



Board Report

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Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2026

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

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

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. CPD oversees the planning of major capital projects to support this mission. The status report provides a quarterly update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery methods. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, which is provided on a quarterly basis to the Metro Board's Construction Committee.

DISCUSSION

The attached Project Status Report (Attachment A) provides an update on transit, active transportation corridors, ExpressLanes, and complete streets and highway projects in various stages of development.

EQUITY PLATFORM

This report is provided on a regular basis and includes status updates for multiple projects; equity

assessments are provided as baseline summaries with subsequent updates when equity conditions change. This quarter includes a refreshed set of baseline assessments for all the projects that are presented in this board report (Attachment B).

VEHICLE MILES TRAVELED OUTCOME

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

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

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

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

NEXT STEPS

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in October 2026.

ATTACHMENTS

Attachment A - Project Status Report

Attachment B - Equity Assessment Baseline (July 2026)

Attachment C - Vehicle Miles Traveled (VMT) Outcome

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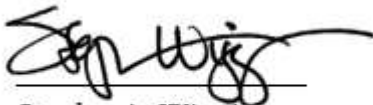
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Major Capital Projects Update Countywide Planning and Development

July 15, 2026

#2026-0029

Presented By

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Major Corridor Projects



Major Pillar Projects

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

Other Projects in Planning

- Link Union Station
- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Southeast Gateway Line
- Los Angeles River Path
- Antelope Valley Line - San Fernando Valley/Pacoima Metrolink Station and Mobility Hub
- K Line Northern Extension

Eastside Transit Corridor Phase 2

Phase

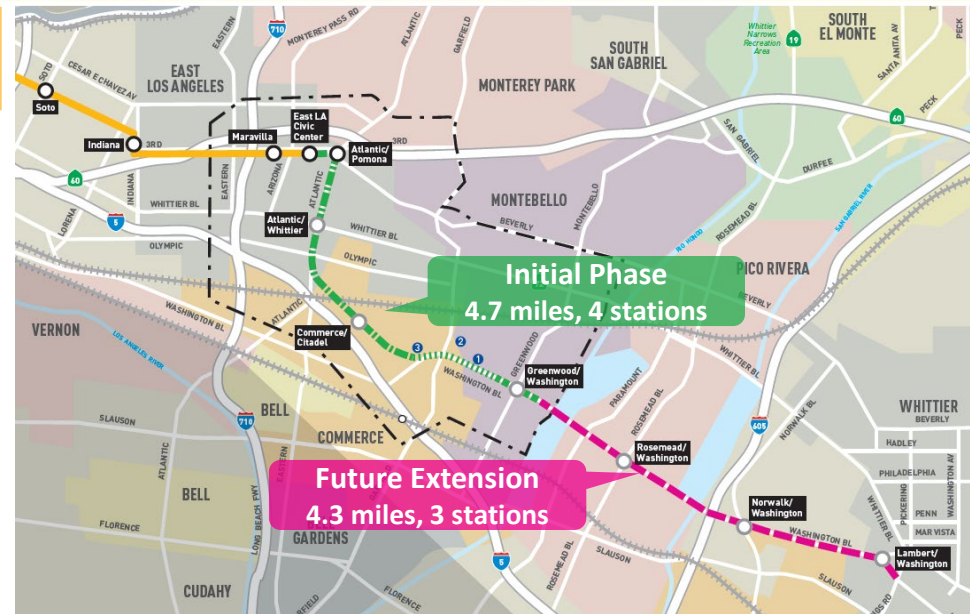
Environmental Review
(National Environmental Policy Act)

Recent Activities

- March: Secured funds of \$133.8M in State Transportation Improvement Program (STIP)
- March/April: Increased project visibility and Community Based Organization (CBO) engagement at local events
- May: Submitted state grant application to Transit and Intercity Rail Capital Program (TIRCP) Cycle 8
- May: Released Environmental Assessment (EA) for Initial Operating Segment (IOS); 30-day review ended June 26
 - Public hearings - one virtual and three in-person (East Los Angeles, Commerce, Montebello)
- June: Successful entry into Capital Investment Grants (CIG) Program's Project Development phase with Federal Transit Administration (FTA) approval

Challenges

- CIG Project Development phase requires completion within 2 years



Opportunities

- Preparation of NEPA document for federal funding eligibility
- Coordinating with City of Pico Rivera and Caltrans on Rio Hondo Washington Blvd Bridge improvements project designs to not preclude future E Line extension to Whittier

Next Actions

- Summer: Prepare responses to public comments, Board approval of Maintenance and Storage Facility site, prepare Findings of No Significant Impact (FONSI) for FTA approval
- Fall: Complete Preliminary Engineering

K Line Extension to Torrance

Phase

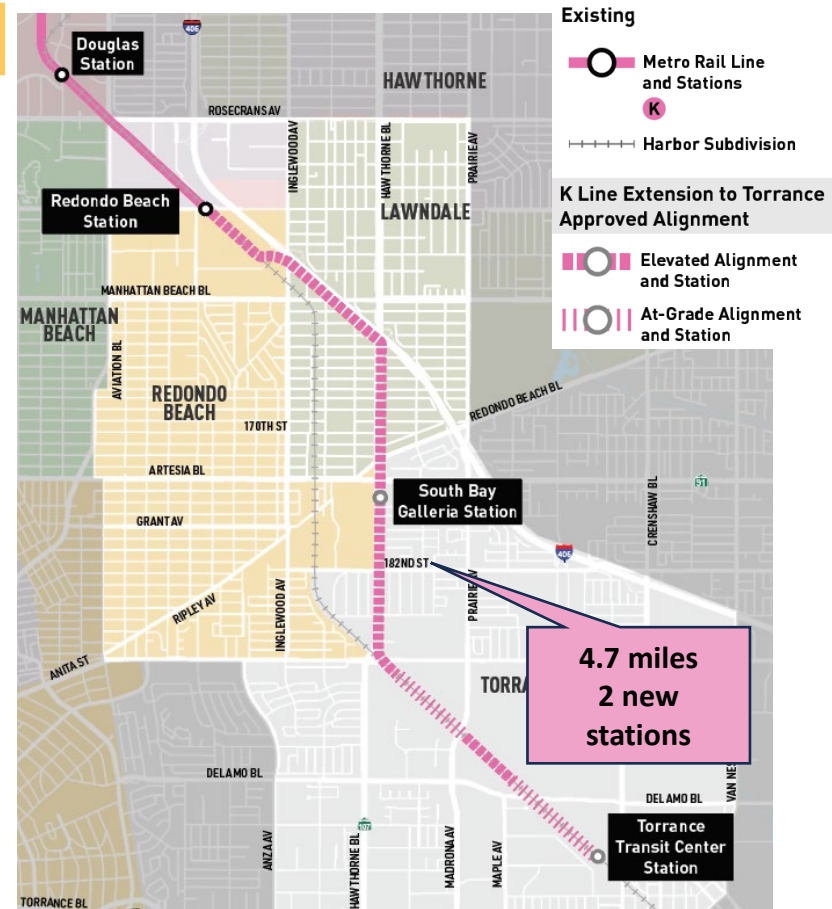
Pre-Construction

Recent Activities

- March: Program Management Support Services (PMSS) contract approved by Board
- May: Board approval of contract modification for Preliminary Engineering
- June: Kick-off meetings for next phase of design with cities, Caltrans, and third parties

Next Actions

- Initiate field investigations (survey, geotechnical, potholing) in summer, starting from south to north
- Continue coordination with third parties including design review, permits, and Master Cooperative Agreements
- Advance design to 30% engineering, conduct first/last mile planning, value engineering, evaluation of early works and phasing concepts to minimize risks and cost/schedule impacts
- Continue discussions with Caltrans and cities on Caltrans Transit Priority Policy and relinquishment of Hawthorne Blvd in Torrance and Redondo Beach, assumed prior to Project construction start



Challenges

- Third party design reviews and approvals

Opportunities

- Exploration of early works, construction phasing and streamlined federal review for I-405

Sepulveda Transit Corridor

Phase

Environmental Review (California Environmental Quality Act / National Environmental Policy Act)

Recent Activities

- April/May: Completed community meetings to provide project updates (one virtual, four in-person) in Sherman Oaks, Culver City, Van Nuys and Westwood
- Completed circulation of draft federal Planning and Environmental Linkages Study
- May: Board approved contract modifications to advance environmental clearance for the Locally Preferred Alternative (LPA) and support community engagement

Next Actions

- Design refinement to reflect LPA direction; update cost estimates to reflect updated design and Initial Operating Segment (IOS)
- Geotechnical investigations
- Concurrent advancement of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental clearance focused on LPA

Challenges

- Navigating federal process with P3 approach



Opportunities

- Assess Public-Private Partnership (P3) as IOS delivery method

Link Union Station

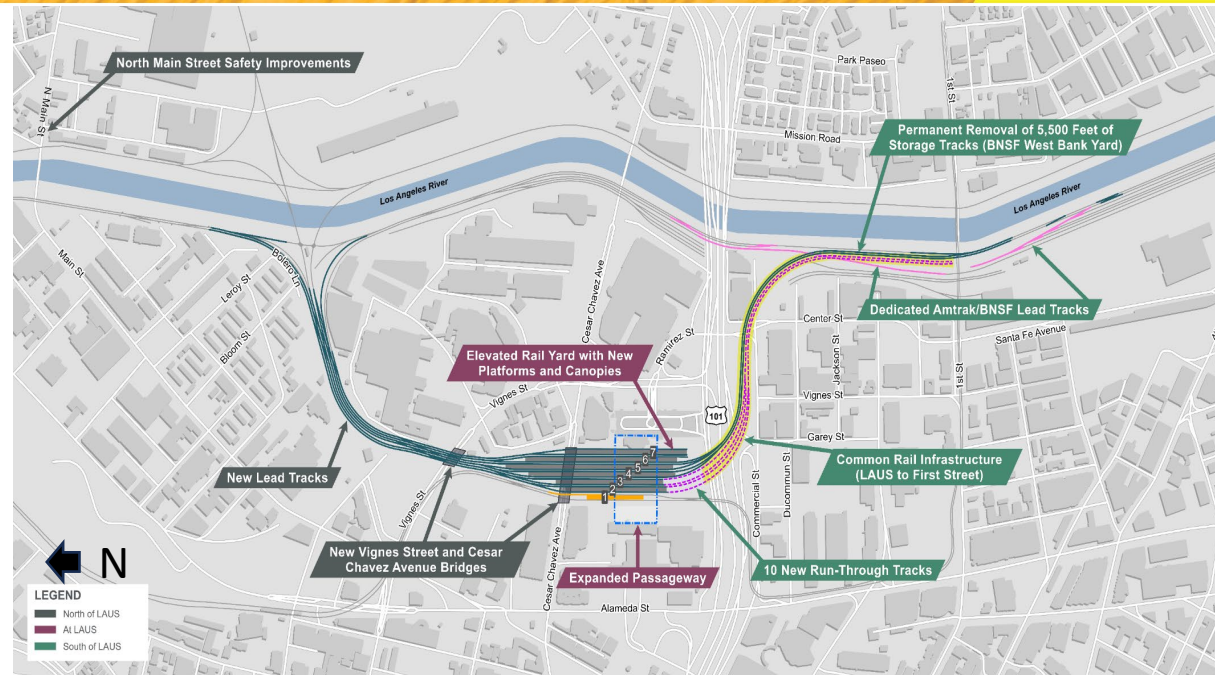
Phase Design

Recent Activities

- February: Board approval of preconstruction budget for early work
- February: Submitted grant application for the Federal Railroad Administration (FRA) Federal-State Partnership (FSP) for Intercity Passenger Rail program
- March: California High Speed Rail Authority certification of Final Environmental Impact Statement (EIS)
- California Transportation Commission allocation of \$115 million in State Transportation Improvement Program (STIP) and Transit and Intercity Rail Capital Program (TIRCP) grants for early work

Next Actions

- Continue preparation of the Administrative Record



Challenges

- Litigation from City of Vernon

Opportunities

- Funding applications submitted for the Federal Railroad Administration Federal-State Partnership (FSP) for Intercity Passenger Rail in February 2026; additional Interregional Transportation Improvement Program (ITIP), Trade Corridor Enhancement Program (TCEP), and Solutions for Congested Corridors Program (SCCP) Grants with the State

Vermont Transit Corridor

Phase	Final Design
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Recent Activities

- March: FTA Completed Risk Assessment
- May: Congress allocated full request of \$149.9 M in Small Starts funding
- Program Management progressing Final Design in coordination with City of Los Angeles, County of Los Angeles, Caltrans and utility providers
- Began Phase 1 (Pre-Construction Activities), including Geotech borings, potholing

Next Actions

- Anticipate executing Small Starts Grant Agreement Summer of 2026
- Continue coordination with Real Estate on Temporary Construction Easements (TCE)

Challenges

- Timely execution of funding agreements in order to be in operation by 2028 Games

Opportunities

- No permanent acquisitions required
- Vehicles to be assigned from current fleet



Rail to River Active Transportation Corridor (Segment B)

Phase Planning / Design

Recent Activities

- Continued coordination with City of Commerce (project lead) and local jurisdictions on the Randolph Corridor project (formerly Segment B)
- Evaluating potential alternatives to connect Segment A and Segment B as directed by the Metro Board
- Executed amendment to the Funding Agreement with project lead to include the Long Beach-East Los Angeles Corridor Mobility Investment Plan funds

Next Actions

- Continue coordination with cities/County, as well as the future Southeast Gateway Line



Challenges

- Timely 3rd Party reviews

Opportunities

- Continue to monitor potential funding opportunities as needed

Los Angeles River Path

Phase

Environmental Review (California Environmental Quality Act)

Recent Activities

- February: Closed public comment period (47 days) for Draft Environmental Impact Report (EIR)
- May: Board motion adopted, directing a governance study for delivery of project as part of 51-miles of LA River bicycle network

Next Actions

- Continue to review and respond to public comments received on Draft EIR
- Complete Cost Benefit Analysis
- Develop staff recommendation for Locally Preferred Alternative (LPA), delivery plan, phased implementation

Opportunities

- LA River Governance Study of 51-mile LA River Path as opportunity to identify lead agencies for LA River Path Project construction, operations and maintenance



Challenges

- Multiple jurisdictions and adjacent projects requiring extensive 3rd party coordination
- <1% of right of way is owned by Metro, thus efficient project delivery will depend on identifying lead agencies for construction, maintenance and operations

AVL – San Fernando/Pacoima Metrolink Station and Mobility Hub

(formerly the ESFV Shared ROW Study)

Phase	Alternatives Analysis

Recent Activities

- Continued to advance Board-adopted Scenario 2:
 - Early works safety improvements (6 at-grade rail crossings)
 - Metrolink infill station
 - Design of mobility hub
 - Multimodal integrated planning
- April 2026: Board authorization of contract for preliminary engineering for safety improvements at six rail crossings along the Antelope Valley Line

Challenges

- Right of way coordination with Metrolink

Opportunities

- Delivery of early improvements to address immediate safety needs

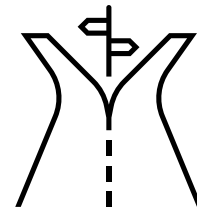
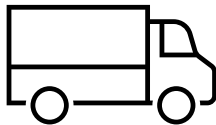


Next Actions

- July: Board programming of funds to advance station, mobility hub, and track work, and to develop environmental evaluations and conduct public and stakeholder engagement
- Continue preliminary engineering on rail crossing safety improvements
- Begin conceptual planning for Metrolink infill station, mobility hub, and track work
- Continue stakeholder and public engagement

Quarterly Major Projects Report

Complete Streets & Highway Projects



Presented by Avital Barnea

Senior Executive Officer, Multimodal Integrated Planning

I-605 Corridor Multimodal Improvements Project (I-605 CMIP)

(I-10 to I-105)

Status/Schedule

- Current Phase: Environmental and engineering studies for Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) are underway.
- Held meetings in Summer 2025 with I-605 corridor cities to present multimodal & complete street framework and develop local multimodal project concepts
- Board approved contract modifications in April 2026 to restart and complete the DEIR/DEIS for the revised project alternatives.

Purpose and Need

- Safety and operational deficiencies, lack of multimodal transportation options.
- 4,335 collisions resulting in injury occurred within I-605 project limits (2019 - 2023).

Multimodal Scope

- Provide bicycle, pedestrian, and equestrian trail improvements.
- Provide roadway connections to transit stations.
- Include Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies.
- Provide managed lane improvements (High-Occupancy Vehicle lanes and/or ExpressLanes), interchange safety improvements, and direct connectors.

Project Benefits

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



Challenges

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

Metro & Caltrans Roles

- Metro: Project Sponsor for current phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

I-405 ExpressLanes Project – Sepulveda Pass

(ExpressLanes from I-10 to US 101)

Status/Schedule

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

Purpose and Need

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

Multimodal Scope

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

Project Benefits

- Improve traffic flows, person throughput, and reliability.

Challenges

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



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

I-405 South Bay Curve Improvements

Status/Schedule

- Current Phase: Environmental Phase- Caltrans is reviewing and approving the Draft Project Report and the Draft Environmental document.
- Community Engagement: Project briefings with stakeholders. are anticipated before Draft Environmental document circulation.
- Next Major Milestone: Circulation of Draft Environmental document anticipated in Summer 2026 after FIFA World Cup.

Purpose and Need

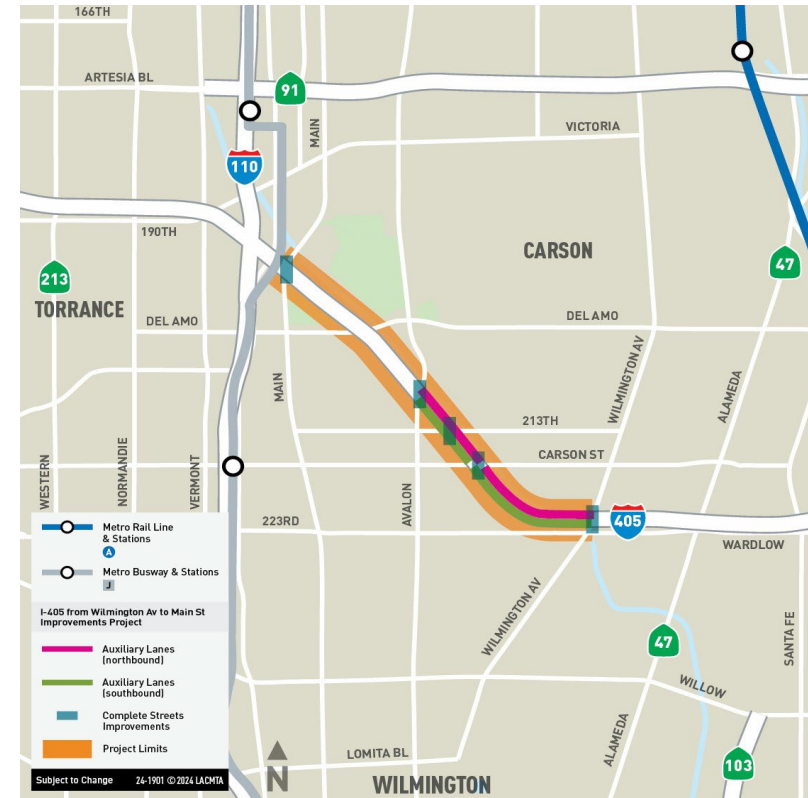
- Traffic safety and operational needs.
- From April 2020 to March 2023, 612 collisions (278 northbound and 334 southbound) occurred within the project limits, and of these, over 75% were rear-end and sideswipe, indicating congestion.

Multimodal Scope

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

Project Benefits

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



Challenges

- Construction not fully funded.

Metro & Caltrans Roles

- Metro: Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

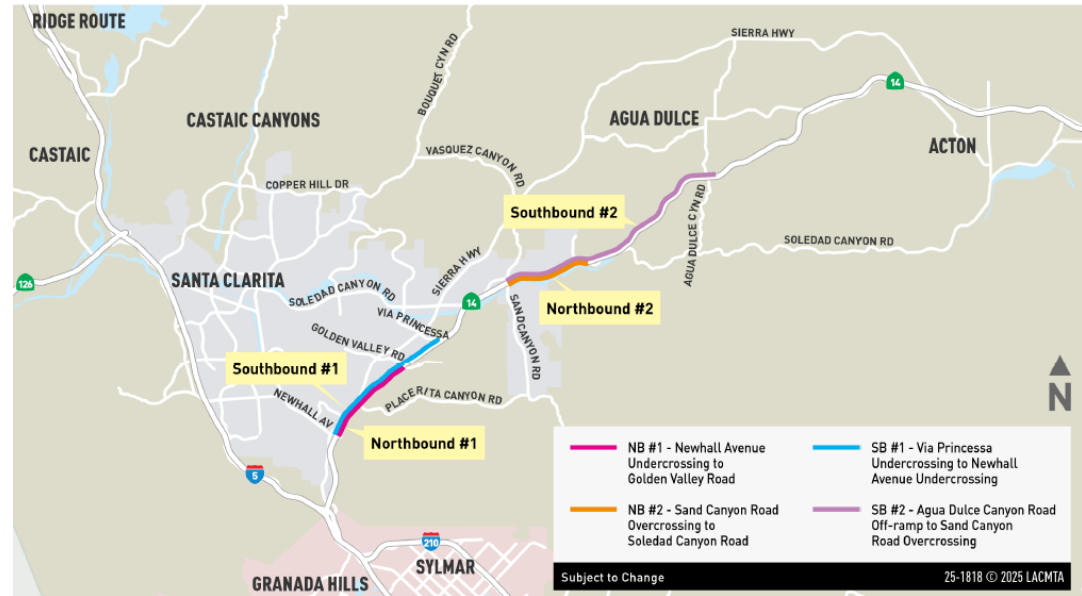
SR-14 North Los Angeles County Safety & Mobility Improvements (Interstate 5 to Agua Dulce Canyon Rd)

Status/Schedule

- Current Phase: Project Approval/ Environmental Documentation (PA/ED)- Caltrans is reviewing and approving technical studies to support DEIR/EA.
- Community Engagement: Quarterly coordination meetings with corridor stakeholders
- Next Major Milestone: Circulation of Draft Environmental Document expected in Summer 2027.

Purpose and Need

- Enhance safety, mobility, and multimodal transportation options
- Lane drops and changes in grades cause safety and operational challenges
- From 2020 to 2022, 774 reported collisions, 314 fatal and injury collisions for all four segments



Multimodal Scope

- Lane gap closures where there are lane drops, Transportation System and Demand Management elements, safety enhancements, complete streets, and wildlife connectivity improvements.

Project Benefits

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



Challenges

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

Metro & Caltrans Roles

- Metro: Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- San Gabriel Valley Council of Governments (COG) is the construction lead.
- Caltrans issued Right of Way Certification & Encroachment Permit to Metro on April 17 and April 20, 2026, respectively.
- Allocation request for construction funds was approved by the California Transportation Commission (CTC) at their 6-26-2026 2026 meeting.
- Target begin construction is March 2027.
- Community Engagement: COG to convene pre-construction public meetings.

Purpose and Need

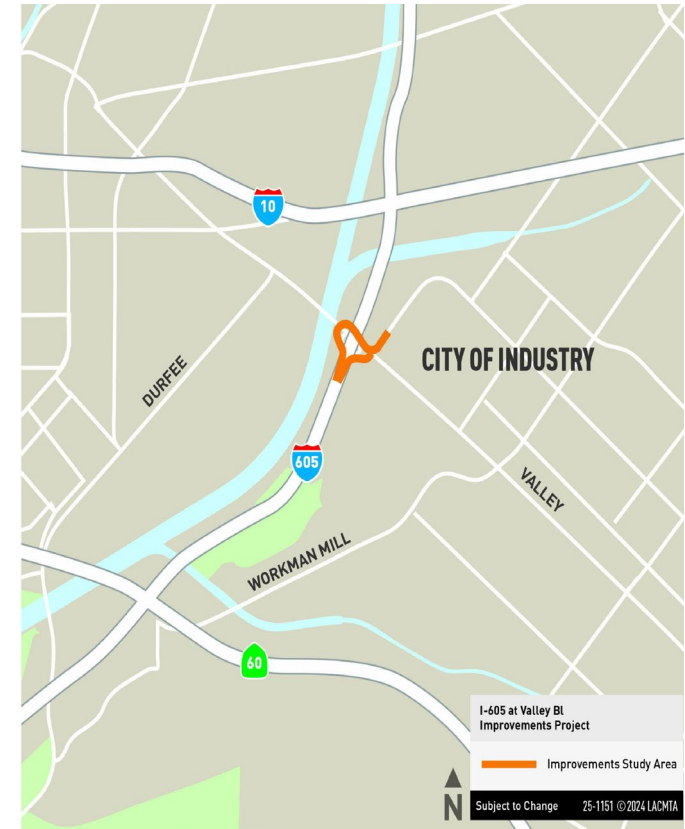
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion (1,126 collisions occurred within the project limits from 2016 to 2018).

Multimodal Scope

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

Project Benefits

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



Challenge

- Timely execution of COG tasks leading to advertising, awarding and initiating the construction contract after CTC approval.

Metro, Caltrans & COG Roles

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

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
Eastside Transit Corridor Phase 2	Equity Focused Communities (EFCs) are located within half a mile of each of the 7 proposed stations. The Project will benefit communities along the eastern portion of LA County. The full 9-mile project alignment traverses six (6) jurisdictions or neighborhoods with EFCs, and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the 4.6-mile initial operating segment to the Greenwood Station. The Project will benefit these EFCs and other communities along the eastern portion of LA County and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. The LPA to Greenwood will serve the highest concentration of EFCs in East LA and the cities of Commerce and Montebello.
Sepulveda Transit Corridor	EFCs have been identified within the study area in San Fernando Valley and near UCLA. The project team will use the 2022 EFC definition for upcoming analyses supporting the CEQA process.
K Line Extension to Torrance	Lawndale, one of the three cities in the project area, includes EFCs (based on 2022 updated data). Travel patterns and projected ridership show that the Project will expand transit service and accessibility for many EFCs to connect to major job centers in the South Bay and serve low-income, zero-vehicle households, and Black, Indigenous, and/or People of Color (BIPOC) populations throughout LA County who make up most of Metro's existing rail ridership.
Link Union Station (LINKUS)	The Link Union Station Project (Link US Project) addresses existing and future capacity constraints at Los Angeles Union Station (LAUS). The Project would transform LAUS from a stub-end terminal into a run-through station by extending ten platform tracks from their current termini over U.S. Highway 101 (US-101) and adjacent local streets to connect with the mainline tracks along the west bank of the Los Angeles River. Additional Project elements include replacement of the existing pedestrian passageway beneath the platforms and tracks with a new, expanded passageway, as well as off-site railroad improvements at the Burlington Northern Santa Fe (BNSF) Railroad Malabar Yard in the City of Vernon. LAUS is Southern California's primary multimodal transportation hub, serving multiple counties with a combined population exceeding 20 million people. By 2040, weekday passenger activity at LAUS is forecast to increase from approximately 110,000 to more than 200,000 passenger trips. The Link US Project is proposed to increase regional and intercity rail capacity, improve transit connectivity, enable seamless one-seat rides across Southern California's rail network, and accommodate the planned California High-Speed Rail system at LAUS. Importantly, the Project advances equity objectives by improving access to reliable, affordable, and high-quality transit for transit-dependent populations and equity-priority communities across the region. Enhanced rail connectivity at LAUS would expand access to jobs, education, healthcare, and essential services, while investments in safety, accessibility, and passenger amenities would ensure that the benefits of the Project are equitably distributed. Together, these improvements would support state, regional, and local sustainability, climate, and equity goals while positioning LAUS as a world-class transit and mobility hub.

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
Vermont Transit Corridor	Entire corridor is within EFCs and consists of 69% people of color, 32% of households below poverty level, 67% transit dependent households, and 23% of the population commuting to work via transit. In August 2024, Metro staff conducted a CBO Partnership meeting to discuss both the near-term improvements and the future BRT project. Metro is currently partnered with 30 CBOs on the Vermont Transit Corridor Project. Additional community meetings, with the help of our CBOs, will be held in early October 2024.
Rail to River Active Transportation Corridor (Segment B)	Randolph Street was recommended to the Board as part of the 2022 Supplemental Alternatives Analysis in part due to community and stakeholder feedback. The Randolph Street corridor is mostly within or adjacent to EFCs. The project team will use the 2022 EFC data for upcoming analyses for environmental clearance.
Los Angeles River Path	Prior analyses found that approximately 23% of the population within 3-miles of the project lives in poverty, with 92% of the population being people of color (BIPOC) with limited English proficiency. 77% of the population is Latino and more than 17% of the population relies on multi-modal transportation options for getting to work, including walking, bicycling, and taking public transit. The project team has updated the baseline, based on 2022 EFC data.
Antelope Valley Line – East San Fernando/Pacoima Metrolink Station and Mobility Hub	The Project is located in the city of Los Angeles along the Metrolink AVL. There are multiple Equity Focus Communities (EFC) in the vicinity of the Pacoima Metrolink Station. The study area includes the city of Los Angeles neighborhood of Pacoima, which was identified as an EFC in prior analyses. Equity assessments, including an examination of the potential benefits to residents living within a half mile of the Pacoima Metrolink and ESFV LRT stations, were conducted as part of the prior Study. Census tract data for the year 2020 were used in correlation with Metro's 2022 EFC Map. This Project will support compliance with the Americans with Disabilities Act (ADA) to improve, enhance, and ensure safer, more equitable pedestrian access at this new Pacoima Metrolink Station and mobility hub.
K Line Northern Extension	Study area includes EFCs in Mid-City and Hollywood and includes neighborhoods in which a significant proportion of residents are transit dependent. Projected travel patterns and ridership show that the Project will serve many EFCs along the K Line, connecting people to jobs, schools and services. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system.

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
91/605/405 Hot Spots Program-	The 91/605/405 Hot Spots Program includes a suite of safety and operational improvement projects within and/or adjacent to EFCs. All projects have separate environmental review processes and community outreach efforts.
I-605 Corridor Multimodal Improvement Project (CMIP) from I-10 to I-105	The Board recently authorized staff to resume work on the I-605 CMIP environmental phase with an emphasis on developing and implementing safety and multimodal projects, expanding community outreach efforts, and avoiding the displacement of residences. The CMIP study area

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	encompasses nine jurisdictions and parts of unincorporated Los Angeles County, within the Gateway Cities and San Gabriel Valley Council of Governments subregions. The 16-mile CMIP study area traverses through and adjacent to fourteen (14) EFCs that are zoned for multiple land uses. According to Census Data, more than 50% of the total population in nearly all the cities and unincorporated Los Angeles are Hispanic or Latino. Approximately 80% of commuters in the CMIP study area drive alone, 10% carpool, 4% take transit, 2% walk, and .5% bike. The CMIP alternatives evaluated will include multimodal travel options, pedestrian enhancements, and corridor management strategies. For example, the following proposals will be studied-- new pedestrian/equestrian trail improvements along the north and south side of the San Gabriel River to provide more transportation options; a new pedestrian bridge to Vista Del Rio Drive and ADA infrastructure upgrades to provide safer and better access for those who choose to walk, bike or roll; roadway connections to transit stations in addition to improved bus stops on northbound and southbound Pioneer Boulevard near Slauson Avenue for better system connectivity and accessibility; and transportation system management and transportation demand management strategies such as signal synchronization projects, and the conversion of high occupancy vehicle (HOV) lanes to ExpressLane projects to better manage and utilize existing roadway/corridor lanes, and improve traffic flow.
I-605/Valley Boulevard Interchange Improvements	I-605 is a major north-south regional interstate freeway in Los Angeles County that is used for interregional travel and goods movement. The I-605/Valley Boulevard interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecast to increase and exacerbate existing traffic conditions if nothing is done. The Project is in the San Gabriel Valley Council of Governments (SGVCOG) subregion, in the City of Industry and unincorporated Los Angeles County. There are no Metro-designated EFCs within the project area. The project area land uses are designated as employment, commercial, institutional, and recreation/open spaces. According to Senate Bill 535 for California for Investments, most of the population surrounding the project area is designated as disadvantaged and low-income communities. According to 2022 census data, 65.9% of workers in the City of Industry drove alone to work; followed by 17.6% working from home, and 10.6% carpooled to work. Also, 5.71% of the workforce is reported to have “super commutes” that are over 90 minutes. According to 2023 census data, the three largest ethnic groups within the project area are Hispanic or Latino (51.93%), White not Hispanic or Latino] (25.97%), and Asian (23.20%). This safety and operational improvement project will reconfigure on and off ramps to reduce collision rates that exceed the statewide average; upgrade adjacent local arterials, and traffic/railroad signals; improve truck ramp access for goods movement; provide pedestrian enhancements that include ADA infrastructure upgrades; and provide railroad safety upgrades to reduce to the potential for vehicle, passenger, freight and/or pedestrian conflicts in proximity to the Metrolink and Union Pacific Railway at-grade crossings that are adjacent to the interchange. The Project does not displace any residences or businesses. Caltrans issued the Right of Way Certification and Encroachment Permit for construction of the Project on April 17th and April 20th, respectively. Construction by the SGVCOG is scheduled to begin at the end of the year (December 2026). SGVCOG will convene preconstruction public/community engagement meetings.

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
I-405 ExpressLanes Project-Sepulveda Pass	I-405 is a major north–south interstate freeway in Los Angeles County that serves critical interregional travel and goods movement. The segment between I-10 and US-101 through the Sepulveda Pass is among the most congested corridors in the nation. The proposed project would convert existing high-occupancy vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes and may add a second managed lane in each direction. Given the substantial and recurring congestion on the I-405, implementation of ExpressLanes is expected to improve travel-time reliability, safety, and overall person throughput. ExpressLanes utilize dynamic tolling to manage demand, providing more consistent travel times and offering travelers—including carpoolers, transit users, and toll-paying drivers—more reliable and predictable travel options. Importantly, the ExpressLanes program incorporates equity considerations by maintaining free or reduced-cost access for eligible low-income users, supporting enhanced transit services in the corridor, and reinvesting net toll revenues into transportation improvements that benefit disadvantaged and equity-priority communities.
I-405 South Bay Curve Improvements- These projects include safety and operational improvements on the freeway mainline and ramp termini between I-105 and Artesia Boulevard, and Main Street and Wilmington Avenue along I-405. All projects have separate environmental review processes inclusive of independent utility and logical termini and community outreach efforts.	
I-405 Improvements (I-110 to Wilmington Avenue)	The Project is within the South Bay Cities Council of Governments subregion and located in the City of Carson. There are no Metro-designated EFCs within the proposed project area, but there is an EFC within one mile of the project area; and some communities within the project area are identified in the Caltrans Transportation Equity Index. The four largest ethnic groups within the project area are Asian (25%), Black or African American (23.6%), Hispanic or Latino (41%), and White (11.7%). The majority drive alone to work (78.1%) and/or carpool to work (9%); followed by 7.8% that work from home, 2% that take public transportation, 1.9% that walk, 0.2% that bike, and 1.1% that take taxicabs, ride motorcycles, or use other means of transportation. The Project improves access to several key destinations/marketplaces within the project area that attract people who choose to ride, walk, bike or roll. For example, there is the Carnegie Middle School, Bonita Street Elementary School, Carson Event Center, Calas Park, and Torrance Memorial Healthcare Center southwest of I-405; and Del Amo Park and South Bay Pavilion Mall and the surrounding retail plazas northeast of I-405. Twenty-eight percent (28%) of trips are made by people who choose to walk and less than one percent (<1%) of trips are made by people who choose to bike as their primary modes of travel to and from destinations that start and end within half mile of the project limits. The Project is expected to increase access and connectivity; and provide better and safer streets and highways to help connect residents to jobs and other key community destinations. The proposed improvements are within Caltrans right-of-way and do not displace residents. The Project is in the environmental phase. The circulation of the Draft Environmental Document for the Project is expected in summer 2026.
SR-14 North Los Angeles County Safety & Mobility Improvements (I-5 to Agua Dulce Canyon Road)	SR-14 is an interregional commuter corridor that provides access between the Antelope and Santa Clarita Valleys and to the Los Angeles Central Business District (LACBD) and other employment centers south of SR-14. Commuter traffic originates mainly from the cities of Palmdale, Lancaster, Santa Clarita, and other unincorporated communities within north Los Angeles County. North Los Angeles County continues to experience population growth due to

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	its affordable housing market (compared to other areas of Los Angeles County) which results in high traffic volumes along SR-14 in the southbound/westbound directions during the morning peak hours, and similar high northbound/eastbound traffic volumes during the afternoon peak hours. The Project is within the North Los Angeles County subregion. Communities within the project area in the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro's Equity Need Index designation of Very High Need, High Need and Moderate Need areas, inclusive of EFCs, and Caltrans' Equity Index. Project segments currently operate near or over capacity during these peak hours. Within the project segments, mandatory lane changes and vehicle weaving movements between closely spaced interchanges contribute to collision rates that are higher than the statewide average. The proposed improvements are expected to benefit users by providing more reliable travel times and reducing the potential for collisions/injuries for commuters that travel from North Los Angeles County to LACBD. The circulation of the Draft Environmental Document for the Project is expected in Summer 2027).
Complete Streets and Highways Projects- No Longer Being Reported	
The following projects are no longer reported quarterly because the projects are being transitioned to the construction phase for implementation or the subregion elected to pause work on the project or terminate the project. Updates on the project development of Malibu projects are no longer requested by the Board. Notice of this change was reported during the July 2025 and October 2025 Planning & Programming Committee Meetings. • I-405 Auxiliary Lanes (I-105 to Artesia Boulevard) • I-605/Beverly Boulevard Interchange Improvements Project • Malibu PCH Trancas Canyon Road Intersection Improvements • Malibu PCH and Las Floras/Rambla Pacifico Intersection Improvements • PCH Median and Channelization Project (Webb Way to Puerco Canyon Road) • PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard) • SR-91 Westbound Improvements (Alondra Boulevard to Shoemaker Road) • SR-91 Improvements (Central Avenue to Acacia Street) To obtain the last Equity Assessment Baselines reported for the above referenced projects, please refer to the April 2025 Countywide Planning Major Project Status Board Report (2025-0140) -Attachment B.	

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
TRANSIT AND ACTIVE TRANSPORTATION											
Eastside Transit Corridor Phase 2	Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. In 2024, the Board approved the 9-mile Locally Preferred Alternative (LPA) and a 4.6-mile Initial Operating Segment (IOS) to Greenwood. The certified environmental study under the California Environmental Quality Act (CEQA) found that the Project would reduce daily regional VMT by approximately 34,500 miles relative to 2042 conditions without the Project.		X	X				X		X	
Sepulveda Transit Corridor	The Sepulveda Transit Corridor (STC) would create a high-quality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside. Five alternatives currently are under environmental evaluation. The STC project does not yet have an identified LPA and VMT determination is not available at this time. Since this is a regionally significant project providing a mass transit option through the congested Sepulveda Pass, it is anticipated to result in VMT reduction.		X		X			X		X	
Link Union Station	The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the Link Union Station Project (Link US Project) to address existing and future capacity constraints at Los Angeles Union Station (LAUS). The Project would transform LAUS from a stub-end terminal into a run-through station by extending ten platform tracks		X	X			X				X

ACRONYMS:

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ATTACHMENT C

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	from their current termini over U.S. Highway 101 (US-101) and adjacent local streets to connect with the mainline tracks along the west bank of the Los Angeles River. Additional Project elements include replacement of the existing pedestrian passageway beneath the platforms and tracks with a new, expanded passageway, as well as off-site railroad improvements at the Burlington Northern Santa Fe (BNSF) Railroad Malabar Yard in the City of Vernon. LAUS is Southern California's primary multimodal transportation hub, serving multiple counties with a combined population exceeding 20 million people. By 2040, weekday passenger activity at LAUS is forecast to increase from approximately 110,000 to more than 200,000 passenger trips. The Link US Project is proposed to increase regional and intercity rail capacity, improve transit connectivity, enable seamless one-seat rides across Southern California's rail network, and accommodate the planned California High-Speed Rail system at LAUS. By expanding high-capacity rail service and improving system efficiency, the Project would support reductions in per-capita vehicle miles traveled (VMT) through mode shift from single-occupancy vehicles to rail and transit, while improving travel-time reliability and regional mobility. The Project would also enhance passenger safety, accessibility, and comfort through modernized station amenities, positioning LAUS as a world-class transit and mobility hub and advancing state, regional, and local sustainability and climate goals.										
K Line Extension to Torrance	The C Line Extension to Torrance Project would extend Metro rail by 4.5 miles from the existing Metro Redondo Beach (Marine) Station to the new Torrance Transit Center. The project would travel through the		X	X					X	X	

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		↑	↓	Y	N	NA	Y	N	NA	Y	N
	cities of Lawndale, Redondo Beach and Torrance, and build two new light rail stations to connect the South Bay with the regional rail network. Analysis presented in the Draft EIR estimates that the Project will offset approximately 34,566 daily VMT.										
Vermont Transit Corridor	The Vermont Transit Corridor Bus Rapid Transit Project is a 12.4-mile, end-to-end side-running BRT service on Vermont Avenue from Sunset Boulevard to 120th Street. This is the County's busiest bus corridor with 38,000 weekday boardings today, expected to increase to 66,000 by 2025. Environmental analysis performed as part of the CEQA exemption found that the Project will result in a decrease of 85,000 daily VMT, due to mode shift from auto to transit.		X	X			X			X	
Rail to River Active Transportation Corridor (Segment B)	Segment B of the Rail to River Active Transportation (AT) Corridor will extend the nearly completed six-mile-long Segment A project – also referred to as Rail to Rail – with an additional four miles of AT improvements that will connect to the LA River bicycle path. This project is not expected to increase VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.		X	X					X	X	
Los Angeles River Path	The LA River Path Project proposes to close an 8-mile contiguous gap in the active transportation corridor along the LA River, connecting Elysian Valley and the City of Maywood through downtown Los Angeles and the City of Vernon. The Project would create a safe and accessible pathway for pedestrians, cyclists, and users of all ages and abilities, particularly for residents living within a 3-mile radius of the		X		X			X			X

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		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	corridor. This project is undergoing environmental analysis and is expected to reduce VMT by providing an active transportation option.										
Antelope Valley Line – East San Fernando/Pacoima Metrolink Station and Mobility Hub	The Project would provide a direct transfer between the Metrolink Antelope Valley Line and the East San Fernando Valley Light Rail Transit Project, plus bus connections, which saves travel time for transit riders. The Project also includes the development of a mobility hub for multimodal access. These improvements to multimodal mobility and connectivity thus reduce VMT and GHG emissions.		X		X			X			X
K Line Northern Extension	K Line Northern Extension Project will create a north-south rail connection for communities throughout LA County from the South Bay to Hollywood and connects with four Metro Rail lines and 6 of the top 10 busiest bus lines in LA County. This Project has a LPA contingent on identification and commitment of additional funding. The Draft EIR identifies annual VMT reductions between 46.5 and 49.5 million miles, depending on the alignment.		X		X			X		X	
COMPLETE STREETS AND HIGHWAYS											
I-605 Capital Multimodal Improvement Project (CMIP) from I-10 to I105	The Project is in the environmental phase; the study area encompasses nine jurisdictions and parts of unincorporated Los Angeles; and alternatives evaluated will include multimodal travel options, pedestrian enhancements, and corridor management strategies. The LPA will be selected after the environmental phase. VMT decreases or increases will be determined for the Project after an analysis is done.	X			X			X			X
I-605/Valley Boulevard	The Project is in the City of Industry and unincorporated Los Angeles County, and in the final design phase. The Project will reconfigure the	X		X			X				X

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Interchange Improvements Project	freeway on and off ramps; upgrade local arterials (Valley Boulevard and Temple Avenue), signals and the infrastructure; and provide railroad safety upgrades to reduce the potential for vehicle, train (passenger and cargo) and pedestrian conflicts. The start of construction is slated to begin at the end of the year (December 2026). The Project will likely increase VMT.										
I-405 ExpressLanes Project- Sepulveda Pass (ExpressLanes from I-10 to US 101)	I-405 is a major north–south interstate freeway in Los Angeles County that serves critical interregional travel and goods movement. The segment between I-10 and US-101 through the Sepulveda Pass is among the most congested corridors in the nation. The proposed project would convert existing high-occupancy vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes and may add a second managed lane in each direction. Given the substantial and recurring congestion on the I-405, implementation of ExpressLanes is expected to improve travel-time reliability, safety, and overall person throughput while supporting vehicle miles traveled (VMT) management objectives. ExpressLanes utilize dynamic tolling to manage demand, encourage higher vehicle occupancy, and support mode shift to transit, thereby reducing congestion-related inefficiencies and per-capita VMT. The ExpressLanes program also incorporates equity considerations by maintaining free or reduced-cost access for eligible low-income users, supporting enhanced transit services in the corridor, and reinvesting net toll revenues into transportation improvements that benefit disadvantaged and equity-priority communities.	X			X			X			X

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I-405 Improvements (I-110 to Wilmington Avenue)	The Project is in the City of Carson and in the environmental phase. The Project will construct four auxiliary lanes; increase access and connectivity; and provide complete streets improvements (high-visibility crosswalks, pedestrian flashing beacons, bicyclist signage and new transit/bus stops). The LPA will be selected after the environmental phase is completed in 2027. The project was determined to be exempt from a VMT analysis based on the draft VMT Screening Memorandum dated May 16, 2024, but will likely increase VMT due to the proposed roadway improvements.	X			X			X			X
SR-14 Improvements North Los Angeles County Safety & Mobility Improvements (Newhall Avenue Undercrossing to Agua Dulce Canyon Road)	The Project is in Antelope Valley and in the environmental phase. The Project will reconfigure the existing lanes, close the lane gaps, and implement TSM/TDM strategies. The LPA will be selected after the environmental phase is completed in 2028 and afterwards VMT increases will be determined for the Project.	X			X			X			X

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- I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)
- I-605/Beverly Boulevard Interchange Improvements Project
- Malibu PCH Trancas Canyon Road Intersection Improvements
- Malibu PCH and Las Floras/Rambla Pacifico Intersection Improvements
- PCH Median and Channelization Project (Webb Way to Puerco Canyon Road)
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- SR-91 Westbound Improvements (Alondra Boulevard to Shoemaker Road)
- SR-91 Improvements (Central Avenue to Acacia Street)

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