goal Weight)	IOS with MSF Site 1	IOS with MSF Site 2	IOS with MSF Site 3
Average Score by Goal (Unweighted)			
Mobility & Accessibility (Weight: 40%)	6.1 / 7	6.5 / 7 ★	6.4 / 7
Safety & Health (Weight: 15%)	6.3 / 7	5.8 / 7	7 / 7 ★
Environmental Sustainability (Weight: 15%)	3.7 / 7	3.9 / 7	5 / 7 ★
Operational Sustainability & Delivery (Weight: 15%)	3.9 / 7	4.6 / 7	6.2 / 7 ★
Economic Impact (Weight: 15%)	5.3 / 7	6.2 / 7	6.3 / 7 ★
Total Weighted Score	5.3 / 7	5.7 / 7	6.2 / 7 ★

Community Outreach during NEPA Study

January 2025 to June 2026

- **4 community meetings** in Jan/Feb. 2025 before initiation of NEPA study
- **4 public hearings for the EA** in June 2026 to receive comments on the NEPA/EA
- **7 outreach events** with community members
- **23 local pop-up events**
- **14 community-based organizations (CBOs)** to assist with increasing project awareness; one CBO roundtable meeting; Outreach to 500+ CBOs.
- **EA copy available online and at FTA, Metro, and key library locations along the IOS**
- **28,284** mailed notices to property owners and occupants to save the date of June 2026 public hearings prior to release of the EA
- **23,200** flyers for door-to-door distribution in the project area for EA release, with visits to 468 businesses and transit intercepts
- **3,650** flyers drop-offs to 54 groups (e.g., cities, community groups, libraries, schools)
- **3 legal notices** in local newspapers (LA Times, LA Opinion, LA Daily News)
- **Metro social media channels and eblasts**, 200 SMS (texts), 285 phone calls; 23 groups for digital tool kit distribution
- **9 street banners** in key locations in East LA, Commerce and Montebello
- **7,500** construction notices for pre-construction surveys
- **162** stakeholder and agency briefings, including: corridor cities, Gateway Cities Council of Government (GCCOG), local, state, and federal agencies, elected briefings, Schools outreach, utility owners and key property owners, railroad companies (BNSF Railway and Union Pacific); phone calls to address public inquiries from property owners or tenants.

NEPA Environmental Assessment (EA) Findings

- **LPA has no adverse environmental impacts** on air quality, economics, growth, land use and development, acquisitions and relocations, utilities, and visual resources and aesthetics; no residential displacement.
- **LPA has a minimal impact on Section 4(f) resources** related to historic sites' features or activities.
- **LPA has potential adverse effects** on biological resources; community impacts; historic, archaeological, and tribal resources; geology, soils, and paleontological resources; hazardous materials; water resources; noise and vibration; safety and security; and transportation. **These impacts can be avoided, minimized or mitigated with the implementation of the NEPA project measures and NEPA mitigation measures.**
- **LPA has beneficial economic impacts.**

EA Comments and Next Steps

EA Comments

- **30-day public comment period (May 27-June 26)**
- **4 public hearings in East Los Angeles, Virtual (Zoom), Commerce, and Montebello (total 189 attendees) on June 6, 8, 10, and 13.**
- **Approximately 140 total comment submissions (which encompass approximately 350 comments) received:**
  - **Strong support** for the E-Line extension to Whittier from the general public and corridor cities
  - **Project design and alignment**: street level vs. underground, station design and access, landscaping
  - **Traffic Access and safety:** turn restrictions, parking, multimodal connections, public security
  - **Construction impacts:** business impacts, acquisition and relocations, truck access/detours
  - **Community benefits:** continued engagement and impact mitigation, Transit Oriented Development
- **Comments received on the EA are generally similar to the types of comments recorded in the Project's Final EIR**.

Nest Steps

- Upon Board approval of the recommended actions, Metro will work with the FTA to publish the Final NEPA document, with a Finding of No Significant Impact (FONSI) anticipated by Fall 2026.
- Metro staff will amend the 2020 LRTP for the refined LPA and request amendments for the Project in the SCAG RTP/SCS
- Continue coordinating with corridor cities and engaging the communities throughout the NEPA environmental process.

East Los Angeles, 6/6

Commerce, 6/10

Montebello, 6/13

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

File #: 2026-0432, **File Type:** Motion / Motion Response **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the staff recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 as the only available funding for Open and Slow Street events occurring between September 2026 and March 2028.

ISSUE

At its December 2025, meeting, the Board approved an amendment <https://boardagendas.metro.net/board-report/2025-0854/> to the Open and Slow Streets report by Directors Horvath, Dutra, Solis, Hahn, Sandoval, and Yaroslavsky to direct the Chief Executive Officer to report back with a series of recommendations and analysis related to the Open and Slow Streets Program. This report provides a staff recommendation and response to the Board's direction.

BACKGROUND

Metro's Open and Slow Streets grant program was created in 2013 with the goals of helping people experience public transportation, walking, and biking potentially for the first time. The program aims to encourage the adoption of sustainable transportation modes and promote community engagement to develop policies and infrastructure for multiple modes of transportation with an emphasis on advancing equity. Since 2013, the Open and Slow Streets Grant Program has proceeded through seven funding cycles, committing funding to 113 events through a competitive process.

In 2025, Metro revised the program criteria and goals for Cycles 6 and 7 to further encourage active transportation and transit usage both during and beyond Open and Slow Streets events, and connections to the 2026 FIFA World Cup, and the 2028 Olympic and Paralympic Games.

At its December 2025 meeting, the Board approved the award of $10 million under Cycles 6 and 7 of the Open and Slow Streets Grant Program, and amended the to direct the CEO to report back on the following series of recommendations and analysis related to the Open and Slow Streets Program:

1. Make Metro's Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers, and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program;

2. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of $1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028; and

3. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

DISCUSSION

In considering both a permanent Open and Slow Streets program, as well as an interim program to support events between the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games, staff emphasized funding availability and cost effectiveness relative to intended program outcomes. The resulting recommended approach will encourage the use of eligible and broadly available unprogrammed local funding for events between September 2026 and March 2028, and lay the groundwork for future cycles whereby Metro resources support specific objectives that will facilitate successful and self-sustaining open streets programming.

The staff-recommended approaches to addressing this Board amendment aim to operationalize the existing goals of the Open and Slow Streets Program by employing the following three guiding principles for the future Program, as follows:

1. Establish sustainable funding between Metro and partners that enable local jurisdictions to host civic events on a regular, more frequent schedule.
2. Tie civic events to more distinct, measurable outcomes, such as improved transit ridership, and active transportation usage.
3. Link events happening at the same locations to local jurisdictions making progress on installing permanent or semi-permanent active transportation infrastructure investments, complete streets, and equitable outcomes.

Detailed staff responses to the Board-directed three actions necessitating this report back are included below:

A. Make Metro's Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers, and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program.

Staff response:
Staff conducted extensive engagement with program stakeholders to inform Cycles 6 and 7, funding events in 2026 and 2028. Development of the program recommendations for Cycle 8 will involve continued dialogue with stakeholders and community members, as well as extensive evaluation of the Cycle 6 and 7 funded events. Cycle 8 recommendations will be presented to the Board in 2028, with specific eligible dates for funded events to be determined. In recommending a permanent program, staff will consider program models to emphasize cost-efficiency in relation to intended program outcomes, including potentially moving away from a competitive grant program. Staff has also pursued initial fact finding and engagement to inform these considerations, including a discussion with the City of Bogota, Colombia, where the open streets concept was initiated and which has provided extensive weekly open streets for over 40 years.

Considerations:
Through the first seven cycles, the Open and Slow Streets program has been successful in catalyzing popular civic events with broad reach across Los Angeles County. A 2020 evaluation report cites varied success of the program in achieving a 10% increase in Metrorail ridership on event days, with an 11% increase in TAP card sales on Open Streets Sundays depending on the location. Staff is in the process of developing a new report for 2026 with greater breadth and more updated data.
At the same time, the competitive grant model is time and resource intensive both for Metro staff and applicants without necessarily leading to better outcomes. Additionally, recent cycles have been marked by consistent increases in costs for event staffing, insurance, and other categories, with a significant portion of overall budgets comprised of public safety/law enforcement costs. In making recommendations for the future, staff will give strong consideration to non-competitive approaches including a sponsorship model and will recommend an approach that offers the best return on investment. Staff has conducted initial comparison to marketing and sponsorship arrangements, which will be further assessed to inform upcoming recommendations. At this time, staff considers sponsorship models compelling, especially in establishing return on investment metrics (e.g. for transit ridership impact per dollar invested). Development of a permanent program model will emphasize the following objectives (and may be inclusive of other objectives informed by stakeholder engagement):

- **Transit ridership:** Open streets should, and do, result in increased day-of-event ridership. Additionally, open streets are an opportunity to introduce first-time or infrequent riders to the Metro system, however, there is limited data on whether the events produce sustained ridership. Metro staff will be conducting surveys at future events to determine if the temporary increases in ridership also create sustained ridership.
- **Permanent active transportation infrastructure:** Open streets demonstrate the value of providing safe and enjoyable space for cycling and walking. They should prompt and support local agency efforts to improve permanent or semi-permanent walk/bike/roll infrastructure.
- **Facilitation of regularly occurring open streets comparable to more established programs around the world:** The benefits of open streets are best achieved through establishing a regular, predictable cadence of events. This goal is linked to the intent to explore and promote cost-efficiencies through regular staffing models, introduction of semi-permanent infrastructure (such as sunken bollards to readily close streets to traffic), and other

practices.

B. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of $1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028.

Staff Response:
Staff will work with prospective event sponsors for events between September 2026 and March 2028 to identify and secure funding from unprogrammed local sources. Funding is broadly available in locally programmed categories, including Transportation Development Act (TDA) Article 3, and Local Return from various sales tax measures, as discussed below.

Considerations:
The Board's direction to consider an interim cycle to fund events between the FIFA World Cup in 2026 and Olympic and Paralympic Games in 2028 necessitates identification of available funding for this purpose. The Board's authorized funding of $10 million for Cycles 6 and 7 was fully committed by the December awards. Staff's investigation concluded that while there is not eligible, available funding among sources directly programmed by Metro, there is substantial highly-flexible funding available through sources programmed by local agencies, notably TDA Article 3 and Local Return from various sales tax measures.

Within all Metro-controlled funding sources, only Proposition C Ordinance 25% (PC25) funds are eligible to fund open and slow street events. This source has been utilized for all prior, as well as current Cycle 6 and 7, open and slow streets grants. As described below, PC25 cannot be made available for additional open and slow streets funding without disrupting other high-priority commitments. PC25 funds facilitate transit and rideshare modes through supportive investments, including maintenance of roadways with transit service. It is a fully subscribed funding source in the adopted budget and the Short Range and Long Range Transportation Plans. Currently, a minimum of $70,200,000 is allocated across the Vermont Transit Corridor, NextGen bus priority lanes, Rideshare, Freeway Service Patrol.. Redirecting PC25 for open and slow streets events would have detrimental impacts for these competing uses. For instance, the Freeway Service Patrol program tows/assists disabled vehicles and removes roadway hazards; $1 million equates to approximately 6,900 assists in LA County. The Rideshare program matches commuters for carpooling and vanpooling and $1 million is associated with a reduction of approximately 21 million vehicle miles traveled (VMT). Mobility hubs, which provide multimodal connections to transit, cost approximately $3-15 million each and $1 million can contribute to the total project cost. An additional $108 million of PC25 funding is budgeted for debt service repayment for bonds issued for capital projects and cannot be redirected.

Conversely, Local Return and TDA Article 3 funding are highly flexible and broadly available (uncommitted) across most Los Angeles County jurisdictions, including applicants for the recent Cycle 6 and 7 solicitation. Attachments A and B detail the availability of funding in these sources. Attachment C details eligibility of those funds to support Open and Slow Streets events. The staff proposed approach will include hands-on assistance to local jurisdictions in confirming availability, assessing and navigating trade-offs, and assistance in pursuing additional external funding as appropriate.

Additional description of funding sources assessed is included in the Background section of this report

C. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

Staff Response:
Staff will provide technical assistance to event sponsors focused on identifying and programming available funding, coordinating event logistics and planning, and disseminating best practices tied to program objectives.

Considerations:
Debriefs and technical assistance for discussions with Cycle 6 and 7 applicants and awardees are ongoing. Staff will offer one-on-one sessions with applicants, and, notably, will provide up-to-date information on available TDA Article 3 funding by jurisdiction. Staff will expand and refine on-going technical assistance efforts to focus on:

- Identifying and securing funding
- Grant writing assistance as appropriate
- Disseminating best practices for event production and cost control and achievement of specified objectives such as maximizing transit ridership
- Coordination with Metro functions including transit operations
- Disseminating lessons learned from evaluations of Cycle 6 and 7 events

FINANCIAL IMPACT

This recommendation will not impact Metro's FY27 budget. Local Return and TDA Article 3 are not eligible to fund Metro bus and rail operations.

EQUITY PLATFORM

The recently awarded Cycles 6 and 7 of the Open and Slow Streets Grant Program give residents of Los Angeles County, especially those in Equity Focus Communities (EFC), the opportunity to walk, bike, or roll through their neighborhoods. Of the 29 proposed projects recommended for funding in Cycles 6 and 7, 25 (86%) are located in EFCs. By hosting Open Streets events in EFCs, community members from disadvantaged areas will also have the chance to enjoy car-free activities. .

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.

As part of these ongoing efforts, this item will contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will help further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

The Open and Slow Streets program encourages and promotes using transit and active transportation. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item directly encourages transit and active transportation, this item is consistent with the goals of reducing VMT.

*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

Cycles 6 and 7 of the Open and Slow Streets Grant Program support the third goal of Metro's strategic plan. The program seeks to promote car-free and car-light mobility options within local communities, giving them opportunities to experience these transportation modes in a safe environment. This helps Metro encourage sustainable transportation choices through open streets events. Additionally, these events enable Metro staff, through outreach activities such as staffing information booths at Open Streets events, to share the latest information and address any questions from the communities they serve.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the staff recommended action to exclude PC25 as a funding source for Open and Slow Street events occurring between September 2026 and March 2028. Staff does not recommend this as PC25 funds are constrained and fully subscribed for high-priority investments.

NEXT STEPS

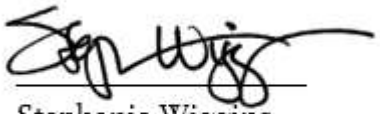
The Cycle 8 program recommendations will be presented to the Board in 2028 and will be based upon feedback from program stakeholders and community members, as well as extensive evaluation of the Cycle 6 and 7 funded events.

ATTACHMENTS

Attachment A - Local Return (LR) Fund Balances & Revenues for FY25
Attachment B - TDA3 Fund Balances & Revenues for FY26
Attachment C - Open and Slow Streets & Transit-First Fan Zones Funding Sources Available to Local Jurisdictions in Los Angeles County

Prepared by: Neha Chawla, Senior Director, Countywide Planning and Development, (213) 922-3984
Jacob Lieb, Deputy Executive Officer, Countywide Planning and Development, (213) 547-4272
Avital Barnea, Senior Executive Officer, Countywide Planning and Development, (213) 547-4317
Nicole Ferrara, Deputy Chief Planning Officer, Countywide Planning and Development, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning and Development, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

Attachment A - Local Return Fund Balances & Revenues for FY25

City	Grand Total LR Fund Balance FY25		Grand Total LR Actual revenues FY25
Agoura Hills	$ 2,301,539		$ 1,637,225
Alhambra	20,871,229		6,732,994
Arcadia	14,493,314		4,596,403
Artesia	3,237,013		1,332,719
Avalon	0		277,508
Azusa	12,934,521		4,097,865
Baldwin Park	2,512,470		5,827,427
Bell	6,998,110		2,763,490
Bell Gardens	6,257,835		3,183,934
Bellflower	9,396,791		6,370,353
Beverly Hills	16,711,355		2,621,713
Bradbury	38,576		73,621
Burbank	23,066,742		8,656,919
Calabasas	3,526,450		1,888,812
Carson	14,352,783		7,634,254
Cerritos	4,529,032		3,965,695
Claremont	6,563,343		3,044,145
Commerce	(35,101)		996,744
Compton	27,400,530		7,761,207
Covina	4,411,145		4,169,664
Cudahy	8,982,744		1,844,259
Culver City	3,581,303		3,286,209
Diamond Bar	6,939,163		4,420,672
Downey	14,423,761		9,213,923
Duarte	2,956,208		1,887,819
El Monte	12,493,634		8,809,462
El Segundo	357,742		1,401,869
Gardena	14,325,022		4,952,998
Glendale	63,331,826		15,840,915
Glendora	10,484,037		4,236,661
Hawaiian Gardens	1,758,811		1,121,793
Hawthorne	15,310,037		7,097,291
Hermosa Beach	1,428,854		1,574,949
Hidden Hills	578,600		143,350
Huntington Park	8,950,226		4,412,391
Industry	1,555,772		35,361
Inglewood	14,846,469		8,798,779
Irwindale	226,387		122,813
La Canada Flintridge	3,258,129		1,650,475
La Habra Heights	1,053,374		455,889
La Mirada	9,558,709		3,966,688

City	Grand Total LR Fund Balance FY25		Grand Total LR Actual revenues FY25
La Puente	4,706,541		3,093,585
La Verne	7,571,516		2,654,673
Lakewood	20,961,733		6,637,841
Lancaster	30,300,946		14,357,890
Lawndale	9,890,432		2,557,449
Lomita	7,072,679		1,663,891
Long Beach	113,430,677		37,947,010
Los Angeles City	643,850,743		311,885,019
Los Angeles County	293,716,727		82,647,883
Lynwood	9,982,876		5,484,579
Malibu	1,299,169		870,536
Manhattan Beach	6,101,916		2,839,181
Maywood	4,862,150		2,032,742
Monrovia	2,444,662		3,108,739
Montebello	29,609,298		5,105,044
Monterey Park	7,845,778		4,909,852
Norwalk	17,460,299		8,376,843
Palmdale	55,734,374		13,740,183
Palos Verdes Estates	1,439,947		1,071,194
Paramount	8,660,621		4,321,048
Pasadena	33,085,681		11,344,469
Pico Rivera	9,441,747		5,049,559
Pomona	22,175,319		12,398,934
Rancho Palos Verdes	7,221,198		3,397,842
Redondo Beach	9,715,249		5,665,029
Rolling Hills	717,642		138,216
Rolling Hills Estates	1,021,970		699,444
Rosemead	14,583,113		4,142,502
San Dimas	10,513,349		2,822,204
San Fernando	1,890,233		1,945,043
San Gabriel	5,060,929		3,185,508
San Marino	1,411,324		1,010,823
Santa Clarita	52,257,719		19,101,701
Santa Fe Springs	1,010,058		1,537,848
Santa Monica	26,018,207		7,595,663
Sierra Madre	2,072,821		896,126
Signal Hill	2,226,920		946,642
South El Monte	6,013,652		1,611,635
South Gate	17,423,305		7,670,858
South Pasadena	9,804,194		2,175,762
Temple City	9,443,915		2,965,803
Torrance	30,967,710		11,847,064
Vernon	62,234		16,977
Walnut	5,459,121		2,281,763

City	Grand Total LR Fund Balance FY25		Grand Total LR Actual revenues FY25
West Covina	19,905,235		8,935,007
West Hollywood	4,090,595		2,881,333
Westlake Village	1,292,629		655,801
Whittier	25,017,297		7,228,881
Grand Total	$ 1,982,814,935		$ 808,360,876

Note: Amounts are subject to change based on claims submitted

Attachment B - TDA3 Fund Balances & Revenues for FY26

City	Grand Total TDA3 Fund Balance FY26 3-24-2026		Grand Total TDA3 Actual revenues FY26
Agoura Hills	$ 15,859		$ 15,859
Alhambra	368,643		65,351
Arcadia	148,963		44,564
Artesia	76,341		12,806
Avalon	5,000		5,000
Azusa	212,261		39,482
Baldwin Park	296,810		56,445
Bell	91,133		26,609
Bellflower	69,143		61,500
Bell Gardens	83,393		30,666
Beverly Hills			25,415
Bradbury			5,000
Burbank	412,953		84,352
Calabasas	18,176		18,176
Carson	407,134		73,427
Cerritos	228,023		38,193
Claremont	188,999		30,111
Commerce	9,696		9,696
Compton	110,251		74,823
Covina	186,635		40,332
Cudahy	106,825		17,751
Culver City			32,129
Diamond Bar	256,134		42,609
Downey	586,726		89,056
Duarte	18,906		18,906
El Monte	515,645		85,297
El Segundo	54,870		13,561
Gardena	47,954		47,954
Glendale	787,363		153,022
Glendora	40,911		40,911
Hawaiian Gardens	65,069		10,842
Hawthorne	110,614		68,350
Hermosa Beach	89,875		15,257
Hidden Hills	25,000		5,000
Huntington Park	160,348		42,516
Industry			0
Inglewood	193,826		84,721
Irwindale	10,000		5,000
La Canada Flintridge	27,540		16,024

City	Grand Total TDA3 Fund Balance FY26 3-24-2026		Grand Total TDA3 Actual revenues FY26
La Habra Heights	22,352		5,000
Lakewood			64,034
La Mirada			38,409
Lancaster	473,571		137,883
La Puente	177,645		29,929
La Verne	89,740		25,327
Lawndale	147,834		24,655
Lomita	87,642		16,241
Long Beach	544,714		366,441
Los Angeles City	18,553,424		3,461,663
Lynwood	234,560		52,940
Malibu	19,298		8,495
Manhattan Beach	62,534		27,322
Maywood	100,026		19,541
Monrovia	149,168		30,431
Montebello	75,998		49,473
Monterey Park	165,145		47,410
Norwalk	218,178		80,813
Palmdale	584,214		132,632
Palos Verdes Estates	10,374		10,374
Paramount			41,665
Pasadena	340,117		111,577
Pico Rivera	187,418		48,586
Pomona	516,379		121,539
Rancho Palos Verdes	181,771		32,693
Redondo Beach	272,140		54,511
Rolling Hills	14,343		5,000
Rolling Hills Estates	25,214		6,829
Rosemead	145,355		40,377
San Dimas	75,037		27,103
San Fernando	71,728		18,895
San Gabriel	95,098		30,851
San Marino	11,968		9,899
Santa Clarita	335,955		184,043
Santa Fe Springs	36,858		14,900
Santa Monica	217,289		74,216
Sierra Madre	42,602		8,725
Signal Hill	25,535		9,156
South El Monte	61,144		15,539
South Gate	369,385		74,070
South Pasadena	117,098		20,993

City	Grand Total TDA3 Fund Balance FY26 3-24-2026		Grand Total TDA3 Actual revenues FY26
Temple City	108,051		28,744
Torrance	419,473		114,147
Vernon	5,000		5,000
Walnut	96,261		22,269
West Covina	490,498		87,149
West Hollywood	105,180		28,025
Westlake Village	6,324		6,324
Whittier	69,916		69,916
LA County	3,115,933		1,765,933
Grand Total	$ 9,254,400		$ 9,254,400

Note: Amounts are subject to change

Open and Slow Streets & Transit-First Fan Zones

Funding Sources Available to Jurisdictions in Los Angeles County

The table below documents funding available to all Los Angeles County jurisdictions that may be leveraged to support Open and Slow Streets events and Transit-First Fan Zones. The "Fund Source" column provides a link to the relevant guidelines, the "Applicability" column provides a general overview of the applicability of funds and the "Page Number" column provides the associated page numbers where additional information is provided. It is the responsibility of the jurisdiction to affirm eligibility. The funding sources listed herein are for transportation purposes only.

Fund Source	Applicability	Page Number
LA County Measure M – Local Return *17% of the total tax collected is allocated to jurisdictions based on population*	Active Transportation including Open Streets events, ADA improvements, demonstration projects, improving first/last mile access to transit	78
	Complete Streets	75
	Transportation Demand Management (TDM) projects, including first/last mile connectivity and bike sharing	77
Transportation Development Act (TDA) – Article 3 *Generated from the general statewide sales tax and state tax on diesel fuel and allocated by Metro to jurisdictions based on population*	Pedestrian and Bicycle Allocations for exclusive pedestrian and bicycle facilities, or for pedestrian/bicycle improvements to local streets and roads (including striping/maintenance). Up to 5% may also be used for pedestrian and bicycle safety education programs.	40, 42

Metro

LA County Proposition C – Local Return *20% of the total tax collected allocated to jurisdictions based on population*	Bikeways and Bike Lanes including signage, information/safety programs, maintenance, construction	18
	Transportation Demand Management (TDM) projects intended to influence the manner in which people commute, resulting in a decrease in the number of vehicle trips made and vehicle miles traveled during peak travel periods.	16
	Safety	19
	Americans with Disabilities Act Related Street Improvements including curb ramps and accessible sidewalks associated with transit.	20
LA County Measure R – Local Return *15% of the total tax collected allocated to jurisdictions based on population*	Bikeways and Pedestrian Improvements including, but not limited to, bike/pedestrian facilities (construction & maintenance), signage, information/safety programs, bike lanes and bicycle parking, ADA improvements, streetscapes, crossings and curb cuts, bike sharing, bike safety and bike education	4

For more information about Local Return Programs, please visit metro.net/about/local_return_pgm.

For additional questions, please contact:

- Chelsea Meister, Transportation Planning Manager: MeisterC@metro.net, or
- Susan Richan, Senior Director, RichanS@metro.net

Open and Slow Streets Grant Program Update
2026-0432

Metro

Planning & Programming Committee
July 15, 2026

Recommendation

APPROVE the staff recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 as the only available funding for Open and Slow Street events occurring between September 2026 and March 2028.

Background

On December 4, 2025, the Metro Board approved Open and Slow Streets Program Cycles 6 and 7 and amended the Board report to direct the CEO to report back on the following series of recommendations and analysis:

A. Make Metro's Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers, and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program;

B. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of $1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028; and

C. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

Response by Issue Area

A. Permanent Program

Staff to return to Board in late 2028 with recommendations, inclusive of Cycle 6 and 7 evaluation.

B. Abbreviated Cycle

Funding is broadly available in locally programmed categories including Transportation Development Act (TDA) Article 3, and Local Return (Grand Total Local Return Fund Balance FY25: $1,982,814,935) from various sales tax measures.

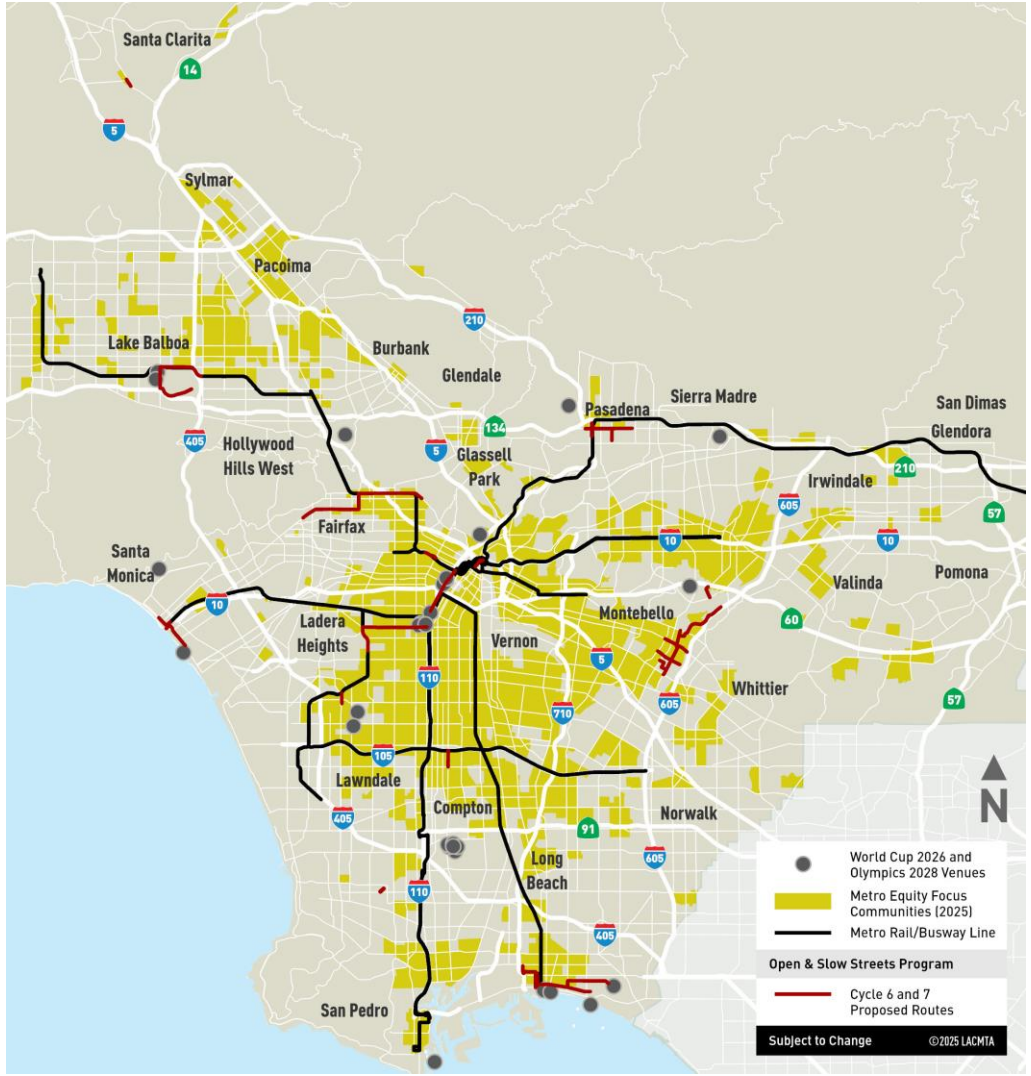
C. Technical Assistance

Staff will provide technical assistance to event sponsors focused on identifying and programming available funding, coordinating event logistics and planning, and disseminating best practices tied to program objectives.

Equity

- 25 (86%) of the 29 events funded in Cycles 6 and 7 are located in Equity Focus Communities (EFCs).

- Applicants were:
  - Encouraged to focus on EFCs while also addressing the diverse needs of communities.
  - Required to explain how their event would reach marginalized communities through their route proposal, outreach, programming, and other considerations.
  - Encouraged to partner with CBOs or non-profits; if they couldn't, they were advised to describe how they would reach the community.



Next Steps

Staff will continue collecting feedback from program stakeholders and community members. Staff will develop Cycle 8 program recommendations based on this feedback as well as extensive evaluation of Cycle 6 and 7 funded events. Staff will present Cycle 8 program recommendations to the Board in 2028.

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

Metro

Board Report

File #: 2026-0408, **File Type:** Informational Report **Agenda Number:** 14.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND POLICIES

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on implementation of the Metro Transportation Demand Management (TDM) Master Plan and Policies (Master Plan).

ISSUE

In response to Board direction, staff has developed a Transportation Demand Management Master Plan and Policies (Attachment A) to address mobility demand in the greater Los Angeles region and to provide a TDM roadmap supporting the 2028 Olympic and Paralympic Games (2028 Games) as indicated in the 2028 Mobility Concept Plan.

BACKGROUND

At its October 2017 meeting, the Board approved Motion 36 by Directors Garcetti, Dupont-Walker, and Butts (Attachment B), directing staff to explore and implement a markedly expanded role for Metro as a leader in TDM in Los Angeles County by creating a robust and comprehensive TDM program. Following the Board action, Metro established a regional TDM Policies and Program team (TDM team) in 2018.

At its October 2022 meeting, the Board awarded a contract to develop a comprehensive plan and recommend implementable policies and programs to map out TDM in Los Angeles County. This plan will expand TDM support services beyond large businesses and reenvision a program that comprehensively services all regional constituents.

In 2023, Metro launched a study to evaluate commuter mobility behavior and all existing Metro TDM policies, products, and available incentive programs that supplement transit services and other mobility options. The study includes rigorous research and analysis to ensure an approach that was grounded in data and aligned with the real needs of LA County's diverse communities. This analysis includes a review of the most effective strategies for reducing vehicle miles traveled (VMT) and encouraging behavior change. Key findings from the research indicate that Metro's TDM strategy needs to extend beyond reducing single-occupancy vehicle commute trips to also promote

multimodal flexibility through education about all available travel options and ensure Metro's transit stations and mobility hubs are part of community members' daily life. This approach responds to and advances Metro's Vision 2028 Strategic Plan, which includes among its goals the need to "provide high-quality mobility options that enable people to spend less time traveling", "deliver outstanding trip experiences for all users of the transportation system, and enhance communities and lives through mobility and access to opportunity".

Staff conducted internal and external stakeholder engagement to support the development and evaluation of the TDM Master Plan and Policies. In June 2023 staff reached out to all 88 cities, Los Angeles County, councils of governments within the county, the Southern California Association of Governments (SCAG), local transit agencies, Transportation Management Associations , and the South Coast Air Quality Management District to offer two choices for participation in the plan's development: complete a survey by email and/or participate in a virtual, 30-minute meeting with staff to discuss regional TDM topics in depth. Staff received 60 responses to the survey and conducted 28 in-person interviews, the results of which were compiled and evaluated to help inform staff's approach to developing the TDM Master Plan and Policies. Internally, staff consulted with colleagues from the First/Last Mile Planning, Customer Experience, Office of Strategic Innovation, Shared Mobility, Transit Access Pass (TAP), Geographic Information Systems (GIS), Commuter Services, Mobility Corridors, and Transit Oriented Communities teams in July 2023, conducting interviews to help shape the purpose and design of the plan, including potential partnerships and ongoing program coordination across departments.

DISCUSSION

Mobility demand in the greater Los Angeles region is rapidly evolving. More than two-thirds of trips in LA County are for social, recreational, dining, shopping, or errands, and over half of all trips are less than four miles. This presents a major opportunity to reduce car dependency and reshape transportation demand. The primary goal of the TDM Master Plan and Policies is to move people forward-not just physically, but in their ability to get more things done in life with fewer car trips.

Furthermore, the upcoming 2028 Games offer a unique catalyst to not only enhance mobility for the duration of the event but also to use TDM strategies to create lasting, positive changes in transportation behaviors. The TDM Master Plan and Policies envision the 2028 Games as a launchpad for reshaping how Angelenos move throughout the region, encouraging long-term behavior shifts away from car dependency to more efficient, accessible, and sustainable transportation options. With the 2028 Games two years away, this is a critical time to educate and motivate people traveling throughout Los Angeles County to adopt multimodal trip planning for daily commuting, leisure trips, and errands.

As such, it is crucial for Metro to re-envision the TDM program, including robust outreach to educate and encourage people using personal vehicles in Los Angeles County to transition to multimodal mobility options such as transit, vanpool, carpool, walking, biking, micro-mobility, and other options besides driving alone.

As the commute shed of the Los Angeles region expands beyond the LA County limits, Metro coordinates TDM efforts for the 2028 Games with SCAG, which serves as the lead agency for the

2028 Games TDM efforts and chairs the Games Mobility Executives (GME) Regional Passenger and Freight TDM Subcommittee, with participation from the counties of Orange, Riverside, San Bernardino, and Ventura. Metro's TDM Master Plan will support SCAG's recently approved Regional TDM Approach, which is aligned with the direction of the Master Plan but is focused specifically on the unique travel-demand challenges associated with the 2028 Games and the broader multi-county travel shed. SCAG's baseline VMT reduction goal set in 2017 was 15%; Metro's TDM Master Plan reflects a goal of increasing transit trips and reducing single-occupancy vehicle trips by 20% before the 2028 Games, as substantiated by more recent modeling conducted by LA28.

TDM Master Plan and Policies Initiatives

Staff incorporated the findings and results of the engagement process conducted in 2023 to develop a new regional TDM Master Plan and Policies. The TDM Master Plan and Policies introduces five initiatives targeted at TDM solutions to support multimodal mobility that, if implemented as a complete plan countywide, is estimated to achieve an estimated 20% reduction in VMT in Los Angeles County. These initiatives and the TDM strategy are summarized below:

- Mobility Hub Activation and Community Engagement:
  - **Scope:** Activating communities around planned mobility hubs to boost walking and biking for short trips, alongside connections to transit for longer trips.
  - **Projected program budget**: $3.1 million

- Fostering Multimodal Kids for the Future:
  - **Scope**: Engaging kids and parents in walking, biking, and transit will help create a future generation that embraces multimodal travel habits.
  - **Projected program budget**: $0. Due to budget constraints, this program has been folded into Mobility Hub Activation and Transit Corridor Zones.

- New Transit Corridor Zones**:**
  - **Scope:** Engaging residents and businesses near new transit and active transportation corridors to help them discover how these services can improve their daily lives.
  - **Projected program budget**: $3.5 million

- On-Demand Shared Mobility:
  - **Scope:** Engaging residents in areas with limited transit access by offering incentivized, on-demand shared mobility options that make travel easier and more affordable.
  - **Projected program budget**: $2.2 million

- Transit Tourism:
  - **Scope:** Promoting transit-accessible destinations to tourists and locals, reducing vehicle demand, and promoting car-free tourism ahead of the 2028 Games.
  - **Projected program budget**: $2.4 million

Each program's projected budget reflects the higher end estimate to fully implement it across LA

County; collectively, the cost to implement this entire program over three years is estimated at $11,295,606 million. Staff built flexibility into the plan's implementation so that elements of these initiatives can be delivered over time as resources are acquired, thus achieving regional benefits from TDM programs incrementally.

To assist in achieving the goal of reducing LA County's VMT by 20%, the TDM Master Plan and Policies recommend that Metro continue supporting commuters through large-employer transportation coordinators for daily commute efforts. The plan also recommends that Metro expand its TDM outreach and programs to include leisure, errand, tourist, and alternative trips, by promoting greater transit use and educating non-transit users about all their mobility options rather than driving alone. Further effort should also be put into connecting with non-transit users in Equity Focus Communities.

EQUITY PLATFORM

The TDM Master Plan focuses on neighborhoods near rail lines and mobility hubs. The approach is a grassroots neighborhood outreach plan that provides communities with mobility education, trip planning and incentives to increase their mobility options. Equity in the TDM Master Plan and Policies means ensuring that everyone can:

Access quality transportation options
Providing more ways for people to travel, whether by walking, biking, transit, or shared mobility options, especially in areas that are underserved by transit or lack safe, walkable streets.

Get around at reduced cost
Residents in low-income communities often spend a higher proportion of their income on transportation. TDM aims to reduce this burden through programs like discounted transit passes, carpool incentives, and shared mobility options.

Connect to essential services
Not everyone can easily reach jobs, healthcare, or schools. The five TDM initiatives in this strategy target specific areas and communities, ensuring that everyone has better access to the places they need to go.

The five TDM initiatives in this strategy are specifically designed to meet the unique needs of different parts of the county by implementing incentives and targeted outreach in the neighborhoods of more than 100 rail stations and 13,000 bus stops, promoting transit, as well as other available multi-modal options and ensuring that people can benefit from the programs no matter where they live. Some communities may need better access to shared mobility services, while others may need safer routes to schools or more transit options for daily errands. By aligning initiatives to the context and needs of each area, the strategy positions the TDM program to provide the best-fit support possible in every area. The dynamic carpool program specifically targets areas the Lancaster Palmdale area as those parts of the county are not as transit-rich. Incentivized dynamic carpooling is a lower cost on demand option than TNCs or driving alone.

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. These declining VMT trends are 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. All Board items are assessed for their potential impact on VMT to ensure continued progress.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through TDM incentives and policies that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Metro conducted a preliminary analysis to show that the net effect of this multimodal initiative is to decrease VMT.
Initiative 1: Mobility Hub Activation, 50 million VMT reductions annually.
Initiative 2: Multimodal Kids, 504,000 VMT reductions annually (implementation will be part of initiatives 1 and 3).
Initiative 3: New Transit Corridors, 90 million VMT reductions annually.
Initiative 4: On-Demand Shared Mobility, 70 million VMT reductions annually.
Initiative 5: Transit Tourism, 20 million VMT reductions annually.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following strategic plan goals:
1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Deliver outstanding trip experiences for all users of the transportation system; and
3. Enhance communities and lives through mobility and access to opportunity.

NEXT STEPS

To support implementation of the TDM Master Plan and Policies for the 2028 Games, Metro will partner with SCAG. Metro will initially implement the TDM Master Plan and Policies as targeted pilot projects and conduct stakeholder outreach. After completion, staff will review all the data collected from the pilot program. If the pilot analysis indicates effective VMT reduction based on the recommended five initiatives, the pilot will be expanded to serve the entire region.

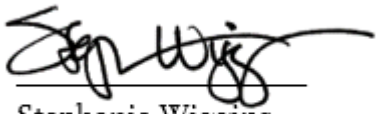
ATTACHMENTS

Attachment A - Transportation Demand Management Master Plan and Policies
Attachment B - Motion 36 - Countywide Transportation Demand Management

Prepared by: Jacquilyne Brooks de Camarillo, Senior Manager, (213) 547-4335

Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4272
Seleta Reynolds, Chief Innovation Officer, (213) 922-4098
Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Transportation Demand Management Master Plan and Policies

Document Available Online at:

https://libraryarchives.metro.net/DB_Attachments/TDM%20Master%20Plan%20and%20Policies%20-%20May%202026.pdf

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

Metro

Board Report

File #: 2017-0715, **File Type:** Informational Report **Agenda Number:** 36.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2017

Revised Motion by:

Garcetti, Dupont-Walker and Butts

October 18, 2017

Countywide Transportation Demand Management

MTA should be a national leader in working with local jurisdictions to promote transit use, active transportation, and other multi-modal travel.

MTA is leading a great expansion of mobility options in Los Angeles County, including the rail and bus transit system, bikeshare, first-last mile links, and groundbreaking technology-based new mobility services, including U-Pass and On-demand Microtransit Pilot Programs. A robust and comprehensive countywide Transportation Demand Management (TDM) program would maximize the benefits of these investments in LA County's transportation systems.

TDM focuses on reducing single-occupancy vehicle trips by making other transportation options more attractive. TDM promotes sustainable transportation options such as transit, carpooling, vanpooling, bicycling and walking. TDM strategies boost transit ridership, promote telecommuting, reduce single-occupancy vehicle trips, and reduce greenhouse gas emissions. MTA can serve as the facilitator of a countywide TDM program that encourages and supports local jurisdictions in initiating, developing, and implementing their own TDM initiatives.

Currently, there is an absence of a robust and comprehensive countywide TDM promotion and coordination program in Los Angeles County. As the countywide transportation agency, MTA is ideally suited to lead this effort. A robust TDM program will enable MTA to leverage its historic transportation investments to further change travel behavior and help the region ease congestion and meet statewide greenhouse gas emissions reduction goals. This would build on MTA's ongoing Congestion Reduction activities, including 511, promoting carpooling through ExpressLanes, creating vanpools, etc.

MTA can promote TDM strategies through many different methods--by coordinating local TDM objectives, creating a comprehensive TDM marketing strategy, measuring the effectiveness of multi-modal solutions, and other strategies. While some cities already have existing TDM programs or initiated efforts to establish TDM programs, many more cities in LA County could implement effective TDM programs with support from MTA.

Some jurisdictions, including the City of Los Angeles, have identified a need to make major updates to their TDM ordinances to incentivize sustainable transportation solutions more broadly through their development review processes and establish more robust monitoring and evaluation protocols.

powered by Legistar™

The goal of the State of California is to reduce greenhouse gas emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. Currently, automobiles are the single largest source of emissions in Los Angeles. Los Angeles County residents approved Measure M in November 2016 to create more mobility options. MTA can do more to support local jurisdictions to meet state goals, and to create a seamless user experience throughout Los Angeles County that will create more MTA rail and bus riders, encourage carpooling and vanpooling, and boost countywide active transportation usage.

SUBJECT: REVISED MOTION BY DIRECTORS GARCETTI AND DUPONT-WALKER AND BUTTS

TRANSPORTATION DEMAND MANAGEMENT

WE, THEREFORE, MOVE that the Board direct the CEO to:

A. Prepare a list of TDM best practices of California agencies and jurisdictions, including but not limited to the Bay Area Metropolitan Transportation Commission;

B. Inventory current MTA funding sources for planning or implementing TDM programs and projects at the county or local level;

C. Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to:

1. Countywide TDM guidelines to help municipalities create and implement TDM policies by establishing best practices for TDM application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards;

2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling;

3. Facilitating regular discussions between Transportation Management Organizations in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices;

4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for MTA to effectively promote and coordinate TDM strategies in Los Angeles County;

5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes;

powered by Legistar™

6. Strategies to promote telecommuting;

7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel;

    a. Seeking legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options. This legislation should explore ways to provide significant tax-credit benefits for the use of transit, vanpooling, bicycling, and all other sustainable transportation modes;

    b. Should legislation be successfully secured, a first priority for resources created by this program would be the establishment of an MTA TDM Implementation Demonstration Program. The TDM Demonstration Program would target selected jurisdictions for early implementation of best-practice TDM strategies, along with appropriate financial incentives. MTA may give special priority to any multi-jurisdictional TDM program proposal.

8. Managing compliance with the State of California's Parking Cash-Out law for worksites within Los Angeles County;

9. Considering consolidation of MTA's various TDM functions into a single group and/or creating a Countywide TDM Coordinator position tasked with coordinating MTA's TDM efforts, including identifying additional staffing needs;

D. Incorporate into MTA's 2018 state legislative program for MTA to seek legislation that would strengthen MTA's ability to carry out a countywide TDM program; and

E. Report back to the Planning and Programming Committee on all the above in ~~120~~ 150 days.

KUEHL AMENDMENT: to include that the EAPP Program (which includes ATAP and BTAP) be amended to include a pay-per-boarding model similar to the U-Pass Program at a fare-per-boarding (FPB) rate approved by the Office of Management and Budget (either as a pilot program or as a new payment option under BTAP)

powered by Legistar™

PLANNING COMMITTEE MEETING
BOARD REPORT # 2026-0408

TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND POLICIES

Metro

RECOMMENDATION

RECEIVE AND FILE

Report on implementation of the Metro Transportation Demand Management (TDM) Master Plan and Policies (Master Plan).

Metro

ISSUE

Staff have developed a Transportation Demand Management Master Plan and Policies to address mobility demand in the greater Los Angeles region and to provide a TDM roadmap supporting the 2028 Olympic and Paralympic Games (2028 Games) as indicated in the 2028 Mobility Concept Plan.

The goal of implementing the Master Plan and Policies is to reduce vehicle miles traveled (VMT) in Los Angeles County by 20% before the 2028 Games as established by SCAG and LA 28.

Metro

DISCUSSION

TDM Master Plan and Policies Initiatives

New Transit Corridors &Mobility Hubs: Engaging with communities around planned mobility hubs and new transit lines to increase transit use as well as multi-modal trips.

On-Demand Shared Mobility: Engaging residents in areas with limited transit access by offering incentivized, on-demand carpooling as a less expensive option to driving alone.

Fostering Multimodal Kids for the Future: Engaging kids and parents in walking, biking, and transit to create a future generation that embraces multimodal travel, implemented as a part of New Transit Corridors and Mobility Hubs.

Transit Tourism: Promoting transit-accessible destinations to tourists and locals, reducing vehicle demand ahead of the LA28 Games.

Total Budget: $11.295 million, funded by a $10 million CMAQ grant

NEXT STEPS

To support implementation of the TDM Master Plan and Policies for the 2028 Games, Metro will partner with SCAG, which is coordinating the TDM subcommittee of the Games Mobility Concept Plan (MCP). Metro will initially implement the TDM Master Plan and Policies as targeted pilot projects and conduct stakeholder outreach. After completion, staff will review all the data collected from the pilot program. If the pilot analysis indicates effective VMT reduction based on the recommended five initiatives, the pilot will be expanded to serve the entire region.

Metro

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

Metro

Board Report

File #: 2026-0029, **File Type:** Informational Report **Agenda Number:** 15.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on 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

powered by Legistar™

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 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 October 2026.

ATTACHMENTS

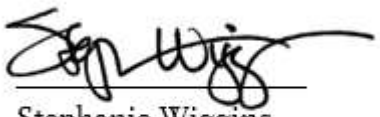
Attachment A - Project Status Report

Attachment B - Equity Assessment Baseline (July 2026)
Attachment C - Vehicle Miles Traveled (VMT) Outcome

Prepared by:

Philbert Wong, Senior Director, Shared Mobility, (213) 418-3137
Michelle Smith, Executive Officer, Complete Streets & Highways, (213) 547-4368
Allison Yoh, Senior Executive Officer, Mobility Corridors, (213) 922-4812
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213) 922-3040
Steve Gota, Deputy Chief Operations Officer, Shared Mobility, (213) 364-6261
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Major Capital Projects Update
Countywide Planning and Development

July 15, 2026
#2026-0029

Presented By

Allison Yoh, Ph.D.
Senior Executive Officer
Systemwide Planning and Analysis

Avital Barnea
Senior Executive Officer
Multimodal Integrated Planning

Metro

Major Corridor Projects

Major Pillar Projects

(1) Eastside Transit Corridor Phase 2

(2) K Line Extension to Torrance

(3) Sepulveda Transit Corridor

Other Projects in Planning

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

Metro

Eastside Transit Corridor Phase 2

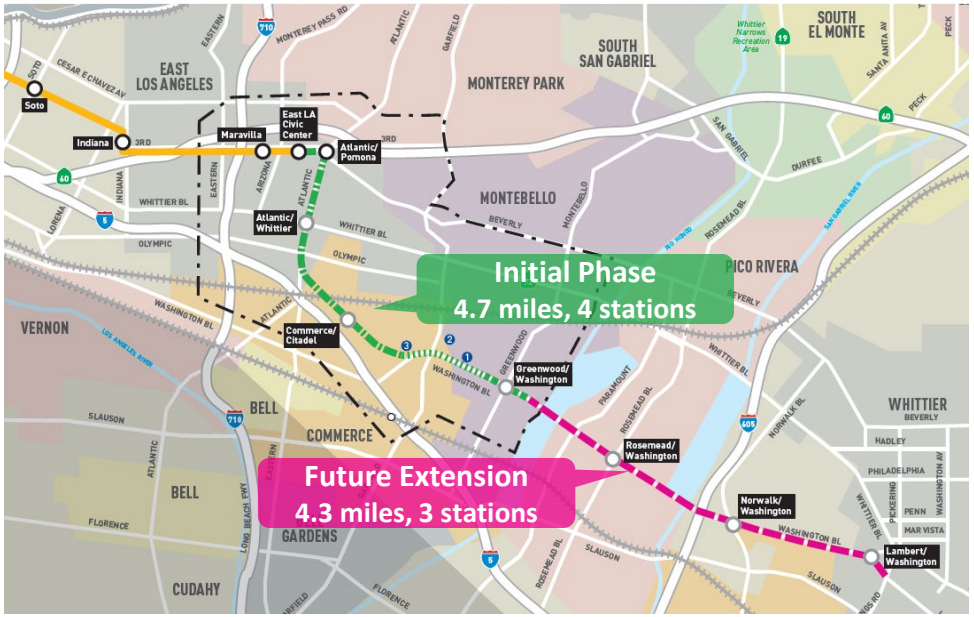
Phase	Environmental Review (National Environmental Policy Act)

Recent Activities

- March: Secured funds of $133.8M in State Transportation Improvement Program (STIP)
- March/April: Increased project visibility and Community Based Organization (CBO) engagement at local events
- May: Submitted state grant application to Transit and Intercity Rail Capital Program (TIRCP) Cycle 8
- May: Released Environmental Assessment (EA) for Initial Operating Segment (IOS); 30-day review ended June 26
    - Public hearings - one virtual and three in-person (East Los Angeles, Commerce, Montebello)
- June: Successful entry into Capital Investment Grants (CIG) Program's Project Development phase with Federal Transit Administration (FTA) approval

Challenges

- CIG Project Development phase requires completion within 2 years



Opportunities

- Preparation of NEPA document for federal funding eligibility
- Coordinating with City of Pico Rivera and Caltrans on Rio Hondo Washington Blvd Bridge improvements project designs to not preclude future E Line extension to Whittier

Next Actions

- Summer: Prepare responses to public comments, Board approval of Maintenance and Storage Facility site, prepare Findings of No Significant Impact (FONSI) for FTA approval
- Fall: Complete Preliminary Engineering

K Line Extension to Torrance

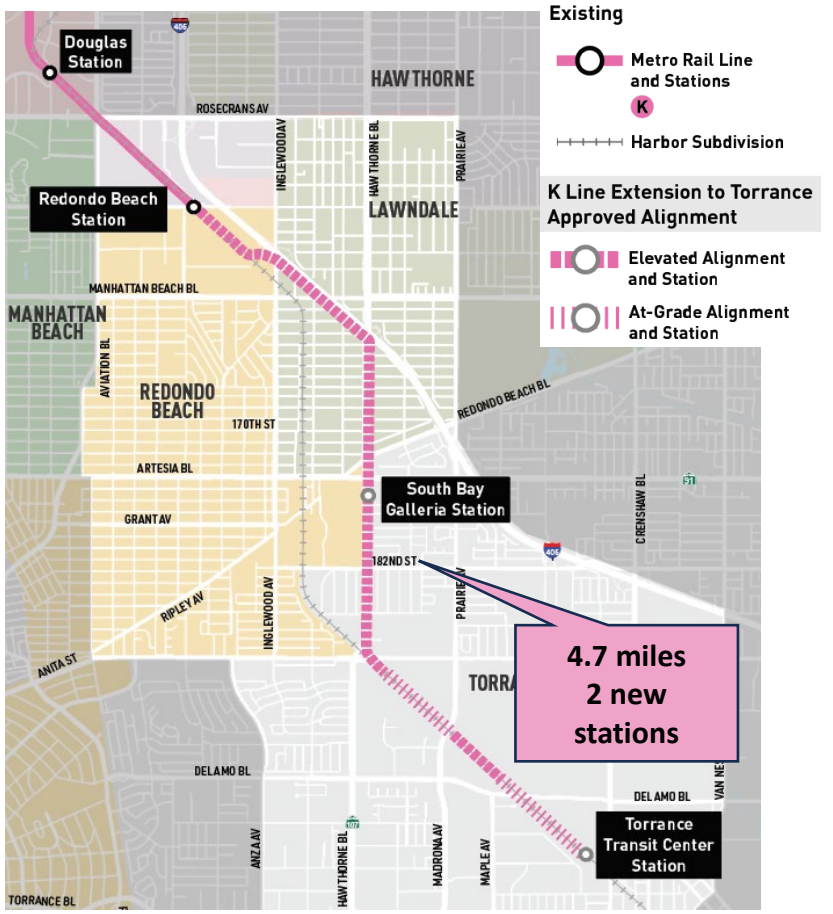
Phase	Pre-Construction

Recent Activities

- March: Program Management Support Services (PMSS) contract approved by Board
- May: Board approval of contract modification for Preliminary Engineering
- June: Kick-off meetings for next phase of design with cities, Caltrans, and third parties

Next Actions

- Initiate field investigations (survey, geotechnical, potholing) in summer, starting from south to north
- Continue coordination with third parties including design review, permits, and Master Cooperative Agreements
- Advance design to 30% engineering, conduct first/last mile planning, value engineering, evaluation of early works and phasing concepts to minimize risks and cost/schedule impacts
- Continue discussions with Caltrans and cities on Caltrans Transit Priority Policy and relinquishment of Hawthorne Blvd in Torrance and Redondo Beach, assumed prior to Project construction start



Challenges

- Third party design reviews and approvals

Opportunities

- Exploration of early works, construction phasing and streamlined federal review for I-405

Sepulveda Transit Corridor

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

Recent Activities

- April/May: Completed community meetings to provide project updates (one virtual, four in-person) in Sherman Oaks, Culver City, Van Nuys and Westwood
- Completed circulation of draft federal Planning and Environmental Linkages Study
- May: Board approved contract modifications to advance environmental clearance for the Locally Preferred Alternative (LPA) and support community engagement

Next Actions

- Design refinement to reflect LPA direction; update cost estimates to reflect updated design and Initial Operating Segment (IOS)
- Geotechnical investigations
- Concurrent advancement of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental clearance focused on LPA

Challenges

- Navigating federal process with P3 approach

Opportunities

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

Link Union Station

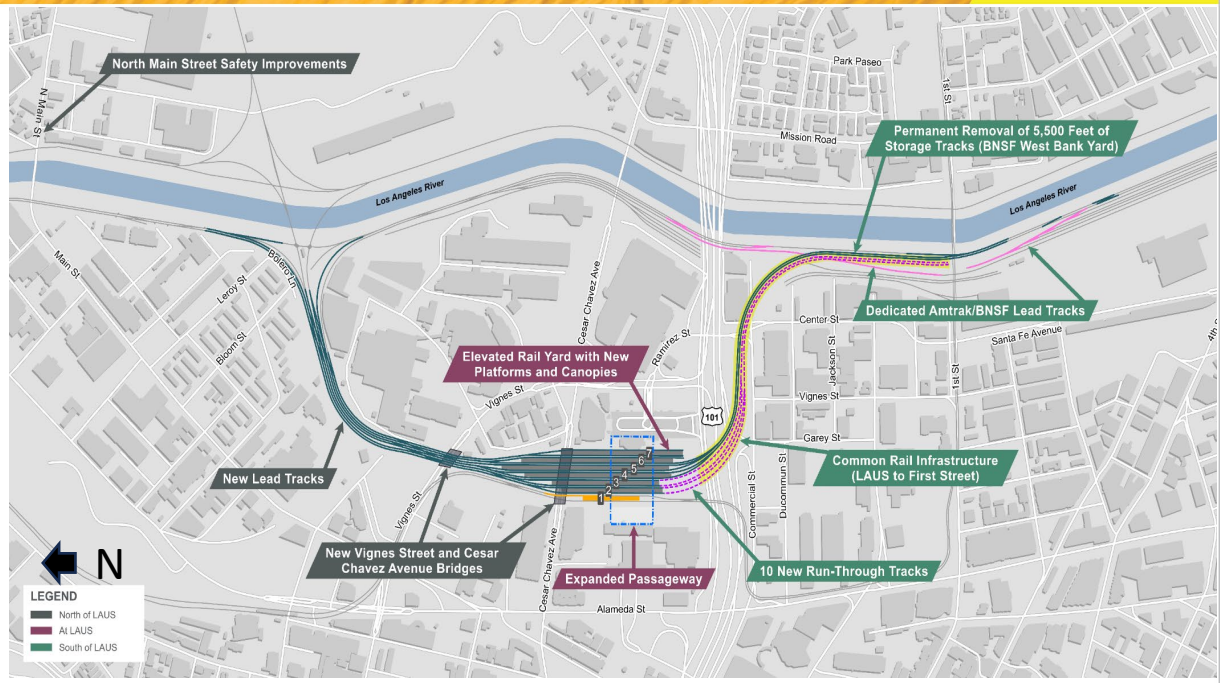
Phase	Design

Recent Activities

- February: Board approval of preconstruction budget for early work
- February: Submitted grant application for the Federal Railroad Administration (FRA) Federal-State Partnership (FSP) for Intercity Passenger Rail program
- March: California High Speed Rail Authority certification of Final Environmental Impact Statement (EIS)
- California Transportation Commission allocation of $115 million in State Transportation Improvement Program (STIP) and Transit and Intercity Rail Capital Program (TIRCP) grants for early work

Next Actions

- Continue preparation of the Administrative Record



Challenges

- Litigation from City of Vernon

Opportunities

- Funding applications submitted for the Federal Railroad Administration Federal-State Partnership (FSP) for Intercity Passenger Rail in February 2026; additional Interregional Transportation Improvement Program (ITIP), Trade Corridor Enhancement Program (TCEP), and Solutions for Congested Corridors Program (SCCP) Grants with the State

Vermont Transit Corridor

Phase	Final Design

Recent Activities

- March: FTA Completed Risk Assessment
- May: Congress allocated full request of $149.9 M in Small Starts funding
- Program Management progressing Final Design in coordination with City of Los Angeles, County of Los Angeles, Caltrans and utility providers
- Began Phase 1 (Pre-Construction Activities), including Geotech borings, potholing

Next Actions

- Anticipate executing Small Starts Grant Agreement Summer of 2026
- Continue coordination with Real Estate on Temporary Construction Easements (TCE)

Challenges

- Timely execution of funding agreements in order to be in operation by 2028 Games

Opportunities

- No permanent acquisitions required
- Vehicles to be assigned from current fleet

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
- Executed amendment to the Funding Agreement with project lead to include the Long Beach-East Los Angeles Corridor Mobility Investment Plan funds

Next Actions

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

Challenges

- Timely 3rd Party reviews

Opportunities

- Continue to monitor potential funding opportunities as needed

Los Angeles River Path

Phase	Environmental Review (California Environmental Quality Act)

Recent Activities

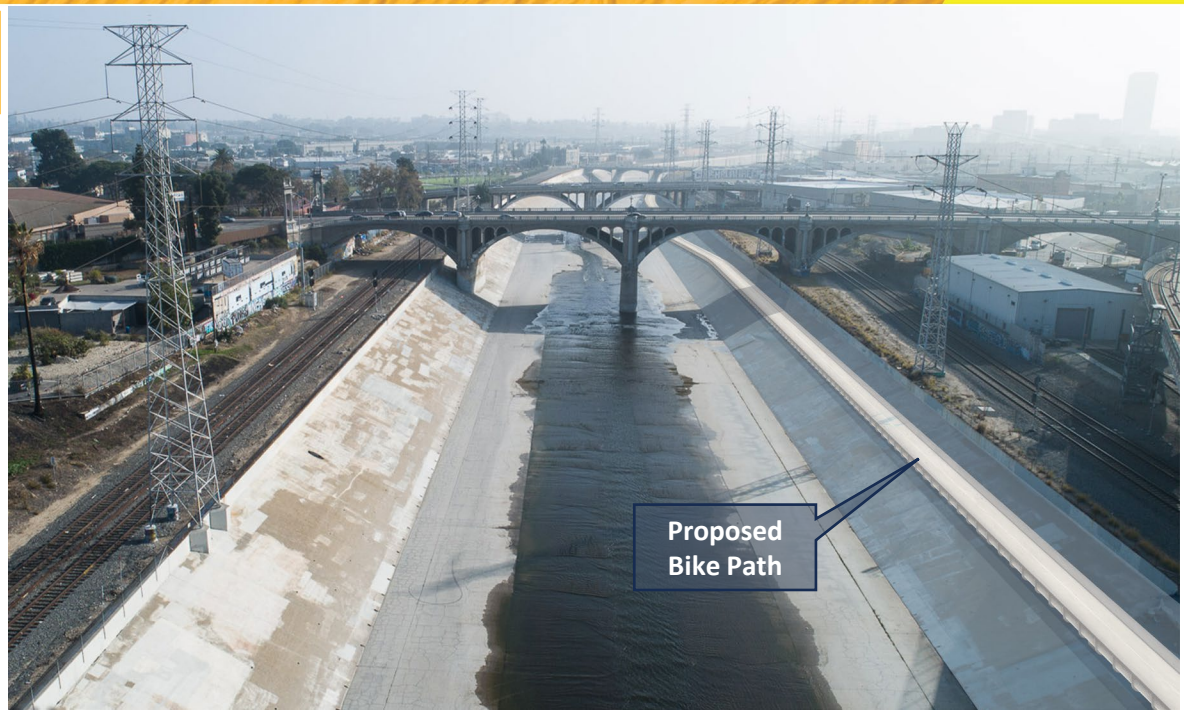
- February: Closed public comment period (47 days) for Draft Environmental Impact Report (EIR)
- May: Board motion adopted, directing a governance study for delivery of project as part of 51-miles of LA River bicycle network

Next Actions

- Continue to review and respond to public comments received on Draft EIR
- Complete Cost Benefit Analysis
- Develop staff recommendation for Locally Preferred Alternative (LPA), delivery plan, phased implementation

Opportunities

- LA River Governance Study of 51-mile LA River Path as opportunity to identify lead agencies for LA River Path Project construction, operations and maintenance



Challenges

- Multiple jurisdictions and adjacent projects requiring extensive 3rd party coordination
- <1% of right of way is owned by Metro, thus efficient project delivery will depend on identifying lead agencies for construction, maintenance and operations

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

Phase	Alternatives Analysis

Recent Activities

- Continued to advance Board-adopted Scenario 2:
  - Early works safety improvements (6 at-grade rail crossings)
  - Metrolink infill station
  - Design of mobility hub
  - Multimodal integrated planning
- April 2026: Board authorization of contract for preliminary engineering for safety improvements at six rail crossings along the Antelope Valley Line

Challenges

- Right of way coordination with Metrolink

Opportunities

- Delivery of early improvements to address immediate safety needs

Next Actions

- July: Board programming of funds to advance station, mobility hub, and track work, and to develop environmental evaluations and conduct public and stakeholder engagement
- Continue preliminary engineering on rail crossing safety improvements
- Begin conceptual planning for Metrolink infill station, mobility hub, and track work
- Continue stakeholder and public engagement

Quarterly Major Projects Report
Complete Streets & Highway Projects

Presented by Avital Barnea

Senior Executive Officer, Multimodal Integrated Planning

Metro

July 15, 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.
- Held meetings in Summer 2025 with I-605 corridor cities to present multimodal & complete street framework and develop local multimodal project concepts
- Board approved contract modifications in April 2026 to restart and complete the DEIR/DEIS for the revised project alternatives.

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: Preparation of the environmental document is ongoing.

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 (transit, bike, pedestrian improvements).

Project Benefits

- Improve traffic flows, person throughput, and reliability.

Challenges

- Caltrans approval of Vehicle Miles Traveled (VMT) analysis and potential mitigation required.

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 the Draft Project Report and the Draft Environmental document.
- Community Engagement: Project briefings with stakeholders. are anticipated before Draft Environmental document circulation.
- Next Major Milestone: Circulation of Draft Environmental document anticipated in Summer 2026 after FIFA World Cup.

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

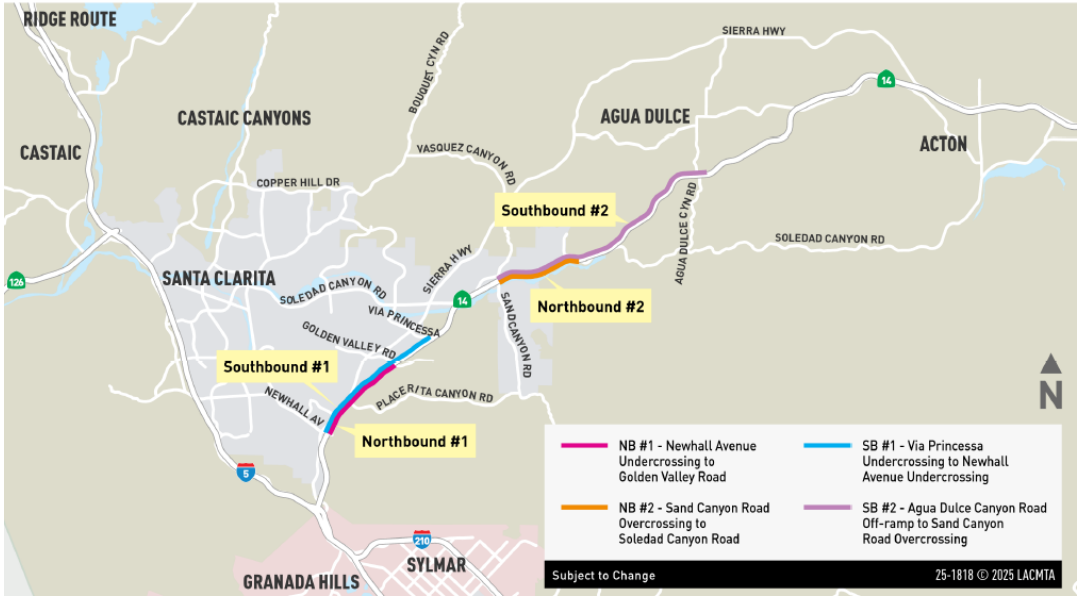
- Metro: Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

Metro

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.

Metro

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

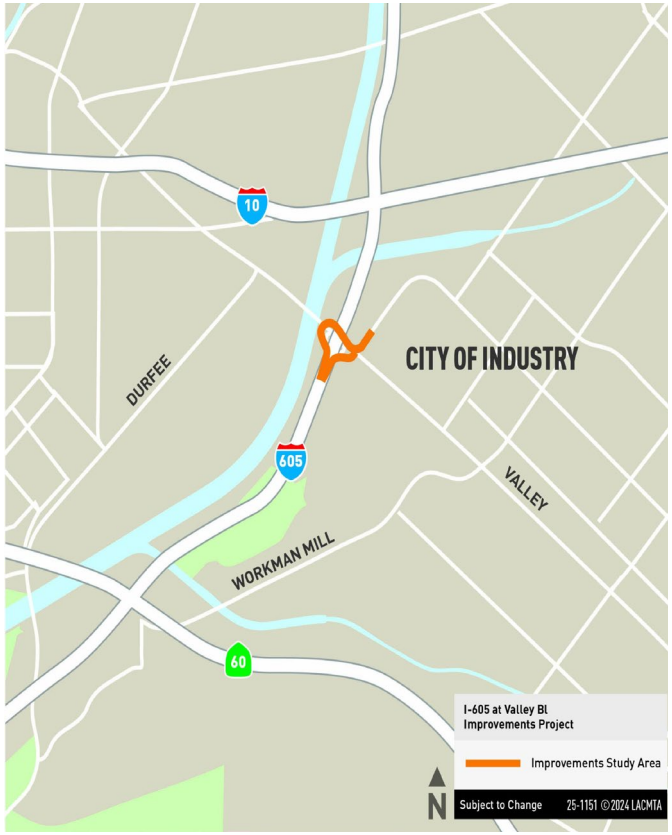
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion(1,126 collisions occurred within the project limits from 2016 to 2018).

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.

Metro

ATTACHMENT B

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	**Equity Assessment**
Eastside Transit Corridor Phase 2	Equity Focused Communities (EFCs) are located within half a mile of each of the 7 proposed stations. The Project will benefit communities along the eastern portion of LA County. The full 9-mile project alignment traverses six (6) jurisdictions or neighborhoods with EFCs, and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the 4.6-mile initial operating segment to the Greenwood Station. The Project will benefit these EFCs and other communities along the eastern portion of LA County and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. The LPA to Greenwood will serve the highest concentration of EFCs in East LA and the cities of Commerce and Montebello.
Sepulveda Transit Corridor	EFCs have been identified within the study area in San Fernando Valley and near UCLA. The project team will use the 2022 EFC definition for upcoming analyses supporting the CEQA process.
K Line Extension to Torrance	Lawndale, one of the three cities in the project area, includes EFCs (based on 2022 updated data). Travel patterns and projected ridership show that the Project will expand transit service and accessibility for many EFCs to connect to major job centers in the South Bay and serve low-income, zero-vehicle households, and Black, Indigenous, and/or People of Color (BIPOC) populations throughout LA County who make up most of Metro's existing rail ridership.
Link Union Station (LINKUS)	The Link Union Station Project (Link US Project) addresses existing and future capacity constraints at Los Angeles Union Station (LAUS). The Project would transform LAUS from a stub-end terminal into a run-through station by extending ten platform tracks from their current termini over U.S. Highway 101 (US-101) and adjacent local streets to connect with the mainline tracks along the west bank of the Los Angeles River. Additional Project elements include replacement of the existing pedestrian passageway beneath the platforms and tracks with a new, expanded passageway, as well as off-site railroad improvements at the Burlington Northern Santa Fe (BNSF) Railroad Malabar Yard in the City of Vernon. LAUS is Southern California's primary multimodal transportation hub, serving multiple counties with a combined population exceeding 20 million people. By 2040, weekday passenger activity at LAUS is forecast to increase from approximately 110,000 to more than 200,000 passenger trips. The Link US Project is proposed to increase regional and intercity rail capacity, improve transit connectivity, enable seamless one-seat rides across Southern California's rail network, and accommodate the planned California High-Speed Rail system at LAUS. Importantly, the Project advances equity objectives by improving access to reliable, affordable, and high-quality transit for transit-dependent populations and equity-priority communities across the region. Enhanced rail connectivity at LAUS would expand access to jobs, education, healthcare, and essential services, while investments in safety, accessibility, and passenger amenities would ensure that the benefits of the Project are equitably distributed. Together, these improvements would support state, regional, and local sustainability, climate, and equity goals while positioning LAUS as a world-class transit and mobility hub.

ATTACHMENT B

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	**Equity Assessment**
Vermont Transit Corridor	Entire corridor is within EFCs and consists of 69% people of color, 32% of households below poverty level, 67% transit dependent households, and 23% of the population commuting to work via transit. In August 2024, Metro staff conducted a CBO Partnership meeting to discuss both the near-term improvements and the future BRT project. Metro is currently partnered with 30 CBOs on the Vermont Transit Corridor Project. Additional community meetings, with the help of our CBOs, will be held in early October 2024.
Rail to River Active Transportation Corridor (Segment B)	Randolph Street was recommended to the Board as part of the 2022 Supplemental Alternatives Analysis in part due to community and stakeholder feedback. The Randolph Street corridor is mostly within or adjacent to EFCs. The project team will use the 2022 EFC data for upcoming analyses for environmental clearance.
Los Angeles River Path	Prior analyses found that approximately 23% of the population within 3-miles of the project lives in poverty, with 92% of the population being 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 has updated the baseline, based on 2022 EFC data.
Antelope Valley Line – East San Fernando/Pacoima Metrolink Station and Mobility Hub	The Project is located in the city of Los Angeles along the Metrolink AVL. There are multiple Equity Focus Communities (EFC) in the vicinity of the Pacoima Metrolink Station. The study area includes the city of Los Angeles neighborhood of Pacoima, which was identified as an EFC in prior analyses. Equity assessments, including an examination of the potential benefits to residents living within a half mile of the Pacoima Metrolink and ESFV LRT stations, were conducted as part of the prior Study. Census tract data for the year 2020 were used in correlation with Metro's 2022 EFC Map. This Project will support compliance with the Americans with Disabilities Act (ADA) to improve, enhance, and ensure safer, more equitable pedestrian access at this new Pacoima Metrolink Station and mobility hub.
K Line Northern Extension	Study area includes EFCs in Mid-City 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 and services. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system.

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 Corridor Multimodal Improvement Project (CMIP) from I-10 to I-105	The Board recently authorized staff to resume work on the I-605 CMIP environmental phase with an emphasis on developing and implementing safety and multimodal projects, expanding community outreach efforts, and avoiding the displacement of residences. The CMIP study area

ATTACHMENT B

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	**Equity Assessment**
	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 CMIP 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 CMIP study area drive alone, 10% carpool, 4% take transit, 2% walk, and .5% bike. The CMIP 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/Valley Boulevard Interchange Improvements	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 (SGVCOG) 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% carpooled 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. Caltrans issued the Right of Way Certification and Encroachment Permit for construction of the Project on April 17th and April 20th, respectively. Construction by the SGVCOG is scheduled to begin at the end of the year (December 2026). SGVCOG will convene preconstruction public/community engagement meetings.

ATTACHMENT B

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	**Equity Assessment**
I-405 ExpressLanes Project-Sepulveda Pass	I-405 is a major north–south interstate freeway in Los Angeles County that serves critical interregional travel and goods movement. The segment between I-10 and US-101 through the Sepulveda Pass is among the most congested corridors in the nation. The proposed project would convert existing high-occupancy vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes and may add a second managed lane in each direction. Given the substantial and recurring congestion on the I-405, implementation of ExpressLanes is expected to improve travel-time reliability, safety, and overall person throughput. ExpressLanes utilize dynamic tolling to manage demand, providing more consistent travel times and offering travelers—including carpoolers, transit users, and toll-paying drivers—more reliable and predictable travel options. Importantly, the ExpressLanes program incorporates equity considerations by maintaining free or reduced-cost access for eligible low-income users, supporting enhanced transit services in the corridor, and reinvesting net toll revenues into transportation improvements that benefit disadvantaged and equity-priority communities.
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 Improvements (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 in summer 2026.
SR-14 North Los Angeles County Safety & Mobility Improvements (I-5 to Agua Dulce Canyon Road)	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

ATTACHMENT B

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	**Equity Assessment**
	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. 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 in Summer 2027).
Complete Streets and Highways Projects- No Longer Being Reported	
The following projects are no longer reported quarterly because the projects are being transitioned to the construction phase for implementation or the subregion elected to pause work on the project or terminate the project. Updates on the project development of Malibu projects are no longer requested by the Board. Notice of this change was reported during the July 2025 and October 2025 Planning & Programming Committee Meetings. • I-405 Auxiliary Lanes (I-105 to Artesia Boulevard) • I-605/Beverly Boulevard Interchange Improvements Project • Malibu PCH Trancas Canyon Road Intersection Improvements • Malibu PCH and Las Floras/Rambla Pacifico Intersection Improvements • PCH Median and Channelization Project (Webb Way to Puerco Canyon Road) • PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard) • SR-91 Westbound Improvements (Alondra Boulevard to Shoemaker Road) • SR-91 Improvements (Central Avenue to Acacia Street) To obtain the last Equity Assessment Baselines reported for the above referenced projects, please refer to the April 2025 Countywide Planning Major Project Status Board Report (2025-0140) -Attachment B.	

ATTACHMENT C

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

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 and VMT determination is not available at this time. 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	
Link Union Station	The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the Link Union Station Project (Link US Project) to address existing and future capacity constraints at Los Angeles Union Station (LAUS). The Project would transform LAUS from a stub-end terminal into a run-through station by extending ten platform tracks		X	X			X				X

ACRONYMS:
VMT: Vehicle Miles Traveled; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; LPA: Locally Preferred Alternative; ↑: Increase; ↓: Decrease; Y: Yes; N: No; NA: Not Applicable; ADA: American Disability Act; TSM/TDM: Transportation System Management/Transportation Demand Management

ATTACHMENT C

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	from their current termini over U.S. Highway 101 (US-101) and adjacent local streets to connect with the mainline tracks along the west bank of the Los Angeles River. Additional Project elements include replacement of the existing pedestrian passageway beneath the platforms and tracks with a new, expanded passageway, as well as off-site railroad improvements at the Burlington Northern Santa Fe (BNSF) Railroad Malabar Yard in the City of Vernon. LAUS is Southern California's primary multimodal transportation hub, serving multiple counties with a combined population exceeding 20 million people. By 2040, weekday passenger activity at LAUS is forecast to increase from approximately 110,000 to more than 200,000 passenger trips. The Link US Project is proposed to increase regional and intercity rail capacity, improve transit connectivity, enable seamless one-seat rides across Southern California's rail network, and accommodate the planned California High-Speed Rail system at LAUS. By expanding high-capacity rail service and improving system efficiency, the Project would support reductions in per-capita vehicle miles traveled (VMT) through mode shift from single-occupancy vehicles to rail and transit, while improving travel-time reliability and regional mobility. The Project would also enhance passenger safety, accessibility, and comfort through modernized station amenities, positioning LAUS as a world-class transit and mobility hub and advancing state, regional, and local sustainability and climate goals.										
K 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		**X**	**X**					**X**	**X**	

ACRONYMS:
VMT: Vehicle Miles Traveled; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; LPA: Locally Preferred Alternative; ↑: Increase; ↓: Decrease; Y: Yes; N: No; NA: Not Applicable; ADA: American Disability Act; TSM/TDM: Transportation System Management/Transportation Demand Management

ATTACHMENT C

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	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 EIR estimates that the Project will offset approximately 34,566 daily VMT.										
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 part of the CEQA exemption found that the Project will result in a decrease of 85,000 daily VMT, due to mode shift from auto to transit.		**X**	**X**			**X**			**X**	
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 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		**X**		**X**			**X**			**X**

ACRONYMS:
VMT: Vehicle Miles Traveled; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; LPA: Locally Preferred Alternative; ↑: Increase; ↓: Decrease; Y: Yes; N: No; NA: Not Applicable; ADA: American Disability Act; TSM/TDM: Transportation System Management/Transportation Demand Management

ATTACHMENT C

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	corridor. This project is undergoing environmental analysis and is expected to reduce VMT by providing an active transportation option.										
Antelope Valley Line – East San Fernando/Pacoima Metrolink Station and Mobility Hub	The Project would provide a direct transfer between the Metrolink Antelope Valley Line and the East San Fernando Valley Light Rail Transit Project, plus bus connections, which saves travel time for transit riders. The Project also includes the development of a mobility hub for multimodal access. These improvements to multimodal mobility and connectivity thus reduce VMT and GHG emissions.		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 Project has a LPA contingent on identification and commitment of additional funding. The Draft EIR identifies annual VMT reductions between 46.5 and 49.5 million miles, depending on the alignment.		X		X			X		X	
COMPLETE STREETS AND HIGHWAYS											
I-605 Capital Multimodal Improvement Project (CMIP) from I-10 to I105	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. The LPA will be selected after the environmental phase. VMT decreases or increases will be determined for the Project after an analysis is done.	X			X			X			X
I-605/Valley Boulevard	The Project is in the City of Industry and unincorporated Los Angeles County, and in the final design phase. The Project will reconfigure the	X		X			X				X

ACRONYMS:
VMT: Vehicle Miles Traveled; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; LPA: Locally Preferred Alternative; ↑: Increase; ↓: Decrease; Y: Yes; N: No; NA: Not Applicable; ADA: American Disability Act; TSM/TDM: Transportation System Management/Transportation Demand Management

ATTACHMENT C

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
Interchange Improvements Project	freeway on and off ramps; upgrade local arterials (Valley Boulevard and Temple Avenue), 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 to begin at the end of the year (December 2026). The Project will likely increase VMT.										
I-405 ExpressLanes Project- Sepulveda Pass (ExpressLanes from I-10 to US 101)	I-405 is a major north–south interstate freeway in Los Angeles County that serves critical interregional travel and goods movement. The segment between I-10 and US-101 through the Sepulveda Pass is among the most congested corridors in the nation. The proposed project would convert existing high-occupancy vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes and may add a second managed lane in each direction. Given the substantial and recurring congestion on the I-405, implementation of ExpressLanes is expected to improve travel-time reliability, safety, and overall person throughput while supporting vehicle miles traveled (VMT) management objectives. ExpressLanes utilize dynamic tolling to manage demand, encourage higher vehicle occupancy, and support mode shift to transit, thereby reducing congestion-related inefficiencies and per-capita VMT. The ExpressLanes program also incorporates equity considerations by maintaining free or reduced-cost access for eligible low-income users, supporting enhanced transit services in the corridor, and reinvesting net toll revenues into transportation improvements that benefit disadvantaged and equity-priority communities.	**X**			**X**			**X**			**X**

ACRONYMS:
VMT: Vehicle Miles Traveled; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; LPA: Locally Preferred Alternative; ↑: Increase; ↓: Decrease; Y: Yes; N: No; NA: Not Applicable; ADA: American Disability Act; TSM/TDM: Transportation System Management/Transportation Demand Management

ATTACHMENT C

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
I-405 Improvements (I-110 to Wilmington Avenue)	The Project is in the City of Carson and in the environmental phase. The Project will construct four auxiliary lanes; increase access and connectivity; and provide complete streets improvements (high-visibility crosswalks, pedestrian flashing beacons, bicyclist signage and new transit/bus stops). The LPA will be selected after the environmental phase is completed in 2027. The project was determined to be exempt from a VMT analysis based on the draft VMT Screening Memorandum dated May 16, 2024, but will likely increase VMT due to the proposed roadway improvements.	**X**			**X**			**X**			**X**
SR-14 Improvements North Los Angeles County Safety & Mobility Improvements (Newhall Avenue Undercrossing to Agua Dulce Canyon Road)	The Project is in Antelope Valley and in the environmental phase. The Project will reconfigure the existing lanes, close the lane gaps, and implement TSM/TDM strategies. The LPA will be selected after the environmental phase is completed in 2028 and afterwards VMT increases will be determined for the Project.	**X**			**X**			**X**			**X**

ACRONYMS:
VMT: Vehicle Miles Traveled; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; LPA: Locally Preferred Alternative; ↑: Increase; ↓: Decrease; Y: Yes; N: No; NA: Not Applicable; ADA: American Disability Act; TSM/TDM: Transportation System Management/Transportation Demand Management

ATTACHMENT C

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

Complete Streets and Highways Projects- No Longer Being Reported

The following projects are no longer reported quarterly because the projects are being transitioned to the construction phase for implementation or the subregion elected to pause work on the project or terminate the project. Updates on the project development of Malibu projects are no longer requested by the Board. Notice of this change was reported during the July 2025 and October 2025 Planning & Programming Committee Meetings.

- I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)
- I-605/Beverly Boulevard Interchange Improvements Project
- Malibu PCH Trancas Canyon Road Intersection Improvements
- Malibu PCH and Las Floras/Rambla Pacifico Intersection Improvements
- PCH Median and Channelization Project (Webb Way to Puerco Canyon Road)
- PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard)
- SR-91 Westbound Improvements (Alondra Boulevard to Shoemaker Road)
- SR-91 Improvements (Central Avenue to Acacia Street)

To obtain the last Equity Assessment Baselines reported for the above referenced projects, please refer to the April 2025 Countywide Planning Major Project Status Board Report (2025-0140) -Attachment B.

ACRONYMS:
VMT: Vehicle Miles Traveled; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; LPA: Locally Preferred Alternative; ↑: Increase; ↓: Decrease; Y: Yes; N: No; NA: Not Applicable; ADA: American Disability Act; TSM/TDM: Transportation System Management/Transportation Demand Management