



Board Report

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Agenda Number: 9.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE MARCH 04, 2026

SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Transit and Highway Capital Projects to support discussion on the effective and efficient use of funds.

ISSUE

To support the objectives of the Measure M Independent Taxpayer Oversight Committee in monitoring the effective and efficient use of tax revenue funds, this report provides progress updates on transit and highway capital projects as identified by the Measure M Ordinance and Expenditure Plan. This quarterly presentation is prepared by Program Management with support from Program Controls for projects in the construction phase; by Operations, Shared Mobility for ExpressLanes; and by Countywide Planning and Development for multimodal highway projects and transit projects in the planning phase of development.

Additionally, following the presentation on the Measure M short-term borrowing program at the December 3, 2025 meeting, Chair Briskman requested that staff provide additional information on federal grants at the next quarterly meeting. Therefore, this oral report also includes a summary of Metro's ongoing efforts related to federal funding for capital projects and initiatives.

EQUITY PLATFORM

This report is provided on a regular basis and includes high-level summary updates on multiple projects. Equity assessments for each project were provided as a baseline summary in April 2025 (<https://boardagendas.metro.net/board-report/2025-0140/>). A baseline equity assessment was also provided for the Link Union Station Project that was added to the Transit Planning Update Attachment B last quarter (<https://boardagendas.metro.net/board-report/2025-0888/>).

ATTACHMENTS

Attachment A - Transit and Highways Capital Update
Attachment B - Transit Planning Project Update

Attachment C - Complete Streets and Highways Project Update

Attachment D - Federal Funding Assessment Update

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Transit & Highway (Capital) Update

Measure M Oversight Committee

March 2026

Transit / Highway Engineering and Construction

Construction Projects

- Westside Purple Line – Section 3
- G Line BRT Improvements
- I-5 North County Enhancements
- I-105 Express Lanes

Alternative Delivery Projects – Phase 1

- North Hollywood to Pasadena BRT
- Vermont Transit Corridor
- East San Fernando Valley Transit Corridor
- Southeast Gateway Line

Operational Projects

- North San Fernando Transit Corridor Project



Westside Purple Line Extension Section 3

BUDGET				
	Original Budget*	Revised Budget**	Previous Forecast**	Current Forecast**
	\$3,224M	\$3,277M	\$3,277M	\$3,277M
	Variance from Original Budget:		\$53M (1.6%)	\$53M (1.6%) 
	Variance from Revised Budget:		\$0M (0%)	\$0M (0%) 

FFGA Budget Amount: \$3,599M

*At time of the award of contract - Board Approval February 2019

**Excludes finance costs. In June 2023, the Board approved \$53M LOP increase for Concurrent Non-Full Funding Grant Agreement (Non-FFGA) activities.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline*	Previous Period	Current Forecast
	March 2027	Fall 2027	Fall 2027	Fall 2027
	Variance from Original:		+260d (7.8%)	+260d (7.8%) 
	Variance from Revised Schedule:		+0d (0%)	+0d (0%) 

*Based upon executed modification.



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

Westside Purple Line Extension Section 3

Safety

Project Construction Hours: 5,115,505;

Recordable Injury Rate: 1.6 vs. National Average: 2.3.

- C1151: Project Hours: 2,091,382; Recordable Injury Rate: 2.30
- C1152: Project Hours: 3,024,123; Recordable Injury Rate: 1.12

Updates

Overall Project Progress is 76% complete.

Construction Contract Progress is 76% complete.

- Final design progress is 99.5% complete.
- **Westwood/UCLA Station:** Main box appendage concrete placement is completed and backfill is ongoing. Concrete placement for platform and main entrance interior and exterior walls is ongoing. Equipment installation and Mechanical/Electrical/Plumbing work ongoing at both UCLA and VA Hospital stations.
- **Westwood/VA Hospital Station:** Main station box concrete placement for interior walls is 54% complete and roof concrete placement is 84% complete. Main entrance exterior wall concrete placement and invert slab is 50% complete. Foundation for the North Entrance Plaza was completed.
- **Tunnels:** Continued LVT block distribution, special trackwork, lighting, fire sprinkler system and trainway feeder installation. Steel walkway installation is ongoing. Cable pulling continued in Reach 6 and 7.
- **VA Hospital Parking Structure:** Continued VA parking structure work and started constructing level 3 deck.

Equity

1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Westwood/UCLA Station: UCLA Main Station Box Backfill on Wilshire Blvd



Westwood/VA Hospital Station: Upper Interior Masonry Wall Construction



Tunnels: Steel Walkway Construction BL Tunnel



February 2026 Construction Committee

G Line BRT Improvements

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$668.45M	N/A	\$668.45M	\$668.45M
	Variance from Original Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	N/A

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	December 2027	N/A	Fall 2027	Fall 2027
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A



G Line BRT Improvements

Safety

Project Construction Hours: 223,805;

Recordable Injury Rate: 0 vs. National Average: 2.3.

Updates

Overall Project Progress is 27% complete.

Construction Contract Progress is 7% complete.

Design

- Traffic Signal Reservicing (TSR) Concept of Operations under review
- AFC designs for Van Nuys and Sepulveda were returned Approved as Noted by Metro and near approval from City of LA
- B Line fiber design under development. Cost and schedule proposal for Construction under negotiation. MOD execution needed by end of 2025.
- Gated Intersections 60% design under review

Construction

- Fiber cutover complete
- Installation of bridge spans and soffit for Van Nuys Grade Separation completed in October 2025
- **Construction ongoing:** storm drain installation, Vesper bridge and substructures, potholing for Gated Intersections
- Pilot Gate technology field testing at Hayvenhurst Ave pedestrian crossing completed and report currently routing

Utility Owner-Performed Advanced Utility Relocation (AURs)

- Sepulveda LADWP 34.5kv overhead lines were relocated in June 2025

Property Acquisitions

- Metro has obtained possession of all required properties

Equity

15 of 17 stations (88%) are within or adjacent to Equity Focus Communities.



Falsework for Van Nuys Bridge



Aerial View of Van Nuys Bridge Construction



Rebar Installation at Van Nuys Bridge



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-5 North County Enhancements Project

BUDGET				
	Original Budget*	Revised Budget	Previous Forecast	Current Forecast
	\$679.37M*	N/A	\$679.37M	\$679.37M
	Variance from Original Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	N/A

*There is no change to the approved LOP of \$679.3M at Contract Award - Board Approval (March 2021).

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	July 2026	N/A	Winter 2027	Winter 2027*
	Variance from Original:		+180d (10.0%)	+180d (10.0%) 
	Variance from Revised Schedule:		N/A	N/A

*The project schedule was re-sequenced to reduce overall delays. Additional optimizations are being reviewed.



I-5 North County Enhancements Project

Safety

Project Construction Hours: 1,241,196;

Recordable Injury Rate: 1.61 vs. National Average: 2.3.

Updates

Overall Project Progress is 59% complete.

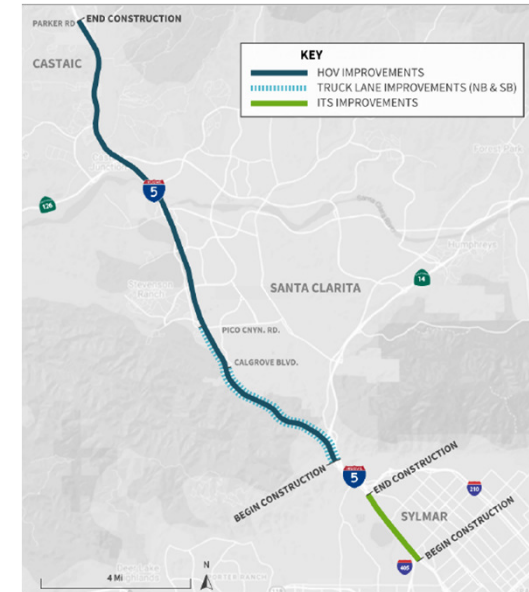
Construction Contract Progress is 67% complete.

Quarterly Work Summary (Stage 2 Outside):

- During the quarter, Stage 2 outside work progressed on both northbound and southbound facilities.
- Roadway activities included drainage, electrical, grading, and paving on North Bound / South Bound shoulders and ramp.
- Structural work advanced with the construction and widening of five (5) bridges and a total of twenty-four (24) retaining walls.
- Critical activities focused on southbound roadway paving south of Gavin Ave. and preparations for upcoming paving operations.

Equity

This project is not located within or adjacent to Equity Focus Communities.



I-5 North County Enhancements Project Map



Drain System 406
Formwork Install



SW 2676 Pile
Concrete Pour



Sign Structure Truss
Installation



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-105 Express Lanes

BUDGET				
	Original Budget*	Revised Budget	Previous Forecast	Current Forecast
	\$1,510M	N/A	\$1,400M - \$1,500M	\$1,510M
	Variance from Original Budget:		\$-110M (-7.3%) - \$-10M (-0.6%)	\$0M (0%) 
	Variance from Revised Budget:		N/A	N/A

*Original LOP Budget was established based on the Board approval in October 2025

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period*	Current Forecast*
	June 2029	N/A	Spring 2029	Spring 2029
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A

*Note: Above table shows Segment 2 & 3 forecasted completion date. Segment 1 is forecasted to complete by Winter 2028.



I-105 Express Lanes

Safety

Project Construction Hours: 169,305;

Recordable Injury Rate: 3.54 vs. National Average: 2.3.

Project continues to focus on safety and reducing the TRIR with no incidents in November 2025.

Updates

Overall Project Progress is 23% complete.

Design Progress is 97% complete.

Segment 1

- Construction is 44% complete.
- Construction is on-going for new sound walls, new retaining walls, bridges widening work and electrical work.
- Roadside Toll Collection System (RTCS) Design is planning on a final submittal in Dec 2025.
- Project team continues working with Rail Operations and Maintenance for the work schedule in the freeway median adjacent to the C Line as well as traction power duct relocations.

Segments 2 and 3

- Design team is working on the 100% submittal.
- October board report has established the overall project LOP.
- FHWA Initial Financial Plan has been revised per comments and is expected to be certified in Dec 2025.
- Project is working with Metro's financial advisors to secure toll backed debt financing.
- ROW acquisition and appraisal is in process.
- Seg 3 design is coordinating with the Southeast Gateway Line project.

Equity

Segment 2 & 3 Equity Assessment was presented to the Board with the Segment 2 & 3 construction contract in October. 62% of Seg 2/3 is within or adjacent to Equity Focus Communities.



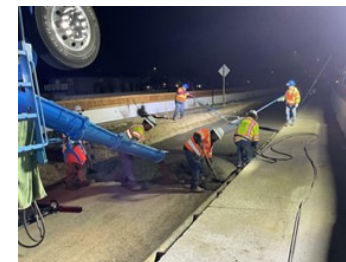
Project Map



105EB Stanford bridge falsework



105WB RW 270 Soil Nail Wall Exterior



105WB first pour of base material on pavement



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Projects without Life of Project (LOP) Budget

Engineering Projects/Preconstruction Phase

- North Hollywood to Pasadena BRT
- Vermont Transit Corridor
- East San Fernando Valley Transit Corridor
- Southeast Gateway Line



North Hollywood to Pasadena BRT

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction	\$135.18M*	\$135.18M	\$135.18M
	Project	N/A	\$308M - \$515M	\$308M - \$515M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

*Pre-Construction Approved Budget to Date includes Early Works Package Budget. But this is not captured in Pre-Construction progress % complete.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	N/A	N/A	Fall 2027	Fall 2027
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A

*Current Forecast is Metro's Internal Schedule. Baseline schedule is not yet approved at time of update.



North Hollywood to Pasadena BRT

Safety

Project Construction Hours: N/A;

Recordable Injury Rate: N/A

Reporting will start after 80,000 hours.

Updates

Overall Project Progress is 32% complete.

Pre-Construction Progress is 88% complete.

- CM/GC submitted 60% Opinion of Probable Construction Cost (OPCC)
- 85% Glendale design under review by City and Metro
- City review of 85% Pasadena and Burbank design packages complete
- 85% NoHo and Eagle Rock packages to be submitted December/January
- Potholing Early Works Package Substantially Complete for all segments
- Final Draft of Cooperative Agreement with Glendale pending approval from City

Equity

60% of the project is within or adjacent to Equity Focus Communities.



Project Map



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Vermont Transit Corridor

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction	N/A	N/A	N/A
	Project	N/A	N/A	\$328M - \$400M
	Variance from Approved Pre-Construction Budget:		N/A	N/A
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	N/A	Spring 2028
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A



Vermont Transit Corridor

Safety

Project Construction Hours: N/A;
Recordable Injury Rate: N/A
N/A - Construction not started.

Updates

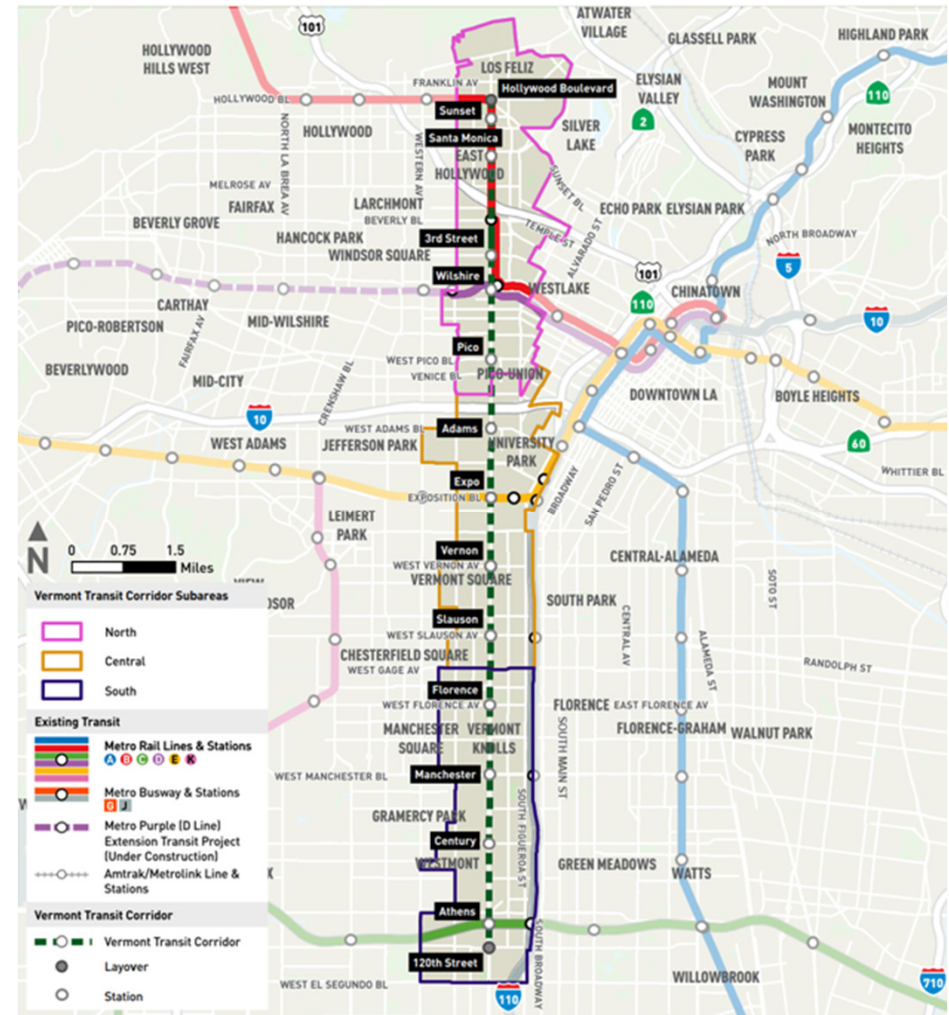
Overall Project Progress is 17% complete.

Environmental Progress is 100% complete.

- NEPA clearance received
- Construction Management Task Order (TO) executed
- Final Design TO executed
- Construction Manager/General Contractor contract award and pre-construction budget approval on February 2026 agenda
- 30% Design complete

Equity

87% of the project is within or adjacent to Equity Focus Communities.



Vermont - Project Map



February 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

East San Fernando Valley Transit Corridor

BUDGET				
		Approved Budget To Date*, **	Previous Forecast**	Current Forecast**
	Pre-Construction	\$1,488M	\$1,488M	\$1,488M
	Project	N/A	\$3,513M	\$3,513M
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

FFGA Budget Amount: \$3,573M

*The Board approved an increase to the Pre-Construction Budget in February 2025.

**Excludes finance costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	N/A	N/A	Fall 2031	Fall 2031
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A

*The schedule will be negotiated with Progressive Design Build contractor as part of the Phase 2.



East San Fernando Valley Transit Corridor

Safety

Project Construction Hours: 303,938;

Recordable Injury Rate: 1.31 vs. National Average: 2.3.

Updates

Overall Project Progress is 18% complete.

Construction Contract Progress is 7% complete.

Real Estate

- Acquisitions - 18 parcels have offers accepted
- Relocations underway - 42 businesses relocated

PDB Contract

- Eight Early Work Packages issued.
- Final Design is at the project-wide 80% level.
- Commenced demolition of structures at the site of the Maintenance & Storage Facility.
- EWP-3 Utility Relocations Substantially Complete.
- Water, power, and sewer utility relocations continue along Van Nuys Blvd.
- LADWP and SoCal Gas are completing self-perform utility relocations.

Light Rail Vehicle (LRV) Procurement

- LRV Manufacturing Contract scheduled for award in Summer 2026.

Equity

100% of the project is within or adjacent to Equity Focus Communities.



ESFV Project Map



Southeast Gateway Line

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction*	\$997.75M	\$997.75M	\$997.75M
	Project**	N/A	\$8,200M - \$9,500M	\$8,200M - \$9,500M***
	Variance from Approved Pre-Construction Budget:		\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:		N/A	N/A
	Variance from Revised Budget:		N/A	N/A

*The Board approved Pre-Construction Budget on 2/27/2025.

**The Board has not established LOP budget for the project.

***The Current Forecast is based on the latest FTA Risk Assessment.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	N/A	N/A	Fall 2035	Fall 2035
	Variance from Original:		N/A	N/A
	Variance from Revised Schedule:		N/A	N/A

*Current schedule forecast reflects Metro's Internal Schedule.



Southeast Gateway Line

Safety

Project Construction Hours: N/A;
Recordable Injury Rate: N/A
N/A - Construction not started.

Updates

Entry to Engineering

- Metro submitted the revised Entry to Engineering rating package on May 21, 2025; awaiting approval from FTA

Advanced Engineering

- **Advancing design for critical elements:** utilities at various design stages, freight and grade crossings progressing to 90%, I-105 progressing to 65% for the Advanced Works.
- Continuing with virtual and field diagnostics in coordination with CPUC, cities, and UPRR
- Refining the 30% design for LRT elements
- Continuing coordination with key external stakeholders
- Railroad and Ports ongoing coordination

Advanced Works Construction Contract (CM/GC)

- EWP-1 negotiations near complete and EWP-2 scope under development
- Integrating CMGCs CPM Schedule for Phase 2 works with SGL's program schedule

Other work

- Additional potholing continues at La Habra and San Pedro subdivision
- Self-Performing Utilities relocations in progress (SCG and Kinder Morgan)

Equity

65% of the project is within or adjacent to Equity Focus Communities.



Southeast Gateway Line Project Map



February 2026 Construction Committee

Operational Projects

- **North San Fernando Transit Corridor Project**



NSFV Transit Corridor Project

BUDGET				
		Approved LOP	Previous Period	Current Forecast
		\$180M	\$180M	\$180M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:			\$0 

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	Summer 2025	N/A	Winter 2027	Summer 2028
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

**Project elements delivered incrementally. Likely, last elements to be completed are expected to be ZEB and charging*



NSFV Transit Corridor Project

Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. The National Average: 2.4.

Updates

- **Roscoe BI Bus Priority Lanes**
 - Installation completed by City of LA October 31, 2024.
- **All Door Boarding**
 - 2,900 BMVs installed February 2025. Testing continuing through Q1 CY26.
- **Bus Bulbs (82 locations)**
 - Contract Modification approved September 2024.
 - Design began in Q2 FY25
 - First batch of 5 locations at 30% design. Second batch (17) under design
- **5 Key Transfer Locations**
 - Design began in Q2 FY25
 - Construction to start in Q4 FY26
- **Bus Shelters**
 - Construction and installation agreement for 393 shelters executed 10/2023
 - Installations began Q3 FY25; 65 shelters installed as at 12/31/25.
- **Transit Signal Priority (7 Corridors)**
 - Installation to begin Q1 FY26
 - Completion by Q4 FY26
- **75 Battery Electric Buses + Charging**
 - ZEB procurement RFP cancelled. New RFP released 12/22/25. Award by Summer 2026. Also using a state contract for up to 40 buses to ensure timely deliveries.
 - Opportunity Chargers in separate RFP that closed 4/14/25. Award by January 2026.
- **Service Frequency Improvements on Lines 152 (Roscoe) and 166 (Nordhoff)**
 - Implementation of first phase June 2024. Further improvements considered in FY26
- **Equity**
 - 42% of the project is within or adjacent to Equity Focus Communities.



Rendering of an improved stop on Nordhoff/Lindley



March 2026 Measure M Oversight Committee

Los Angeles County Metropolitan Transportation Authority

Measure M Independent Taxpayer Oversight Committee

Transit Planning Update

March 4, 2026

Allison Yoh, Ph.D.
Senior Executive Officer

Measure M Transit Projects



> Major Pillar Projects

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

> Other Projects in Planning

- Vermont Transit Corridor
- Link Union Station
- K Line Northern Extension

Eastside Transit Corridor Phase 2

Preliminary Studies

Final EIR
(May 2024)

EA (NEPA)

Preconstruction

Construction

Open

Phase

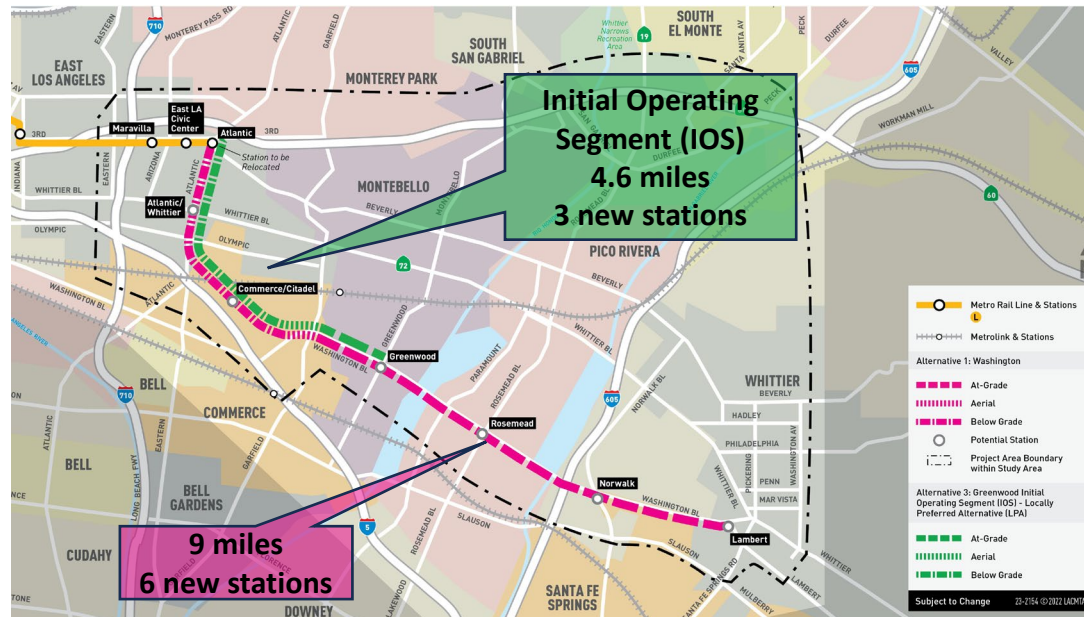
Most Recent Cost Estimate

EIR certified
NEPA EA

IOS - \$7.9B
(2031\$, midpoint of construction)

Recent Activities

- October: Board authorization of environmental planning contract modification to continue environmental study
- Completed geotechnical borings, began additional potholing for Initial Operating Segment (IOS)
- Continuing to evaluate Maintenance Storage Facility (MSF) yard sites
- Two community events in October
 - Montebello Heritage Festival
 - Sponsorship of East LA Youth Foundation Awards Event



Next Actions

- Continue coordinating with Federal Transit Administration (FTA) on development of Draft Environmental Assessment (EA) for the IOS (anticipated by Spring 2026)
- Continue targeted stakeholder outreach and preparation for community outreach by Spring 2026

K Line Extension to Torrance

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

EIR Certified

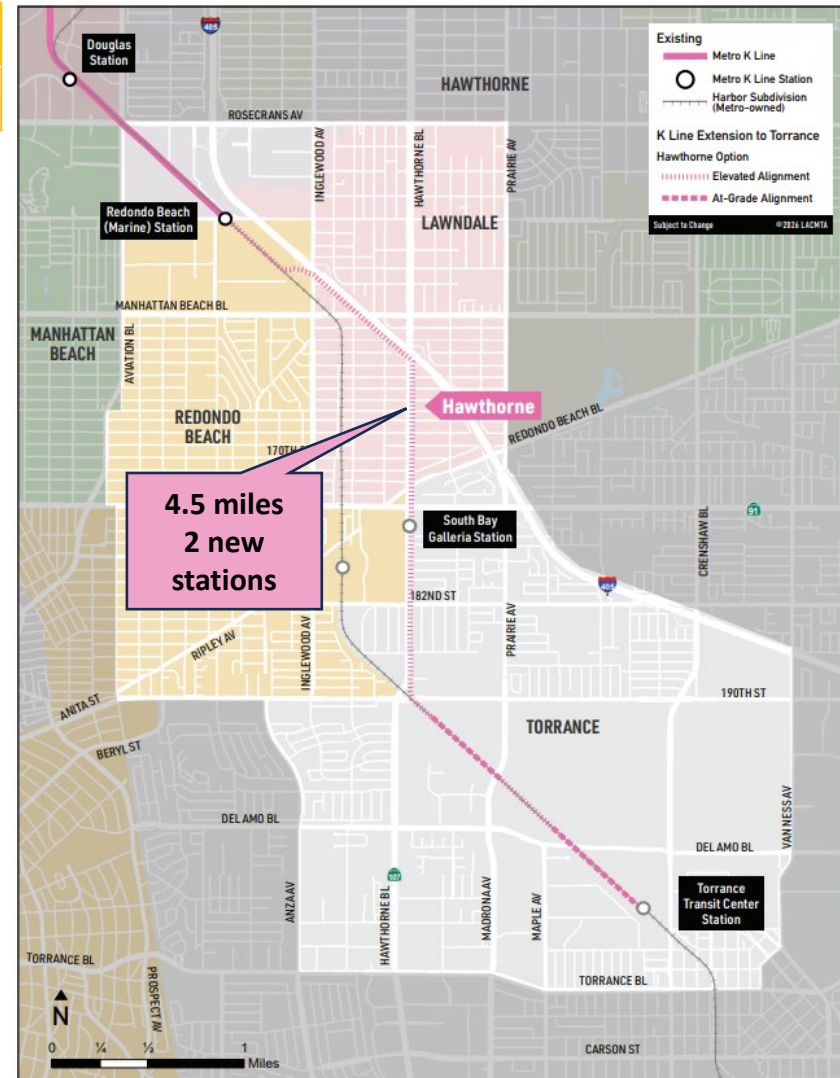
\$3.4B (2025\$)

Recent Activities

- January 2026: Board action on Hawthorne option as Approved Project and certification of Environmental Impact Report (EIR)
- Notice of Determination filed with County Clerk and State Clearinghouse

Next Actions

- Coordinate with corridor cities and partner agencies including Caltrans, BNSF, and others on design review and future permitting
- Confirm plan for conducting environmental review per National Environmental Protection Act (NEPA)
- First/Last Mile (FLM) planning for station access and connectivity
- Identify early work construction activities
- Pursue funding opportunities for construction



Sepulveda Transit Corridor

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

Locally Preferred Alternative
(LPA) Selected

\$24.2B - \$24.4B (2023\$) – based on
Alternatives 5 and 6

Recent Activities

- Reviewed more than 8,000 comment received on Draft Environmental Impact Report (EIR)
- Developed Cost Benefit Analysis
- Jan 2026: Board approval of Modified Alternative 5 as the Locally Preferred Alternative (LPA)

Next Actions

- Continue to refine designs and update cost estimate on LPA
- Evaluate Public-Private Partnership (P3) as delivery method for Initial Operating Segment
- Advance environmental clearance per California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA)



Vermont Transit Corridor

Preliminary Studies

CEQA Exempt
(Mar 2025)

NEPA
Exclusion



Preconstruction

Construction

Open

Current Phase

Most Recent Cost Estimate

CEQA Exempted / NEPA Exclusion

\$384M (YOES)

Recent Activities

- Nov 2025: Completed National Environmental Protection Act (NEPA) requirement with Federal Transit Administration (FTA) with Categorical Exemption
- Awarded Congestion Mitigation & Air Quality (CMAQ) Program grant
- Continued coordination with FTA on Small Starts Grant; all other funding is committed for this Project
- Planning and Program Management providing responses to comments from City & County of LA
- Began transition of project to Program Management for final design

Next Actions

- Continue coordination with FTA on Small Starts Grant; anticipating funding agreement w. FTA by Summer 2026
- Continue coordination with the City of LA and County as well as other third-party agencies
- Kick off final design



Link Union Station

Preliminary Studies

EIR

Supplemental EIR
Final EIS

Preconstruction

Construction

Open

Current Phase

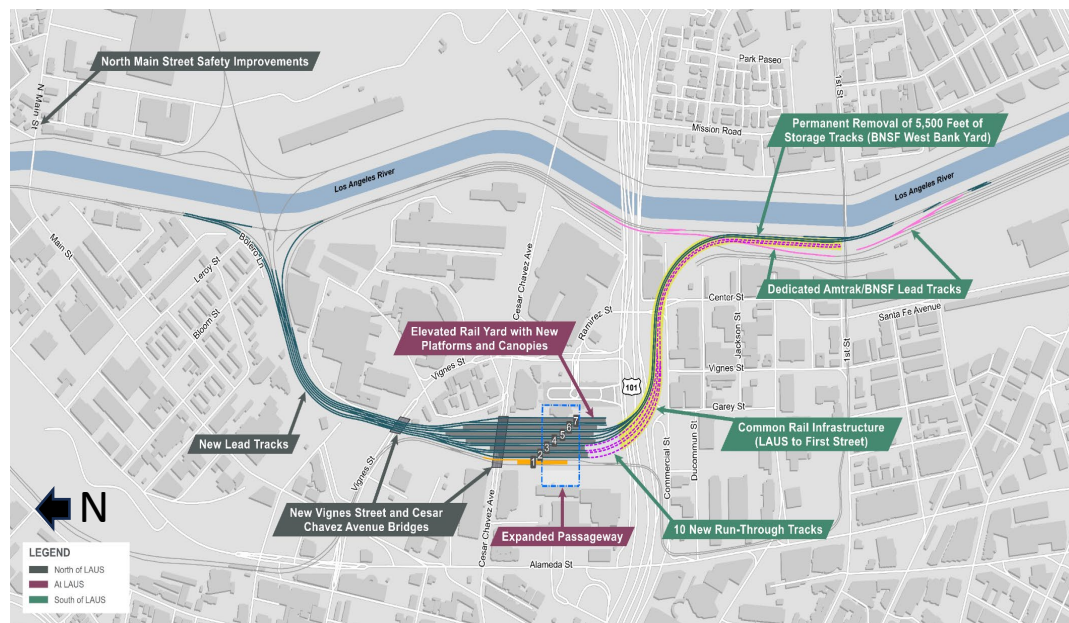
Most Recent Cost
Estimate

SEIR Certified
Final EIS

\$1.6B (2031\$)

Recent Activities

- Oct 2025: Board certification of the Supplemental Environmental Impact Report (SEIR) with motion to continue collaboration with City of Vernon and BNSF
- Submitted letter to BNSF per Board motion; met with BNSF
- January 2026: California Transportation Commission (CTC) allocation of state funds



Next Actions

- California High Speed Rail Authority (CHSRA) Board approval of Final Environmental Impact Statement (EIS)

K Line Northern Extension

Preliminary Studies

Draft EIR

LPA Selection

Current Phase

Most Recent Cost Estimate

Draft EIR

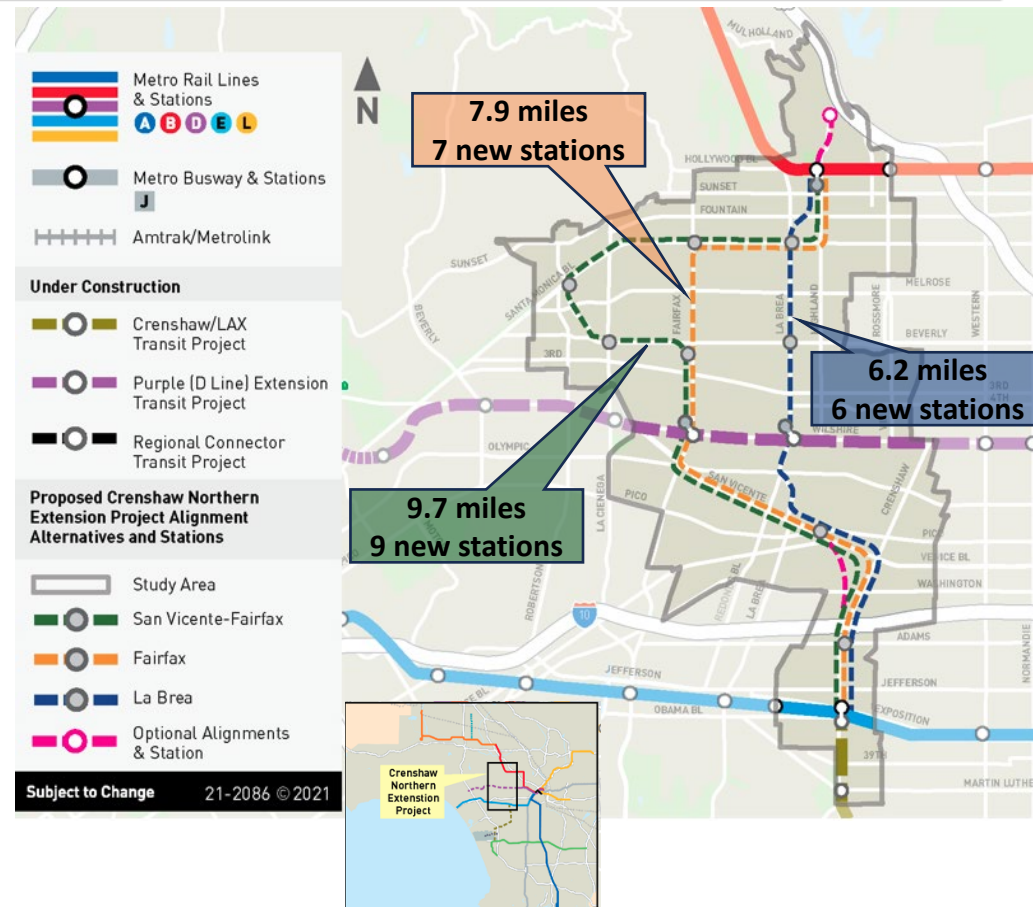
\$2.24B (2015\$)

Recent Activities

- Gathered input from Mid-City community on alignment analysis and technical studies
- Reviewed and summarized input received during 2025
- Completed Cost Benefit Analysis (CBA)
- Continued briefings with board offices and stakeholder groups
- Preparation of staff recommendation on Locally Preferred Alternative (LPA)

Next Actions

- Metro Board to consider LPA selection (anticipated early 2026)



Measure M Independent Taxpayer Oversight Committee

Complete Streets & Highways Project Updates

Michelle E. Smith

Executive Officer, Complete Streets & Highways

March 2026

State Route 71 (SR-71) Gap Closure Project (I-10 to the San Bernardino County Line)

Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$148.10M	\$136.90M
Design (Phase 2)	\$23.0M	\$21.00M

Purpose and Scope

- Caltrans-managed construction project that adds one HOV* lane and one mixed-flow lane in each direction along SR-71 between I-10 and the San Bernardino County (SBC) Line.
- Project was split into two Phases in 2019.

Multimodal Elements

- HOV* lanes will encourage carpool, vanpool and transit (bus) usage, replace structurally deficient and non-ADA** compliant pedestrian overcrossing, and reconstruct 2 railroad overpasses to meet new standards and facilitate more goods movement.

Status

- South Segment (Phase 1) – Project is substantially completed. Northbound lanes were opened to traffic on 10/31/2025. The southbound HOV lane is expected to be opened to traffic in the coming months.
- North Segment (Phase 2) – Caltrans design work is 60% complete. Grant funds (\$80M) were secured for the construction phase, expected to start in April 2027.

* High-occupancy vehicle (HOV)

** American Disability Act (ADA)

*** California Transportation Commission (CTC)



Phase 1 Challenges

- Complete plant establishment activities by the 13-month extension deadline (11/2026) granted by the CTC*** at the August 2025 meeting.

Phase 2 Challenges

- Lengthy 3rd Party (utility and railroad) reviews and coordination could delay completion of the design phase and start of the construction phase.

State Routes 57/60 Interchange Improvements

Current Phase	Phase Budget	Phase Spent To Date
Construction	\$296.4M	\$113.48M

Purpose and Scope

- Major operational/safety improvements, including grade separation of the Grand Avenue eastbound off-ramp.
- Construction led by the San Gabriel Valley COG* with Metro and Caltrans oversight.

Multimodal Elements

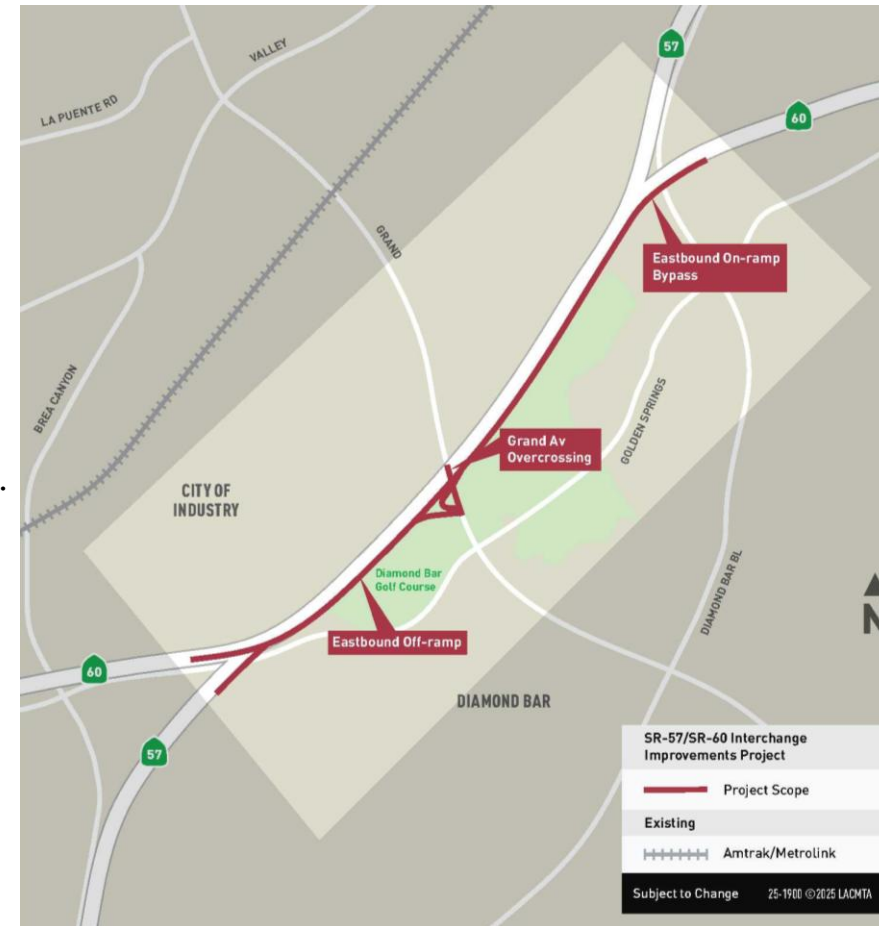
- Project includes improvements to local bridge, sidewalk, and bicycle facilities.

Status

- Construction contract completion -44% as of November 2025. Construction completion expected in Summer 2028.
- COG, Metro, and Caltrans are evaluating interim completion conditions to maintain 2028 date with continued delay challenges.

Challenges

- Contractor is advancing two value engineering concepts (stage modifications and reduced ground settlement) to reduce the 200+ working-day delay on the project.
- Stage Modifications can mitigate the schedule by approximately one year. EOR ** is currently reviewing Stage 2 Phase 1 from the Contractor.
- Reduced settlement can mitigate the schedule by approximately six months.
- Value engineering measures have already reduced scheduled delays by 100+ days.



* Council of Governments (COG)
 ** Engineer of Record (EOR)

I-405 South Bay Curve Improvements (I-110 to Wilmington Avenue – Auxiliary Lanes)

Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on and off-ramp locations.
- Provide northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans Right-of-Way to reduce collisions (rear end, sideswipe, broadside) attributed to existing weaving/lane change conflicts.

Multimodal Elements

- Project will include ramp termini improvements (e.g., continental crosswalks, leading pedestrian intervals, cyclist signage, etc.).

Status

- Caltrans is reviewing and approving technical studies to support DEIR/EA*.
- Project briefings with the city and SBCCOG** are anticipated in Spring 2026
- Circulation of Draft Environmental document expected in Summer 2026.



Challenges

- Construction leadership designation is unknown and construction phase is not fully funded.

* Draft Environmental Impact Report/
Environmental Assessment

** South Bay Cities Council of Governments

State Route 14 Safety & Mobility Improvements- North Los Angeles County (I-5 to Agua Dulce Canyon Road)

Purpose and Scope

- Evaluate lane-gap closures where there are lane drops, Transportation System and Demand Management strategies, safety enhancements, complete streets, and wildlife connectivity improvements.
- Address traffic safety concerns (exceeds statewide average incident rates) and enhance travel reliability.
- Minimize conflicting weaving and merging by motorists and improve traffic flow.

Multimodal Elements

- Environmental document to evaluate multimodal elements to create safer, more accessible streets connecting to SR-14 for pedestrians, bicyclists, and transit riders.

Status

Environmental phase underway:

- Scoping meetings: Completed November 2024
- Alternative Analysis: Completed April 2025
- Draft Environmental Document – anticipated Spring 2027
- Final Environmental Document – anticipated Fall 2027



Challenges

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

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

(ExpressLanes from I-10 to US 101)

Purpose and Scope

- 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.
- Improve traffic flows, person throughput, and reliability.

Multimodal Elements

- The environmental document is evaluating the potential multimodal elements (transit, bike, pedestrian improvements).

Status

- Preparation of the environmental document is ongoing.

Challenges

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



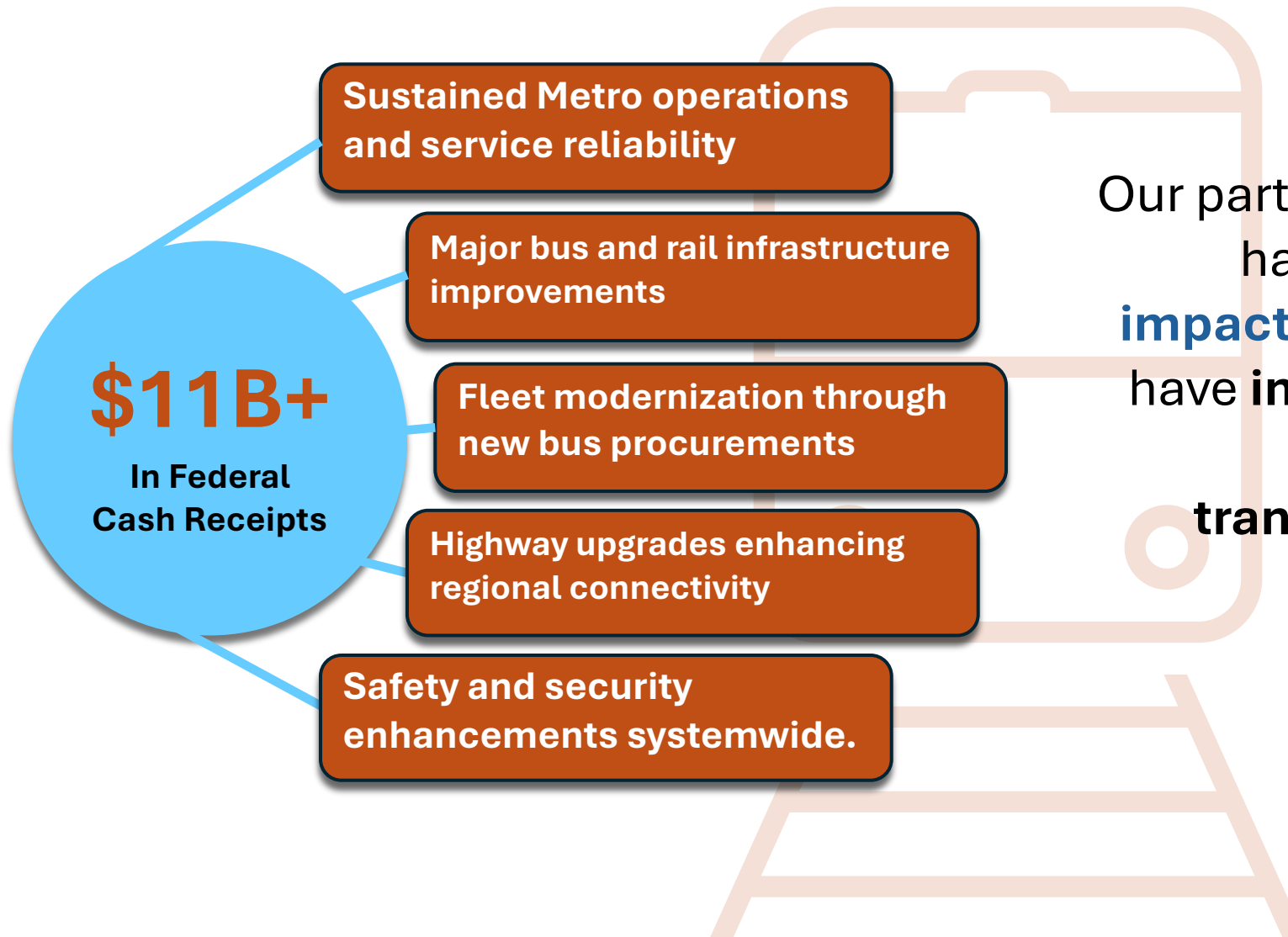


Metro

Managing Federal Grants for Regional Success

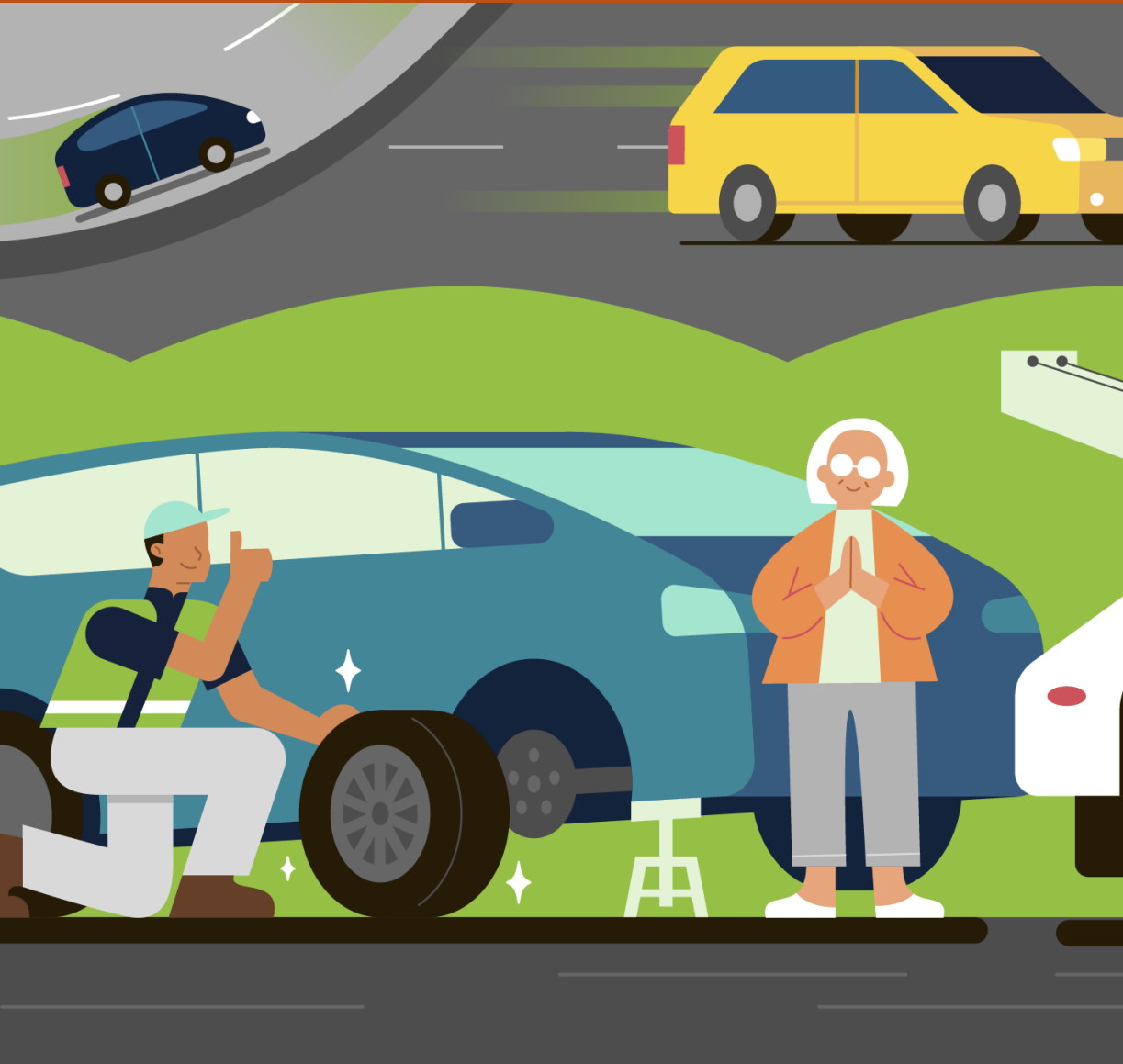
Our Federal Funding Strategy in Action

Federal Partnership Impact (2016-2025)



Our partnership with Federal grantors has been strong and **regionally impactful**—driving investments that have **improved mobility, enhanced safety, and advanced transformative infrastructure in Los Angeles County.**

Temporary Federal Funding Pause



Despite a temporary federal funding pause in **early 2025**, **our partnership remained steadfast.**

After refining grant programs, Federal agencies **restored funding flows**, ensuring **continuity for critical Metro projects.**

How We Proactively Manage Federal Funding

1

Early, Strategic Pre-Award Planning

- Tailored approach for Discretionary, Formula, and Earmark grants
- Align scope, schedule, and budget with compliance requirements
- Ensure equitable programming across project portfolio and the region

2

Thorough Post-Award Oversight

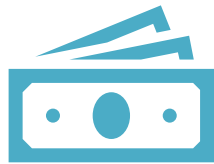
- Dedicated accounting ledgers for each grant
- Transparent cost tracking and compliance monitoring

3

Timely Reimbursement & Reporting Management

- Ongoing invoicing through grantor agency systems
- Accurate and complete drawdowns and financial reporting

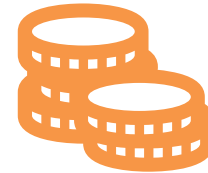
Why It Matters



Positions projects
competitively for future
federal dollars



Ensures compliance and
accountability



Maximizes leverage of
local sales tax revenues

Next Steps

Metro continues to work closely with partner agencies to advance work and access funding for Federally-funded projects.

We prioritize **exceeding our Federal partnership expectations** through:

- **High reporting standards**
- **Timely reimbursements**
- **Proactive focus on risk management**

