



Board Report

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Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE JULY 16, 2025

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

Countywide Planning and Development's major projects status report is prepared by Countywide Planning and Development, with support from Program Management, Operations and Shared Mobility to provide highlights of capital projects in planning phases of development. These include transit corridor projects such as rail and bus rapid transit, regional rail, Measure M active transportation corridor projects, ExpressLanes projects and complete streets and highway improvements.

BACKGROUND

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

DISCUSSION

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

As requested by Director Horvath, updates on the Pacific Coast Highway projects in the City of Malibu as well as an update from the California Department of Transportation (Caltrans) on the

Pacific Coast Highway Master Plan remain in this quarter's report.

EQUITY PLATFORM

This report includes updates for multiple projects as well as assessments of equity. The last quarterly update included refreshed equity assessment baseline summaries for each project that had descriptions of potential project benefits to EFCs (and no unmitigated project equity impacts). There are no updates or changes to those project equity assessments this quarter except for the following projects that have been added to the Project Status Report in Attachment A.

I-405 Sepulveda Pass (Phase 1) ExpressLanes Project (I-405 Express Lanes)

The I-405 Express Lanes Project is currently in the environmental phase and includes evaluating four alternatives (no build and three build alternatives) to determine the feasibility of converting existing High-Occupancy Vehicle (HOV) lanes or carpool lanes into dynamically priced, High-Occupancy Toll (HOT) lanes, called ExpressLanes, in both directions along I-405 between I-10 and US 101. Eighteen percent (18%) of the I-405 ExpressLanes' three-mile buffer project area is in 13 Equity Focus Communities (EFCs). The remaining project area (82%) comprises non-EFCs. EFCs along the I-405 ExpressLanes Project corridor are prioritized for engagement to ensure inclusive, meaningful public participation through digital communications, participation in community events, outreach through Community Based Organizations (CBOs), and an upcoming equity assessment that will identify projects that could be funded with net toll revenue grants consistent with other ExpressLanes efforts.

Link Union Station Project (Link US)

The increased rail service from this project will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at Los Angeles Union Station (LAUS). The Link US Project will also result in reduced train and idling times saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS-and fuel savings and emission reductions. Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the Construction Manager/General Contractor (CM/GC) to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers. Lastly, to mitigate impacts on the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focus Community, the Link US Project includes the construction of a new sound wall, designed to reduce noise externalities from existing and future increases in train operations, and proposed quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise (DVBE) goal, and a separate 10% Disadvantaged Business Enterprise (DBE) goal for Phase 1. The

CM/GC met or exceeded the goals by making a 22.43% SB commitment, a 3.09% MB commitment, a 3.66% DVBE commitment, and a 10.37% DBE commitment for Phase 1.

VEHICLE MILES TRAVELED OUTCOME

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

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

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

The VMT outcomes for each project in this report were provided in detail in the last quarterly update and there are no changes or updates to the VMT outcomes this quarter except for the following projects that have been added to the Project Status Report in Attachment A and summarized in the VMT outcomes table shown below.

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
COMPLETE STREETS AND HIGHWAYS											
I-405 Sepulveda Pass (Phase 1) ExpressLanes Project	I-405 ExpressLanes Project is in the environmental phase and is studying express lanes alternatives on I-405 between US-101 and I-10 including a conversion of the high-occupancy vehicle (HOV) lane into a single express lane, dual ExpressLanes, and dual HOV lanes. This project is also studying multimodal options such as enhanced local and express bus service.	NA		X			X				X
Link Union Station Project	Link Union Station Project consists of transforming LAUS from a stub end tracks station into a run-through tracks station by extending a viaduct over the US-101 viaduct and continuing south to connect to mainline tracks along the west bank of the Los Angeles River. This project also includes off-site railroad improvements to BNSF Railway's Malabar Yard in the City of Vernon.		X	X			X				X

ACRONYMS/ABBREVIATIONS: VMT: Vehicle Miles Traveled; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; LPA: Locally Preferred Alternative; ↑ Increase in VMT; ↓ Decrease in VMT; Y: Yes; N: No; NA: Not Applicable, BNSF: Burlington Northern Santa Fe

For I-405 ExpressLanes Project, multimodal alternatives will be studied. The Locally Preferred Alternative (LPA) will be selected after considering community input, environmental impacts, and engineering studies, and will be presented in the final environmental document.

For the Link US Project, preliminary analysis shows that the net effect of this multi-modal item is to decrease VMT. Using data provided by LOSSAN, SCRRA, and SCAG, it is estimated that this project will result in 299,889,346 additional passenger-miles per year. This will result in an annual reduction in VMT of 239,911,477 per year, or a 679,687 daily VMT reduction.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

NEXT STEPS

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

ATTACHMENT

Attachment A - Project Status Report

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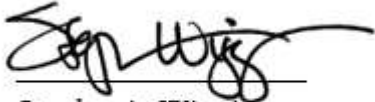
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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

July 16, 2025

Presented By

Allison Yoh

Executive Officer
Mobility Corridors

Michelle E. Smith

Executive Officer
Complete Streets and Highways

Transit and Active Transportation Projects



> Major Pillar Projects

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

> Other Projects in Planning

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

Eastside Transit Corridor Phase 2

Preliminary Studies

Draft EIR

Final EIR (CEQA)
EA (NEPA)

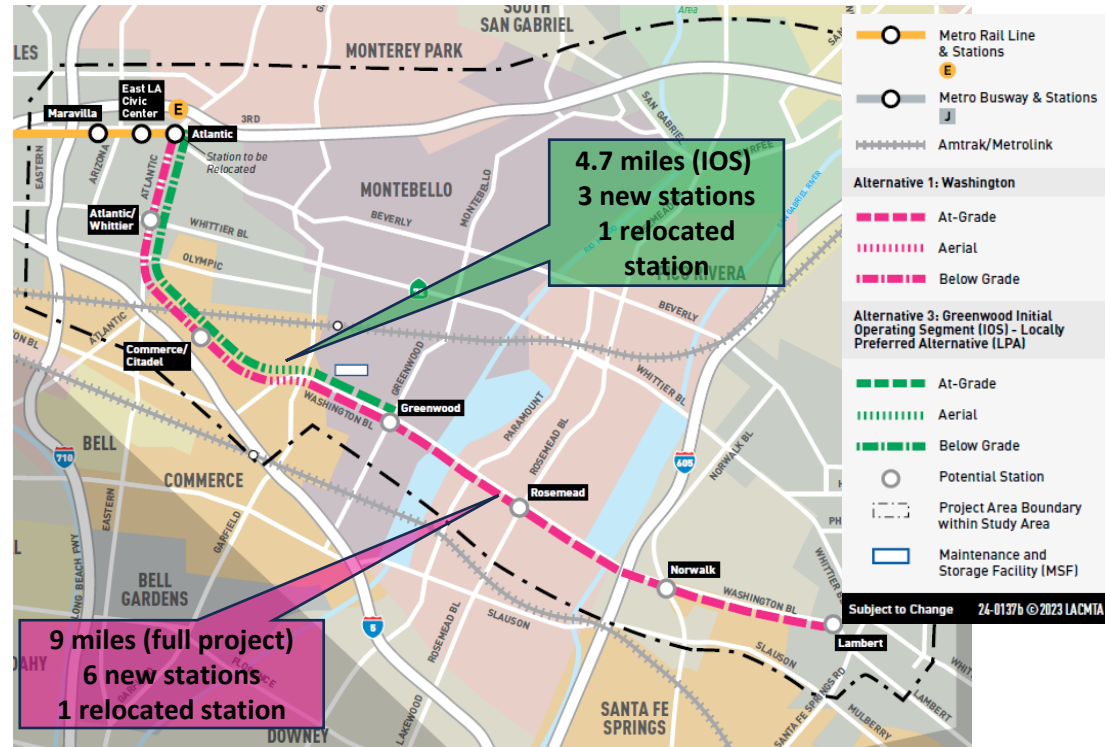
Preconstruction

Construction

Open

Recent Activities

- May: Entered the National Environmental Policy Act (NEPA) process as an Environmental Assessment (EA). Coordinating with FTA, state and federal agencies, and tribal and cultural resources on draft NEPA document.
- Cooperative Agreements executed with Montebello, Commerce, Pico Rivera, Whittier. Ongoing coordination with LA County and Santa Fe Springs.
- Preparation of funding agreement with Gateway Cities Council of Governments (GCCOG) to form City Managers Technical Advisory Committee



Next Actions

- Continue drafting NEPA EA
- Continue preliminary engineering design efforts
- Geotechnical investigations to begin Summer 2025

C (Green) Line Extension to Torrance

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

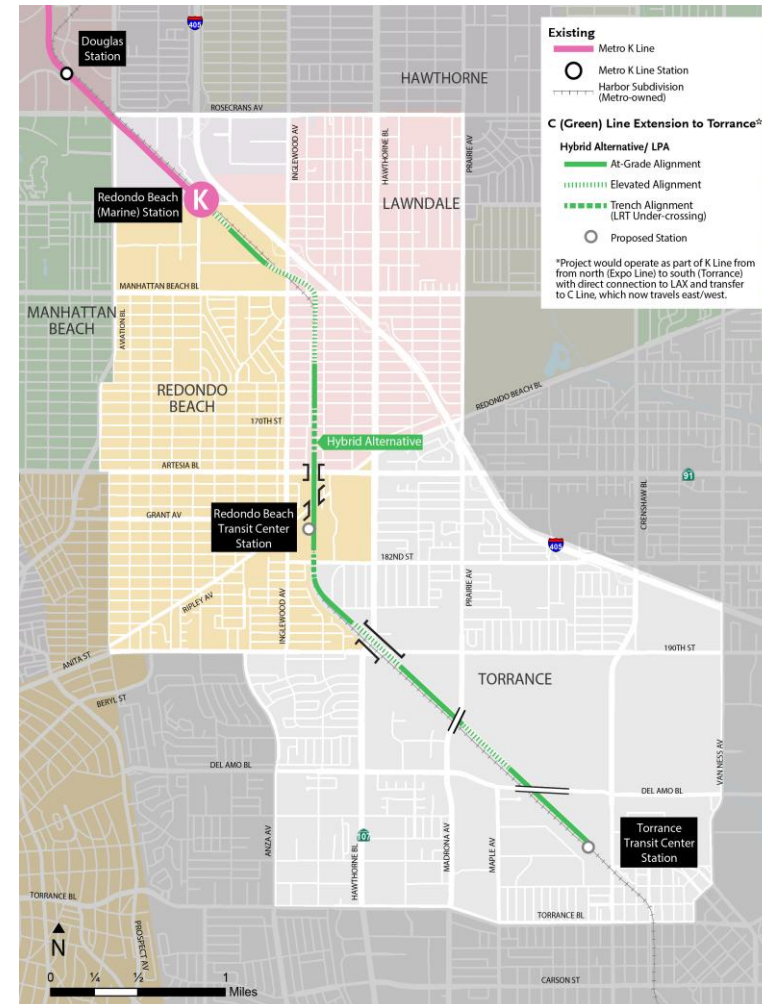
Open

Recent Activities

- Continue to prepare Final Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), including additional studies on ROW and Hawthorne and responses to comments
- April: Completed field work
- June: Opened LAX/Metro Transit Center: now connects Redondo Beach directly to LAX via K Line
- Onboarded CBOs to share project info and raise awareness of Final EIR and future Board action

Next Actions

- Prepare Cost Benefit Analysis
- Summer 2025: Release Final EIR with responses to public comments for public review
- Fall 2025: Anticipated recommendation to Metro Board for project next steps



Sepulveda Transit Corridor

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

Recent Activities

- May/June: Completed community meetings in advance of Draft EIR release
 - Canoga Park, Culver City, Westwood, Sherman Oaks, Virtual
- June 2: Released Draft EIR for public review
- June/July: Information sessions on Draft EIR and acceptance of written comments
 - Jun 23 (virtual), Jun 24 (Westwood), July 12 (Canoga Park)

Next Actions

- Continue Information Sessions
 - July 16 (Culver City), July 21 (Sherman Oaks)
- Hold public hearings on Draft EIR
 - Aug 6 (virtual), Aug 9 (Westwood), Aug 12 (Culver City), Aug 18 (Sherman Oaks)
- Close comment period (90 days): Aug 30



Link Union Station

Preliminary Studies

Draft EIR

Final EIR



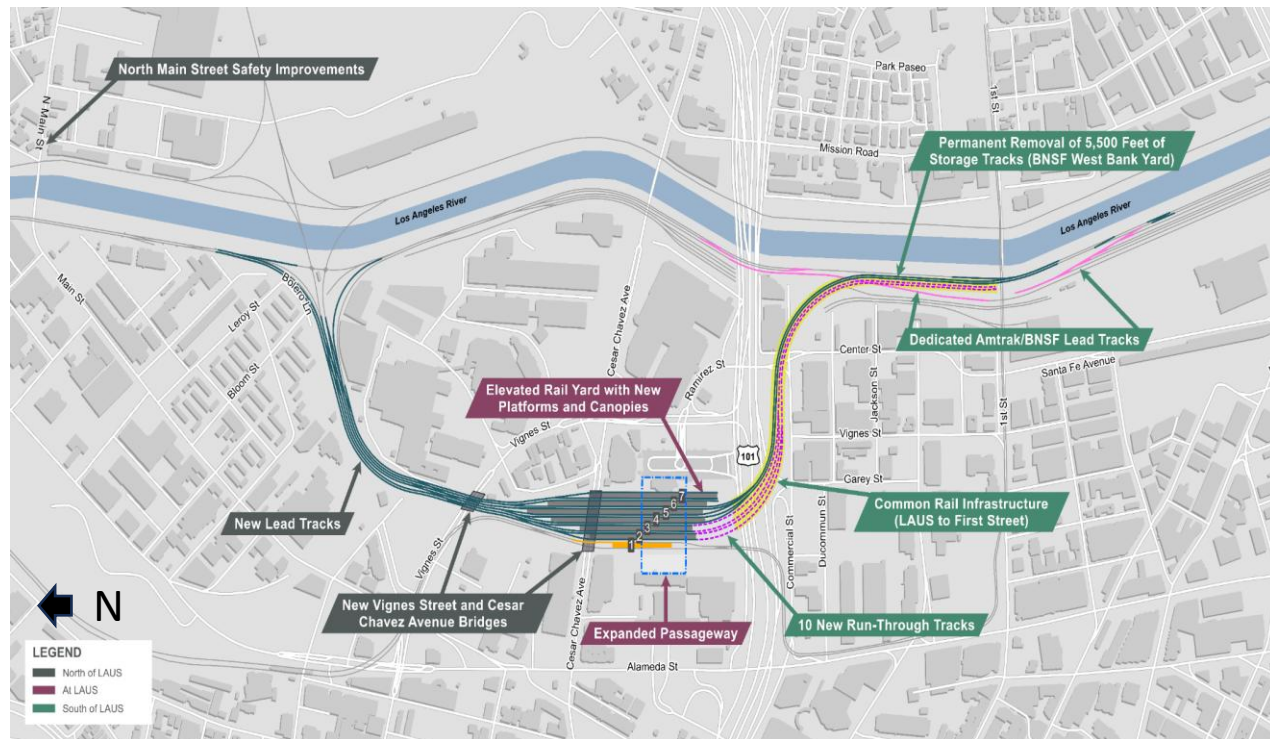
Preconstruction

Construction

Open

Recent Activities

- Completed Advanced Preliminary Engineering for the project in February 2025.
- Issued a Notice to Proceed (NTP) on July 1st to a CM/GC Contractor for Phase 1 Preconstruction Services.
- Metro met with the City of Vernon and County Supervisor staff in June to allay concerns over the shifting of goods movement from Malabar Yard to Los Angeles Junction.



Next Actions

- The Metro Board certification of the Supplemental EIR is planned for September 25, 2025. The High-Speed Rail Board certification of the Final EIS is planned for September 25, 2025.

Vermont Transit Corridor

Preliminary Studies

CEQA
Exemption



NEPA

Preconstruction

Construction

Open

Recent Activities

- Submitted draft letter to State Historic Preservation Office (SHPO) for Federal Transit Administration (FTA) review
- Preparing technical memos in accordance with National Environmental Protection Act (NEPA) requirements, for Categorical Exclusion class of action

Next Actions

- Continue joint Planning and Program Management activities to complete 30% design review with City and County of LA
- Continue coordination with City and County of Los Angeles on project advancement



Rail to River Active Transportation Corridor

Segment B



Preliminary Studies

CEQA Exemption

Preconstruction

Construction

Open

Recent Activities

- Supported walking tours of Segments A and B, organized by SD-4 including Board offices, corridor cities
- Board approval of project; direction to coordinate with project sponsors for connectivity and safety designs

Next Actions

- Continue design coordination with the Randolph Corridor Active Transportation Project
- Work with local jurisdictions to develop or amend necessary funding agreements
- Provide status update to Board in September 2025 on coordination with cities and Southeast Gateway Line project



Los Angeles River Path

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Recent Activities

- Preparation of Draft Environmental Impact Report (EIR) for release in Summer 2025
- Planning for virtual meetings in advance of Draft EIR release
- Stakeholder briefings on release of Draft EIR
- Continued coordination with County Department of Public Works



Next Actions

- Virtual public update meetings in advance of DEIR release of Draft
- DEIR anticipated release by late Summer/early Fall

East San Fernando Valley (ESFV) Shared Right of Way (ROW) Study

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

Recent Activities

- May/June: Shared project study results with CBOs, COG,
- Community Leadership Council, CD#7 and City of San Fernando
- Conducted two in-person and also one virtual meeting
- Total attendance of over 800 community members



Next Actions

- Continue engagement study findings & parking
- Provide recommendation to Board on next steps in late Summer/Early Fall

K Line Northern Extension

Preliminary Studies

Draft EIR

LPA Selection

Recent Activities

- Completed studies: additional alignments in Mid-City, tunnel safety, property value
- May/June: Continued awareness through pop-up events; coffee klatch with Mid-City stakeholders re: engagement strategies
- Planning for community meetings, elected official briefings on study results

Next Actions

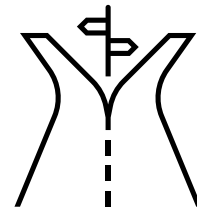
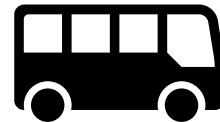
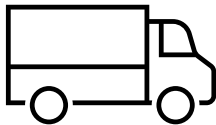
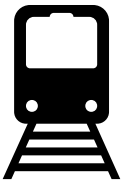
- Hold community meetings in summer to gather input
- Prepare staff recommendation to Metro Board on Locally Preferred Alternative (LPA), options to study, phasing, and/or next steps



Focus area for Mid-City Additional Alignment Analysis in response to concerns raised on Draft EIR alignment and tunnel safety concerns

Quarterly Major Projects Report

Complete Streets & Highway Projects



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

Complete Streets & Highways (CS&H) Overview

CS&H supports the Multimodal Integrated Planning unit to weave traditional stand-alone transportation modes into multimodal comprehensive and sustainable transportation systems throughout Los Angeles County.

CS&H staff collaborate with project stakeholders (subregions, state and local agencies), community groups, and Community Based Organizations from project inception (planning) through environmental, design, and construction phases.

CS&H Projects are intended to provide safe multimodal options for those who choose to walk, roll, bike, ride transit, or drive.

Glossary of Terms

ADA: Americans with Disabilities Act
CBO: Community Based Organizations
CEQA: California Environmental Quality Act
COG: Council of Governments
CTC: California Transportation Commission
DEIR: Draft Environmental Impact Report

DEIS: Draft Environmental Impact Statement
HOV: High Occupancy Vehicle
NEPA: National Environmental Policy Act
PA/ED: Project Approval/Environmental Documentation
TSM: Transportation System Management
TDM: Transportation Demand Management

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

(I-10 to I-105)

Status/Schedule

- Current Phase: Reinitiated environmental scope of work for DEIR/DEIS in development.
- Convene ongoing meetings with I-605 corridor cities to develop multimodal complete street framework for corridor.
- Seek Board approval for contract modification in September 2025 to revise technical studies and preliminary design.

Purpose and Need

- Safety and operational deficiencies, lack of multimodal transportation options.
 - 3,329 collisions occurred within I-605 project limits (July 2012 - June 2015).

Multimodal Scope

- Provide bicycle, pedestrian, and equestrian trail improvements.
- Provide roadway connections to transit stations.
- Include TSM/TDM strategies.

Project Benefits

- Enhance local and regional connectivity and access; increase person throughput while avoiding residential displacements.



Challenges

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

Metro & Caltrans Roles

- Metro: Project Sponsor for current phase.
- Caltrans: CEQA/NEPA Lead.

I-405 ExpressLanes Project- Sepulveda Pass

ExpressLanes from I-10 to US 101

Status/Schedule

- Current Phase: Preparation of the environmental document is ongoing.

Purpose and Need

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

Multimodal Scope

- Environmental document is evaluating potential multimodal elements (transit, bike, pedestrian improvements).

Project Benefits

- Improve traffic flows, person throughput, and reliability.

Challenges

- Caltrans approval of Vehicle Miles Traveled (VMT) analysis and potential mitigation required.



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

I-405 South Bay Curve Improvements

Status/Schedule

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

Purpose and Need

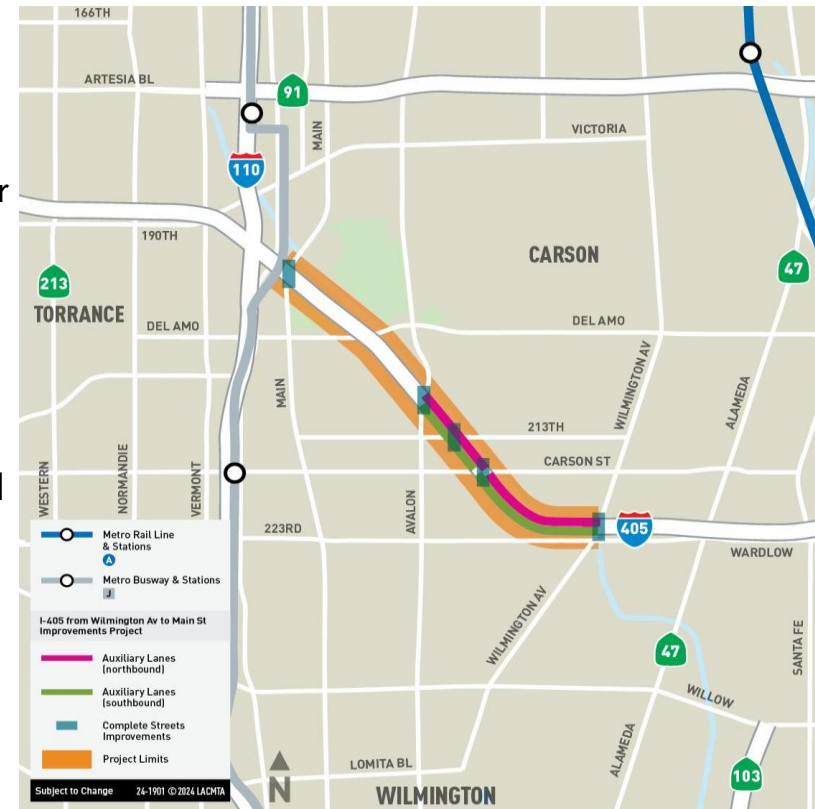
- Traffic safety and operational needs.
- From April 2020 to March 2023, 612 collisions (278 northbound and 334 southbound) occurred within the project limits, and of these, over 75% were rear-end and sideswipe, indicating congestion.

Multimodal Scope

- Build four auxiliary lanes (about 1 mile in each direction).
- New high-visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- TSM/TDM strategies.

Project Benefits

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



Challenges

- Construction not fully funded.

Metro & Caltrans Roles

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

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

Status/Schedule

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

Purpose and Need

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

Multimodal Scope

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



Project Benefits

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

Challenges

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

Metro & Caltrans Roles

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

I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- San Gabriel Valley COG is leading construction of this project.
- Current Phase: Final design to be completed/approved by June 2025.
- 2nd Time Extension Allocation Request slated for June 2025 CTC meeting to complete all right of way & execute all 3rd Party Agreements.
- Community Engagement: COG to convene pre-construction meetings.

Purpose and Need

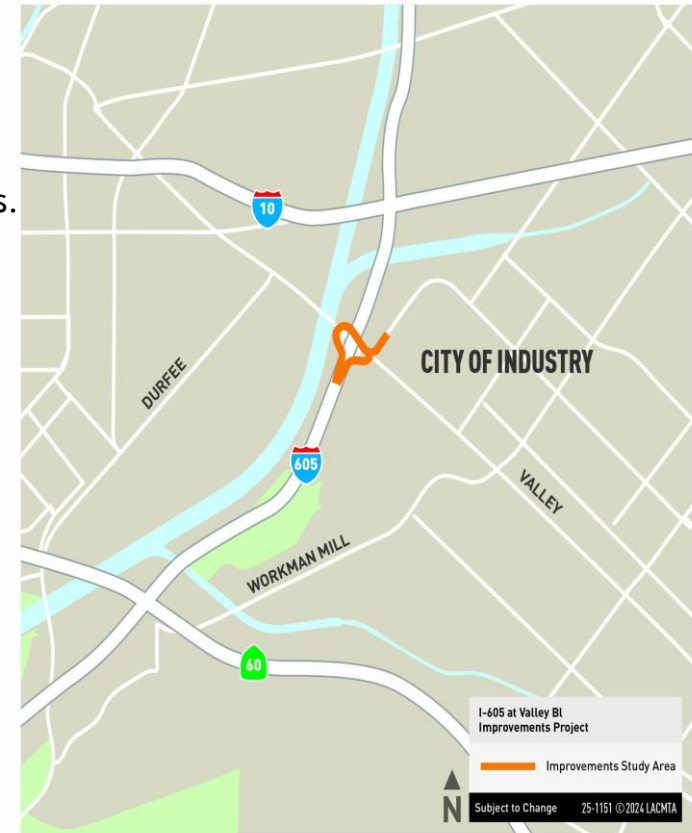
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion (1,126 collisions occurred within the project limits from 2016 to 2018).

Multimodal Scope

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

Project Benefits

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



Challenges

- Secure 2nd Time Extension from CTC.

Metro, Caltrans & COG Roles

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

SR-91 Improvements (Central to Acacia)

91/605/405 Hot Spots Program

Status/Schedule

- Current Phase: Design.
- Next Major Milestone: Construction on hold until future Measure M funds are prioritized and available by the Gateway Cities COG.

Purpose and Need

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

Multimodal Scope

- Build collector-distributor road along SR-91 from Central and Wilmington Avenues to the Acacia Court interchange.
- Class II buffered bicycle lane along Artesia Boulevard (Central and Acacia), and on Albertoni Street (between Lysander Drive and Central Avenue).
- Complete Street improvements and transit enhancement on Acacia St.



Challenges

- Future opposition from billboard companies opposed to acquisition.
- Potential funding shortfall.

Project Benefits

- Enhanced pedestrian safety and access.
- Improve overall safety and mobility.
- Proposed Artesia Station Joint Development

Metro & Caltrans Roles

- Caltrans provides oversight of design tasks led by Metro.

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

I-405 South Bay Curve Improvements

Status/Schedule

- Final (95%) design plan review underway.
- The Subregion has paused the project. South Bay Cities COG Board approved not becoming the responsible fiscal agency and de-obligated remaining funds from the Project.

Purpose and Need

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

Multimodal Scope

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

Project Benefits

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



Metro & Caltrans Roles

- Caltrans provides oversight of design tasks led by Metro.

Challenges

- Close out Design Consultant contract and reprogram any remaining funds back to the Measure R Highway Program.

City of Malibu Projects on Pacific Coast Highway

Measure R Pacific Coast Highway (PCH) Projects

Malibu PCH and Las Flores/Rambla Pacifico Intersection Improvements

- Proposed improvements include safety and efficiency improvements to improve traffic circulation, reduce collisions, provide safer access for pedestrians.
- The Project is in the environmental phase and is expected to be completed in Spring 2027.

Malibu PCH Trancas Canyon Road Intersection Improvements

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

Malibu PCH Signal Synchronization Project

- Executed an amendment in October 2024 to add Measure R funds, a new amendment is in progress to add Measure M funds, Metro issued a Letter of No Prejudice to the city for Measure M.
- Proposed improvements extend from John Tyler Drive to Topanga Canyon Road.
- Construction is underway and expected to be completed in December 2025.



Caltrans Safety Improvements on Pacific Coast Highway

Pacific Coast Highway (PCH) Master Plan

The PCH Master Plan Feasibility Study Overview

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

Public Engagement and Stakeholder Coordination

- Three rounds of public workshops have been conducted.
 - **Round One** (July 2024) - three public workshops (in-person and virtual) to identify the community's safety priorities.
 - **Round Two** (August - September 2024) - three public workshops (in-person and virtual) focused on presenting and soliciting feedback on design alternatives and other recommendations to improve safety on PCH.
 - **Round Three** (April/May 2025) - three public workshops (in-person and virtual) to present the Draft Report for a 60-day public review and comment period.

PCH Master Plan (Continued)

- Stakeholder Coordination
 - Over a dozen stakeholder meetings were conducted throughout Study development to inform stakeholders of the Study's goals and objectives, identify critical priorities and address potential concerns.
 - Stakeholders included representatives from local government, emergency services, environmental groups, local businesses, and community organizations.
- Over 1,300 respondents completed the survey and provided over 1,300 additional comments during Round One and Two of public engagement

Recommendations

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

Draft Report Review

- An addendum to the PCH Master Plan is needed to align with Comprehensive Multimodal Corridor Plan (CMCP) Guidelines. The addendum will be a CMCP Evaluation Matrix, which will provide a high-level evaluation of the Plan's transportation recommendations/strategies along the corridor, allowing for state and federal funding eligibility. Caltrans District 7 will incorporate the Matrix and issued the addendum on May 21st. Caltrans District 7 will be extending the public review period by 7 days –from June 9th to June 16th.

Delivery Schedule: Final Report delivery is scheduled for Summer 2025.