



Board Report

File #: 2025-0603, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 17, 2025

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. DEOBLIGATING \$3.42 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 Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);
- C. REALLOCATING:
 - 1. \$2,914,000 Call funds remaining in the City of Los Angeles Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
 - 2. \$437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
 - 3. \$1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and
 - 4. \$2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);
- D. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

E. RECEIVING AND FILING time extensions for 62 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. The last Call cycle, including all funding commitments and project scopes of work, was approved by the Metro Board in September 2015.

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 Metro 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 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 \$13.3 million in reserve, not including the proposed deobligating amount in this report.

DISCUSSION

This report summarizes the 2025 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, Metro 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, 2025 (see Attachment E, table 1), which shows that 101 active Call projects totaling

\$230.55 million are yet to be fully implemented. Since July 2024, project sponsors have completed 22 projects, which include bottleneck intersection improvements, signal, bikeway, and pedestrian improvements, and transit capital projects, with total expenditures/obligations of \$63.75 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. Most of the remaining 2007 and 2009 Call projects are under construction or in the process of obligating the construction funds. Four projects were significantly delayed due to right-of-way acquisition, but they are now near the construction phase. Overall, approximately 17 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 within two years.

Technical Advisory Committee (TAC) Appeals

Projects with significant delays are notified of the potential deobligation and the project sponsors' right to appeal. In May 2025, project sponsors who were required to appear at the Metro Call TAC appeals were notified. On June 4, 2025, the TAC heard sponsor appeals on the proposed deobligation of funding from eight projects (Attachment C). The TAC recognized the progress made to the projects and recommended extensions to 2026 for all eight projects. Staff concur 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 Los Angeles - Traffic Signal Rail Crossing Improvement Project (Call #F9309) was programmed through the 2015 Call. As approved, the project includes traffic signal upgrades, installation of battery backup systems (BBS), traffic surveillance cameras, pedestrian countdown signals, and automated pedestrian signals (APS), replacement of obsolete controllers, and upgrades to railroad preemption interconnects and advanced preemption at various highway-rail grade crossings. Originally, the project proposed safety enhancements at 75 locations. City is requesting to revise the scope of work by reducing the number of locations to 46. Of the 29 removed locations, 24 are outside of Metro's jurisdiction and have since received similar enhancements. To support Metro's ongoing safety efforts and ensure continued signal functionality during power outages, the City proposes to use existing funds to replace end-of-life equipment and enhance safety measures along various LRT/BRT corridors. The revised scope includes the procurement of additional BBS units to ensure sufficient backup inventory, the procurement and installation of No Left Turn, No Right Turn, and "TRAIN" and "BUS" LED signs, and controller cabinet upgrades. These strategic investments aim to improve safety and reliability across Metro's transit corridors. Staff have evaluated the proposed change in scope and found that it is consistent with the intent of the original scope of work. While this does provide for improved safety, this project will likely increase Vehicle Miles Traveled (VMT). Metro will maintain its funding commitment of \$4,179,000 and the City will maintain its local match commitment of \$1,044,850 (20%). In addition, the City is committed to covering any future project cost overruns, if occur.

Reallocate Call Funds

1. The City requested to cancel the Call remaining grant amount of \$2,914,000 in Proposition C 25% funds for Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), and reallocate the funds to the following Call projects:
 - 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), in the amount of \$1,724,000 (with City's local match commitment of \$1,707,015) to fulfill the funding gap. This project is nearing its construction phase and experiencing a funding shortfall. Project is located in the North Hollywood area of the City of Los Angeles, between Cahuenga Boulevard and Vineland Avenue on Magnolia Boulevard. The project consists of pedestrian and safety-related improvements such as curb extensions where appropriate, enhanced left turn protection at select locations, new landscaping, additional safer crossings with the introduction of pedestrian hybrid beacons, enhanced sidewalks, and ADA-compliant access ramps. The project will likely decrease VMT.
 - 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643), in the amount of \$1,190,000 (with City's local match commitment of \$1,178,276) to fulfill the funding gap. This project is under construction and is experiencing a funding shortfall due to escalating construction costs. The project is located in the community of Boyle Heights in the City of Los Angeles on East Cesar Chavez Av, between Britannia St and Evergreen Ave. It will fund 0.8 miles of pedestrian enhancements by installing sidewalk replacements, six curb extensions, nine pedestrian lights, and maintenance of existing street trees and tree wells. The project will likely decrease VMT.
2. The City requested to cancel the Call grant amount of \$437,200 in Local Transportation Funds for LADOT Streets for People: Parklets and Plazas (Call #F7814), and reallocate the funds to Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643), with City's local match commitment of \$109,300 to fulfill the funding gap.
3. The City requested to cancel the following two Call projects:
 - 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), in the amount of \$528,000 in CMAQ funds; and
 - 2) Main Street Pedestrian Enhancements (Call #F3630), in the amount of \$662,000 in CMAQ funds.And reallocate the above funds to Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), in the amount of \$1,190,000 (with City's local match commitment of \$297,500) to fulfill the funding gap.
4. The City of Santa Clarita requested to cancel the Call grant amount of \$2,265,143 in Proposition C 25% funds for Railroad Avenue Class I Bike Path (Call #F9513) and reallocate the funds to 13th Street/Dockweiler Drive Extension (Call #F7105), with City's local match commitment of \$970,776 to fulfill the funding gap. This project will construct a Class I bike facility across the railroad tracks at 13th Street and Railroad Avenue, along Arch Street to the intersection of 12th Street and Dockweiler Drive. The project will connect the community to the Newhall Metrolink station, improving access and mobility. The project will likely decrease VMT.

STBG/CMAQ Corrective Action Update

A portion of the funding for the Call is from the federal Surface Transportation Block Grant (STBG) Program and CMAQ Improvement Program funds. Federal CMAQ and RSTP funds were previously programmed by Metro for the benefit of the Call recipients but in April 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued corrective action to Caltrans on the administration of the STBG and CMAQ Improvement Programs. The findings require Caltrans to ensure that sub-recipients of STBG and CMAQ funds throughout the state are administering these programs in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a corrective action to SCAG, requiring a review of Caltrans' CMAQ and STBG administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG and CMAQ programs. The program guidelines adopted by SCAG to comply with the federal Corrective Action require that any new project or new project phase funded with CMAQ and/or STBG funds are subject to a competitive project selection process administered by SCAG.

The Corrective Action took effect in the 2023 Federal Transportation Improvement Plan (FTIP) on July 1, 2023. Under this new federal action, any STBG/CMAQ funds that were programmed in the 2023 FTIP between FFY23 and FFY26 before July 1, 2023, are considered 'grandfathered.' In the 2025 FTIP, grandfathered funds are only permitted to be programmed in FFY25 and FFY26 and agencies must obligate the funds by December 31, 2026. This is the final time extension for those Call projects funded by CMAQ or RSTP. Failure to obligate by the deadline will result in the permanent loss of funds. Metro will take appropriate actions to allow reprogramming of any unobligated STBG/CMAQ funds to Metro projects, to avoid permanent loss of funds before the deadline.

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 62 projects shown in Attachment B are being granted.

DETERMINATION OF SAFETY IMPACT

The 2025 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 \$13.95 million is included in the FY 2025-26 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call, in Project #s 410002, 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%, State Repayment of Capital Project Loan Funds, CMAQ and RSTP. Proposition C 25% funds are not eligible for Metro bus and rail operations expenses.

CMAQ funds can be used for both transit operations and capital. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise, it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long lead-time CMAQ funds as planned to ensure the utilization of Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

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) 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 101 projects (83%) 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. 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 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 2025-26 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 17 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 2025 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 2024-25 Countywide Call Deobligation

Attachment B - FY 2024-25 Countywide Call Extensions

Attachment C - Result of TAC Appeals Process

Attachment D - Call and Equity Focus Communities Map

Attachment E - Additional Data

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**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2024-25 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	F7600	ALHAMBRA	ALHAMBRA PEDESTRIAN IMPROVEMENT/WALKING VIABILITY PROJ ON VALLEY BLVD.	PC25	BIKE	665					652	13	AUDIT SAVINGS
2	F9111	BELL GARDENS	FLORENCE AVE. IMPROVEMENTS AT IRA AVE. & JABONERIA RD. (MR306.35)	PC25	RSTI			351	641		66	926	CANCELLED
3	F3305	DOWNEY	IMPERIAL HIGHWAY FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJECT	PC25	SIG	719					631	88	AUDIT SAVINGS
4	F9202	INGLEWOOD	MANCHESTER AND LA CIENEGA GEOMETRIC IMPROVEMENTS	PC25	RSTI	125	701	359			-	1,185	CANCELLED
5	F7121	PALMDALE	RANCHO VISTA BLVD WIDENING	PC25	RSTI	3,914	960				4,220	654	AUDIT SAVINGS
6	F5305	PASADENA	MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS	PC25	SIG	1,298					1,234	64	AUDIT SAVINGS
7	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES (MM4703.09)	CMAQ	BIKE	485					-	485	CITY REQUEST
					TOTAL	\$ 7,206	\$ 1,661	\$ 710	\$ 641	\$ -	\$ 6,803	\$ 3,415	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 2,765
SIGNAL SYNCHRONIZATION (SS)	152
BICYCLE IMPROVEMENTS (BIKE)	498
TOTAL	\$ 3,415

	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	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP *	RSTI	5,874					-	5,874	CANCELLED
2	F3519	LA COUNTY	NORTH COUNTY BIKEWAYS	CMAQ *	BIKE					820	-	820	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
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL EXP/ OBLIG\$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
1 F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT (MR306.30)	PC25	2017 2018	\$ 2,200	\$ 596	\$ 1,604	12	1	2/28/2026
2 F1502	BURBANK	SAN FERNANDO BIKEWAY	CMAQ	2019	6,595	954	5,641	12	1	12/31/2026
3 F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017 2018	2,639	456	2,183	12	1	12/31/2026
4 F9530	COMPTON	CENTRAL AVENUE REGIONAL COMMUTER BIKEWAY PROJECT	LTF	2018 2019	1,077	-	1,077	12	3	2/28/2026
5 F9605	CUDAHY	CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT	PC25	2017 2020	2,135	212	1,923	12	3	2/28/2026
6 F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2018	2,200	1,929	271	12	3	2/28/2026
7 F7311	DOWNEY	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM	PC25	2019	1,292	834	458	12	3	2/28/2026
8 F9525	DOWNEY	DOWNEY BMP PHASE 1 DOWNTOWN/TRANSIT CLASS II IMPLEMENTATION	PC25	2019 2021	2,278	329	1,949	12	3	2/28/2026
9 F7709	GLENDALE	REGIONAL BIKE STATIONS (MR310.34)	LTF	2018	747	-	747	12	2	6/30/2026
10 F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY	PC25	2021	3,070	2,801	269	12	3	2/28/2026
11 F9102	HAWTHORNE	HAWTHORNE BLVD MOBILITY PROJECT - PHASE 2	PC25	2020 2021	2,427	1,124	1,303	12	3	2/28/2026
12 8046	LA CITY	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE	PC25	2019 2021	6,078	3,164	2,914	12	1	2/28/2026
13 8075	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS (F1209)	PC25	2023	7,107	4,955	2,152	12	1	6/30/2026
14 F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	PC25	2021	1,000	-	1,000	12	3	2/28/2026
15 F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2021	4,624	3,786	838	12	3	2/28/2026
16 F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2014 2015	5,724	1,732	3,992	18	1	12/31/2026
17 F3516	LA CITY	LOS ANGELES RIVER BIKE PATH PHASE IV - CONSTRUCTION	CMAQ	2019	1,827	-	1,827	18	1	12/31/2026

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
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
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PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL EXP/ OBLIG\$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
18 F3646	LA CITY	ARTS DISTRICT/LITTLE TOKYO GOLD LINE STATION LINKAGES	MR	2016	869	738	131	12	3	2/28/2026
19 F3647	LA CITY	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	CMAQ	2021	1,687	337	1,350	18	1	12/31/2026
20 F3656	LA CITY	CENTRAL AVENUE HISTORIC CORRIDOR STREETScape	CMAQ	2021	1,697	424	1,273	18	1	12/31/2026
21 F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	RSTP	2020	553	111	442	18	1	12/31/2026
22 F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	RSTP	2017 2018	5,461	975	4,486	18	1	12/31/2026
23 F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL (MR312.51)	RSTP	2017 2018	1,000	-	1,000	18	1	12/31/2026
24 F7622	LA CITY	LANI - WEST BOULEVARD COMMUNITY LINKAGES PROJECT	CMAQ	2021	1,379	531	848	18	1	12/31/2026
25 F7636	LA CITY	BROADWAY STREETScape IMPLEMENTATION (8TH-9TH)	CMAQ	2019	2,384	426	1,958	18	1	12/31/2026
26 F7707 F9803	LA CITY	BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS	LTF	2017 2018 2019	1,518	-	1,518	12	1	2/28/2026
27 F7814	LA CITY	LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS	LTF	2021	437	-	437	12	1	2/28/2026
28 F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	2019 2021	6,986	1,389	5,597	12	3	2/28/2026
29 F9308	LA CITY	ATSAC ATCS/TPS/LRT/HRI/CMS SYSTEM RELIABILITY AND EFF.	PC25	2020	2,160	2,087	73	12	3	2/28/2026
30 F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	PC25	2019 2020 2021	4,179	396	3,783	12	3	2/28/2026
31 F9439	LA CITY	WESTERN AVENUE BUS STOP IMPROVEMENTS - FWY 10 TO WILSHIRE BLVD	LTF	2021	547	485	62	12	3	2/28/2026
32 F9440	LA CITY	VERMONT AVENUE BUS STOP IMPROVEMENTS - MLK TO WILSHIRE BLVD	LTF	2021	547	413	134	12	3	2/28/2026
33 F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	PC25	2020 2021	2,709	2,049	660	12	3	2/28/2026
34 F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	PC25	2021	13,399	12,552	847	12	3	2/28/2026

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
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL EXP/ OBLIG\$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
35 F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	14,929	14,134	795	12	3	2/28/2026
36 F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	19,849	9,916	9,933	12	3	2/28/2026
37 F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI	PC25	2021	13,419	8,447	4,972	12	3	2/28/2026
38 F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT (MM5507.07)	PC25	2020 2021	10,383	5,517	4,866	12	3	2/28/2026
39 F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	PC25	2020 2021	4,423	-	4,423	12	3	2/28/2026
40 F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	PC25	2022 2023	2,758	553	2,205	20	1	2/28/2027
41 F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2022 2023	1,241	611	630	20	1	2/28/2027
42 F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2023	1,880	1,097	783	20	1	2/28/2027
43 F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE	PC25	2021	3,238	1,051	2,187	12	3	2/28/2026
44 F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	2,928	750	2,178	12	3	2/28/2026
45 F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	3,624	817	2,807	12	3	2/28/2026
46 F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT.	PC25	2020 2021	2,744	788	1,956	12	3	2/28/2026
47 F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS (MR312.52)	PC25	2020 2021	4,266	1,974	2,292	12	3	2/28/2026
48 F7806	LA COUNTY	VERMONT AVENUE STREETSCAPE IMPROVEMENT PROJECT	LTF	2017 2018 2019	765	-	765	12	3	2/28/2026
49 F9116	LA COUNTY	MICHILLINDA AVENUE INTERSECTION IMPROVEMENT PROJECT	PC25	2018 2021	907	-	907	12	3	2/28/2026
50 F9511	LA COUNTY	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS (MR315.64)	CMAQ	2020	3,191	617	2,574	18	1	12/31/2026
51 F9800	LA COUNTY	BIKE AIDE STATIONS	PC25	2023	2,959	-	2,959	20	1	2/28/2027

Reason for Extensions:

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
(\$000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL EXP/ OBLIG\$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
52	F7316/ F9130	LONG BEACH	ARTESIA "GREAT" STREET PROJECT (MR312.70/MR315.70 + MM5509.09)	PC25	2020 2021	6,527	-	6,527	12	3	2/28/2026
53	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	2020	2,606	275	2,331	12	3	2/28/2026
54	F9628	LONG BEACH	1ST STREET PEDESTRIAN GALLERY	PC25	2019 2020	2,717	-	2,717	12	3	2/28/2026
55	F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2016 2018 2019 2020	12,424	8,613	3,811	12	3	2/28/2026
56	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018 2019	3,000	240	2,760	18	1	12/31/2026
57	F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	4,151	84	12	3	2/28/2026
58	F7317	PASADENA	PASADENA AREA RAPID TRANSIT SYSTEM - TRANSIT SIGNAL PRIORITY	PC25	2018 2019	1,158	303	855	12	3	2/28/2026
59	F7204/ F9203	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION	CMAQ RSTP	2018 2019 2020	16,309	-	16,309	18	1	12/31/2026
60	F9313	SAN FERNANDO	SAN FERNANDO CITYWIDE SIGNAL SYNCH AND BUS SPEED IMPRV.	PC25	2018 2019 2020	775	-	775	12	3	2/28/2026
61	F1804	SAN GABRIEL	LAS TUNAS DRIVE STREETScape ENHANCEMENT PROJECT	CMAQ	2019	641	-	641	18	1	12/31/2026
62	F9400	TORRANCE TRANSIT SYSTEM	TORRANCE TRANSIT SYSTEM - FLEET MODERNIZATION FINAL PHASE	CMAQ	2021	1,432	-	1,432	18	1	12/31/2026

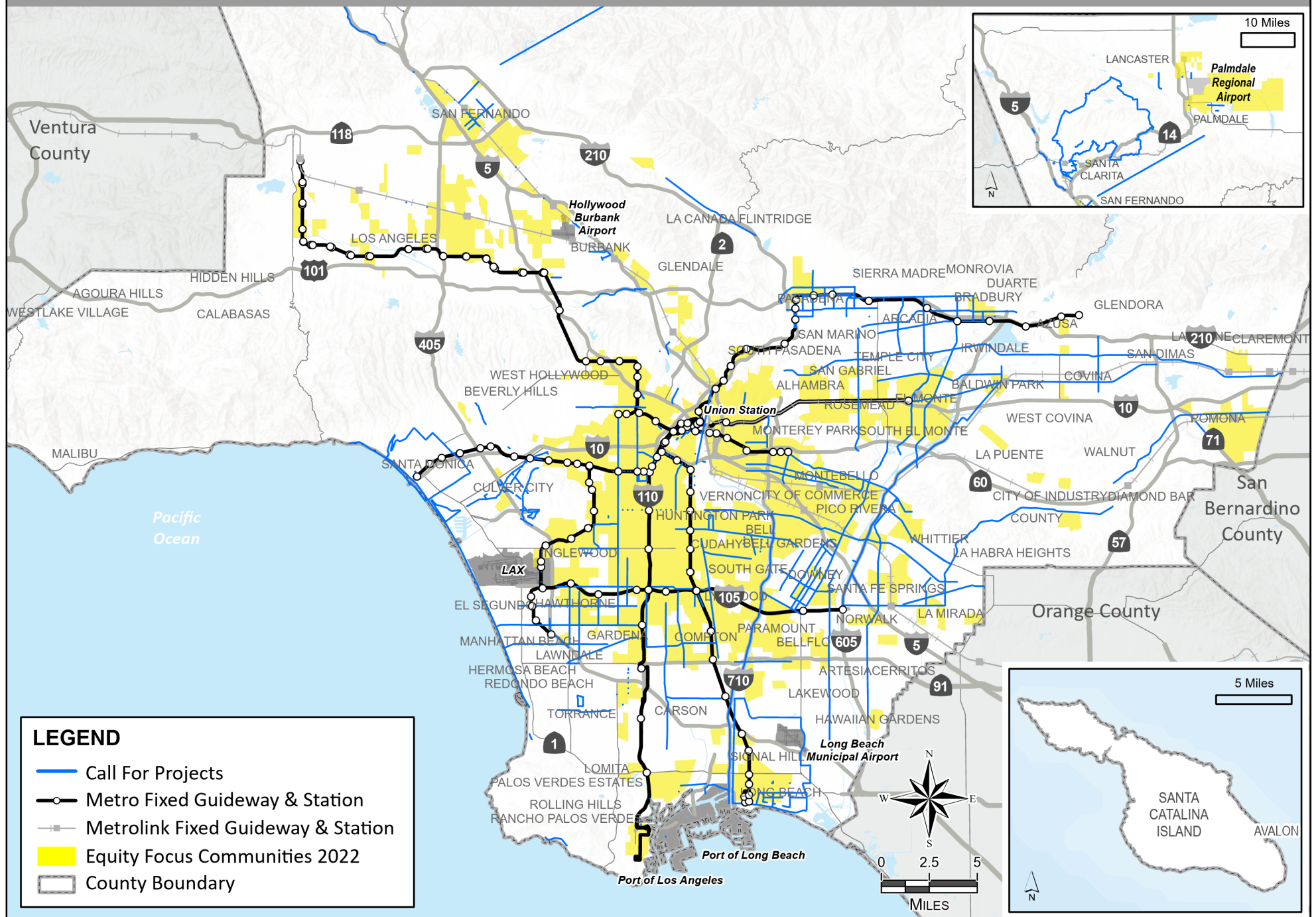
Note: All projects funded by STBG (RSTP)/CMAQ are subject to SCAG's STBG/CMAQ Corrective Action. Agencies that wish to obligate grandfathered STBG/CMAQ funds must include their projects in the Caltrans FFY 26 Obligation Plan by early January 2026, with a definite commitment to obligate these funds by December 31, 2026.



June 2025 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency
(\$000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR(S)	TOTAL METRO PROG \$	PROG \$ SUBJECT TO LAPSE	REASON FOR APPEAL	TAC RECOMMENDATIONS	METRO RESPONSE
1	F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT (MR306.30 FOR FUND MATCH)	PC25	2017 2018	\$ 2,200	\$ 1,604	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
2	8075	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS	PC25	2023	\$ 7,107	\$ 2,152	Did not meet Lapsing Policy	One-year extension to June 30, 2026.	Concur with TAC recommendation.
3	F3647	LA CITY	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	CMAQ	2021	\$ 1,687	\$ 1,350	Did not meet Lapsing Policy	Extension to December 31, 2026, to align with STBG/CMAQ Corrective Action deadline.	Concur with TAC recommendation.
4	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL	RSTP	2017 2018	\$ 1,000	\$ 1,000	Did not meet Lapsing Policy	Extension to December 31, 2026, to align with STBG/CMAQ Corrective Action deadline.	Concur with TAC recommendation.
5	F7707/ F9803	LA CITY	BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS	LTF	2017 2018 2019	\$ 1,518	\$ 1,518	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
6	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	2019 2021	\$ 6,986	\$ 5,597	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
7	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	2020	\$ 2,606	\$ 2,331	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
8	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018 2019	\$ 3,000	\$ 2,760	Did not meet Lapsing Policy	Extension to December 31, 2026, to align with STBG/CMAQ Corrective Action deadline.	Concur with TAC recommendation.

CALL FOR PROJECTS AND EQUITY FOCUS COMMUNITIES



Additional Data

Table 1: 2007 to 2015 Call cycle

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount (\$000')	# of Active Projects (June 2024)	# of Active Projects (June 2025)	Remaining Balance (\$000')
2007 Call	169	FY08 - FY13	\$ 454,520	19	17	\$ 37,416
2009 Call	133	FY12 - FY15	337,551	19	18	48,273
2011 Call	72	FY15 - FY17	123,516	13	8	12,978
2013 Call	96	FY15 - FY19	199,390	28	25	76,103
2015 Call	88	FY17 - FY21	201,923	44	33	55,781
	558		\$ 1,316,900	123	101	\$230,551



Countywide Call for Projects

Planning and Programming Committee
September 17, 2025



Metro

File# 2025-0603

September 2025 Recommendation

CONSIDER:

A. DEOBLIGATING \$3.42 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and hold in reserve;

B. APPROVING changes to the scope of work for the City of Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);

C. REALLOCATING:

1. \$2,914,000 Call funds remaining in the City of Los Angeles Burbank Blvd. Widening – Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
2. 437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
3. \$1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and
4. \$2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);

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

E. RECEIVING AND FILING time extensions for 62 projects shown in Attachment B.

Active Call for Projects as of June 30, 2025

Fiscal Year 2025 (July 1, 2024 – June 30, 2025)


- 22 projects completed by project sponsors
- \$63.75 million expended/obligated

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount (\$000')	# of Active Projects (June 2024)	# of Active Projects (June 2025)	Remaining Balance (\$000')
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	558		\$ 1,316,900	123	101	\$230,551

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

- 17 projects are expected to be completed

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.
- 
- A small, colorful illustration of a park scene. It shows a green lawn, several green trees, a black street lamp, and a green car parked on a road. In the foreground, there are people walking, a dog on a leash, and a red fire hydrant. The scene is depicted in a simple, cartoonish style.

