



## Board Report

File #: 2025-0816, File Type: Program

Agenda Number: 7.

### PLANNING AND PROGRAMMING COMMITTEE OCTOBER 15, 2025

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - GATEWAY CITIES  
SUBREGION**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING programming an additional \$8,200,000 in Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor “Hot Spot” Interchange Improvements Program (Expenditure Line 61), as shown in Attachment A; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

#### **ISSUE**

Measure M MSP, whose funds are limited to capital use, are included in the Measure M Expenditure Plan. This update allows the Gateway Cities Subregion and implementing agencies to revise the scope of work, schedule and project budgets for previously funded I-605 Corridor “Hot Spot” Interchange Improvement (I-605) projects. Funds are programmed through Fiscal Year (FY) 2028-29. The Board’s approval is required to program additional funds and acknowledge the updated I-605 project list (Attachment A), which will serve as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

#### **BACKGROUND**

Based on the Measure M Expenditure Plan, a total amount of \$234.66 million in Measure M MSP was forecasted to be available for programming for the I-605 projects for the Subregion from Fiscal Year (FY) 2017-18 to FY 2028-29. In prior actions, the Board approved programming of \$51.64 million in support of 12 projects. Therefore, \$183.02 million of Measure M MSP funds is available to the Subregion for programming as part of this update. To date, \$14.97 million (29% of programmed funds) has been expended. One project is closed, and one other has been completed and is in the close-out audit process.

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In line with the [Metro Board adopted guidelines <https://www.dropbox.com/s/f4dntr4cfrby1z5/2017-MeasureM-final-guidelines.pdf?dl=0>](https://www.dropbox.com/s/f4dntr4cfrby1z5/2017-MeasureM-final-guidelines.pdf?dl=0) and [June 2022 Objectives for Multimodal Highway Investments <https://boardagendas.metro.net/board-report/2022-0302/>](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 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 Gateway Cities Council of Governments (GCCOG) and the implementing agencies to review and confirm funding eligibility of proposed projects, including changes to project 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 MSP 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 will continue working with the implementing agencies and encouraging timely completion of the projects, in time for the 2028 Games. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

### I-605 Corridor “Hot Spot” Interchange Improvements (Expenditure Line 61)

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

#### *Cerritos*

- Program an additional \$1,400,000 and reprogram previously awarded funds for MM5509.02 - Del Amo Bridge Replacement & Traffic Signal Sync Project. The funds are programmed as follows: \$400,000 in Fiscal Year (FY) 20, \$790,384 in FY 22, \$299,845 in FY 24 and \$2,309,771 in FY 26 for a revised grant total of \$3,800,000. This multimodal project will replace the structurally deficient bridge structure, to add an additional travel lane in each direction to match the four travel lanes at the bridge approaches, create a Class IV protected cycle track on the northern side of the bridge, add missing Class II bike lanes on surrounding local streets, provide five signal synchronized intersections with upgraded pedestrian countdown heads and leading pedestrian intervals, and incorporate roadway and pedestrian improvements including sidewalks, high visibility crosswalks, raised medians, and storm drains. The project will likely increase Vehicle Miles Traveled (VMT). The funds will be used

for the project's Project Approval and Environmental Document (PAED), Plans Specification and Estimates (PS&E), and Right-of-Way (ROW) phases. The Orange County Transportation Authority has provided funds for the environmental and design phases of this multi-jurisdictional project.

#### *Norwalk*

- Program an additional \$5,000,000 for MM5509.06 - Firestone Boulevard Widening Project, Phase I. The funds are programmed as follows: \$3,284,900 in FY 23, \$5,000,000 in FY 24, \$5,000,000 in FY 25 and \$5,000,000 in FY 26 for a revised grant total of \$18,284,900. This multimodal project will add a travel lane in each direction on Firestone Boulevard, widen the roadway bridge over UPRR freight tracks, provide a Class II bike lane on the entire project segment, construct ADA-compliant sidewalks, provide traffic signal improvements, add new street lighting, and install new retaining structures with guardrails for pedestrian safety. The project will likely increase VMT. The funds will be used for the project's construction phase and expected to be completed by the 2028 Games.

#### *Pico Rivera*

- Reprogram previously approved \$3,739,267 as follows: \$22,000 in FY 24, \$107,217 in FY 25, \$238,405 in FY 26, \$43,729 in FY 27, \$488,021 in FY 28, and \$2,839,895 in FY 29 for MM5509.10 - Washington Boulevard Bridge Reconstruction Project. This multimodal project will replace the structurally deficient bridge structure, provide Class II bike lanes in both directions, construct ADA-compliant sidewalks, and regrade the eastern abutment to meet hydraulic requirements. The City of Pico Rivera is exploring design options and Caltrans approval to widen the bridge deck to accommodate both the Eastside Transit Corridor Phase II project and planned Class II bike facilities. The project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

#### *Whittier*

- Program an additional \$1,800,000 and reprogram previously awarded funds for MM5509.07 - Beverly Boulevard at Norwalk Boulevard Realignment Project. The funds are programmed as follows: \$76,907 in FY 20, \$2,023,093 in FY 26 and \$1,500,000 in FY 27 for a revised grant total of \$3,900,000. This multimodal project will add a left-turn lane on Norwalk Boulevard, extend the dual left-turn pockets on Workman Mill Road, incorporate traffic signal upgrades, provide ADA-compliant curb ramps at all corners, and study the feasibility of a bus turnout on the westbound approach. The project will likely increase VMT. The funds will be used for the project's PAED, PS&E, ROW and construction phases and expected to be completed by the 2028 Games.

### **DETERMINATION OF SAFETY IMPACT**

Programming of Measure M MSP funds to the Gateway Cities 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 2025-26, \$2 million is budgeted in Cost Center 0442 (Highway Subsidies) for the I-605 Corridor “Hot Spot” Interchange Improvements Program (Project 475509). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0442. Since these are multi-year projects, Cost Center 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%. These fund sources are not eligible for Metro bus and rail operations expenses.

### **EQUITY PLATFORM**

The Gateway Cities Subregion consists of 27 cities and unincorporated communities in Los Angeles County. Forty-nine 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 Bell, Bellflower, Bell Gardens, Commerce, Compton, Cudahy, Huntington Park, Lynwood, Maywood, Paramount, and South Gate. As part of this report, additional funds are allocated to communities where less census tracts are designated as EFCs, but have the funding needs to complete the projects. However, the projects will create safer routes for pedestrians and bicyclists with critical investments in safety, such as, improved crosswalks, curb ramps, lighting, and bicycle facilities, providing regional benefits for all vulnerable roadway users.

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.

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

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of smaller investments across modes, will likely increase VMT in LA County, as it includes several project elements that encourage driving alone. However, there are project elements related to safety, active transportation, improved ADA compliance and transit accommodation.

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**

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 projects for the Gateway Cities Subregion. This is not recommended as the Gateway Cities Subregion developed the proposed projects are in accordance with the Measure M Ordinance, Guidelines and Administrative Procedures.

### **NEXT STEPS**

Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements and Amendments will be executed with those who programmed and or reprogrammed funds. Program/Project updates will be provided to the Board annually.

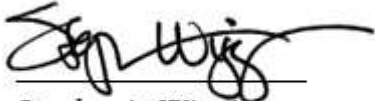
### **ATTACHMENT**

Attachment A - I-605 Corridor "Hot Spot" Interchange Improvements Program Project List

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

**Gateway Cities Subregion  
Measure M Multi-Year Subregional Plan - I-605 Corridor "Hot Spot" Interchange Improvements (Expenditure Line 61)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	Bellflower	MM5509.01	Lakewood Blvd Arterial Improvement Project	PS&E Construction	Closed	\$ 1,507,041		\$ 1,507,041	\$ 1,507,041					
2	Bellflower	MM5509.08	Foster Road Traffic Signal Upgrades	PS&E Construction		850,000		850,000	850,000					
3	Cerritos	MM5509.02	Del Amo Blvd Bridge Replacement & Traffic Signal Synch Project	PAED PS&E ROW	Chg	2,400,000	1,400,000	3,800,000	1,490,229		2,309,771			
4	Downey/ Pico Rivera	MM5509.03	Telegraph Rd Traffic Safety Enhancements Phase II	PS&E Construction	Audit	350,000		350,000	350,000					
5	GCCOG	MM5509.00	Planning Activities for Measure M Multi-Year Subregional Programs ^	Planning		360,000		360,000	360,000					
6	LA County	MM5509.04	Carmenita Rd and Imperial Hwy Intersection Improvements	PS&E Construction		1,930,000		1,930,000	1,930,000					
7	Long Beach	MM5509.05	Studebaker Rd - Loynes Dr Complete Streets	PAED PS&E Construction		8,750,000		8,750,000	8,750,000					
8	Long Beach	MM5509.09	Artesia "Great" Street Project (CFP F7316/F9130 + MR312.70/MR315.70)	PS&E Construction		13,668,000		13,668,000	13,668,000					
9	Norwalk	MM5509.06	Firestone Blvd Widening Project, Phase I	Construction	Chg	13,284,900	5,000,000	18,284,900	8,284,900	5,000,000	5,000,000			
10	Pico Rivera	MM4302.01	Pico Rivera Regional Bikeway Project	PS&E Construction		2,697,000		2,697,000	2,697,000					
11	Pico Rivera	MM5509.10	Washington Blvd Bridge Reconstruction	PAED PS&E Construction	Chg	3,739,267		3,739,267	22,000	107,217	238,405	43,729	488,021	2,839,895
12	Whittier	MM5509.07	Beverly Blvd at Norwalk Blvd Realignment Project	PAED PS&E ROW Construction	Chg	2,100,000	1,800,000	3,900,000	76,907		2,323,093	1,500,000		
<b>Total Programming Amount</b>						<b>\$ 51,636,208</b>	<b>\$ 8,200,000</b>	<b>\$ 59,836,208</b>	<b>\$ 39,986,077</b>	<b>\$ 5,107,217</b>	<b>\$ 9,871,269</b>	<b>\$ 1,543,729</b>	<b>\$ 488,021</b>	<b>\$ 2,839,895</b>

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

A large, stylized letter 'M' is formed by several white, 3D rectangular blocks. The 'M' is set against a dark green circular background. This green circle is partially overlapped by a larger orange circle, which is itself partially overlapped by a black circle at the bottom left. The overall composition is abstract and geometric.

# Measure M Multi-year Subregional Program Gateway Cities Subregion

Planning and Programming Committee  
October 15, 2025

# Gateway Cities Subregion

- Multi-Year Subregional Program (MSP)
  - I-605 Corridor “Hot Spot” Interchange Improvements (Expenditure line 61)
- 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		Subregion <sup>1</sup>	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground-breaking Start Date <sup>3</sup>	Expected Opening Date (3 year range)					
	<b>Multi-Year Subregional Programs</b>		1 <sup>st</sup> 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	sc	\$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	sc	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sc	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sc	\$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	\$800,000	\$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	\$1,198,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	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	sc	\$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	sc	\$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	sc	\$0	\$68,000	\$68,000	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 2050	FY 2052	sc	\$0	\$100,000	\$100,000	T
93	<b>Multi-Year Subregional Programs Subtotal</b>					<b>\$1,430,000</b>	<b>\$10,253,700</b>	<b>\$12,879,700</b>	
94	<b>GRAND TOTAL</b>					<b>\$21,011,027</b>	<b>\$31,243,641</b>	<b>\$53,450,669</b>	

# October 2025 Recommendation

## CONSIDER:

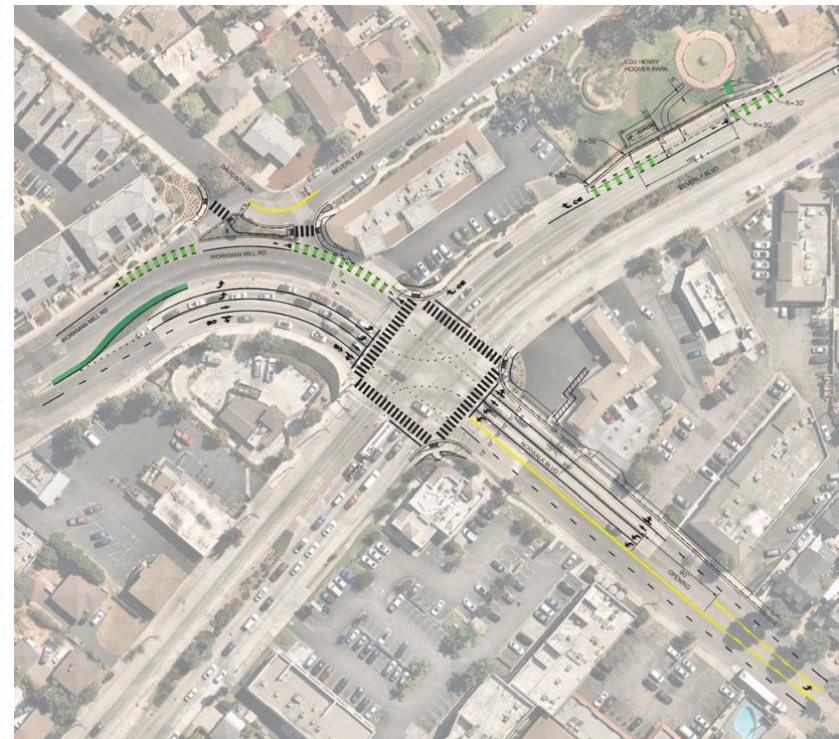
- A. APPROVING programming an additional \$8,200,000 in Measure M Multi-Year Subregional Program (MSP) – I-605 Corridor “Hot Spot” Interchange Improvements Program (Expenditure Line 61), as shown in Attachment A;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

# Recommended Projects

This update includes funding adjustments to four Multi-modal Highway projects. Approximately 2 projects are expected to be completed by the 2028 Games.



**Del Amo Boulevard Project Overview Looking East**



**Aerial of the Beverly/Norwalk Realignment Project**

\* Images are for illustrative purposes only.

# Next Steps

- Amend existing Funding Agreements with the implementing agencies to continue work on projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates