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

Agenda - Final

Wednesday, September 16, 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

Jacquelyn Dupont-Walker, Chair
Hilda Solis, Vice Chair
James Butts
Lindsey Horvath
Holly J. Mitchell
Rex Richardson
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

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 September 16, 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 16 de Septiembre 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: 5, 6, and 7.

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

CONSENT CALENDAR

5. SUBJECT: AMENDMENT TO THE CHAVEZ/FICKETT PROJECT JOINT DEVELOPMENT AGREEMENT 2026-0407

RECOMMENDATION

AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an amendment to the Joint Development Agreement (JDA) with Chavez Fickett, L.P. (Developer), an affiliate of Abode Communities, to extend the term for one year, from October 19, 2026 to October 19, 2027, with an option to extend for one additional year for the joint development of a mixed-use, affordable housing project on 1.56 acres of Metro-owned property located at the corner of Cesar E. Chavez Avenue and Fickett Street in Boyle Heights (Project).

Attachments: Attachment A - Site Plan and Renderings
Presentation

6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE – NORTH COUNTY SUBREGION 2026-0532

RECOMMENDATION

CONSIDER:

A. APPROVING the programming of an additional $5,183,184 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, and reprogramming project funds previously approved to meet the project schedule, as shown in Attachment A; and

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

Attachments: Attachment A - Active Transportation Program Project List
Presentation

7. SUBJECT: COUNTYWIDE CALL FOR PROJECTS 2026-0585

RECOMMENDATION

CONSIDER:

A. DEOBLIGATING $2.23 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;

B. APPROVING changes to the scope of work for the City of Long Beach - 1st Street Pedestrian Gallery (#F9628);

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

D. RECEIVING AND FILING time extensions for 46 projects shown in Attachment B.

Attachments: Attachment A - FY 2025-26 Countywide Call Deobligation
Attachment B - FY 2025-26 Countywide Call Extensions
Attachment C - Result of TAC Appeals Process
Attachment D - Call and Equity Focus Communities Map
Presentation

NON-CONSENT

8. SUBJECT: CAP-AND-INVEST LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) 2026-0467

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of $58,909,350 in California Cap-and-Invest (formerly California Cap-and-Trade) proceeds, accumulated in State Fiscal Year (FY) 2025-26, disbursed through LCTOP for A-Line Operations;

B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and

C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

Attachments: Attachment A - Board Resolution to Execute LCTOP Project
Presentation

9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE – SOUTH BAY SUBREGION [2026-0584]

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $96,574,573 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), and reprogramming $29,828,100 project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $8,700,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;

3. Programming an additional $5,400,600 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including reprogramming $19,733,000 project funds previously approved and inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;

4. Programming an additional $4,000,000 within the capacity of Measure R South Bay Transit Investments Program, including reprogramming $11,420,661 project funds previously approved to meet the project schedule, shown in Attachment D; and

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

Attachments:
Attachment A - Transp. System Mobility Imp Prog (Exp Line 50) Project List
Attachment B - South Bay Highway Op Imp Prog (Exp Line 63) Project List
Attachment C - Transp. System Mobility Imp Prog (Exp Line 66) Project List
Attachment D - Measure R Transit Investments Program Project List
Presentation

10. SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN HIGHWAY CAPITAL FUNDING 2026-0662

RECOMMENDATION

CONSIDER:

A. PROGRAMMING an amount not-to-exceed $35 million in Measure M I-710 South Corridor Project (now the LB-ELA CMIP) Highway Capital Funds as funding augmentation for the Shoreline Drive Realignment Project, subject to contingencies including partial repayment (Attachment A);

B. AMENDING the FY 2027 Budget to accommodate this programming action; and

C. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements with the City of Long Beach.

Attachments: Attachment A - Contingencies for $35 Million of CMIP Funding
Attachment B - City of Long Beach: Project Funding Details
Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2026-0663

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 #: 2026-0407, **File Type:** Agreement **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: AMENDMENT TO THE CHAVEZ/FICKETT PROJECT JOINT DEVELOPMENT AGREEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an amendment to the Joint Development Agreement (JDA) with Chavez Fickett, L.P. (Developer), an affiliate of Abode Communities, to extend the term for one year, from October 19, 2026 to October 19, 2027, with an option to extend for one additional year for the joint development of a mixed-use, affordable housing project on 1.56 acres of Metro-owned property located at the corner of Cesar E. Chavez Avenue and Fickett Street in Boyle Heights (Project).

ISSUE

Since 2024, staff and the Developer have collaborated under a Board-authorized JDA to advance the Project design through construction drawings for approval by Metro and the City of Los Angeles, assemble a financing package, and execute the Ground Lease. The JDA is set to expire on October 19, 2026. An extension of the JDA term through October 19, 2027, with an option to extend one additional year to October 2028, is required to safeguard the Project's complex funding sources and complete the Project's conditions precedent to close of the Ground Lease escrow. Staff recommends authorizing the extension of the JDA term to advance the Metro Board of Director's goal of producing 10,000 homes on Metro land (10K Commitment) by delivering 109 crucial, transit-adjacent affordable homes for income-eligible Angelenos.

BACKGROUND

In January 2018, following a competitive solicitation, the Board authorized the execution of an Exclusive Negotiation Agreement (ENA) with Abode Communities for the Project <https://boardagendas.metro.net/board-report/2017-0741/> . During the ENA period, staff and the Developer advanced the Project's design through schematic design approval, conducted Project-specific community outreach with local residents and business owners, secured land-use entitlements and environmental clearance, and negotiated the key terms and conditions of the JDA and Ground Lease. Upon completion of the ENA milestones, the Board approved the Summary of Key Terms of the JDA and Ground Lease <https://boardagendas.metro.net/board-report/2024-0035/>

in March 2024. The JDA included a one-time ground rent payment, due at the close of the Ground Lease escrow, of $3.45 million, a 67% discount from the appraised fair market value of $10.35 million.

The Site and the Project
The site is comprised of approximately 68,100 square feet of Metro-owned property bounded by Cesar E. Chavez Avenue to the north, Matthews Street to the west, Fickett Street to the east, and a residential neighborhood to the south (Site). The Metro E Line Soto Station is located approximately one-quarter mile south of the Site. See Attachment A - Site Plan and Renderings.

The Project includes 109 affordable rental apartments, one unrestricted property manager's apartment, approximately 3,000 square feet of commercial space, 44 residential parking spaces, and six commercial parking spaces. The affordable rental apartments are studio, one-, two-, and three-bedroom units, with affordability levels ranging from 30% to 50% of the County Area Median Income (AMI).

Joint Development 10K Commitment
In June 2021, in response to Los Angeles County's housing affordability crisis, the Board approved an updated JD Policy <https://boardagendas.metro.net/board-report/2021-0496/> focused on affordable housing, establishing the Metro Board's goal to deliver 10,000 homes (5,000 income-restricted) on agency land by 2031. This action will advance Metro's progress toward meeting the Board's 10k Commitment by catalyzing the completion of 109 affordable homes dedicated to Metro's core ridership base.

Community Engagement
Metro conducted an extensive community engagement process during the Project's predevelopment phase to ensure the development reflected community priorities. This process included public workshops, community meetings, and opportunities for written public comment that informed the Request for Proposals (RFP). Metro also established the Design Review Advisory Committee (DRAC), consisting of Boyle Heights residents and business owners, to provide recommendations on the Project design, Development Guidelines, and RFP.

Following the execution of the ENA, the Developer continued community outreach through six public meetings between 2018 and 2022, presentations to the Boyle Heights Neighborhood Council, and collaboration with the DRAC, which approved the Project design. In 2023, the Developer held workshops with local business owners on the proposed ground-floor commercial space and community meetings on residential programming and site amenities. Since the execution of the JDA in 2024, the Developer has continued coordinating with community stakeholders and funding partners, including the Los Angeles Housing Department, Los Angeles County Affordable Housing Solutions Agency, the California Department of Housing and Community Development, and Council District 14, to advance the Project.

DISCUSSION

The Project is the culmination of a long-standing partnership with Abode Communities, which has consistently advanced the Project since 2018, and the community stakeholders who have helped shape the Project since the initial 2017 Board-approved Development Guidelines. In response to stakeholder feedback, the Project's income limits are set at deep affordability levels, with 100% of the units protected by an income restriction for the full term of the Ground Lease.

Presently, the Developer is seeking to complete the Project's capital budget through tax-exempt bonds issued by the California Debt Limit Allocation Committee (CDLAC) and tax credits allocated by the California Tax Credit Allocation Committee (TCAC). The outcome of the application process will be known by the end of September 2026. TCAC's tax credit award stipulates that the Developer must start construction within 180 days of the award. To meet this goal, staff are working closely with the Developer to complete the conditions precedent to closing the Ground Lease escrow and need to extend the term of the JDA to complete pre-closing due diligence.

Following Board approval and receipt of the anticipated financing awards, the Project will enter its final pre-construction phase, with continued community engagement serving as a key component of Project delivery.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Staff will continue to oversee the development and construction of the Project on the Site to ensure that it does not adversely impact Metro property or the continued safety of staff, contractors, and the public. All safety measures and associated requirements to be met by the Developer and its construction contractor will be identified in the JDA and subsequent Ground Lease.

FINANCIAL IMPACT

Adoption of the subject action would result in an upfront capitalized Ground Lease payment of $3,450,000, payable upon close of Ground Lease escrow, which is anticipated in FY27. To date, Metro has received approximately $60,000 in holding rent under the JDA, which will be credited towards the $3,450,000 ground rent due to Metro. The JD Policy calls for JD revenues to be reinvested in Transit Oriented Communities activities, such as land acquisition to support joint development opportunities.

Impact to Budget

Funding for Joint Development activities and staff costs related to this Project is included in the Metro FY27 Budget under Project 401300 (Joint Development 10K Homes), Cost Center 2210. The funding source for this expense is general fund, which is eligible for bus and rail operating and capital projects. A non-refundable JDA Extension Fee of $30,000 will be paid to Metro to cover certain transaction costs, including third-party consultants for financial analysis, negotiations, design review, and other reasonable services related to due diligence for the Project.

EQUITY PLATFORM

The Project is representative of Metro's Joint Development Policy goals to provide as much housing as possible as quickly as possible for those who need it most. The proposed action will allow Metro to work with the Developer to secure financing, conduct additional outreach, and obtain building permits for 109 affordable housing units.

Once completed, the Project will benefit qualified low-income residents in need of housing, as well as qualified households with disabilities who will be awarded one of the ADA-accessible units. The Project is located within an Equity Focus Community and offers housing for individuals earning 30%-50% of LA County AMI, which are appropriate affordability levels in the local Boyle Heights community.

To encourage a community-focused commercial tenant, Metro will forgo its commercial lease collection to the extent that the Developer leases the space to a tenant providing community benefits to Project residents and those in the surrounding neighborhood. In this way, the commercial space will be programmed to meet the needs of both the local community and Chavez Gardens tenants by providing a financial incentive to the Developer to actively lease space, resulting in a broader public benefit. The Developer is proactively engaging with local businesses, residents, and community-based organizations to identify opportunities to provide or preserve small businesses that would meet service or retail needs in the neighborhood.

Since 2018, the Developer and Metro staff have conducted extensive outreach events to incorporate community input from the Boyle Heights Design Review Advisory Committee, Boyle Heights Neighborhood Council, the business community, and local stakeholders. The Developer will continue building on the years of prior community outreach established for the Project in the forthcoming JDA extension period.

The Developer has committed to conducting additional public outreach with local residents and business owners in late 2026 through early 2027 once a tax credit award is received. Engagement efforts will focus on announcing the public art selection process, the construction schedule, and Project updates. This will include collecting community feedback to potentially reimagine the Project's name, away from its current designation as Chavez Gardens. Lastly, the Developer will provide a separate meeting at least 3 months before construction completion to inform local neighbors on how to apply for the income-restricted apartments. As in previous JD outreach efforts, engagement will be conducted in English, Spanish, and other languages deemed appropriate to reach a broad audience of stakeholders.

As the Project progresses to construction, staff will work with the Developer and its general contractor to minimize any traffic impacts, dust, and noise associated with the Project's construction. These mitigation measures will be identified in the construction work plans and health and safety plans and reviewed by Metro staff before the execution of the Ground Lease documents.

Once completed, the 109 units of affordable housing will be protected by a long-term affordability restriction that is consistent with the term of the 75-year Ground Lease.

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.

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

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 investment and partnership activities that will benefit and further encourage transit ridership, ridesharing, and active transportation by utilizing Metro-owned land adjacent to a major transit hub to advance transit-oriented communities. The Project also proposes Transportation Demand Management strategies, including limited parking supply, permitting residential-area parking, promoting and marketing various modes of travel, providing bicycle parking per the Los Angeles Municipal Code, and improving the pedestrian network. These Project attributes reflect best practices in transit-oriented development, design, and management and, collectively, will encourage transit utilization. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support the Metro Vision 2028 Strategic Plan Goal to "enhance communities and lives through mobility and access to opportunity," specifically Initiative 3.2, which states "Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made." The Project will deliver several community benefits, including transit-accessible affordable housing and new commercial/community space.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize the execution of the recommended actions. Staff does not recommend this option because the proposed Project is the product of competitive solicitation and extensive community engagement and is consistent with the goals of Metro's Joint Development Policy. Electing not to proceed would unnecessarily delay the development of the Site and jeopardize the build-out of 110 in-demand housing units, 109 of which are covenanted to extremely low- and very low-income households.

NEXT STEPS

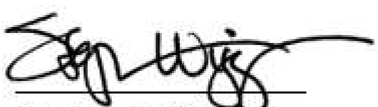
The Developer will submit final construction drawings for Metro and City of Los Angeles approval, complete the conditions precedent to the close of Ground Lease escrow, execute the Ground Lease, and commence construction in 2027. The construction period is expected to last approximately 24 months.

Developer-led outreach efforts will continue throughout the term of the JDA to keep the community informed of the Project's progress, leading to the execution of the Ground Lease and the eventual start of construction. Targeted outreach to Boyle Heights residents who may qualify to live in the new housing was initiated with the construction of the adjacent La Veranda joint development and will continue through the construction of the Chavez Gardens Project.

ATTACHMENT

Attachment A - Site Plan and Renderings

Prepared by:	Jeffrey Ross, Manager, Transportation Planning, Countywide Planning & Development, (213) 547-4200 Carey Jenkins, Senior Director, Countywide Planning & Development, (213) 547-4356 Nick Saponara, Executive Officer, Transit Oriented Communities, (213) 922-4313 Craig Justesen, Senior Executive Officer (Interim), Countywide Planning & Development, (213) 922-7051
Reviewed by:	Ray Sosa, Chief Planning Officer, (213) 547-4274

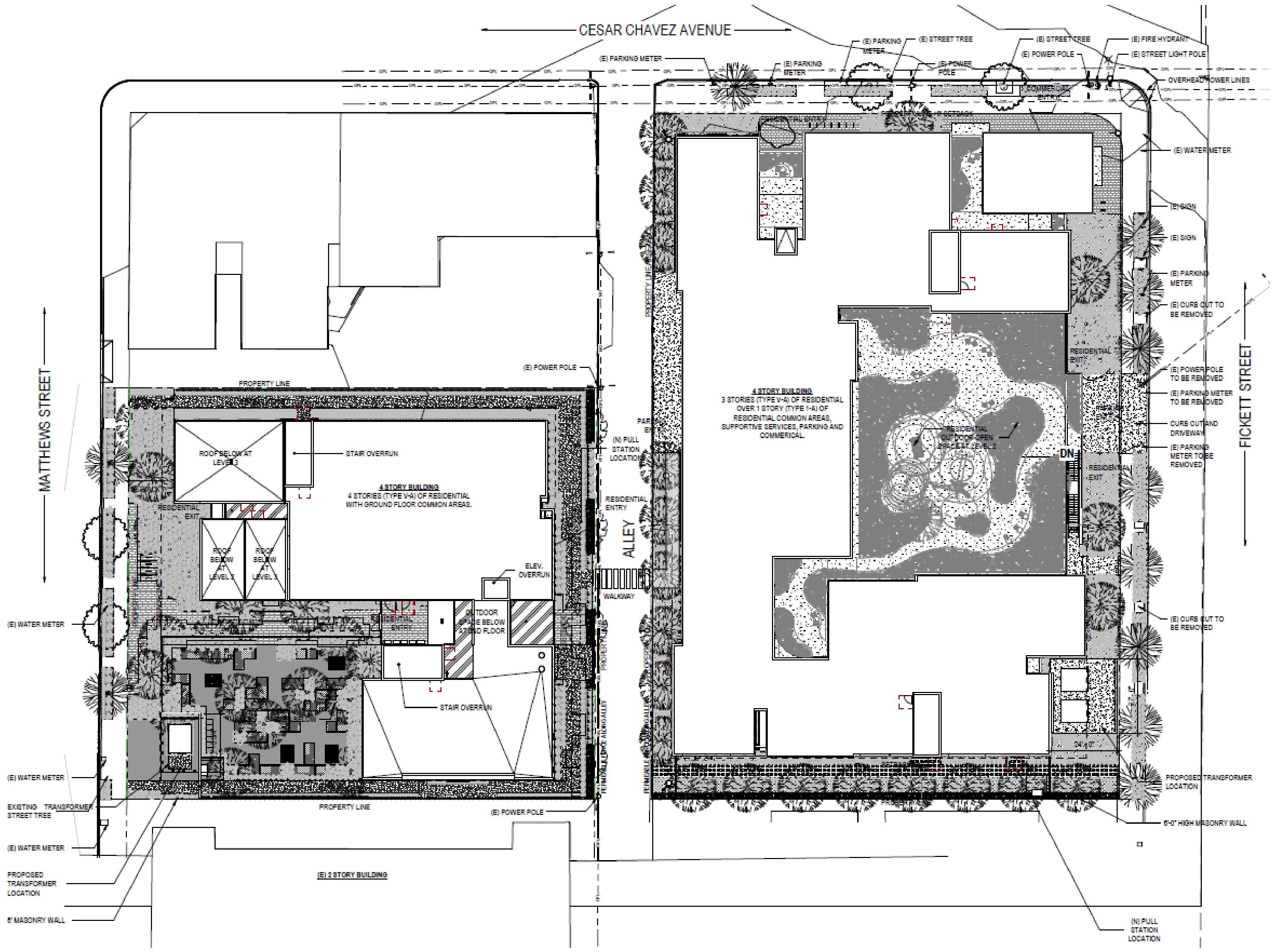


Stephanie Wiggins
Chief Executive Officer

Attachment A
Site Plan and Renderings

Site location

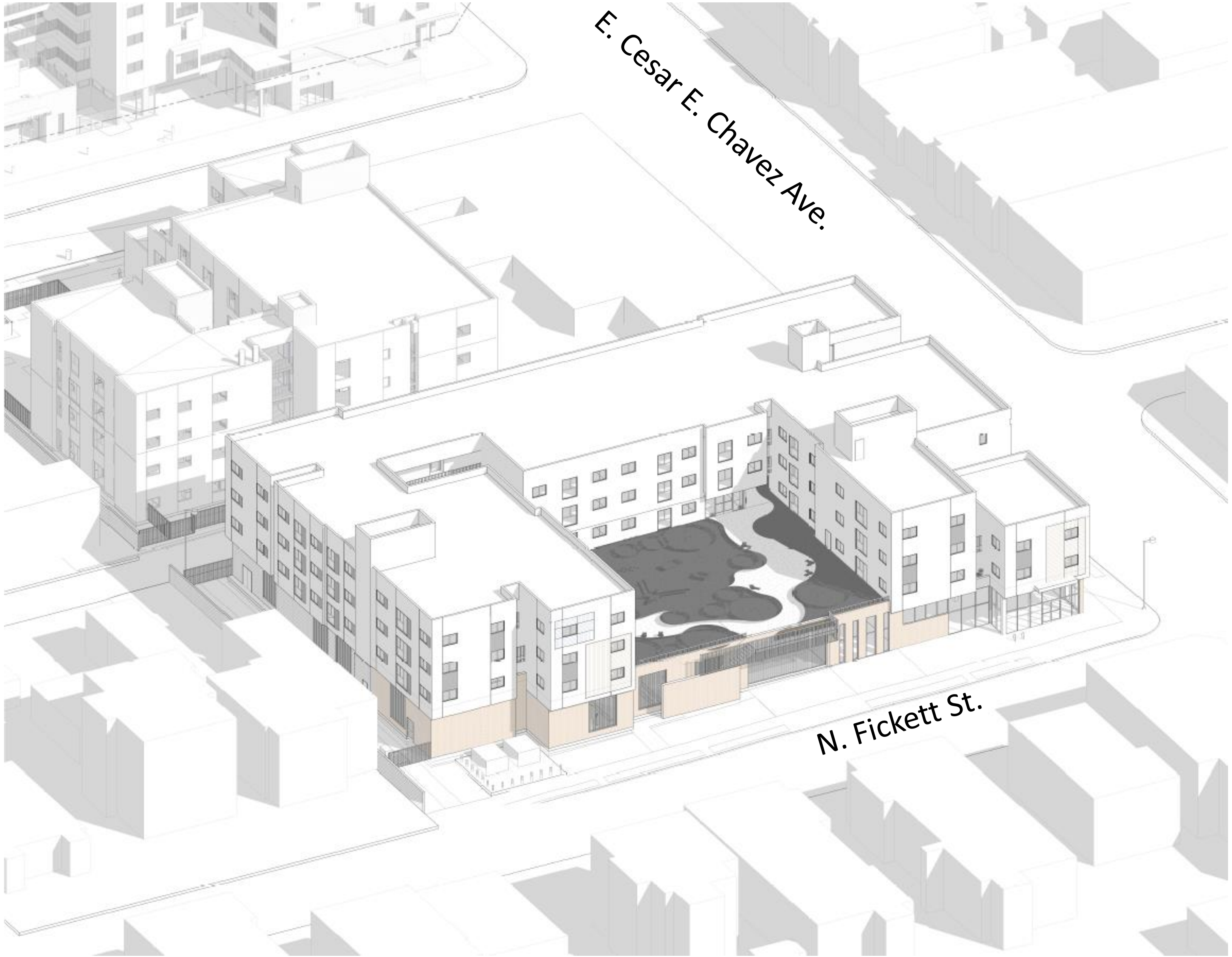
Project rendering from Mathews Street facing east


CESAR CHAVEZ AVENUE
MATTHEWS STREET
FICKETT STREET
ALLEY
PROPERTY LINE
4 STORY BUILDING
4 STORIES (TYPE V-A) OF RESIDENTIAL WITH GROUND FLOOR COMMON AREAS.
4 STORY BUILDING
3 STORIES (TYPE V-A) OF RESIDENTIAL OVER 1 STORY (TYPE 1-A) OF RESIDENTIAL COMMON AREAS, SUPPORTIVE SERVICES, PARKING AND COMMERICAL.
RESIDENTIAL OUTDOOR OPEN SPACE AT LEVEL 2
ROOF BELOW AT LEVEL 3
STAIR OVERRUN
ELEV. OVERRUN
RESIDENTIAL EXIT
RESIDENTIAL ENTRY
WALKWAY
(E) POWER POLE
(E) PARKING METER
(E) STREET TREE
(E) FIRE HYDRANT
(E) STREET LIGHT POLE
OVERHEAD POWER LINES
(E) WATER METER
(E) SIGN
(E) CURB CUT TO BE REMOVED
(E) POWER POLE TO BE REMOVED
(E) PARKING METER TO BE REMOVED
CURB CUT AND DRIVEWAY
(N) PULL STATION LOCATION
PROPOSED TRANSFORMER LOCATION
6'-0" HIGH MASONRY WALL
EXISTING TRANSFORMER STREET TREE
6' MASONRY WALL
(E) 2 STORY BUILDING
DN

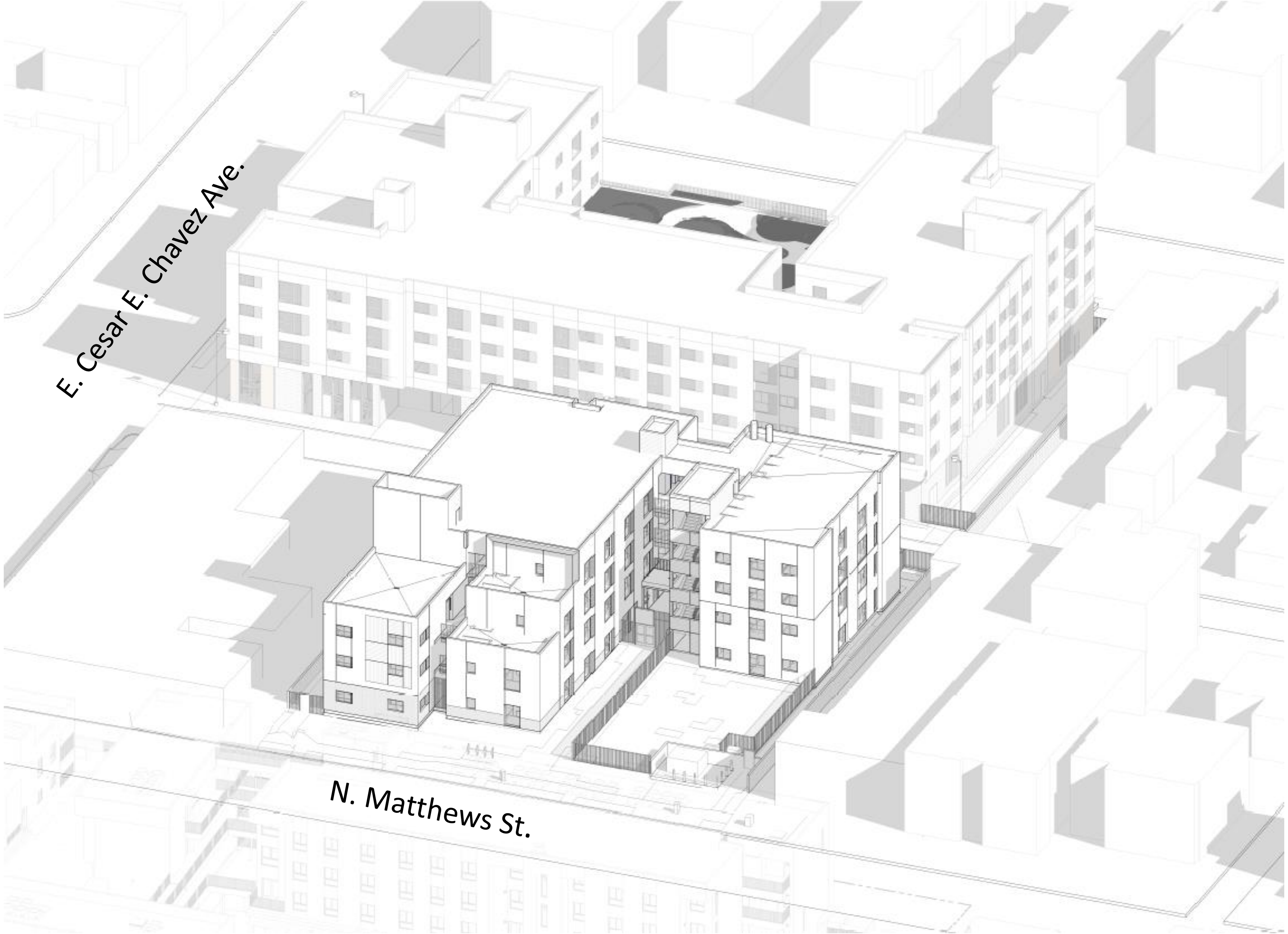
Site Plan

View from corner of Cesar Chavez Avenue and Fickett Street facing southwest

View from Fickett Street facing west



Axonometric view facing west



Axonometric view facing east

Axonometric view facing south

Next stop: building communities.

Amendment to the Chavez/Fickett Project Joint Development Agreement

Planning & Programming Committee

September 16, 2026

Legistar File # 2026-0407

Metro

Recommendation

AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an amendment to the Joint Development Agreement (JDA) with Chavez Fickett, L.P. (Developer), an affiliate of Abode Communities, to extend the term for one year, from October 19, 2026 to October 19, 2027, with the option to extend for one additional year for the joint development of a mixed-use, affordable housing project on 1.56 acres of Metro-owned property located at the corner of Cesar E. Chavez Avenue and Fickett Street in Boyle Heights (Project);

Chavez/ Fickett Project Overview

Developer: Abode Communities

Project Size: 1.56 acres

Units:

> 110 total units
> 109 affordable, 30-50% AMI
> 1 manager's unit

Commercial: 3,000 sq ft

Parking:

> 44 residential
> 6 commercial

Amenities:

> Community Garden
> Ground Floor Commercial

View from corner of Cesar Chavez Avenue and Fickett Street facing southwest

Metro

Outreach

2016
- Community forums to inform Development Guidelines
- Online emails and regular mail updates
- Design Review Advisory Committee (DRAC) formed to review schematic design
- Development Guidelines adopted by the Board (Jan. 2017)

2018
- Four developer-led workshops
- Two DRAC meetings

2022
- Schematic Design approved by the DRAC
- BHNC coordination culminating with a presentation and project update

2023
- Virtual meeting targeting nearby business owners and related stakeholders
- In-person community engagement meeting to discuss design, residential programming, on-site services, and potential ground-floor commercial options

2026 (Forthcoming) In-person community engagement covering upcoming public art process, ground floor commercial options, construction schedule, and project updates

2028 (Prior to construction completion) Educational community engagement sessions to inform local neighbors how to apply for the income-restricted apartments

Next Steps

Upon Board approval:

> Continue neighborhood outreach and seek community input on the commercial uses
> Secure financing and permitting approvals
> Refine project design and satisfy conditions under the JDA
> Execute the Ground Lease
> Start construction

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

File #: 2026-0532, **File Type:** Program **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the programming of an additional $5,183,184 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, and reprogramming project funds previously approved to meet the project schedule, as shown in Attachment A; and

B. AUTHORIZING the Chief Executive Officer 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, attached to the Measure M Ordinance. All MSP funds are limited to capital projects. This update allows the North County subregion and implementing agencies to approve new eligible projects for funding and revise the project scope of work, project budgets, and schedule for previously funded projects. Funds are programmed through Fiscal Year (FY) 2028-29. The Board's approval is required to update the project list (Attachment A), which serves as the basis for Metro to enter 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 $200.13 million was forecasted to be available for programming for the subregion for FY 18 to FY 30. In prior actions, the Board approved programming $108.55 million in support of 30 projects. Therefore, $91.58 million is available to the subregion for programming as part of this update. To date, $34.41 million (38% of programmed funds) has been expended. Five projects have been completed and three of these projects are in the close-out audit process. Staff will continue working with the implementing agencies to advance the delivery of all projects.

In line with the Metro 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 Joint Powers Authority (JPA) lead and prioritize all proposed transportation improvements, including procurement, 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 North County Transportation Coalition (NCTC) JPA and the implementing agencies on project eligibility reviews of the proposed projects for this update, 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. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

Active Transportation Program (expenditure line 52)

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

Lancaster

- Program $4,913,184 in FY 29 for MM4501.23 - Equitable Complete Streets for Challenger Way Corridor project. This new project includes improvements that will add wider protected bikeways and a raised median with native plantings with left-turn access along the entire length of the corridor. Additional street lighting will be installed along the corridor, where required, and the existing pavement along the corridor will be rehabilitated. This project will likely decrease VMT. The funds will be used for the project's construction phase.

Santa Clarita

- Program $270,000 in FY 28 for MM4501.24 - Bicycle and Pedestrian Trail Safety Detection project. The new project will install AI cameras at strategic locations to enhance trail-user safety and provide additional trail use data. The camera will also communicate with the traffic signal to improve timing when cyclists are detected. 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.

LA County

- Reprogram previously approved $1,000,000 for MM4501.13 - Lake Los Angeles Pedestrian Plan Implementation Phase 1 project. The funds are programmed as follows: $50,000 in FY 20, $300,000 in FY 21, $300,000 in FY 22, $100,000 in FY 23 and $250,000 in FY 28. This existing project includes the design of a Class I bike path on 17th Street East, a new parking lane, curb, gutter, and sidewalk on Avenue Q. Additionally, it includes street crossing improvements such as ADA-compliant curb ramps, pedestrian-activated warning systems, etc. This project will likely decrease VMT. The funds will be used to complete the project's PS&E phase.

- Reprogram previously approved $600,000 to FY 28 for MM4501.16 - 30th Street West Active Transportation Improvements project. This existing project includes the design of the installation of Class IV buffered bikeways and sidewalks along 30th Street West between Avenue H and Avenue N-8. This project will likely decrease VMT. The funds will be used to complete the project's PS&E phase.

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 #474701), $6.7 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102), and $2.1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475504). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 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 expenses.

EQUITY PLATFORM

The North County subregion comprises three cities and the adjacent unincorporated area of Los Angeles County. Seventeen percent of census tracts in the subregion are designated as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include

Lancaster (32% designated as EFCs) and Palmdale (29% designated as EFCs).

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 the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board can elect not to approve the additional programming of funds or scope of work and schedule changes for the Measure M MSP projects for the North County 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.

ATTACHMENT

Attachment A - Active Transportation 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

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

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

North County Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 52)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	Lancaster	MM4501.05	Sierra Hwy: Avenue J to Avenue L	Construction	Audit	$ 1,240,486		$ 1,240,486	$ 1,240,486					
2	Lancaster	MM4501.23	Equitable Complete Streets for Challenger Way Corridor	Construction	New		4,913,184	4,913,184	-					4,913,184
3	Palmdale	MM4501.06	Avenue R Complete Street & Safe Routes to School Proj	PS&E, ROW Construction		2,695,140		2,695,140	2,695,140					
4	Palmdale	MM4501.21	Avenue Q Corridor Improvements (Sierra Hwy. to 35th St. East)	PS&E, ROW Construction		10,613,804		10,613,804	-		1,843,800	2,312,500	6,457,504	
5	Santa Clarita	MM4501.10	Sierra Highway Sidewalk Improvements: Scherzinger Lane to Skyline Ranch Road	PS&E Construction	Audit	624,000		624,000	624,000					
6	Santa Clarita	MM4501.11/ MM4501.14	Valencia Industrial Center Bicycle and Pedestrian Improvements	PS&E	Cancel	117,943		117,943	117,943					
7	Santa Clarita	MM4501.17	Newhall Area Bicycle Facility	PS&E Construction	Cancel	126,763		126,763	126,763					
8	Santa Clarita	MM4501.18	Saugus Phase I: Bouquet Canyon Trail to Central Park	PS&E, ROW Construction		1,129,130		1,129,130	641,418	487,712				
9	Santa Clarita	MM4501.24	Bicycle and Pedestrian Trail Safety Detection	PS&E Construction	New		270,000	270,000	-				270,000	
10	LA County	MM4501.12	Elizabeth Lake Road Bikeways	PS&E ROW	COMPL	20,741		20,741	20,741					
11	LA County	MM4501.13	Lake Los Angeles Pedestrian Plan Implementation Phase 1: 170th St. E, Avenue N, 165th St. E, Avenue N-8, 180th St. E, Avenue P-8, 160th St. E, Avenue Q	PS&E	Chg	1,000,000		1,000,000	750,000				250,000	
12	LA County/ Lancaster	MM4501.16	30th Street West Active Transportation Improvements	PS&E	Chg	600,000		600,000	-				600,000	
13	LA County	MM4501.22	The Old Rd over Santa Clara River Phase II - ATP Project *	Construction		8,700,000		8,700,000	-			6,000,000	2,700,000	
			Total Programming Amount			**$ 26,868,006**	**$ 5,183,184**	**$ 32,051,190**	**$ 6,216,490**	**$ 487,712**	**$ 1,843,800**	**$ 8,312,500**	**$ 10,277,504**	**$ 4,913,184**

Measure M Multi-year Subregional Program
North County Subregion

Planning and Programming Committee
September 16, 2026

Metro

File# 2026-0532

North County Subregion

- Four Multi-Year Subregional Programs (MSP) available to Subregion
  - Active Transportation Program (expenditure line 52)
  - Transit Program (expenditure line 64)
  - Highway Efficiency Program (expenditure line 81)
  - Subregion Equity Program (expenditure line 68)
- Funds are 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	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**	

September 2026 Recommendation

CONSIDER:

A. APPROVE programming of an additional $5,183,184 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Active Transportation Program, and reprogramming project funds previously approved to meet the project schedule, as shown in Attachment A;

B. AUTHORIZE the Chief Executive Officer 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 projects.

City of Palmdale - Avenue R Complete Streets and Safe Routes to School Project

* 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 #: 2026-0585, **File Type:** Program **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. DEOBLIGATING $2.23 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;

B. APPROVING changes to the scope of work for the City of Long Beach - 1st Street Pedestrian Gallery (#F9628);

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

D. RECEIVING AND FILING time extensions for 46 projects shown in Attachment B.

ISSUE

Each year the Board must recertify funding for prior Call projects in order to release the funds to project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to the Metro Technical Advisory Committee (TAC). The Board must also approve major changes to the project scope of work for previously approved Call projects. Staff have evaluated the proposed changes and found that they are consistent with the intent of the original scope of work. The Board must also receive and file the time extensions granted through previously delegated Board authority.

BACKGROUND

The Call, an existing competitive grant program dating back to the early 1990s, programmed $4.7 billion (close to 1,400 projects) in a variety of transportation funds, such as federal Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and local Proposition C 25% funds, to local jurisdictions for regionally significant projects that are often beyond the financial capabilities of local sponsors at that time. The last Call cycle, including all funding commitments and project scopes of work, was approved by the Board in September 2015. Since the inception of the Call, newer transportation revenues have been made available to the local jurisdictions, including the Measure R and Measure M Subregional Programs that provide greater and more flexible funding. Metro staff continuously collaborate with subregions and local agencies on identifying new capital projects that serve the needs of the communities in the County.

The Call process implements Metro's multi-modal programming priorities and the adopted Long Range Transportation Plan (LRTP). Since the adoption of the last Call funding commitments in 2015, the Board has reinforced annual authorization and timely use of funds policies. Specifically, Board policy calls for the consideration of the deobligation of funding from project sponsors who have not met lapsing deadlines or have formally notified Metro that they no longer wish to proceed with the project (cancellation). All projects are subject to a close-out audit after completion. Once the project sponsor concurs with the audit findings, remaining funding, if any, is proposed for deobligation. All proposed $2.23 million deobligated funds included in Attachment A are due to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The deobligated funds will be held in the reserve. Currently, there are $16.2 million in reserve ($14.9 million in Proposition C 25% funds and $1.31 million in State Repayment of Capital Project Loan funds), not including the proposed deobligating amount in this report.

DISCUSSION

This report summarizes the 2026 annual review and recommendations.

Staff have been actively working with the local jurisdictions to prioritize and expedite project implementation to meet the Call funding commitments. Quarterly Progress/Expenditures reporting are required on all active projects.

Annually since August 2020, staff also reported completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles). Staff updated the table as of June 30, 2026 (see below), which shows that 62 active Call projects totaling $182.9 million are yet to be fully implemented. Since July 2025, project sponsors have completed an additional 39 projects, which include bottleneck intersection improvements, signal, bikeway, and pedestrian improvements, and transit capital projects, with total expenditures/obligations of $47.6 million. Remaining projects across numerous jurisdictions throughout Los Angeles County focus on multimodal improvements and support for the region's mobility needs and support of safe, sustainable, environmentally friendly improvements. All of the remaining 2007 and 2009 Call projects are under construction or in the process of obligating the construction funds. Overall, approximately 26 additional Call projects are expected to be completed within 12 months. Staff will continue working with the project sponsors to advance the delivery of all projects.

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount ($000')	# of Active Projects (June 2025)	# of Active Projects (June 2026)	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	17	9	$ 27,505
2009 Call	133	FY12 - FY15	337,551	18	12	41,201
2011 Call	72	FY15 - FY17	123,516	8	6	8,412
2013 Call	96	FY15 - FY19	199,390	25	13	50,699
2015 Call	88	FY17 - FY21	201,923	33	22	55,106
	558		$1,316,900	**101**	**62**	**$182,923**

Technical Advisory Committee (TAC) Appeals

Projects with significant delays are notified of the potential deobligation and the project sponsors' right to appeal. In May 2026, project sponsors who were required to appear at the Metro Call TAC appeals were notified. On June 3, 2026, the TAC heard sponsor appeals on the proposed deobligation of funding from seven projects (Attachment C). The TAC recognized the progress made to the projects and recommended extensions to 2027 for all seven projects and requested project status updates to TAC at the June 2027 meeting. Staff concurs with these recommendations, as these projects are preparing to start construction within the next 6 to 12 months and cities' commitment to deliver these projects within the revised schedule provided at the TAC appeals.

Project Scope of Work Changes

The City of Long Beach - 1st Street Pedestrian Gallery (#F9628) was programmed through the 2015 Call. As approved, the project covers 0.35 miles of pedestrian improvements - including sidewalks and crosswalks, street and pedestrian lighting, benches, wayfinding and signage, and landscaping on 1st Street in downtown Long Beach between Pacific Ave. and Elm Ave. The city is requesting a revision to the scope of work by removing colored concrete and decorative inlay work (affecting sidewalk replacement and some crosswalks), reducing certain landscaping elements, simplifying streetscape and lighting improvements, and replacing the realignment of 1st Street with a smaller curb bulb-out. The city's recent construction procurement process resulted in a re-evaluation of project costs and subsequent value engineering to preserve the project's key elements. The requested changes would allow the city to deliver the project and improve pedestrian connectivity, enhance safety, and support downtown activation. Staff have evaluated the proposed change in scope and found it consistent with the intent of the original scope of work. Metro will maintain its funding commitment of $2,716,524, and the city will maintain its local match commitment of $905,507 (25%). In addition, the city is committed to covering any future project cost overruns.

Receive and File Time Extensions

During the 2001 Countywide Call Recertification, Deobligation, and Extension, the Board authorized the administrative extension of projects based on the following reasons:

1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the

project sponsor (federal or state delay, legal challenge, Act of God);

2) Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed upon; and
3) The project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 46 projects shown in Attachment B are being granted.

DETERMINATION OF SAFETY IMPACT

The 2026 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons. The Call projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

The amount of $37.4 million is included in the FY 202627 Adopted Budget in Cost Centers 0441 (Subsidies to Others), 0442 (subsidies - Complete Streets & Highway), and 0445 (subsidies budget - ITS) for the Countywide Call, in Project #s 410002, 410007, 410008, 410009, 410018, and 410033. Since these are multi-year projects, the cost center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, and State Repayment of Capital Project Loan Funds. Proposition C 25% funds are eligible for transportation system/demand management (TSM/TDM) programs such as open streets events and are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

Metro's Call program was a competitive process that distributed discretionary capital transportation funds to regionally significant projects that improve traffic flow, reduce congestion, provide access and mobility, connect bikeway networks, and promote walking, etc. The projects (and scopes) included in this action predate the Equity Platform (adopted in 2018). As such, Equity Platform criteria were not included in the evaluation of these projects. However, the third pillar of the Equity Platform, "Focus and Deliver" applies to these community-driven projects. Given that no equity analysis occurred during the initial grant process, staff are now working to evaluate the equity impacts from the existing grants. The Equity Focus Communities ("EFCs", adopted as part of the 2020 Long Range Transportation Plan, updated in 2022 and 2025) are being applied to all current Call grants to support the first pillar of the Equity Platform, "Define and Measure". Specifically, the EFCs are a mapping tool that has been added to the Call administration database since July 2021. The analysis of the EFC layer to the Call grants (within a 1-mile radius) provides information about the makeup of the communities being served by these projects. See Attachment D for a map of the remaining 62 projects (84%) in EFCs.

VEHICLE MILES TRAVELED OUTCOME

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. This Board item, 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 the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports 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 with the subregions and local jurisdictions in the implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2026-27 funding commitments rather than authorizing their continued expenditure. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects, right-of-way acquisition particularly, that received multi-year funding.

With respect to deobligation, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistently with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a timelier fashion. However, this would be disruptive to the process of delivering specific projects currently underway, as approximately 26 projects are now very close to being delivered. On balance, the appeals process between the project sponsors, and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed thus ensuring policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

Staff will notify project sponsors of next steps upon Board approval of the 2026 Countywide Call Deobligation and Extension process. Amendments to existing Funding Agreements will be completed for those sponsors receiving time extensions. Metro staff will identify recommended uses for the reserve, including countywide needs, and address subregional cost increases, which are consistent with the prior recommended uses of the Call reserve. Project sponsors whose funds are being deobligated and those receiving date-certain time extension deadlines for executing their agreements will be formally notified of the Board's action.

ATTACHMENTS

Attachment A - FY 2025-26 Countywide Call Deobligation
Attachment B - FY 2025-26 Countywide Call Extensions
Attachment C - Result of TAC Appeals Process
Attachment D - Call and Equity Focus Communities Map

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

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

Stephanie Wiggins
Chief Executive Officer

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2025-26 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEARS					$ EXPD/ OBLG	TOTAL DEOB	REASON
						Prior	FY 19	FY 20	FY 21	FY 22			
1	F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT	PC25	RSTI	2,200					425	1,775	CANCELLED
2	F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	LTF	TDM	232					227	5	AUDIT SAVINGS
3	F3609	HUNTINTON PARK	PACIFIC BLVD PEDESTRIAN IMPROVEMENT PROJECT	LTF	PED	2,676					2,227	449	AUDIT SAVINGS
					TOTAL	$ 5,108	$ -	$ -	$ -	$ -	$ 2,879	$ 2,229	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	$ 1,775
PEDESTRIAN IMPROVEMENTS (PED)	449
TRANSPORTATION DEMAND MANAGEMENT (TDM)	5
TOTAL	$ 2,229

	PROJ #	*AGENCY*	*PROJECT TITLE*	*FUNDING SOURCE*	*MODE*	*DOLLARS PROGRAMMED AND FISCAL YEARS*					*$ EXPD/ OBLG*	*TOTAL DEOB*	*REASON*
						Prior	*FY 19*	*FY 20*	*FY 21*	*FY 22*			
1	*F9504*	*LA COUNTY*	*E. PASADENA & E. SAN GABRIEL VALLEY BIKEWAY ACCESS IMPROVEMENTS*	*CMAQ **	*BIKE*	*408*		*1,394*			*408*	*1,394*	*CANCELLED*

* Permanent Lost of funding, not 'grandfathered' under the 2023 STBG/CMAQ Corrective Action. (Excluded from total deobligation amount)

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2025-26 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2026
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEARS	TOTAL $ PROG	TOTAL $ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT (MONTHS)	REASON FOR EXT 1, 2 OR 3	REVISED LAPSE DATE
1	F9530	COMPTON	CENTRAL AVENUE REGIONAL COMMUTER BIKEWAY PROJECT	LTF	2018 2019	$1,077	$0	$1,077	12	3	2/28/2027
2	F9525	DOWNEY	DOWNEY BMP PHASE 1 DOWNTOWN/TRANSIT CLASS II IMPLEMENTATION	PC25	2019 2021	$2,278	$328	$1,950	12	1	2/28/2027
3	F7709	GLENDALE	REGIONAL BIKE STATIONS (CALL MATCH MR310.34)	LTF	2018	$747	$0	$747	12	2	6/30/2027
4	F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY	PC25	2021	$3,070	$2,801	$269	12	3	2/28/2027
5	8075	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS(INCLUDING F1209)	PC25	2023	$7,107	$5,763	$1,344	12	1	6/30/2027
6	F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	PC25	2021	$1,000	$0	$1,000	12	3	2/28/2027
7	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2024	$5,724	$1,732	$3,992	6	3	12/31/2026
8	F7109	LA CITY	SOTO STREET COMPLETE STREETS PROJECT	CMAQ RSTP	2024	$1,367	$0	$1,367	6	3	12/31/2026
10	F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	CMAQ	2024	$1,190	$0	$1,190	6	3	12/31/2026
11	F7707	LA CITY	LAST MILE FOLDING BIKE INCENTIVE PROGRAM (PLUS F9803)	LTF	2017 2018 2019	$1,518	$0	$1,518	12	3	2/28/2027
12	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	2020 2021	$6,986	$1,389	$5,597	12	3	2/28/2027
13	F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	PC25	2019 2020 2021	$4,179	$441	$3,738	12	1	2/28/2027
14	F9805	LA CITY	VENICE - LA EXPRESS PARK	PC25	2024	$873	$29	$844	20	1	2/29/2028
15	F9806	LA CITY	EXPOSITION PARK - LA EXPRESS PARK	PC25	2024	$916	$0	$916	20	1	2/29/2028
16	F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	PC25	2020 2021	$2,709	$2,110	$599	12	3	2/28/2027
17	F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	PC25	2021	$13,399	$13,398	$1	12	3	2/28/2027
18	F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	$14,929	$14,928	$1	12	3	2/28/2027

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2025-26 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2026
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEARS	TOTAL $ PROG	TOTAL $ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT (MONTHS)	REASON FOR EXT 1, 2 OR 3	REVISED LAPSE DATE
19	F3136	LA COUNTY	THE OLD ROAD FROM MAGIC MOUNTAIN PARKWAY TO TURNBERRY LANE	PC25	2024	$15,001	$0	$15,001	20	3	2/29/2028
20	F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	$19,849	$11,464	$8,385	12	3	2/28/2027
21	F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRODORS PROJ, PHASE VI	PC25	2021	$13,419	$12,396	$1,023	12	3	2/28/2027
23	F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT (INCLUDE MM5507.07)	PC25	2020 2021	$10,383	$6,418	$3,965	12	3	2/28/2027
24	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	PC25	2020 2021	$4,423	$0	$4,423	12	3	2/28/2027
25	F7115	LA COUNTY	THE OLD ROAD-LAKE HUGHES RD TO HILLCREST PKWY PHASE I	PC25	2024	$5,599	$0	$5,599	20	1	2/29/2028
26	F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE	PC25	2021	$3,238	$1,421	$1,817	12	3	2/28/2027
27	F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	$2,928	$1,052	$1,876	12	3	2/28/2027
28	F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	$3,624	$1,115	$2,509	12	3	2/28/2027
29	F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT.	PC25	2020 2021	$2,744	$1,165	$1,579	12	3	2/28/2027
30	F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS (THE MR FUNDS ARE THE MATCH MR312.52)	PC25	2020 2021	$3,062	$3,061	$1	12	3	2/28/2027
31	F9116	LA COUNTY	MICHILLINDA AVENUE INTERSECTION IMPROVEMENT PROJECT	PC25	2020 2021	$907	$0	$907	12	3	2/28/2027
32	F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021 2022 2023 2024	$7,307	$457	$6,850	20	1	2/29/2028
33	F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2020 2021 2022 2023 2024	$4,059	$661	$3,398	20	1	2/29/2028
34	F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2020 2021 2022 2023 2024	$6,137	$680	$5,457	20	1	2/29/2028
35	F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	PC25	2020 2021 2022 2023 2024	$2,206	$625	$1,581	20	1	2/29/2028
36	F9800	LA COUNTY	BIKE AIDE STATIONS	PC25	2024	$2,959	$0	$2,959	12	1	6/30/2027

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2025-26 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2026
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEARS	TOTAL $ PROG	TOTAL $ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT (MONTHS)	REASON FOR EXT 1, 2 OR 3	REVISED LAPSE DATE
37	F9101	LAWNDALE	REDONDO BEACH BOULEVARD IMPROVEMENTS	PC25	2022	$3,363	$1,682	$1,681	12	3	2/28/2027
38	F7316	LONG BEACH	ARTESIA "GREAT" STREET PROJECT (CFP F7316/F9130 + MR312.70/MR315.70 + MM5509.09)	PC25	2020 2021	$6,527	$6,526	$1	12	3	2/28/2027
39	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	2020	$2,606	$291	$2,315	12	1	2/28/2027
40	F9628	LONG BEACH	1ST STREET PEDESTRIAN GALLERY	PC25	2019 2020	$2,717	$0	$2,717	12	1	2/28/2027
41	F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2016 2018 2019 2020	$12,424	$8,613	$3,811	12	3	2/28/2027
42	F7317	PASADENA	PASADENA AREA RAPID TRANSIT SYSTEM - TRANSIT SIGNAL PRIORITY	PC25	2018 2019	$1,158	$361	$797	12	3	2/28/2027
43	F9122	PICO RIVERA	TELEGRAPH ROAD BRIDGE REPLACEMENT	PC25	2024	$2,299	$97	$2,202	20	1	2/29/2028
44	F1168	SANTA CLARITA	VIA PRINCESSA EXTENSION- GOLDEN VALLEY ROAD TO RAINBOW GLEN	PC25	2024	$11,577	$0	$11,577	20	1	2/29/2028
45	F7105	SANTA CLARITA	13TH STREET/DOCKWEILER DRIVE EXTENSION	PC25	2024	$8,164	$0	$8,164	20	1	2/29/2028
46	F9118	SANTA CLARITA	DOCKWEILER DRIVE GAP CLOSURE	PC25	2024	$5,475	$0	$5,475	20	1	2/29/2028

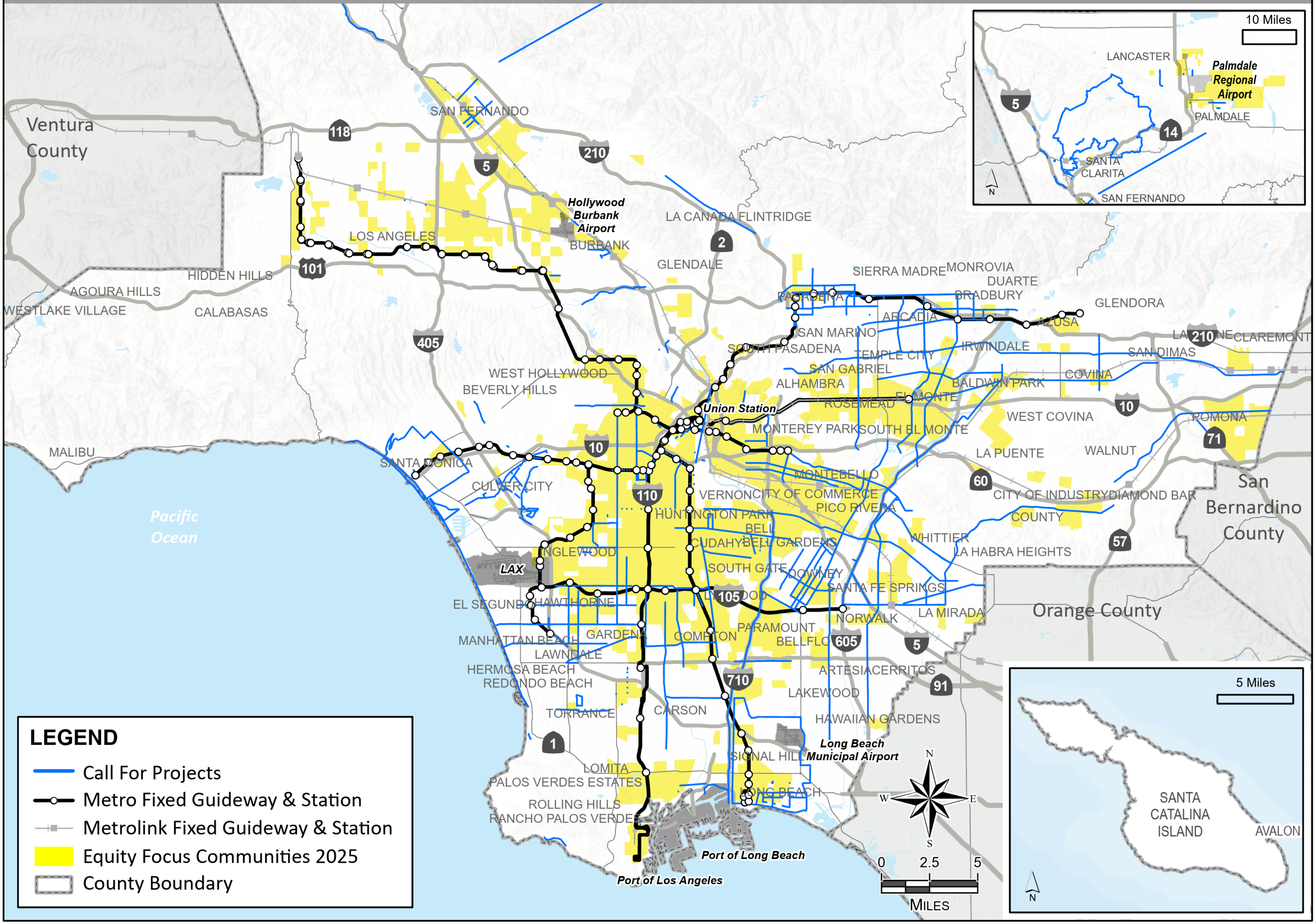
Metro

June 2026 Technical Advisory Committee (TAC) Appeals
Sorted by Agency
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	TOTAL PROG $	LAPSING FUND YEAR(S)	TOTAL EXP/OBLIG/ ALLOC $	PROG $ SUBJECT TO LAPSE	REASON FOR APPEAL	TAC RECOMMENDATIONS	METRO RESPONSE
1	F9530	COMPTON	CENTRAL AVENUE REGIONAL COMMUTER BIKEWAY PROJECT	LTF	$1,077	2018 2019	$0	$1,077	Did not meet Lapsing Policy	One-year extension to February 28, 2027 and provide project status update at the 2027 TAC appeal.	Concur with TAC recommendation.
2	8075/ F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS	PC25	$7,107	2023	$5,763	$1,344	Did not meet Lapsing Policy	One-year extension to June 30, 2027.	Concur with TAC recommendation.
3	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	$6,986	2019 2021	$1,389	$5,597	Did not meet Lapsing Policy	One-year extension to February 28, 2027.	Concur with TAC recommendation.
4	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	PC25	$4,423	2020 2021	$0	$4,423	Did not meet Lapsing Policy	One-year extension to February 28, 2027 and provide project status update at the 2027 TAC appeal.	Concur with TAC recommendation.
5	F9116	LA COUNTY	MICHILLINDA AVENUE INTERSECTION IMPROVEMENT PROJECT	PC25	$907	2018 2021	$0	$907	Did not meet Lapsing Policy	One-year extension to February 28, 2027 and provide project status update at the 2027 TAC appeal.	Concur with TAC recommendation.
6	F9800	LA COUNTY	BIKE AIDE STATIONS	PC25	$2,959	2023 2024	$0	$2,959	Did not meet Lapsing Policy	One-year extension to June 30, 2027 and provide project status update at the 2027 TAC appeal.	Concur with TAC recommendation.
7	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	$2,606	2020	$291	$2,315	Did not meet Lapsing Policy	One-year extension to February 28, 2027.	Concur with TAC recommendation.

ATTACHMENT D

CALL FOR PROJECTS AND EQUITY FOCUS COMMUNITIES



Map Produced By Countywide Planning and Development, LACMTA, July 2025
Thomas Bros. Data Used With Permission.

R:\Y25031_CallForProjects\APRX\CallForProjects_v3.aprx

Countywide Call for Projects

Planning and Programming Committee
September 16, 2026

Metro

File# 2026-0585

September 2026 Recommendation

CONSIDER:

A. DEOBLIGATING $2.23 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;

B. APPROVING changes to the scope of work for the City of Long Beach – 1st Street Pedestrian Gallery (#F9628);

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

D. RECEIVING AND FILING time extensions for 46 projects shown in Attachment B.

Active Call for Projects as of June 30, 2026

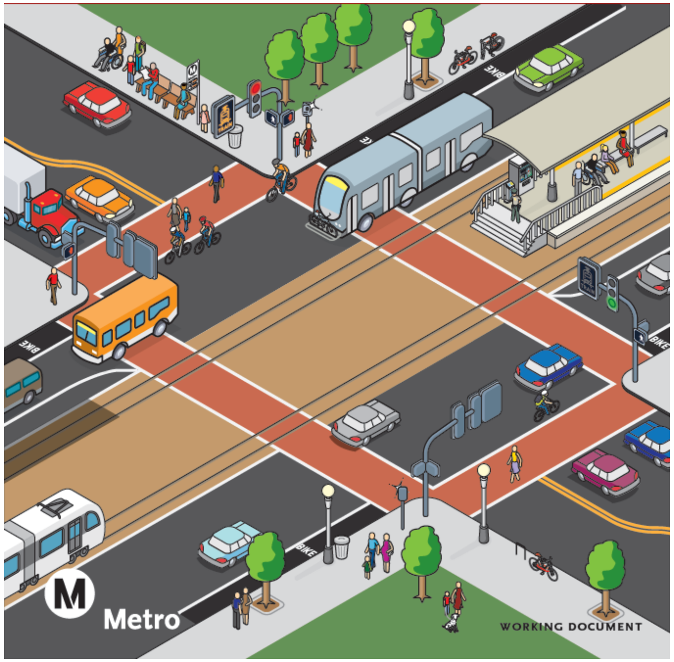
Fiscal Year 2026 (July 1, 2025 – June 30, 2026)

- 39 projects completed by project sponsors
- $47.6 million expended/obligated

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount ($000')	# of Active Projects (June 2025)	# of Active Projects (June 2026)	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	17	9	$ 27,505
2009 Call	133	FY12 - FY15	337,551	18	12	41,201
2011 Call	72	FY15 - FY17	123,516	8	6	8,412
2013 Call	96	FY15 - FY19	199,390	25	13	50,699
2015 Call	88	FY17 - FY21	201,923	33	22	55,106
	558		$1,316,900	**101**	**62**	**$182,923**

Next Steps

- Execute Funding Amendments with the project sponsors receiving time extensions.
- Continue working with the project sponsors to expedite project deliveries.
- Return to the Board annually for updates.



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

File #: 2026-0467, **File Type:** Resolution **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: CAP-AND-INVEST LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of $58,909,350 in California Cap-and-Invest (formerly California Cap-and-Trade) proceeds, accumulated in State Fiscal Year (FY) 2025-26, disbursed through LCTOP for A-Line Operations;

B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and

C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

ISSUE

The Low Carbon Transit Operations Program (LCTOP), a California Cap-and-Invest (formerly California Cap-and-Trade) program established in 2014, provides operating and capital assistance funds to public transportation agencies to reduce greenhouse gas emissions and improve mobility, prioritizing projects serving State-designated disadvantaged communities, which partially overlap with Metro's Equity Focus Communities (EFC). To secure these funds, Metro must submit a complete package, which includes an adopted Board resolution certifying compliance with all LCTOP conditions. Therefore, Metro Staff seeks approval of the Resolution contained in Attachment A.

BACKGROUND

Created by California Senate Bill 862 (2014), LCTOP provides proceeds from California's Cap-and-Invest Program to support transit agency investment in various projects intended to reduce greenhouse gas emissions. Each year, the State makes LCTOP formula grant funds available through a process administered by the California Department of Transportation in coordination with the California Air Resources Board (CARB) and the State Controller's Office (SCO).

Under SB 840 (2025) and AB 1207 (2025), changes to the Cap-And-Invest rules, which took effect on July 01, 2026, require the State to change the timing for releasing Cap-And-Invest proceeds. To ensure proper distribution and timely access to funds, the FY 2025-26 LCTOP allocation is split into two separate cycles - Cycle A, a regular Call for Projects carrying approximately $132M, and Cycle B, a second Call for Projects carrying an estimated $85M. On February 27, 2026, the State notified eligible agencies of their FY 2025-26 Cycle A fund allocation amounts, including $32,138,535 apportioned to Metro. On September 1, 2026, the State released the Cycle B amounts which provides $20,590,955 to Metro. In addition, 17 Los Angeles County municipal operators requested to transfer to Metro $3,766,614 and $2,413,246 from their Cycles A and B FY 2025-26 LCTOP fund allocations in exchange for more flexible local funds. The total State FY25-26 LCTOP funding available to Metro, including funding exchanges with other municipal operators is $58,909,350.

DISCUSSION

To claim the total $58,909,350 grant award, Metro must submit a request describing the proposed transit expenditures to be funded using the LCTOP proceeds. The complete allocation request package must include a Board resolution that: 1) authorizes the CEO or their designee to claim $58.9 million in FY 2025-26 LCTOP funds; 2) identifies the project(s) to be funded with the LCTOP funds; 3) accepts the transfer of FY 2025-26 LCTOP funds to Metro by the 17 municipal operators; and 4) authorizes the CEO or their designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. Staff proposes to align the total $58,909,350 to A Line Operations.

LCTOP Program Funding

In FY 2025-26, $217.8 million was allocated to LCTOP statewide for Cycles A and B, with $52.7 million allocated to Metro. Transit agencies receiving funds from the LCTOP must submit proposals listing projects that meet any of the following criteria:

Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities;

Operational expenditures that increase transit mode share; and

Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero emission buses.

Additional Project Eligibility Criteria

For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility. All projects are required to benefit disadvantaged communities, low-income communities, and/or low-income households.

Metro-Specific Considerations in Selecting LCTOP Projects

Staff considered various factors to identify recommended projects to utilize the FY 2025-26 LCTOP funding, evaluating both new requests and potentially viable grant uses collected during prior years' LCTOP efforts. Projects that were analyzed included several Metro rail line operations, Access Services, electrification of various Metro Divisions, and Open and Slow Streets events. Factors including project readiness, project schedule, locations serving disadvantaged communities, GHG emissions reductions, and overall LCTOP program project eligibility, resulted in not selecting those projects. The analysis included an evaluation of each potential recipient project's alignment with Metro's Strategic Vision, project and program costs, Vehicle Miles Traveled (VMT) impacts, equity, community engagement undertaken, and the extent to which allocating LCTOP funding improves the balance between Metro's financial commitments and funding availability. As a result of this analysis, staff recommends Metro A Line operations. Further proposal details are outlined below:

Metro A Line Operations:

Metro's A-Line, which operates from Long Beach to Pomona, spans 57.7 miles of track and includes 48 stations. Across the Metro rail system, the A-Line leads in both high ridership and operational demand. Recent expansions have significantly enhanced the line's reach and utility. The Regional Connector, which opened to the public on June 16, 2023, enabled Metro to provide new service in Downtown Los Angeles and successfully consolidated three train lines into two (the A and E Lines). The Pomona Extension, which opened to the public on September 19, 2025, created 9.1 miles of new track and four at-level stations. This extension enables a vital new service in the San Gabriel Valley.

Together, these expansions facilitate a seamless, one-seat ride across Pomona, Downtown Los Angeles, and Long Beach, bridging additional connections to regional rail networks. The new/expanded and enhanced rail service has helped increase rail ridership on the A-Line by 16% in the first half of FY26. Both the Regional Connector and Pomona Extension were designed and built with significant community input. With the opening of the new Pomona Extension and the continued operation of 57.7 miles of track and 48 stations on the A-Line, it is considered new or expanded service within five years per LCTOP guidelines and aligns well with LCTOP eligibility requirements. The A-Line with the new Pomona Extension also aligns well with the current practice of programming available funds to eligible operations costs.

Metro-A Line operates in neighborhoods designated as disadvantaged or low-income per SB 535 and AB 1550, particularly the 28 stations located within Metro's EFCs across Long Beach, South Los Angeles, East Los Angeles, and Pomona. Census tracts along the A-Line EFC boundaries average 57% low-income households, 85% Black, Indigenous, and People of Color (BIPOC), and 22% Zero-Vehicle households.

Multiple public engagement opportunities were initiated for these communities, drawing 229 participants to the Regional Connector and an average of 65 to the Pomona Extension.

DETERMINATION OF SAFETY IMPACT

The requested actions will not impact the safety of Metro customers or employees.

FINANCIAL IMPACT

Claiming the LCTOP funds will positively impact the agency's budget by making $58.9 million available to Metro for new or enhanced transit service.

Impact to Budget

LCTOP funds are eligible for either bus and rail operations or capital expenditures. .

EQUITY PLATFORM

Senate Bill 525 (de Leon, 2012) and Assembly Bill 1550 (Gomez, 2016) established criteria for meeting the LCTOP requirement to prioritize serving disadvantaged and low-income communities.

The California Environmental Protection Agency (CalEPA) provides tools, such as CalEnviroScreen 4.0, for identifying Disadvantaged Communities (DACs) based on geographic, socioeconomic, public health, and environmental hazard criteria. As the lead agency, Metro must select the document information to show that a proposed project meets all DAC and other priority population requirements. Staff considered both projects by utilizing the CalEnviroScreen 4.0 mapping tool, Metro's EFCs Map, and engagement from the Regional Connector Project.

The Metro A Line is located in or adjacent to neighborhoods designated as disadvantaged and/or low -income communities per SB 535 and AB 1550. Forty-Eight (48) stations along the A Line are located within Metro's Equity Focus Communities in (EFCs) in Long Beach, South Los Angeles, East Los Angeles, and Pomona. Stations in census tracts along the A Line's EFC boundaries have an average of 57 percent of low-income households and an average of 22 percent of zero-vehicle households. At least 80 percent of the A Line is located within a DAC as defined by CalEnviroScreen 4.0. The proposed grant funding will help Metro fund the continued operations of the A Line, which will benefit the impacted communities by providing direct, safe, and reliable transit service to major centers in Long Beach, Downtown Los Angeles, Pasadena, Azusa, and Pomona. The opening of the new Pomona Extension increases access to available multi-modal transit service to the greater San Bernardino area. Robust public engagement opportunities were initiated for communities in the extended corridor area, including public scoping meetings that drew 229 participants and an average of 65 participants per meeting for the Pomona Extension.

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. Implementing the GETS will reduce the vehicle miles traveled during the Games time by providing alternatives to driving and parking directly at venues.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT, as it is related to investment activities that will benefit and encourage taking transit, including rail.

This item supports Metro's systemwide strategy to reduce VMT through operational activities and infrastructure. 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 multi-modal item is to decrease VMT and meet the State's requirements. Staff calculated VMT associated with the proposal to show that the net effect of this multi-modal item is to decrease VMT. The California Air Resources Board's GHG Benefits Calculator (QM-Tool) is used in the LCTOP Allocation Request to demonstrate GHG and VMT reductions. Based on projected ridership numbers and estimated annual fuel use for A Line operations, the estimated VMT reduction is 92,209,745 miles.

*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

Recommendation supports strategic plan goal #1 to provide high-quality mobility options that enable people to spend less time traveling, and goal #3, enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk the loss of $58.9M in State FY 2025-26 LCTOP funding - $52.7M allocated directly and $6.1M in funds transferred by 17 municipal operators to Metro.

NEXT STEPS

- August/September 2026: Caltrans and CARB approve List of Projects and submit it to SCO for Cycle A
- October 2026: Metro submits LCTOP Cycle B allocation request to Caltrans.
- September/October 2026: SCO releases approved project list for Cycle A
- January/February 2027: Caltrans and CARB approve the List of Projects and submit it to SCO for Cycle B
- February/March 2027: SCO releases approved project list.

ATTACHMENT

Attachment A - Board Resolution to Execute LCTOP Project

Prepared by: Wendy San, Manager, (213) 547-4321
Cameron Schreiter, Principal Transportation Planner, (213) 922-2630

Justin Tsang, Transportation Planner, (213) 547-4376
Shawn Atlow, Executive Officer, Countywide and Development (213) 547-4322
Laurie Lombardi, Senior Executive Officer, Countywide and Development (213) 418-3251

Reviewed by:

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

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Los Angeles County Metropolitan Transportation Authority

Board Resolution

Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Projects:

Metro A Line Operations - $58,909,350

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, 17 Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted “Letters of Intent” to transfer $6,179,860 in PUC 99314 FY2025-26 LCTOP funds to Metro for Metro’s FY 2025-26 LCTOP A Line Operations Project; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or their designee; and

WHEREAS, Metro wishes to implement the following LCTOP projects also listed above;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or their designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2025-26 LCTOP funds:

Project Name: A Line Operations
LCTOP Funds Requested: $58,909,350 comprised of Metro's allocation of $52,729,490 and PUC 99314 allocations transferred to Metro from 17 Los Angeles County LCTOP Contributing Sponsors totaling $6,179,860 for Metro's FY 2025-26 LCTOP Project.
Description: Operations of Metro's A Line light rail service.
Benefit to Priority Populations: The project improves connectivity and provides one-seat rides within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria.
Contributing Sponsors: Antelope Valley Transit Authority, City of Arcadia, City of Burbank, City of Claremont, City of Commerce, City of Culver City, City of Gardena, City of Glendale, City of La Mirada, Foothill Transit Zone, Long Beach Public Transportation Company, City of Montebello, City of Norwalk, City of Redondo Beach, City of Santa Clarita, City of Santa Monica, and City of Torrance

CERTIFICATION

The undersigned, duly qualified and acting as the Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, September 24, 2026.

By: ________________________

Collette Langston, Board Clerk
Los Angeles County Metropolitan Transportation Authority

Dated:

(SEAL)

CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

PLANNING AND PROGRAMMING COMMITTEE

SEPTEMBER 16, 2026

Metro

APPROVE RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of $58,909,350 in California Cap-and-Invest (formerly California Cap and-Trade) proceeds, accumulated in State Fiscal Year (FY) 2025-26, disbursed through LCTOP for A-Line Operations;

B.CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and

C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

LCTOP ELIGIBILITY REQUIREMENTS

> LCTOP can fund eligible operating and capital projects for transit agencies – with a priority on serving disadvantaged communities – that reduce greenhouse gas emissions (GHG) and improve mobility.

> Eligible projects include:
  - New or expanded bus, rail, water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities;
  - Operational expenditures that increase transit mode share; and
  - Purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure.

Airport Metro Connector

PRIOR LCTOP-FUNDED PROJECTS

> Gold Line Foothill Extension 2A Operations (OPS) – 2015-19

> Expo Phase 2 Ops – 2016-19

> Division 9 Electric Bus Charging Infrastructure – 2020

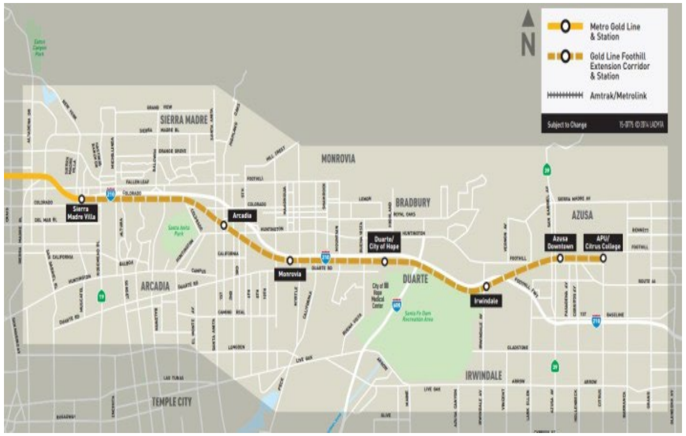
> Crenshaw/LAX Transit Corridor Ops and/or Fareless Initiative Pilot – 2021-22

> Division 8 Charging Infrastructure for North San Fernando Valley Transit Corridor – 2023-24

> E-Line Operations – 2024

> A-Line Operations – 2025

> Special Event Supplementary Bus Service - 2025



Gold Line Foothill

K- Line

RECOMMENDATIONS

A Line Operations

The A Line is located within Metro's Equity Focus Communities boundaries and would provide a one-seat ride between Long Beach and Pomona. This light rail-line is estimated to reduce VMT by 94,209,584, as well as result in a reduction in greenhouse gas emissions.

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

File #: 2026-0584, **File Type:** Program **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $96,574,573 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), and reprogramming $29,828,100 project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $8,700,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;

3. Programming an additional $5,400,600 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including reprogramming $19,733,000 project funds previously approved and inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;

4. Programming an additional $4,000,000 within the capacity of Measure R South Bay Transit Investments Program, including reprogramming $11,420,661 project funds previously approved to meet the project schedule, shown in Attachment D; and

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

ISSUE

Measure M MSPs and Measure R South Bay Transit Investments Programs, whose funds are limited to capital uses, are included in the Measure M and/or Measure R Expenditure Plans. The annual update allows the South Bay subregion and implementing agencies to approve new eligible projects for funding and revise scopes of work, schedules, and project budgets 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, B, C and D), which will serve as the basis for Metro to enter into funding agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total of $627.68 million in Measure M MSP was forecasted to be available for programming for the South Bay Subregion from FY 2017-18 to FY 2029-30. In prior actions, the Board approved programming of $396.89 million in support of 91 projects. Therefore, $230.79 million of Measure M MSP funds is available to the Subregion for programming as part of this update. Over the last eight years, $67.07 million or 17% of the $396.89 million programmed has been expended. Two projects are closed, and five others have been completed and are initiating or in the close-out audit process.

At its July 2021 meeting, the Board approved the Measure R Ordinance Amendment that authorized the transfer of up to $400 million from the Measure R Highway Capital Subfund to eligible Transit Capital projects. In prior actions, the Board approved programming of $376.84 million in support of 11 projects. Therefore, $23.16 million of Measure R South Bay Transit Investment Program funds is available to the Subregion for programming as part of this update. Over the last five years, $100.94 million or 27% of the $376.84 programmed has been expended. All projects are in the implementation phase.

In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highway Investments <<https://boardagendas.metro.net/board-report/2022-0302/>>, 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 (COG) lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

Findings

Metro staff works closely with the South Bay COG and the implementing agencies on project eligibility reviews preparing for the annual update, including changes to the project scope of work/schedule and/or funding requests, as applicable. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion.

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 and/or the Measure R Transit Investments Program Guidelines. Staff expect the collection of the project details in advance of Board action to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSP and Measure R funds 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 continue working with the implementing agencies and encouraging timely completion of the projects. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

This report includes inter-program borrowing of funds from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50). This type of inter-program borrowing is acceptable under the Board-adopted Guidelines, as long as the projects meet the Measure M MSP funding eligibility, have consent from the affected subregion, and obtain Metro Board approval. In April 2026, the SBCCOG Board approved the inter-program borrowing.

<u>Considerations</u>

<u>Transportation System and Mobility Improvements Program (Expenditure Line 50)</u>

This update includes funding adjustments to six existing and eight new projects as follows:

Hawthorne

- Program $1,898,850 in FY 27 for a new project: MM5502.14 - Hawthorne Mobility Hub. The new project includes the design of a new two-story, 400 space parking structure in the southeast corner of the Hawthorne Memorial Center that will serve as a park-and-ride hub near major bus and Metro routes as well as regional transit. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's Project Approval and Environmental Document (PAED) and Plans Specification and Estimates (PS&E) phases.

Inglewood

- Program $5,500,000 for a new project: MM5502.15 - Aviation Boulevard Improvement Project. Funds are to be programmed as follows: $2,000,000 in FY 27 and $3,500,000 in FY 28. The new project will rehabilitate and enhance the corridor between Arbor Vitae Street and Manchester Boulevard, integrating improvements designed to meet current standards and serve both local and regional traffic. These improvements will strengthen pedestrian connectivity, facilitate seamless transit access to the LAX/Metro Transit Center Station and Westchester/Veterans K Line Station, and enhance safety for pedestrians and vehicles along the corridor. This project will likely decrease VMT. The funds will be used for the project's construction phase.

LA City

- Program an additional $6,859,898 and reprogram $6,038,091 previously awarded funds for MM4601.01- San Pedro Pedestrian Improvements. Funds are programmed as follows:

$1,207,619 in prior years, $3,372,445 in FY 26, $3,295,098 in FY 27, $6,087,531 in FY 28, $142,915 in FY 29 for a revised total grant of $14,105,608. The project limits are approximately one-half square mile area, that serves a low-income and transit-dependent neighborhood in the Los Angeles community of San Pedro. The existing project includes new crosswalks, pedestrian security lighting, curb extensions, Americans with Disabilities Act (ADA) compliant curb ramps, and bicycle racks which will create a complete street environment that encourages increased walking, bicycling and public transit use. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E and construction phases.

- Program an additional $15,200,000 and reprogram $10,207,400 previously awarded funds for MM4601.03 - Avalon Promenade and Gateway. Funds are programmed as follows: $6,643,000 in FY 27, $8,823,000 in FY 28, and $9,941,400 in FY 29 for a revised total grant of $25,407,400. The existing project will construct a dedicated pedestrian/cycling bridge over the active freight railroad tracks and approximately 12-acres of open public space adjacent to the pedestrian bridge. This project will likely decrease VMT. The funds will be used for the project's construction phase.

- Program $719,000 for a new project: MM4601.24 - Anaheim Street and Sampson Avenue Pedestrian Hybrid Beacon. Funds are programmed as follows: $144,000 in FY 28, $287,500 in FY 29, and $287,500 in FY 30. The new project includes constructing a new Pedestrian Hybrid Beacon at the intersection of Anaheim Street and Sampson Avenue to add a new crossing that will increase the safety of pedestrians who are crossing north/south and directly serve local and regional transit riders. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E and construction phases.

- Program $3,500,000 for a new project: MM5502.16 - Lomita Blvd Grade Separation. Funds are programmed as follows: $1,242,860 in FY 27, $1,925,720 in FY 28, and $331,420 in FY 29. This new project includes a grade separated overpass at the eastern terminus of Lomita Boulevard connecting to Alameda Street, diverting commercial truck traffic away from residential streets in East Wilmington. This overpass is expected to reduce idling and collisions, improve traffic flow, and mitigate concentrated emissions in a community disproportionately burdened by industrial pollution. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, and Right-of-Way (ROW) phases.

LA County

- Program an additional $2,235,000 and reprogram $660,000 previously awarded funds for MM4601.06 - El Camino Village Traffic and Pedestrian Safety Enhancements. Funds are programmed as follows: $378,000 in prior year, $176,000 in FY 25, $484,000 in FY 26, $1,370,000 in FY 27, $865,000 in FY 28 for a revised total grant of $3,273,000. The existing project includes high-visibility crosswalks, curb extensions, curb ramps, refuge islands, signal improvements, and ADA sidewalk upgrades along three major roadways in the community. This project will likely decrease VMT. The funds will be used for the project's PAED and PS&E phases.

- Program $945,000 for a new project: MM5502.17 - Rosecrans (West) TSSP. Funds are programmed as follows: $150,000 in FY 27, $600,000 in FY 28, and $195,000 in FY 29. This new project includes the construction of multijurisdictional traffic signal synchronization and intersection improvements at 13 signalized intersections, including, but not limited to pedestrian safety improvements, traffic signal synchronization and coordinated signal timing including communications, detection hardware and software improvements, safety lighting and signing and striping upgrades for all auto and non-auto users a long a 3-mile corridor. This project will likely increase VMT. The funds will be used for the project's construction phase.

- Program $1,250,000 for a new project: MM5502.18 - Redondo Beach TSSP. Funds are programmed as follows: $230,000 in FY 27, $870,000 in FY 28, and $150,000 in FY 29. This new project includes the construction of multijurisdictional traffic signal synchronization and intersection improvements at 19 signalized intersections, including, but not limited pedestrian safety improvements, traffic signal synchronization and coordinated signal timing including communications, detection hardware and software improvements, safety lighting and signing and striping upgrades for all auto and non-auto users a long a 4-mile corridor. This project will likely increase VMT. The funds will be used for the project's construction phase.

Lomita

- Program $4,789,234 for a new project: MM4601.25 - School Zone Safety Improvements. Funds are programmed as follows: $800,000 in FY 27 and $3,989,234 in FY 28. This new project includes multimodal infrastructure improvements such as pedestrian hybrid beacons, pedestrian refuge islands, ADA-compliant curb ramps, a parking-protected bicycle lane, intersection realignment, and sidewalk expansions, that are intended to enhance safety, comfort, and accessibility for people walking and bicycling. This project will likely decrease VMT. The funds will be used to complete the project's PS&E and construction phases.

SBCCOG

- Reprogram previously awarded $738,513 for MM5502.01 - Planning Activities for Subregion's Measure M MSP development process. Funds are programmed as follows: $386,319 in prior years, $88,000 in FY 27, $88000 in FY 28, $88,000 in FY 29, and $88,194 om FY 30.

Torrance

- Program an additional $8,111,591 and reprogram $10,372,609 previously awarded funds for MM4601.08 - Torrance School Safety and Accessibility Program (Phase 2). Funds are programmed as follows: $3,169,283 in FY 26, $5,403,842 in FY 27, and $9,911,075 in FY 28 for a revised total grant of $18,484,200. The existing project includes construction of new sidewalks in existing gap areas within the path of travel, eliminating barriers in the sidewalk infrastructure, installing pedestrian signal equipment at existing signalized intersections, installing high visibility crosswalk striping and signage at stopped controlled intersections, installing bicycle signage for new Class III bike routes, and installing new bicycle racks surrounding three Torrance Elementary schools. This project will likely decrease VMT. The funds will be used to complete the project's PS&E and construction phases.

- Program an additional $44,450,000 and reprogram $2,550,000 previously awarded funds for MM5502.11 - Torrance Fiber Network and Traffic Signal Optimization. Funds are programmed as follows: $123,376 in FY 25, $276,624 in FY 26, $850,000 in FY 27, $14,800,000 in FY 28, $20,500,000 in FY 29, and $10,450,000 in FY 30 for a revised budget of $47,000,000. The existing project includes enhancing traffic signal communications within the City by establishing a fiber optic interconnect infrastructure. The proposed Intelligent Transportation System (ITS) improvements will modernize signalized intersection and corridor operations. Implementation of update Timing and Transit Signal Priority (TSP) will improve travel time reliability and schedule adherence, supporting increased transit ridership and will likely increase VMT. The funds will be used to complete the project's PS&E and construction phases.

- Program $1,116,000 for a new project: MM5502.19 -Traffic Signal Safety Improvement Project. Funds are programmed as follows: $96,000 in FY 27 and $1,020,000 in FY 28. This new project includes traffic signal safety improvements at five intersections such as the installation of ADA-compliant pedestrian push buttons, new pedestrian signal heads, ADA curb ramps, and the implementation of protected left-turn phasing. This project will likely decrease VMT. The funds will be used to complete the project's for PAED and PS&E phases.

<u>South Bay Highway Operational Improvements (Expenditure Line 63)</u>

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

LA City

- Program $7,000,000 for a new MSP funded project: MM5507.26 - Anaheim Street Widening, an existing project also funded by Measure R (MR312.51). The MSP funds are programmed as follows: $2,000,000 in FY 27 and $5,000,000 in FY 28. This project includes widening Anaheim Street from four to six traffic lanes between Farragut Avenue and Sampson Avenue in the community of Wilmington. The project also includes constructing new sidewalks along the south side of Anaheim Street, featuring a shared-use bike path with buffered bike lanes along both the south and north sidewalks within the project limits. This project will likely increase VMT. The funds will be used to complete the project's construction phase.

LA County

- Program $1,700,000 for a new project: MM5507.27 - Systemwide Coordination Timing Enhancement. Funds are to be programmed as follows: $600,000 in FY 28, $600,000 in FY 29, and $500,000 in FY 30. This new project includes upgrading the area-wide coordination timing on arterial routes in the South Bay area by reviewing traffic counts and radar speed checks; determining cycle lengths, phase splits, and offsets for the peak and off-peak periods; optimizing the network signal timing; preparing time-space diagrams; preparing timing sheets; installing timing in the field controllers; adjusting timing in the field as necessary; and evaluate travel time after implementation. This project will likely increase VMT. The funds will be used to complete the project's PS&E phases.

Transportation System & Mobility Improvements Program (Expenditure Line 66)

This update includes funding adjustments to six existing projects as follows:

Hawthorne

- Program an additional $2,500,600 and reprogram $3,120,000 previously awarded funds for MM4602.03 - Hawthorne Moneta Garden Improvements. Funds are programmed as follows: $200,000 in prior years, $66,449 in FY 24, $1,823,623 in FY 26, $2,452,464 in FY 27, and $1,278,064 in FY 28 for a revised total grant of $5,820,600. This existing project includes upgrading concrete infrastructure to meet ADA requirements, traffic signal work, and streetlight work to provide improved lighting conditions at 11 unsignalized intersections. This project will likely decrease VMT. The funds will be used to complete the project's PS&E, ROW and construction phases.

LA City

- Program an additional $615,000 in FY 27 for MM5508.01 - Signal Operational Improvements for a revised budget of $3,115,000. The existing project includes the installation of a new traffic signal, curb extensions, and ADA-compliant curb ramps to improve pedestrian safety. It will also add left-turn signals at two locations for northbound and southbound traffic. This project will likely increase VMT. The funds will be used to complete the project's construction phase.

- Reprogram previously awarded $17,518,670 for MM5508.14 - Alameda St (South) Widening from Anaheim St to Harry Bridges Blvd, an existing project also funded by Measure R (MR312.48). Funds are reprogrammed as follows: $2,919,779 in FY 28, $9,489,279 in FY 29, and $5,109,612 in FY 30. The existing 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. The funds will be used to complete the project's construction phase.

Manhattan Beach

- Program an additional $2,285,000 and reprogram $16,613,000 previously awarded funds for MM5508.04 - Advanced Traffic Signal System Project. The Funds will be reprogrammed as follows: $1,100,000 in FY 20, $413,032 in FY 21, $8,910,000 in FY 26, and $9,574,868 in FY 27 for a revised total grant of $19,998,000. The project includes the design of the City's fiber network, as well as the design and construction of associated ITS improvements, including traffic signal communication upgrades, Changeable/Dynamic Message Signs, cameras, and signal timing improvements. Funds are being reprogrammed to address unforeseen circumstances in construction, the construction phase which required a higher level of engineering review, redesign and construction support than originally anticipated. This project would likely increase VMT. This fund will be used to complete project's PS&E and construction phases.

Palos Verdes Estates

- Reprogram previously awarded $5,517,000 for MM5508.11 - Palos Verdes Drive West Corridor Expansion. Funds are reprogrammed as follows: $304,172 in FY 21, $950,000 in FY 27, $1,300,000 in FY 28, and $2,962,828 in FY 29. The project was originally planning to install either a roundabout or a traffic signal at the Via Corta intersection. However, based on community outreach, stakeholder engagement, and further technical analysis, the city revised the scope of work to a dual phase approach to implement improvements at PVDW/ Via Corta and PVDW/ Palos Verdes Drive North (Triangle) intersections. These improvements will enhance pedestrian and bicycle safety and improve vehicular operations and will better reflect community preferences while advancing safety and operational improvements. This project will likely increase VMT. The funds will be used for project's PAED and PS&E phases.

Rolling Hills Estates

- Reprogram previously approved $4,698,650 for MM4602.10 - Rolling Hills Road Bike Lanes. Funds are reprogrammed as follows: $229,450 in prior years, $778,200 in FY 27, $2,912,800 in FY 28 and $778,200 in FY 29. This existing project includes proposed bike lanes and multimodal shared use trails that would connect the existing bike lanes and multimodal shared use trails on Palos Verdes Drive North to the future bike route on Rolling Hills Road. This project will likely decrease VMT. The funds will be used to complete the project's PAED, PS&E and construction phases.

<u>Measure R South Bay Transit Investment Program</u>

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

Carson

- Program an additional $4,000,000 and reprogram $11,420,661 previously awarded funds for MR524.02- Victoria Transit Center (formerly known as Carson Circuit: Fashion Outlet Regional Transit Center). The funds are programmed as follows: $56,339 in FY 23, $318,661 in FY 25, $1,100,000 in FY 26, $11,350,000 in FY27, and $2,652,000 in FY 28 for a revised total grant of $15,477,000. This existing project includes design and construction of the overall mobility hub that addresses the much needed, multi-modal transportation accommodations linking the bus terminal like, bike lanes, ride share station, pedestrian accessibility, walking and jogging paths, wayfinding, short term parking, and shuttle bus stops. This project will likely decrease VMT. The funds will be used to complete the project's PAED, PS&E, ROW and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP and Measure R Transit Investments funds to the South Bay Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

In FY 27, $13.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for South Bay Transit Investment Program (Project #465524); $1.6 million is budgeted in Cost Center 0442 (subsidies - Complete Streets & Highway), and $1.2 million is budgeted in Cost Center 0445 (subsidies budget - ITS) for the Transportation System Mobility Improvement Program (Project #475502); $2.1 million is budgeted in Cost Center 0442 (subsidies - Complete Streets & Highway), and $1.7 million is budgeted in Cost Center 0445 (subsidies budget - ITS) for the South Bay Highway Operational Improvements Program (Project #475507); and $1.6 million is budgeted in Cost Center 0442 (subsidies - Complete Streets & Highway), and $2.5 million is budgeted in Cost Center 0445 (subsidies budget - ITS) for the Transportation System Mobility Improvement Program (Project #475508). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441, 0442 and 0445. Since these are multi-year projects, Cost Centers 0441, 0442 and 0445 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 R Transit Capital. These fund sources are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The South Bay subregion comprises 15 cities and the adjacent unincorporated area of Los Angeles County. Thirty-five 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 Gardena (37.5%), Hawthorne (60%), Inglewood (80.8%), City of Los Angeles (48.2%), and the unincorporated County of Los Angeles (57.7%). As part of this report, additional funds are allocated to many of the communities with EFCs, including Hawthorne, Inglewood, City of Los Angeles, and the unincorporated County of Los Angeles.

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. Many of the projects listed above include accessibility improvements, which ensure compliance with ADA requirements and a more dignified experience for people with disabilities.

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 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 development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP and Measure R Transit Investments Program projects for the South Bay Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures, as well as the Measure R Transit Investments Program Guidelines

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 2026-27.

Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Transportation System and Mobility Improvements Program (Expenditure Line 50) Project List
Attachment B - South Bay Highway Operational Improvements Program (Expenditure Line 63) Project List
Attachment C - Transportation System and Mobility Improvements Program (Expenditure Line 66) Project List
Attachment D - Measure R Transit Investments 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

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

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

South Bay Subregion
Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 50)

	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	CARSON	MM4601.09	BIKE LANE INSTALLATION - CARSON ST., FIGUEROA ST., MAIN ST., VICTORIA ST.	CONSTRUCTION		$ 10,620,270		$ 10,620,270		$ 5,628,743	$ 4,991,527			
2	CARSON	MM4601.10	BIKE LANE INSTALLATION - 223RD ST., AVALON BLVD., CENTRAL AVE., DEL AMO BLVD., UNIVERSITY DR.	CONSTRUCTION		6,834,692		6,834,692		3,280,652	3,554,040			
3	CARSON	MM4601.17	SOUTH BAY LOCAL TRAVEL NETWORK IN CARSON	PS&E, CONSTRUCTION		4,512,915		4,512,915	450,000	4,062,915				
4	EL SEGUNDO	MM4601.11	SOUTH BAY LOCAL TRAVEL NETWORK IN EL SEGUNDO	PS&E, CONSTRUCTION		925,000		925,000	925,000					
5	EL SEGUNDO	MM4601.19	DOWNTOWN MOBILITY IMPROVEMENT PROJECT	PS&E		1,000,000		1,000,000		300,000	400,000	300,000		
6	EL SEGUNDO	MM4601.20	SAFE ROUTES TO SCHOOLS	PS&E, CONSTRUCTION		400,000		400,000			400,000			
7	HAWTHORNE	MM5502.14	HAWTHORNE MOBILITY HUB	PAED, PS&E	New		1,898,850	1,898,850			1,898,850			
8	HERMOSA BEACH	MM5502.12	HERMOSA AVENUE SAFETY IMPROVEMENTS	PAED, PS&E		440,000		440,000		108,000	332,000			
9	INGLEWOOD	MM5502.02	ITS (GAP) CLOSURE IMPROVEMENTS	CONSTRUCTION	Audit Compl	13,500,000		13,500,000	13,500,000					
10	INGLEWOOD	MM5502.03	INGLEWOOD INTERMODAL TRANSIT/PARK AND RIDE FACILITY	PAED, PS&E, CONSTRUCTION	Clsd	4,933,310		4,933,310	4,933,310					
11	INGLEWOOD	MM5502.09	PRAIRIE AVE. DYNAMIC LANE CONTROL SYSTEM	PS&E, CONSTRUCTION		13,120,000		13,120,000			13,120,000			
12	INGLEWOOD	MM5502.15	AVIATION BOULEVARD IMPROVEMENT PROJECT	CONSTRUCTION	New		5,500,000	5,500,000			2,000,000	3,500,000		
13	LA CITY	MM4601.01	SAN PEDRO PEDESTRAIN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	7,245,710	6,859,898	14,105,608	1,207,619	3,372,445	3,295,098	6,087,531	142,915	
14	LA CITY	MM4601.02	WILMINGTON NEIGHBORHOOD STREET IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		3,000,600		3,000,600			1,500,300	1,500,300		
15	LA CITY	MM4601.03	AVALON PROMENADE AND GATEWAY	CONSTRUCTION	Chg	10,207,400	15,200,000	25,407,400			6,643,000	8,823,000	9,941,400	
16	LA CITY	MM4601.24	ANAHEIM ST. & SAMPSON AVE. PEDESTRIAN HYBRID BEACON	PAED, PS&E, Construction	New		719,000	719,000				144,000	287,500	287,500
17	LA CITY	MM5502.16	LOMITA BOULEVARD GRADE SEPARATION	PAED, PS&E, ROW	New		3,500,000	3,500,000			1,242,860	1,925,720	331,420	
18	LA COUNTY	MM4601.04	WESTMONT/WEST ATHENS PEDESTRIAN IMRROVEMENTS	PAED, PS&E, CONSTRUCTION		14,207,097		14,207,097	2,600,000	2,000,000	2,000,000	3,000,000	4,607,097	

	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
19	LA COUNTY	MM4601.06	EL CAMINO VILLAGE TRAFFIC AND PEDESTRIAN SAFETY ENHANCEMENTS	PAED, PS&E	Chg	1,038,000	2,235,000	3,273,000	554,000	484,000	1,370,000	865,000		
20	LA COUNTY	MM4601.12	LENNOX VISION ZERO TRAFFIC ENHANCEMENTS	PAED, PS&E		1,206,000		1,206,000	479,000	300,000	427,000			
21	LA COUNTY	MM5502.04	182ND ST/ ALBERTONI ST. TRAFFIC SIGNAL SYNCH PROGRAM	PAED, PS&E, CONSTRUCTION		4,228,500		4,228,500	950,000	3,278,500				
22	LA COUNTY	MM5502.06	VAN NESS TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION		1,702,000		1,702,000	535,000	1,167,000				
23	LA COUNTY	MM5502.07	DEL AMO BLVD. (EAST) TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION		1,324,500		1,324,500	460,000	864,500				
24	LA COUNTY	MM5502.17	ROSERANS (WEST) TSSP	CONSTRUCTION	New	-	945,000	945,000			150,000	600,000	195,000	
25	LA COUNTY	MM5502.18	REDONDO BEACH TSSP	CONSTRUCTION	New	-	1,250,000	1,250,000			230,000	870,000	150,000	
26	LAWNDALE	MM4601.21	SOUTH BAY LOCAL TRAVEL NETWORK IN LAWNDALE	PS&E, CONSTRUCTION		1,648,000		1,648,000		40,000	240,000	1,200,000	168,000	
27	LOMITA	MM4601.18	SOUTH BAY LOCAL TRAVEL NETWORK & RELATED SAFETY ENHANCEMENTS IN LOMITA	PS&E, CONSTRUCTION		6,651,895		6,651,895	709,390	5,942,505				
28	LOMITA	MM4601.25	SCHOOL ZONE SAFETY IMPROVEMENTS	PS&E, Construction	New	-	4,789,234	4,789,234			800,000	3,989,234		
29	MANHATTAN BEACH	MM4601.13	HIGHLAND AVE CORRIDOR IMPROVEMENTS	PAED, PS&E		500,000		500,000	500,000					
30	REDONDO BEACH	MM4601.14	PEDESTRIAN ENHANCEMENTS ON AVIATION BLVD.	PS&E, CONSTRUCTION		1,500,000		1,500,000	125,000	687,500	687,500			
31	REDONDO BEACH	MM4601.15	RIVIERA VILLAGE PEDESTRIAN AND MULTI-MODAL ENHANCEMENTS	PAED, PS&E		4,000,000		4,000,000	1,500,000	2,000,000	500,000			
32	REDONDO BEACH	MM4601.16	SOUTH BAY LOCAL TRAVEL NETWORK IN REDONDO BEACH	PS&E, CONSTRUCTION		1,272,700		1,272,700	1,272,700					
33	REDONDO BEACH	MM4601.22	REDONDO BEACH BLVD CORRIDOR (MAT #C1104)	CONSTRUCTION		4,000,000		4,000,000		1,000,000	3,000,000			
34	REDONDO BEACH	MM4601.23	SCHOOL SAFETY AND ACCESSIBILITY	PS&E, CONSTRUCTION		600,000		600,000			200,000	400,000		
35	REDONDO BEACH	MM5502.13	REDONDO BEACH AVE BIKE IMPROVEMENTS & PEDESTRIAN SAFETY	PAED, PS&E, CONSTRUCTION		4,000,000		4,000,000		500,000	500,000	3,000,000		
36	ROLLING HILLS ESTATES	MM5502.08	PALOS VERDES DRIVE NORTH AT DAPPLEYGRAY SCHOOL	PAED, PS&E, ROW, CONSTRUCTION		4,480,252		4,480,252	298,627	993,073	1,984,146	1,204,406		
37	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT	Chg	92,095		92,095	49,832		10,560	10,560	10,560	10,583

	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
38	SBCCOG	MM5502.05	SOUTH BAY FIBER NETWORK	CONSTRUCTION		6,889,365		6,889,365	6,889,365					
39	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		171,991		171,991	171,991					
40	TORRANCE	MM4601.05	TORRANCE SCHOOLS SAFETY AND ACCESSIBILITY PROGRAM	PS&E CONSTRUCTION		13,785,000		13,785,000	3,926,463	2,357,170	7,501,367			
41	TORRANCE	MM4601.07	TRANSPORTATION OPEN SPACE CORRIDOR MULTI-USE TRAIL	PAED, PS&E		650,000		650,000	650,000					
42	TORRANCE	MM4601.08	TORRANCE SCHOOL SAFETY AND ACCESSIBILITY PROGRAM - PHASE II	PS&E, CONSTRUCTION	Chg	10,372,609	8,111,591	18,484,200		3,169,283	5,403,842	9,911,075		
43	TORRANCE	MM5502.11	TORRANCE FIBER NETWORK AND TRAFFIC SIGNAL OPTIMIZATION	PS&E CONSTRUCTION	Chg	2,550,000	44,450,000	47,000,000	123,376	276,624	850,000	14,800,000	20,500,000	10,450,000
44	TORRANCE	MM5502.19	TRAFFIC SIGNAL SAFETY IMPROVEMENT PROJECT	PAED, PS&E	New	-	1,116,000	1,116,000			96,000	1,020,000		
			TOTAL PROGRAMMING AMOUNT			**$163,609,901**	**$ 96,574,573**	**$260,184,474**	**$ 42,810,673**	**$41,812,910**	**$65,328,090**	**$63,150,826**	**$36,333,892**	**$10,748,083**

^ Subregion Planning Activities (0.5%) for MM MSPs.

ATTACHMENT B

South Bay Subregion
Measure M Multi-Year Subregional Plan - South Bay Highway Operational Improvements (Expenditure Line 63)

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocatiion	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	CARSON	MM5507.02	CARSON STREET ITS PROJECT	PAED, PS&E, CONSTRUCTION		$ 997,012		$ 997,012	$ 101,000	$ 896,012				
2	CARSON	MM5507.03	SEPULVEDA BLVD. WIDENING FROM ALAMEDA ST. TO THE EAST CITY LIMIT	PAED, PS&E, CONSTRUCTION		24,370,039		24,370,039	1,110,788	6,724,718	11,611,790	4,922,744		
3	CARSON	MM5507.10	TRAFFIC SIGNAL UPGRADE -- AVALON BLVD. AND GARDENA BLVD.	CONSTRUCTION		1,000,000		1,000,000		1,000,000				
4	CARSON	MM5507.23	LENARDO DRIVE STREET CONSTRUCTION	CONSTRUCTION		8,000,000		8,000,000		8,000,000				
5	CARSON	MM5507.24	CARSON "OLYMPICS READY!" SMART TRANSPORTATION NETWORK	PAED, PS&E		750,000		750,000		250,000	500,000			
6	GARDENA	MM5507.04	REDONDO BEACH BLVD. ARTERIAL IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		11,242,000		11,242,000	11,242,000					
7	GARDENA	MM5507.25	TRAFFIC SIGNAL NETWORK UPGRADE	PAED, PS&E		1,827,000		1,827,000		400,000	600,000	827,000		
8	HAWTHORNE	MM5507.01	NORTH EAST HAWTHORNE MOBILITY IMPROVEMENT PROJECT	PS&E, ROW, CONSTRUCTION		2,986,591		2,986,591	2,986,591					
9	HAWTHORNE	MM5507.16	JACK NORTHROP IMPROVEMENTS	PAED, PS&E		200,000		200,000	80,000	40,000	80,000			
10	HAWTHORNE	MM5507.17	VAN NESS IMPROVEMENTS	PAED, PS&E		200,000		200,000	80,000	40,000	80,000			
11	HAWTHORNE	MM5507.18	135TH STREET IMPROVEMENTS	PAED, PS&E		160,000		160,000	80,000	40,000	40,000			
12	HAWTHORNE	MM5507.19	INGLEWOOD AVENUE IMPROVEMENTS	PAED, PS&E		130,000		130,000	80,000	40,000	10,000			
13	INGLEWOOD	MM5507.05	MANCHESTER BLVD./PRAIRIE AVE. ITS & TRAFFIC SIGNAL IMPROVEMENTS	PAED, PS&E		1,500,000		1,500,000	1,500,000					
14	INGLEWOOD	MM5507.06	DOWNTOWN ITS	PAED, PS&E, CONSTRUCTION		13,000,000		13,000,000	13,000,000					
15	INGLEWOOD	MM5507.11	CRENSHAW BLVD. ITS	CONSTRUCTION		14,000,000		14,000,000	14,000,000					
16	LA CITY	MM5507.26	ANAHEIM STREET WIDENING (MR312.51)	CONSTRUCTION	New		7,000,000	7,000,000			2,000,000	5,000,000		

ATTACHMENT B

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocatiion	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
17	LA COUNTY	MM5507.07	AVALON BLVD. TSSP IN THE CITY OF CARSON	PAED, PS&E, CONSTRUCTION		5,601,223		5,601,223	2,429,828	3,171,395				
18	LA COUNTY	MM5507.20	ADVANCED TRAFFIC CONTROL UPGRADES	PAED, PS&E, CONSTRUCTION		2,130,000		2,130,000		1,278,000	852,000			
19	LA COUNTY	MM5507.27	SYSTEMWIDE COORDINATION TIMING ENHANCEMENT	PS&E	New		1,700,000	1,700,000				600,000	600,000	500,000
20	MANHATTAN BEACH	MM5507.12	MANHATTAN BEACH BLVD. AT PACIFIC AVE. IMPROVEMENTS	PS&E, CONSTRUCTION		1,200,000		1,200,000	1,200,000					
21	MANHATTAN BEACH	MM5507.13	MANHATTAN BEACH BLVD. AT PECK AVE. TRAFFIC SIGNAL IMPROVEMENTS (MR312.87)	CONSTRUCTION	Audit	740,000		740,000	740,000					
22	MANHATTAN BEACH	MM5507.14	MAHATTAN BEACH BLVD. TRANSPORTATION CORRIDOR IMPROVEMENTS	PS&E		400,000		400,000	400,000					
23	METRO	MM5507.08	I-110 SOUTHBOUND OFF-RAMP TO PCH	PAED, PS&E		5,781,000		5,781,000	5,781,000					
24	METRO	MM5507.09	405/110 SEPERATION	PAED, PS&E		17,500,000		17,500,000	17,500,000					
25	REDONDO BEACH	MM5507.21	ADVANCED TRAFFIC SIGNAL SYSTEM	PS&E		160,000		160,000	80,000	80,000				
26	REDONDO BEACH	MM5507.22	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM PHASE 2	PAED, PS&E		2,630,000		2,630,000	2,630,000					
27	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT	Chg	131,564		131,564	68,169		15,840	15,840	15,840	15,875
28	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		245,703		245,703	245,703					
29	TORRANCE	MM5507.15	RIGHT TURN LANE AT LOMITA BLVD./182ND ST.	PAED, PS&E, CONSTRUCTION		1,000,000		1,000,000	755,000	245,000				
			TOTAL PROGRAMMING AMOUNT			**$117,882,132**	**$ 8,700,000**	**$ 126,582,132**	**$ 76,090,079**	**$ 22,205,125**	**$ 15,789,630**	**$ 11,365,584**	**$ 615,840**	**$ 515,875**

^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion
Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 66)

	Agency	Project ID	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	BEACH CITIES HEALTH DISTRICT	MM4602.01	DIAMOND STREET BIKE PATH PROJECT	PS&E CONSTRUCTION	Clsd	$ 1,734,974		$ 1,734,974	$ 1,734,974	$ -	$ -	$ -	$ -	
2	EL SEGUNDO	MM4602.02	EL SEGUNDO BLVD	PAED, PS&E, CONSTRUCTION	Audit	4,050,000		4,050,000	4,050,000					
3	HAWTHORNE	MM4602.03	HAWTHORNE MONETA GARDEN MOBILITY IMPROVEMENTS	PS&E, ROW, CONSTRUCTION	Chg	3,320,000	2,500,600	5,820,600	266,449	1,823,623	2,452,464	1,278,064		
4	HAWTHORNE	MM5508.07	ROSECRANS AVE MOBILITY IMPROVEMENT PROJECT, PHASE II FROM PRAIRIE AVE TO CRENSHAW BLVD	PAED, PS&E		260,000		260,000	260,000					
5	HAWTHORNE	MM5508.08	CRENSHAW BLVD SIGNAL IMPROVEMENT AND INTERSECTION	PAED, PS&E		260,000		260,000	260,000					
6	HERMOSA BEACH	MM5508.09	MOBILITY AND ACCESSIBILTY IMPROVEMENTS PROJECT	PID, PAED		4,800,000		4,800,000	1,800,000		3,000,000			
7	INGLEWOOD	MM4602.06	FIRST/LAST MILE IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		6,500,000		6,500,000	6,500,000					
8	INGLEWOOD	MM5508.10	CHANGEABLE MESSAGE SIGNS	PAED, PS&E		1,000,000		1,000,000	100,000	900,000				
9	LA CITY	MM4602.04	CROSSING UPGRADES AND PEDESTRIAN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		5,613,932		5,613,932	1,559,646	784,436	868,692	1,172,549	1,228,609	
10	LA CITY	MM5508.01	SIGNAL OPERATIONAL IMPROVEMENTS	PAED,PS&E, CONSTRUCTION	Chg	2,500,000	615,000	3,115,000	2,500,000		615,000			
11	LA CITY	MM5508.02	ATSAC COMMUNICATION SYSTEM IMPROVEMENT IN SAN PEDRO	PS&E, CONSTRUCTION		2,250,000		2,250,000	2,250,000					
12	LA CITY	MM5508.03	ASTAC COMMUNICATIONS NETWORK INTEGRATION WITH LA COUNTY	PAED, PS&E, CONSTRUCTION		1,750,000		1,750,000	1,750,000					
13	LA CITY	MM5508.14	ALAMEDA ST (SOUTH) WIDENING FROM ANAHEIM ST TO HARRY BRIDGES BLVD (MR312.48)	CONSTRUCTION	Chg	17,518,670		17,518,670	-			2,919,779	9,489,279	5,109,612
14	LA COUNTY	MM4602.05	DOMINGUEZ CHANNEL GREENWAY	PAED, PS&E, CONSTRUCTION		3,600,000		3,600,000	214,000	211,000	121,000	150,000	2,904,000	
15	LA COUNTY	MM4602.07	WESTMONT/WEST ATHENS PEDESTRIAN IMPROVEMENTS, PHASE II	PAED, PS&E, CONSTRUCTION		1,165,000		1,165,000	785,000	380,000				
16	LACMTA	MM5508.18	RIITS NETWORK ENHANCEMENTS	CONSTRUCTION		500,000		500,000	500,000					
17	MANHATTAN BEACH	MM5508.04	ADVANCED TRAFFIC SIGNAL SYSTEM	PS&E, CONSTRUCTION	Chg	17,713,000	2,285,000	19,998,000	1,513,032	8,910,000	9,574,968			

ATTACHMENT C

	Agency	Project ID	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
18	MANHATTAN BEACH	MM5508.15	AVIATION BLVD. EAST BOUND LEFT-TURN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		1,200,000		1,200,000	1,200,000					
19	PALOS VERDES ESTATES	MM5508.11	PALOS VERDES DRIVE WEST CORRIDOR EXPANSION PROJECT	PAED, PS&E	Chg	5,517,000		5,517,000	304,172		950,000	1,300,000	2,962,828	
20	RANCHO PALOS VERDES	MM5508.12	WESTERN AVE CONGESTION IMPROVEMENTS (25TH TO PV DR) **	PSR, PAED PS&E CONSTRUCTION		4,980,000		4,980,000	1,000,000	1,930,000	2,050,000			
21	REDONDO BEACH	MM4602.08	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- FELTON LN TO INGLEWOOD AVE	PAED, PS&E, CONSTRUCTION		2,200,000		2,200,000	500,000	1,700,000				
22	REDONDO BEACH	MM4602.09	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- INGLWOOD AVE.	PAED, PS&E, ROW, CONSTRUCTION		5,735,000		5,735,000	1,555,091	429,909	3,750,000			
23	REDONDO BEACH	MM5508.05	REDONDO BEACH TRANSIT CENTER AND PARK AND RIDE	ROW, CONSTRUCTION		7,750,000		7,750,000	7,750,000					
24	REDONDO BEACH	MM5508.13	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM	PAED, PS&E, CONSTRUCTION		5,300,000		5,300,000	2,901,375	2,398,625				
25	ROLLING HILLS ESTATES	MM4602.10	ROLLING HILLS ROAD BIKE LANES	PAED, PS&E CONSTRUCTION	Chg	4,698,650		4,698,650	229,450		778,200	2,912,800	778,200	
26	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT	Chg	514,854		514,854	268,318		61,600	61,600	61,600	61,736
27	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		333,626		333,626	333,626					
28	TORRANCE	MM5508.06	TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS	PS&E, CONSTRUCTION	Audit	390,000		390,000	390,000					
29	TORRANCE	MM5508.16	TORRANCE TRANSIT PARK AND RIDE REGIONAL TERMINAL (MR312.23)	CONSTRUCTION		1,631,000		1,631,000	1,631,000					
30	TORRANCE	MM5508.17	IMPROVMENTS FROM DEL AMO TO DOMINGUEZ ST (MR312.60)	CONSTRUCTION	Compl	609,000		609,000	609,000					
			TOTAL PROGRAMMING AMOUNT			**$115,394,706**	**$ 5,400,600**	**$ 120,795,306**	**$ 44,715,133**	**$ 19,467,593**	**$ 24,221,924**	**$ 9,794,792**	**$ 17,424,516**	**$ 5,171,348**

** Metro may procure services for the project development phases.
^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion
Measure R South Bay Transit Investments Program

	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	CARSON	MR524.02	VICTORIA TRANSIT CENTER (FORMERLY: CARSON CIRCUIT: FASHION OUTLET REGIONAL TRANSIT CENTER)	PAED, PS&E ROW, CON	chg	$ 11,477,000	$ 4,000,000	$ 15,477,000	$ 375,000	$ 1,100,000	$ 11,350,000	$ 2,652,000		
2	GARDENA	MR524.03	GTRANS: PURCHASE OF UP TO 15 EXPANSION BUSES	PS&E CONSTRUCTION CAPITAL		12,375,000		12,375,000	$ -		700,000	6,500,000	5,175,000	
3	GARDENA	MR524.04	GTRANS: SOLAR ENERGY GENERATION/BUS FUELING INFRASTRUCTURE PROJECT	PS&E CONSTRUCTION		7,500,000		7,500,000	$ 811	2,999,189	3,000,000	1,500,000		
4	INGLEWOOD	MRINGITC	INGLEWOOD TRANSIT CONNECTOR PROJECT	PAED, PS&E ROW, CON		250,000,000		250,000,000	$ 250,000,000					
5	REDONDO BEACH	MR524.05	BEACH CITIES TRANSIT: TRANSIT OPERATIONS & MAINTENANCE FACILITY	Env, PS&E CONSTRUCTION		32,090,555		32,090,555	$ -	5,150,000	8,838,734	17,677,469	424,352	
6	SBCCOG	MR524.01	MEASURE R SOUTH BAY TRANSIT INVESTMENTS PROGRAMS ADMIN SUPPORT ^	PLANNING DEVELOPMENT		159,024		159,024	$ 108,008	25,132	25,884			
7	TORRANCE	MR524.06	TORRANCE TRANSIT: RETURN OF THE RED CAR URBAN CIRCULATOR TROLLEY	CONSTRUCTION CAPITAL		4,500,000		4,500,000	$ 4,500,000					
8	TORRANCE	MR524.07	TORRANCE TRANSIT: EXPANSION BUSES	CONSTRUCTION CAPITAL		20,000,000		20,000,000	$ 20,000,000					
9	TORRANCE	MR524.08	TORRANCE TRANSIT: REGIONAL TRANSIT CENTER PARKING STRUCTURE	PAED CONSTRUCTION CAPITAL		35,000,000		35,000,000	$ 35,000,000					
10	TORRANCE	MR524.09	MICROTRANSIT EXPANSION OF THE TORRANCE COMMUNITY TRANSIT PROGRAM	CONSTRUCTION CAPITAL		240,000		240,000	$ 240,000					
11	TORRANCE	MR524.10	CONSTRUCTION OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING STATION	CONSTRUCTION CAPITAL		3,500,000		3,500,000	$ 3,500,000					
			TOTAL PROGRAMMING AMOUNT			**$ 376,841,579**	**$ 4,000,000**	**$ 380,841,579**	**$ 313,723,819**	**$ 9,274,321**	**$ 23,914,618**	**$ 28,329,469**	**$ 5,599,352**	**$ -**

^ Subregion Planning Activities (0.5%) for Measure R Transit Investments Program.

Measure M Multi-year Subregional Program
Measure R Transit Investments Program
South Bay Subregion

Planning and Programming Committee
September 16, 2026

Metro

File# 2026-0584

South Bay Subregion

- Three Multi-Year Subregional Programs (MSPs) available to Subregion
  - Transportation System & Mobility Improvements (expenditure line 50)
  - Highway Operational Improvements (expenditure line 63)
  - Transportation System & Mobility Improvements (expenditure line 66)
- Measure R Transit Investments
- Funds are limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

ATTACHMENT A

(2015 $ in thousands)

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Groundbreaking Start Date[1]	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion[2]	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	

September 2026 Recommendation

A. APPROVING:

1. Programming an additional $96,574,573 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), and reprogramming $29,828,100 project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $8,700,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;

3. Programming an additional $5,400,600 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including reprogramming $19,733,000 project funds previously approved and inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;

4. Programming an additional $4,000,000 within the capacity of Measure R South Bay Transit Investments Program, including reprogramming $11,420,661 project funds previously approved to meet the project schedule, shown in Attachment D; and

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

Recommended Projects

This update includes funding adjustments to eight Active Transportation, eight Multi-modal Highway, six ITS, and one Transit projects.

City of Redondo Beach - North Redondo Beach Bikeway Extension Project

* 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

File #: 2026-0662, **File Type:** Project **Agenda Number:** 10.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN HIGHWAY CAPITAL FUNDING

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. PROGRAMMING an amount not-to-exceed $35 million in Measure M I-710 South Corridor Project (now the LB-ELA CMIP) Highway Capital Funds as funding augmentation for the Shoreline Drive Realignment Project, subject to contingencies including partial repayment (Attachment A);

B. AMENDING the FY 2027 Budget to accommodate this programming action; and

C. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements with the City of Long Beach.

ISSUE

The Board previously approved and programmed $9 million in funding for the Shoreline Drive Realignment Project (Project) to support the city of Long Beach's efforts to complete the design phase in time to maintain a federal funding award and implement the Project in time for the 2028 Los Angeles Olympic and Paralympic Games (2028 Games). The Project currently faces a $35 million shortfall, which jeopardizes the federal funding award of $30 million and the Project's opening date. Staff recommend augmenting the prior funding allocation by an amount not-to-exceed $35 million to cover this shortfall, with contingencies included as outlined in Attachment A.

BACKGROUND

The Project will realign Shoreline Drive to reduce speeds and traffic impacts, and create a larger, more functional, and more connected park space adjacent to the Los Angeles River at the point where Interstate 710 (I-710) connects to Downtown Long Beach via the Shoemaker Bridge. The Project also includes upgraded signal and intelligent transportation system infrastructure and approximately 1.5 miles of protected bicycle and pedestrian facilities that connect the city's

Downtown and waterfront, the Los Angeles River trail system, and neighborhoods west of I-710.

Measure R (2008) allocated $590 million in Highway Capital funds for the I-710 South and/or Early Action Projects. These funds were divided into two subfunds: $430 million for the I-710 South Freeway project, and $160 million for Non-Freeway/Early Action Projects (EAPs) to be sponsored and programmed by local jurisdictions adjacent to I-710. The funding available from the former subfund ($243 million) ultimately became absorbed into the Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP) after the Board, in May 2021 <https://boardagendas.metro.net/board-report/2021-0368/>, suspended the I-710 South EIS/EIR and directed staff to develop a multimodal, community-focused investment strategy. The latter subfund was designed to enable local jurisdictions to make recommendations to Metro through the I-710 Technical Advisory Committee to advance their sponsored EAPs, including the Project, which was sponsored by the city of Long Beach. To date, the Project has received $4.7 million in Measure R funding from Metro through the EAP subfund and is awaiting audit for final close-out, as these funds have been spent on earlier Project development phases.

In 2023, the city of Long Beach secured a $30 million award from the United States Department of Transportation's Reconnecting Communities Pilot Program. This federal funding award leveraged local funding from the city and Metro to implement the Project by 2028. Failure to meet the grant requirements will result in the loss of this funding for the Project.

At its April 2024 meeting <https://boardagendas.metro.net/board-report/2023-0594/>, the Board approved the Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (CMIP), which programmed approximately $743 million in Measure R and Measure M funds previously dedicated to the I-710 South Corridor freeway project to a multimodal array of priority projects, programs, and community initiatives within the LB-ELA Corridor. Approval of the CMIP resulted in the allocation of approximately $493 million in available CMIP funds for the Initial Investment Projects and Programs (including Community Programs) and reserved the remaining $250 million in Measure M funds, which will not be available for construction until FY 2032, for future programming consideration. This action confirmed that the remaining $243 million of funds from the $430 million Measure R subfund for the I-710 South Freeway project were transferred to and programmed through the CMIP by Metro Board action.

One of the Initial Investment Projects and Programs identified in the CMIP is the Shoreline Drive Realignment Project, which (along with the connected Shoemaker Bridge Project) was recommended to receive $9 million for pre-construction activities such as design, as requested by the city of Long Beach during development of the CMIP. The Project was selected following a rigorous community engagement effort, including direct participation by members of local impacted communities through the Community Leadership Committee, as well as a prioritization process that used multimodal benefit and equity-focused evaluative quantitative and qualitative criteria to identify projects to receive funding through the Initial Investment Projects and Program portion of the CMIP.

In September 2024, the City requested that Metro distribute the full $9 million for the Shoemaker Bridge design phase, a request the Board approved at its April 2025 meeting. In that correspondence, dated September 9, 2024, the city also requested that Metro allocate an additional $24 million for the Project to finalize its design and construction. This request for additional funding was made in addition to the funding identified for the Project in the Board-approved CMIP. Metro began evaluating various funding options to support the City's effort to implement the project at the time.

The City followed up on this request with another letter dated October 13, 2025, informing Metro that their need for additional Project funding remained and that the total was now $30 million, reflecting an increase of $6 million from the prior letter due to inflation and construction management costs. In the letter, the city offered to repay $8 million of this request from its Capital Improvement Program, starting in FY 2028 and concluding in FY 2031, with principal and interest, loan structure, and detailed terms to be determined in a subsequent agreement. The remaining $22 million was requested as an allocation without a repayment agreement.

Metro responded to the City in a letter dated January 12, 2026, stating that it had reviewed the request, available funding options, and prior Board policy and precedent related to local jurisdiction projects that incur cost increases, and had determined that sufficient City local return funds were available across all four Metro sales tax measures (Propositions A and C and Measures R and M) to provide the necessary cashflow needed to cover the $30 million shortfall. This proposal aligned with the precedent Metro had established through its work with the cities of Norwalk, La Puente, Lynwood, Montebello, Downey, and Monterey Park, which used their local return funds in a similar fashion. At the time, Metro and the City could not come to an agreement on using the City's local return funds to cover the entire $30 million request through a loan or other financial mechanism.

In September 2026, the City again reached out to Metro and identified that the Project shortfall was now $35 million based on the latest cost estimates, and that this additional funding would be needed imminently to avoid losing the USDOT funding award and to deliver the Project before the 2028 Games.

DISCUSSION

In response to the City of Long Beach's request for additional funding to secure the Project's funding plan, maintain the USDOT grant award, and deliver the project in time for the 2028 Games, Metro examined multiple funding sources for eligibility and capacity to meet the Project's needs. While Metro and the city could not come to an agreement to use city local return funds for the entire amount requested (initially $24 million but now $35 million), the City did indicate its willingness to repay a significant portion (33.3%) of its original request with local return funds starting in FY 2033.

Considerations

The Project is an identified CMIP priority project that was selected through rigorous community participation, evaluation, and consensus-based discussion with the LB-ELA Corridor Task Force and Community Leadership Committee. The CMIP's intention in allocating the prior $9 million in CMIP funds to the Project and Shoemaker Bridge was to support the City's effort to leverage the USDOT funding award, ensure the Project's delivery by the 2028 Games, and provide long-term transportation and quality of life benefits for equity-focused communities in the Project area. With the project funding and schedule at risk, staff recommend that the Board augment the original $9 million funding allocation for the Project and Shoemaker Bridge by an additional $35 million, for a total of

$44 million programmed for the Project through the CMIP, subject to the contingencies listed in Attachment A. The contingencies include a written commitment by the City of Long Beach to repay a portion of the $35 million with Local Return (Attachment B).

DETERMINATION OF SAFETY IMPACT

Once implemented, the Project will improve safety for users of Shoreline Drive and surrounding communities accessing parks and trails in the vicinity. The Project features safety- and speed-reduction design, upgraded signals, and ITS to improve safety for all users of the multimodal transportation network in the Project area.

FINANCIAL IMPACT

Approval of staff recommendation would allocate $35 million in previously unprogrammed Measure M Highway Funds that are dedicated to the LB-ELA CMIP. These funds would be partially offset by the city of Long Beach's future repayment of $11.5 million starting in FY 2028.

Impact to Budget

The proposed programming action will require an amendment to the FY 2027 budget. The source of funds for this recommendation is Measure M Highway Funds dedicated to the LB-ELA CMIP, which are not eligible for bus and rail operating expenditures.

EQUITY PLATFORM

The Shoreline Drive Realignment Project aligns with the Equity Guiding Principle developed by the LB-ELA CMIP Task Force and approved by the Board at its September 2022 meeting <https://boardagendas.metro.net/board-report/2022-0330/>, along with the Sustainability Guiding Principle and the LB-ELA Corridor vision and goals that collectively became part of the framework to develop, evaluate, prioritize, fund, and implement CMIP projects and programs. These values were developed with the support of the Office of Equity and Race's robust leadership and participation in the development of the CMIP process and outcomes, including the use of the Rapid Equity Assessment tool and the Equity Platform Evaluation Tool in pilot format.

The LB-ELA CMIP Equity Guiding Principle is centered around three commitments: (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and (3) eliminate disparities in project processes, outcomes, and community results. The Equity Guiding Principle also included four dimensions of equity: procedural, distributive, structural, and restorative. The development of the CMIP also included intentional, accessible, and representative participation by communities most impacted by I-710 through the Community Leadership Committee.

The Project's focus on expanding local equity-focused community access to expanded parkland, trails, and the LA River through reshaping the highway facility to serve local community needs led to it being awarded funding from the USDOT's Reconnecting Communities Pilot program and prioritized by the LB-ELA Task Force and Community Leadership Committee as a project that met the needs of the communities through an prioritization process that relied on equity-focused evaluative criteria supported and developed by local community members and regional stakeholders.

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 investment activities that will improve 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.

*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 implementing a multimodal system improvement that will provide safer trips, offer alternative mobility options, and increase access to more parkland in the city of Long Beach in advance of the 2028 Games, for which the city will host multiple venues. Board action would be consistent with 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.

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.

Goal 4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board could decide to not program CMIP funding for this purpose. The CMIP and its Vision, Guiding Principles, and Values created a framework whereby funding allocated for the future Modal Programs would be programmed by the Board in a future action based on staff recommendations developed in partnership with local communities, cities, and stakeholders convened through the implementation phase of the CMIP. While this programming action conflicts with that understanding of how future CMIP funds will be allocated, staff believe that the urgency to fully fund the Project now to maintain its existing USDOT funding award and to be opened before the 2028 Games is a mitigating circumstance aligned with the Board's prior intent for investing CMIP funding for the

Project, supported by the City's intention of repaying 33.3% of the funding allocated with Local Return funds.

NEXT STEPS

Upon Board approval, the CEO will negotiate and execute a funding agreement with the City of Long Beach for $35 million, inclusive of the contingencies outlined in Attachment A.

Staff will amend the FY 2027 budget to reflect Board action.

ATTACHMENTS

Attachment A - Contingencies for $35 Million of CMIP Funding
Attachment B - City of Long Beach: Project Funding Details

Prepared by:
Craig Hoshijima, Executive Officer, (213) 547-4290
Michael Cano, Executive Officer, (213) 418-3010
Laurie Lombardi, Senior Executive Officer, (213) 418-3251
Avital Barnea, Senior Executive Officer, (213) 547-2317
Irene Fine, Deputy Chief Financial Officer (interim), (213) 922-4420

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4247
Michelle Navarro, Chief Financial Officer (interim), (213) 922-3056

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Contingencies

This $35 million programming recommendation includes several contingencies to help ensure that this Board action (1) remains consistent with its prior policy decisions regarding the CMIP's values and funding priorities, and (2) that the City of Long Beach repays a portion of the funding recommendation that augments funding approved in prior Board action.

The contingencies attached to this funding recommendation for the Shoreline Drive Realignment Project (Project) are as follows:

1. The City will repay $11.5 million (or 33.3%) of this $35 million funding allocation through its Local Return funds, starting in FY 2033 when the City's Capital Improvement Program is available for programming, with principal and interest, loan structure, and detailed terms to be determined as part of the Project funding agreement to be executed between Metro and the City.
2. Metro's funding participation in this Project will be capped by the net total allocation provided through this Board action. Any future cost overruns or funding shortfalls will be the City's responsibility to resolve.
3. All funds provided through this Board action can only be used for the Project. No funds may be redirected to support the Shoemaker Bridge replacement project or other projects outside the aforementioned Project's scope of work.
4. No CMIP Initial Investment Projects and Programs priorities, including the CMIP Community Programs and START-UP Program, will be displaced, delayed, or deferred because of this programming action. Staff will develop an appropriate cash flow analysis to ensure the Project's funding needs align with the overall CMIP implementation schedule and to provide transparency for CMIP communities and stakeholders.
5. The additional $35 million programmed at the outset for the Project by this action will be sourced from the Measure M Highway Contingency Subfund to fund the inflation adjustments for this Project. Measure M funding for the I-710 South Corridor Project is dedicated to the CMIP for construction beginning in FY 2026, as identified in the Measure M Expenditure Plan (Attachment A, Line 20). The Project is eligible for inflation adjustments, as less than two-thirds of the Measure M funding will be spent prior to FY 2027. This total funding allocation will be partially offset by the $11.5 million in funds repaid by the city.
6. For purposes of the CMIP's geographic balance in funding allocations, the programming action and the net total funding allocated will be considered as a pre-existing City of Long Beach allocation when future Modal Program recommendations are brought to the Board for consideration.

MAYOR REX RICHARDSON
CITY OF LONG BEACH

September 10, 2026

Stephanie Wiggins
CEO, Los Angeles County Metropolitan Transportation Authority

RE: Shoreline Drive Realignment: Proposed $35 million Funding Details

Dear Ms. Wiggins,

As outlined in a separate letter, the Shoreline Drive Realignment Project is in need of $35 million to fully fund the construction phase of the project, preserve the significant federal investment, and complete a transformative regional mobility and community-connection project in Downtown Long Beach.

To address the remaining funding needed for the Project, the City respectfully submits the following draft term sheet for Metro's Board of Directors' consideration:

Total Project Cost
- $73 million estimated total project costs based on the recent construction bids received.

Available Project Funding
- $30 million from U.S. Department of Transportation Reconnecting Communities Grant Program.
- $4,700,000 Metro Measure R
- $3,300,000 Traffic mitigation, TDA, local Measure A, & gas tax funds

Total Amount Requested:
- $35 million

Agreement Type:
- Structured as a grant, with local return match requirements.

Disbursement Terms:
- Metro to provide $35 million in funding to the City in Fiscal Year 2027, to allow construction to be fully funded and phase 1 to begin immediately.

City Repayment Terms:
- The City will contribute $11.5 million in future Metro Local Return funding.
- The City will begin repayment in FY 2033. Funding up through FY2032 has already been programmed as part of the City's Capital Improvement Program (CIP). Repayment

starting in 2033 will be captured and taken into account during future CIP planning process.

- o Beginning in FY 2033, the City will repay $1.15 million annually in local return Metro Measure R and/or Measure M funds to Metro through FY 2042 (10 years total = $11.5 million in payments).
- o Payment structure and detailed terms to be determined and outlines in a subsequent agreement.

This funding structure provides Metro with assurance of the City's continued financial commitment while making resources available immediately to advance the Project into construction. The City believes this approach appropriately balances the need for near-term project delivery with Metro's long-term regional funding priorities. The $35 million will solely be utilized for the Shoreline Drive Realignment Project and any available funding leftover will be returned and will not be utilized for any other project, including the Shoemaker Bridge Replacement Project.

The City remains committed to delivering this transformational project for Long Beach residents and visitors. The Shoreline Drive Realignment Project advances our shared mobility, safety, sustainability, and equity goals and represents a timely, high-impact regional investment ahead of the 2028 Summer Games. Metro's support would also help protect the $30 million federal grant from expiring or going unused.

I look forward to continuing our partnership and working collaboratively with Metro staff to finalize a mutually agreeable terms sheet for consideration and approval by the Metro Board of Directors and the Long Beach City Council. If you have any questions, please contact Sarah Patterson, Manager of Strategic Partnerships and Government Affairs, at Sarah.Patterson@LongBeach.gov.

Sincerely,

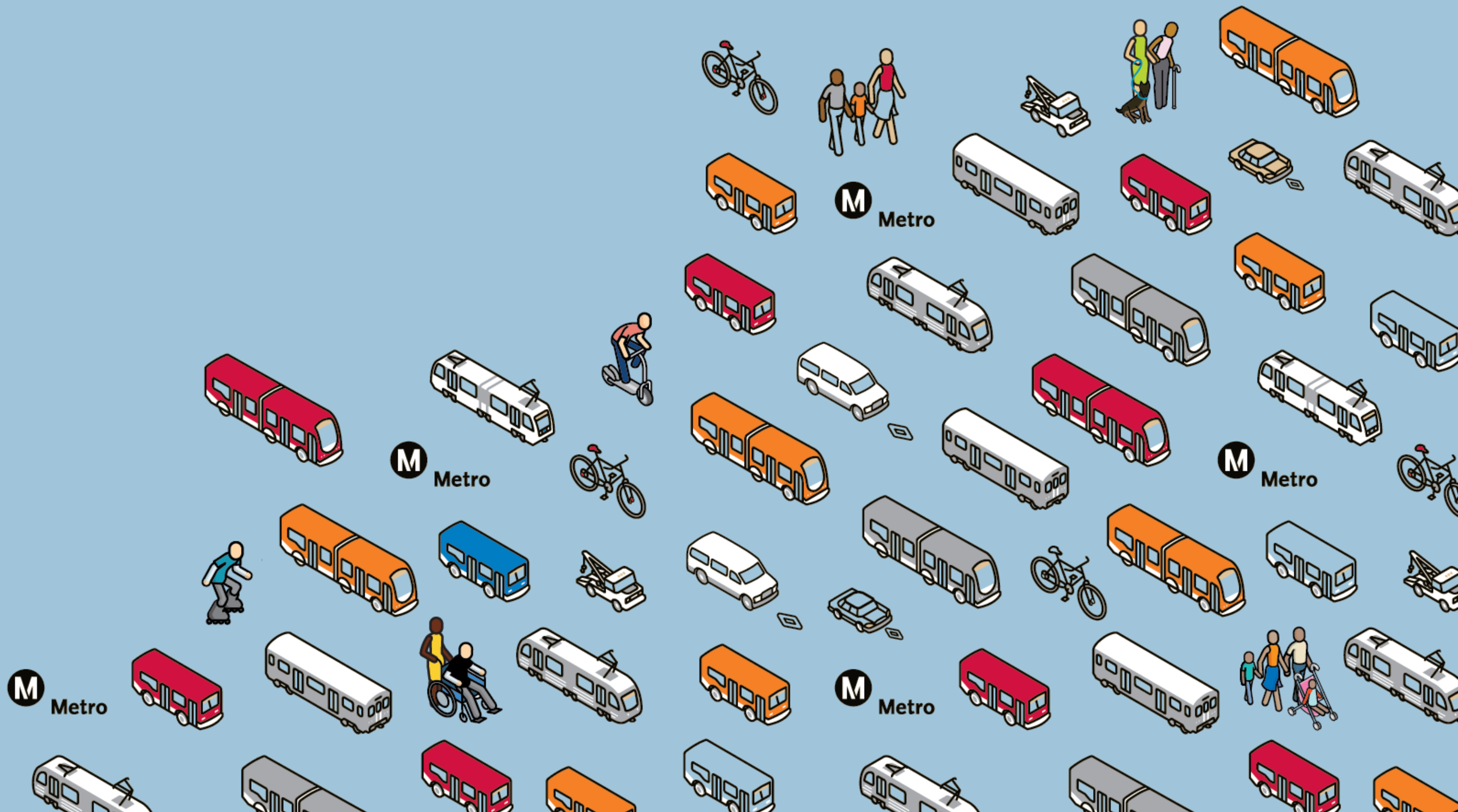
Rex Richardson
Mayor of Long Beach

CC: April Walker, Assistant City Manager, City of Long Beach
Joshua Hickman, Director of Public Works, City of Long Beach
Dawn Henderson, Deputy Director of Public Works, City of Long Beach
Sarah Patterson, Manager of Strategic Partnerships and Government Affairs, City of Long Beach

Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) Highway Capital Funding

Planning & Programming Committee

September 16, 2026



Recommendations

A. **Programming** an amount not-to-exceed $35 million in Measure M I-710 South Corridor Project (now the LB-ELA CMIP) Highway Capital Funds as funding augmentation for the Shoreline Drive Realignment Project, subject to contingencies including partial repayment

B. **Amending** the FY 2027 Budget to accommodate this programming action

C. **Authorizing** the Chief Executive Officer or their designee to negotiate and execute all necessary agreements with the City of Long Beach

Project Background

The Shoreline Drive Realignment Project (Project):

- Is a CMIP priority project for initial investment – funded by up to $9 million to support design and implementation
- Received a $30 million USDOT Reconnecting Communities Pilot program award, which is at risk without additional funding
  - Strong equity focus providing active transportation options and expanded park space for equity-focused communities.
- Has a strong nexus to the 2028 Games venues in Long Beach.
  - Metro funding would allow the first phase to open in time.
- Was vetted through rigorous community engagement and participation, Community Leadership Committee review, and equity analysis to support Project status as a priority for CMIP funds.

Metro

Contingencies (Attachment A)

To ensure consistency with prior policy decisions regarding the CMIP's values and funding priorities, this programming action is contingent upon the following conditions:

- Long Beach will repay $11.5 million (33.3%) of the $35 million funding allocation over time
- Metro's funding participation for the Project will be capped by the net total allocation
- All funds provided can only be used for the Project, and no funds may be redirected to support the Shoemaker Bridge replacement project or other projects outside the Project's scope of work.

Metro

Contingencies (cont.)

- No CMIP Initial Investment Projects and Programs, including the Community Programs and START-UP Program will be displaced, delayed, or deferred
- Funding source will be Measure M Highway Contingency Subfund available for this project
- For purposes of LB-ELA Corridor geographic balance in CMIP investments, this action will be considered as a pre-existing City of Long Beach allocation when future Modal Program recommendations are brought to the Board for consideration

Metro

Next Steps

- Upon Board approval, the CEO will negotiate and execute a funding agreement with the City of Long Beach for (up to) $35 million, inclusive of the contingencies outlined in Attachment A.
- Staff will amend the FY2027 budget to reflect Board action.

Metro