



Board Report

File #: 2026-0051, **File Type:** Informational Report

Agenda Number: 7.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 18, 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 includes updates for multiple projects as well as assessments of equity. The April and July

2025 quarterly updates included refreshed equity assessment baseline summaries for each project that had descriptions of potential project benefits to EFCs (and no unmitigated project equity impacts). There are no updates or changes to those project equity assessments this quarter.

VEHICLE MILES TRAVELED OUTCOME

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

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

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

The VMT outcomes for each project in this report were provided in detail in the April and July 2025 quarterly updates. There are no changes or updates to the VMT outcomes this quarter.

*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 April 2026.

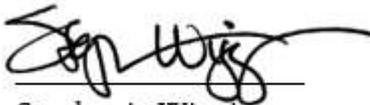
ATTACHMENT

Attachment A - Project Status Report

Prepared by:

Philbert Wong, Senior Director, Shared Mobility, (213) 418-3137
Michelle Smith, Executive Officer, Complete Streets & Highways, (213) 547-4368
Allison Yoh, Senior Executive Officer, Mobility Corridors, (213) 922-4812
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning,
(213) 547-4317
David Mieger, Senior Executive Officer, Countywide Planning &
Development, (213) 922-3040
Shahrzad Amiri, Deputy Chief Operations Officer, (213) 922-3061

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

February 18, 2026
#2026-0051

Presented By

Allison Yoh, Ph.D.
Senior Executive Officer
Mobility Corridors

Avital Barnea
Senior Executive Officer
Multimodal Integrated Planning

Transit and Active Transportation Projects



> Major Pillar Projects

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

> Other Projects in Planning

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

Eastside Transit Corridor Phase 2

Preliminary Studies

Final EIR
(May 2024)

EA (NEPA)

Preconstruction

Construction

Open



Recent Activities

- Oct 2025: Board approval of environmental planning contract modification to continue federal environmental study & outreach support for Initial Operating Segment (IOS)
- Completed geotechnical borings, began additional utility potholing work for IOS
- Continued advancing Preliminary Engineering (PE) for IOS, began Metro internal review of Draft 30% Plan Set
- Continuing to evaluate Maintenance Storage Facility (MSF) yard sites
- Two community events
 - Montebello Heritage Festival on October 11
 - Sponsorship of East LA Youth Foundation Awards Event on October 23.



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

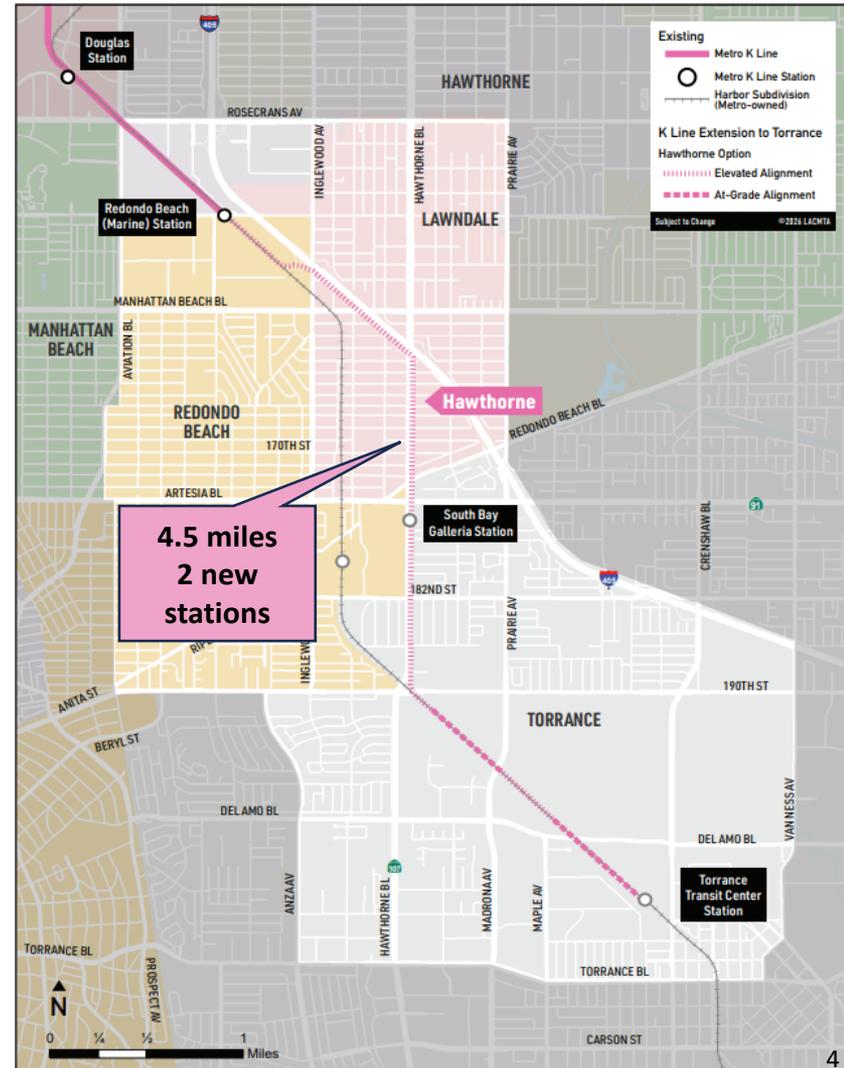
Open

Recent Activities

- January 2026: Board action on Hawthorne option as Approved Project and certification of Environmental Impact Report (EIR)
- Filed Notice of Determination 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

Recent Activities

- Reviewed more than 8,000 comment submissions received on Draft Environmental Impact Report (EIR)
- Developed Cost Benefit Analysis
- Jan 2026: Board approved 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 (IOS)
- Advance environmental clearance per California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA)



Link Union Station

Preliminary Studies

Draft EIR

Final EIR



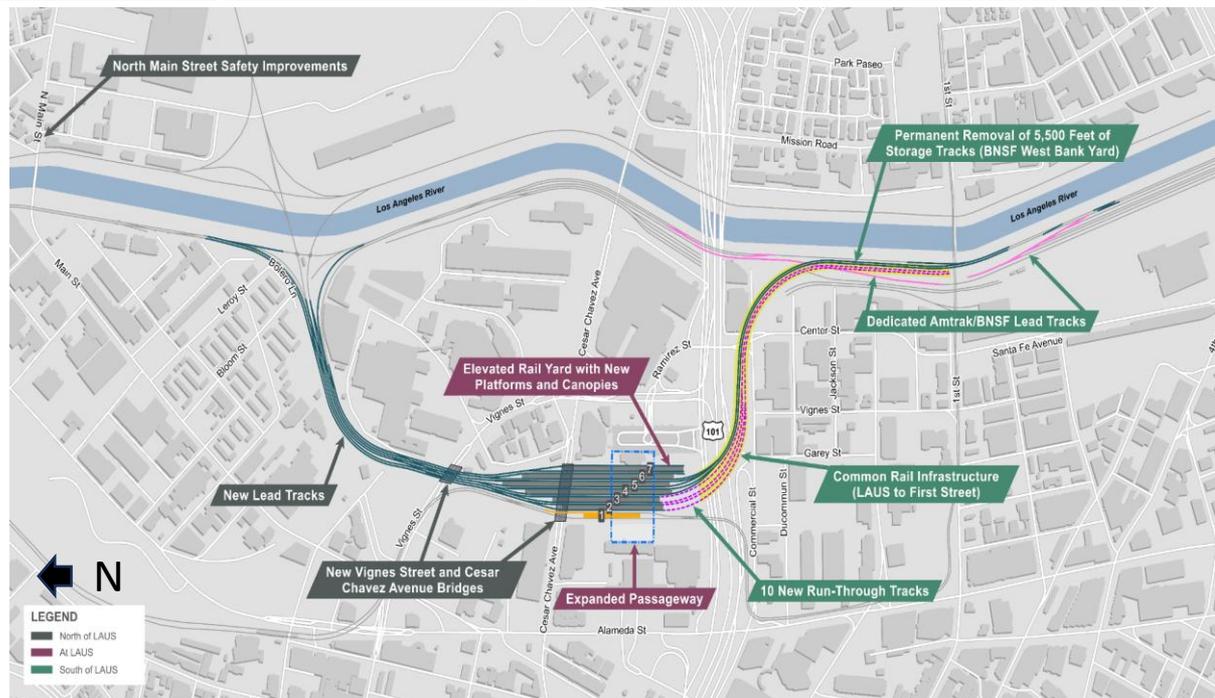
Preconstruction

Construction

Open

Recent Activities

- Addressing state funding potentially at risk
- October: Board certification of the Supplemental EIR with motion to continue collaboration with City of Vernon and BNSF
- Submitted letter to BNSF per Board motion



Next Actions

- California High Speed Rail Authority (CHSRA) Board approval of Final Environmental Impact Statement (EIS)
- Agendizing appropriate actions with California Transportation Commission (CTC) to maintain State funding

Vermont Transit Corridor

Preliminary Studies

CEQA
Exemption

NEPA

Preconstruction

Construction

Open



Recent Activities

- November 2025: Completion of National Environmental Protection Act (NEPA) requirement with FTA determination of Categorical Exemption (CE)
- Awarded Congestion Mitigation and Air Quality (CMAQ) Program grant
- Continuing coordination with Program Management on 30% design and responses to comments from City and County of LA
- Began transition of project to Program Management for final design

Next Actions

- Continue coordination with Federal Transit Administration (FTA) on Small Starts Grant
- Continue coordination with the City of LA and County as well as other third-party agencies
- Kick off final design



Rail to River Active Transportation Corridor

Segment B

Preliminary Studies

CEQA Exemption

Preconstruction

Construction

Open

Recent Activities

- Oct: Project status update on coordination with local jurisdictions and other related projects
- Assisted cities in preparing application for Rivers & Mountain Conservancy grant
- Began amending the Funding Agreement with City of Commerce (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 in response to the May 2025 Board Amendment

Los Angeles River Path

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Recent Activities

- Preparation for release of Draft Environmental Impact Report (EIR), including implementation of new, user-friendly online platform
- Draft EIR released for public review on December 18, 2025, through February 2, 2026 (47-day public comment period)



Next Actions

- Compile public comments received
- Provide staff responses to comments received

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

Preliminary Studies



Draft EIR

Final EIR

Preconstruction

Construction

Open

Recent Activities

- Continued stakeholder engagement
- November: Board action to adopt of Scenario 2 including:
 - Early works safety improvements at 6 at-grade rail crossings
 - Metrolink infill station
 - Design of mobility hub
 - Multimodal integrated planning



Next Actions

- Begin engineering on safety improvements in coordination with Antelope Valley Line improvements
- Return to Board with next steps for community engagement, design of infill station and mobility hub improvements, planning work, and funding plan

K Line Northern Extension

Preliminary Studies

Draft EIR



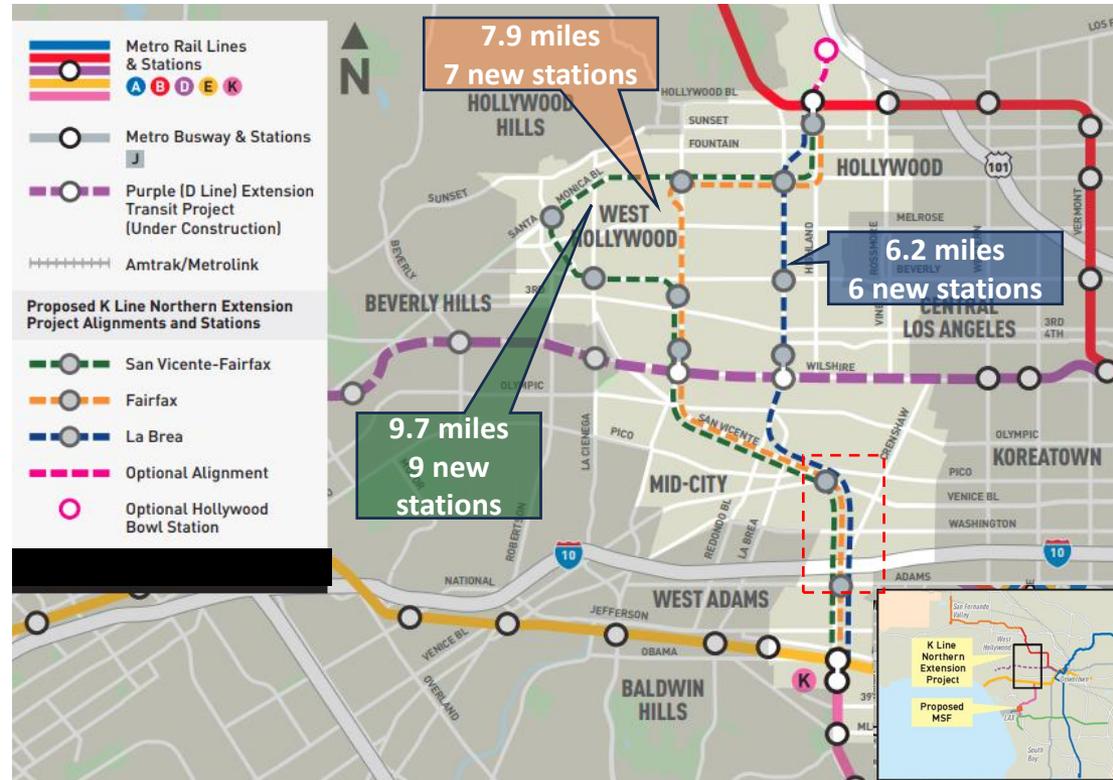
LPA Selection

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

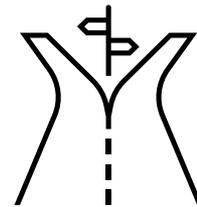
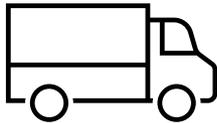
- Metro Board to consider LPA selection (anticipated early 2026)



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

Quarterly Major Projects Report

Complete Streets & Highway Projects



Presented by 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 scope of work for Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) in development.
- Held meetings in Summer 2025 with I-605 corridor cities to present multimodal & complete street framework for the corridor and develop local multimodal project concepts.
- Seek Board approval for contract modification in February 2026 to revise technical studies and preliminary design.

Purpose and Need

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

Multimodal Scope

- Provide bicycle, pedestrian, and equestrian trail improvements.
- Provide roadway connections to transit stations.
- Include Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies.

Project Benefits

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



Challenges

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

Metro & Caltrans Roles

- Metro: Project Sponsor for current phase.
- Caltrans: 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 technical studies to support Draft environmental document.
- Community Engagement: Scoping period completed in October 2024.
- Next Major Milestone: Circulation of Draft Environmental document anticipated Summer 2026.

Purpose and Need

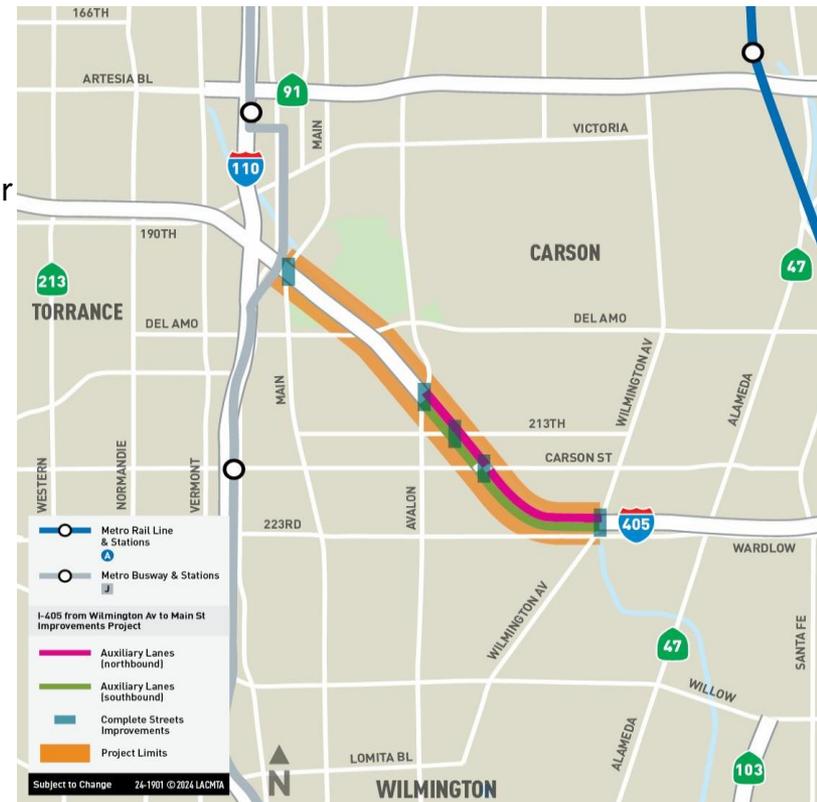
- Traffic safety and operational needs.
- From April 2020 to March 2023, 612 collisions (278 northbound and 334 southbound) occurred within the project limits, and of these, over 75% were rear-end and sideswipe, indicating congestion.

Multimodal Scope

- Build four auxiliary lanes (about 1 mile in each direction).
- New high-visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- 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 (Newhall Avenue Undercrossing 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: Scoping completed last year. Additional engagement in Winter 2026.
- Next Major Milestone: Circulation of Draft Environmental Document expected in Spring 2027.

Purpose and Need

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

Multimodal Scope

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



Project Benefits

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

Challenges

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

Metro & Caltrans Roles

- Metro: Sponsor for environmental phase.
- Caltrans: 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 leading construction of this project.
- Current Phase: Final design to be completed/approved by March 2026.
- 2nd Time Extension Allocation Request approved by California Transportation Commission (CTC) at the June meeting to complete all right of way & execute all 3rd Party Agreements.
- New begin construction target date is October 2026.
- Community Engagement: COG to convene pre-construction meetings.

Purpose and Need

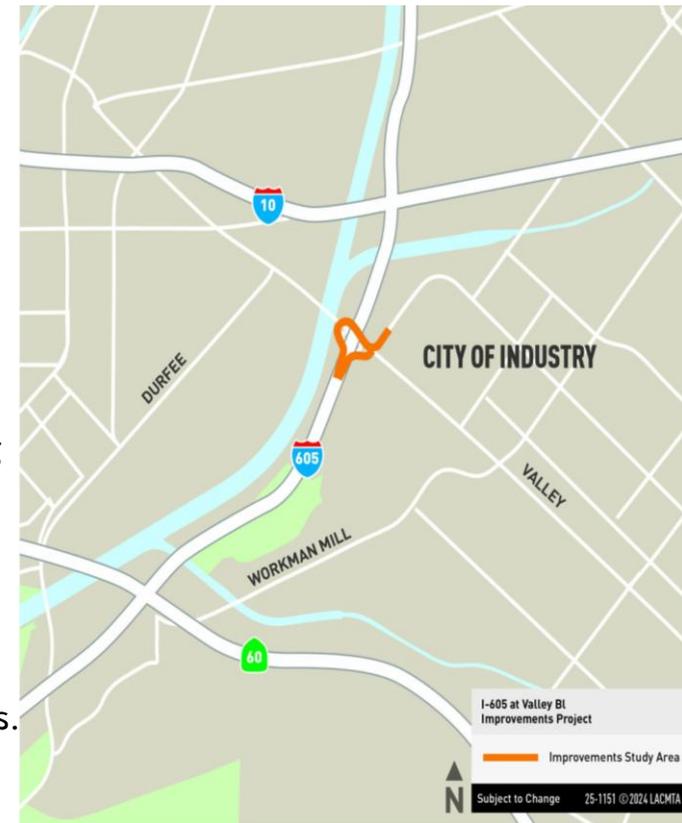
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion (1,126 collisions occurred within the project limits from 2016 to 2018).

Multimodal Scope

- Reconfigure ramps, upgrade & coordinate traffic/railroad signals.
- Upgrade Americans with Disabilities Act (ADA) infrastructure (curb ramps, sidewalks, and pedestrian pathways) & 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

- Complete all outstanding work (final design, project parcels, agreements) by 3-31-2026.

Metro, Caltrans & COG Roles

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