Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0726, **File Type:** Program **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2026

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING programming an additional $222,633,182 in Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor “Hot Spot” Interchange Improvements Program (Expenditure Line 61), as shown in Attachment A; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan, which is an attachment to the Measure M Ordinance. All MSP funds are limited to capital projects. This update allows the Gateway Cities Subregion and implementing agencies to approve new eligible projects for funding, and revise the project scope of work, project budget, and schedule for previously funded projects. Funds are programmed through Fiscal Year (FY) 2029-30. The Board’s approval is required to program additional funds and to acknowledge the updated project list (Attachment A), which serves as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the Measure M Expenditure Plan, a total of $284.26 million was forecast to be available for programming for the Gateway Cities Subregion (Subregion) for FY 2017-18 to FY 2029-30. In prior actions, the Board approved programming $59.84 million in support of 12 local multimodal projects. Therefore, $224.42 million is available to the Subregion for programming under this update. To date, $39.55 million (66% of programmed funds) has been expended. Two projects have been closed out and audited, and three others are complete and being closed out. Staff will continue working with the implementing agencies to advance the delivery of all projects.

Consistent with the Board-adopted Measure M Guidelines, agencies requesting funds must provide documentation demonstrating project need, multimodal transportation benefits that enhance safety, and community support. Councils of Government and implementing agencies lead and prioritize all proposed transportation improvements, including the environmental process, outreach, final design, and construction.

DISCUSSION

The jurisdictional requests for updates presented herein were approved and forwarded by the cities/Subregion. Metro staff worked closely with the Gateway Cities Council of Governments (GCCOG) to review and confirm the eligibility of proposed project updates, including changes to the scope of work, schedule, and/or funding requests, as applicable.

The GCCOG subregion has prioritized programming its available Measure M MSP funds to construct Highway capital projects planned and designed with Measure R 20% Highway Capital funds allocated to the Gateway Cities I-605 Corridor “Hot Spots” Interchange Improvements (Measure R Expenditure Line 35).

Metro, on behalf of the GCCOG, completed a feasibility study for improvements on I-605 and intersecting corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion “Hot Spots” and develop preliminary improvement concepts for implementation on local arterials and the State Highway System as part of the “Hot Spots” Program. The GCCOG and local agencies are implementing more than 50 multimodal improvement projects identified in the study. Metro is leading the environmental planning and design of eight multimodal highway capital projects on behalf of the Subregion. Metro is administering the construction of three of these projects and will provide construction oversight for an additional three projects. Metro has secured more than $150 million in state and federal grant funds to leverage local Highway Capital funds.

The passage of Measure M made more than $1 billion in Highway Capital funds available to the Subregion to implement its subregional priority projects. The Subregion has leveraged and would like to continue leveraging its Measure M MSP funds to apply for federal and state funding sources to construct highway capital projects planned and designed with Measure R funds.

All Measure M MSP funds must be expended within three years from the fiscal year in which the funds are programmed, according to the Measure M Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies and encouraging timely completion of the projects. Additionally, all projects are subject to a close-out audit after completion, according to the Measure M Guidelines.

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

The update includes funding for three projects being led by Metro on behalf of GCCOG, as follows:

Metro/GCCOG

- Program $11,506,099 in FY 2026-27 for MM5509.11 - Southbound I-605 Beverly Blvd

Interchange Improvement Project, an existing Measure R funded project (#AE39064000). The funds will be used for the project's construction phase.

The Southbound I-605 Beverly Blvd Interchange Improvement Project will enhance safety, mobility, and operational efficiency by constructing new and realigned ramps along southbound I-605 at Beverly Boulevard, covering approximately 0.5 miles (Attachment B) in the City of Pico Rivera. The interchange suffers from limited transition distance between ramps, contributing to driver confusion and a higher-than-average collision rate. According to the Statewide Integrated Traffic Records System (SWITRS), 41 collisions have occurred within the project limits since January 2025. The predominant collision patterns are rear-end collisions (56%) and sideswipe collisions (28%), as identified in the Traffic Operations Analysis Report (TOAR) during the project approval/environmental document (PA/ED) phase. This Project will likely increase VMT.

The improvements include a modified diamond interchange configuration with a southbound loop on-ramp and a retaining wall adjacent to the western right-of-way line. A new 500-foot freeway sound wall will be installed near the southbound off-ramp to mitigate noise impacts on nearby residents. Drainage systems will be upgraded to enhance stormwater management, including new bioswales and basins. A new intersection at Beverly Boulevard will be built, enabling westbound movement from the southbound off-ramp. Yellow signal backplate borders will improve visibility at four intersections, along with updated traffic striping and pavement markers to further enhance safety.

This project will construct high-visibility crosswalks, ADA-curb ramps at six locations, and widened sidewalks at a further five locations. The project does not require any residential or business displacements or property acquisitions. The project is funded through a combination of federal and subregional Measure R funds. Additional funding is needed to fully fund the construction phase. Construction will be carried out under a cooperative agreement between California Department of Transportation (Caltrans) and Metro, with Caltrans designated as the Local Agency responsible for advertising, awarding, and administering the contract. Metro's Program Management will provide oversight of Caltrans implementation of construction phase.

- Program $139,172,083 as follows: $46,390,695 in FY 2027-28, $46,390,694 in FY 2028-29, and $46,390,694 in FY 2029-30 for MM5509.12 - Westbound SR-91 Improvement Project - Alondra Blvd to Shoemaker Ave, an existing Measure R funded project (#MR315.74). The funds will be used for the project's construction phase.

  The Westbound (WB) SR-91 Improvement Project will improve safety by addressing weaving conflicts and non-standard merging distances with the addition of a new mixed-flow lane, auxiliary lanes, and interchange modifications for three miles on SR-91 and I-605 in the cities of Artesia and Cerritos (Attachment C). The corridor has closely spaced freeway entrances and exit ramps, which, combined with the deficient capacity of the existing two-lane connector to I-605, create a safety hazard and result in higher-than-average collision rates compared with similar facilities on the Statewide Highway System (SHS). According to the Statewide Integrated Traffic Records System (SWITRS), 72 collisions occurred within the project limits since January 2025. The predominant collision patterns are rear-end collisions (69%) and

sideswipe collisions (18%), as identified in the TOAR during the PA/ED. This project will likely increase VMT.

This project will construct a new mixed-flow lane in the westbound direction on SR-91 from Artesia Blvd to the I-605 connector, a new SR-91/I-605 connector, maintain auxiliary lanes between on and off-ramps, reconfigure ramps to increase merging distances, and replace the overcrossing at Gridley Road and Bloomfield Avenue. These improvements will help reduce the concentration of collisions along the corridor.

This project incorporates Complete Streets and Multimodal improvements. Bicycle elements include Class II bicycle lanes along Pioneer Blvd; bike refuge lanes that create a separate protected lane for cyclist between right-turn and through lane drivers at high-speed freeway ramp intersections, including at WB 91 at Pioneer Blvd, Norwalk Blvd, and Bloomfield Ave; as well as bicycle signage. Pedestrian improvements include new sidewalks, high-visibility crosswalks, lighting, ADA-accessible curb ramps, and the elimination of high-speed WB on-ramps at unsignalized pedestrian crossings. Additional pedestrian elements include in-line barriers that provide physical separation between the sidewalks on the Bloomfield Ave and Gridley Road overcrossings and the roadway. This project does not require any residential or business displacements.

Metro and Caltrans, in coordination with the GCCOG, are pursuing a joint nomination for Cycle 5 Trade Corridor Enhancement Program (TCEP) funds to fully fund the project's construction phase, and Measure M MSP funds are being programmed for the required local match. This project is currently funded through a combination of state and subregional Measure R funds. Metro will be the implementing agency for this project. This corridor ranks in the 93rd percentile for Annual Average Daily Traffic (AADT) truck volumes compared to similar facilities. This project will improve interregional freight movement by upgrading nonstandard features to accommodate anticipated future growth, enhancing network resiliency and the reliability of connections. SR-91 is the nearest east-west gateway to the Ports of Los Angeles and Long Beach. This project is a priority project to improve the movement of people and goods, as the facility is part of the Primary Highway Freight System under Federal Highway Administration (FHWA)'s National Highway Freight Network (NHFN) and has been further identified as part of California's Freight Mobility Plan's (CFMP) Freight Investment Plan.

- Program $71,955,000 as follows: $40,000,000 in FY 2027-28, $30,000,000 in FY 2028-29, and $1,955,000 in FY 2029-30 for MM5509.13 - SR-91 Central Ave to Acacia Ct Improvement Project, an existing Measure R funded project (#MR315.76). The funds will be used for the project’s right-of-way and construction phases.

  The SR-91 Central Ave to Acacia Ct Improvements project will improve safety in the area by consolidating multiple access points from the Central Avenue, Wilmington Avenue, and Acacia Court interchanges into a single access point, a collector-distributor (C-D) road on SR-91 in the Cities of Compton and Carson. (Attachment D). The corridor has inadequately spaced on- and off-ramps, which, combined with high freight volumes and congestion, cause higher-than-average collision rates compared with similar facilities on the SHS. Forty-two collisions have occurred within the project limits since January 2025, according to SWITRS. The predominant

collision patterns are rear-end collisions (42%), sideswipe collisions (19%), and broadside collisions (16%), paralleling those identified in the TOAR during the PA/ED phase. This Project will likely increase VMT.

This project entails constructing a concrete barrier separated C-D road system parallel to the SR-91 mainline, connecting Central Avenue, Wilmington Avenue, and Acacia Court on- and off -ramps. By consolidating access and redirecting nonstandard weaving movements to the C-D road, merge and diverge movements would be lengthened and improved, reducing the concentration of collisions along the corridor and improving safety for users. The project does not require any residential or business displacements.

This project incorporates Complete Streets and Multimodal improvements. The Project will add Class II buffered bike lanes with Bicycle Tolerant Drainage Grates and Conflict Zone Green Paint on Artesia Boulevard and on Albertoni Street. Pedestrian elements include LED lighting, ADA-compliant curb ramps, high-visibility crosswalks, leading pedestrian intervals, and ADA-accessible pedestrian signals. Bridge access and sidewalks on Central and Wilmington Avenues will be provided to eliminate existing gaps to the bridge and intersections between eastbound and westbound Artesia Boulevard. A traffic island with a pedestrian refuge area at the Acacia Court/Artesia Boulevard intersection in the southeast quadrant will be built with a marked crosswalk, accessible pedestrian signals, pedestrian countdown displays at the marked crosswalk, and rectangular rapid-flashing beacons. An existing transit stop will be relocated and will include improved assets such as a concrete bus pad, a transit shelter, a bench, transit information, and pedestrian scale lighting.

Metro and Caltrans, in coordination with the GCCOG, are pursuing a joint nomination for Cycle 5 TCEP funds to fully fund the project's construction phase, and Measure M MSP funds are being programmed for the required local match. The project is currently funded by subregional Measure R funds. Right-of-way and construction will be carried out under a cooperative agreement between Caltrans and Metro, with Caltrans designated as the Local Agency responsible for advertising, awarding, and administering the contract. Metro's Program Management will provide oversight of Caltrans implementation of construction phase. The corridor ranks in the 96th percentile for AADT truck volumes among facilities, with trucks accounting for approximately 10% of traffic. According to SCAG's Heavy-Duty Truck model, heavy-duty daily truck trips across the SCAG region are expected to increase nearly 22 percent at an annual rate of 0.73 percent from 2019 through the 2050 horizon year. SR-91 serves as a gateway to/from the Port of Los Angeles and the Port of Long Beach, which combined handle nearly 40 percent of the nation's containerized imports and 24 percent of the nation's exports (by volume). Ongoing challenges in meeting anticipated travel demand from projected growth in truck and vehicle traffic throughout the region, and freeway geometry that does not meet current Caltrans Highway Design Manual Standards, such as nonstandard shoulder and lane widths, have created safety and freight deficiencies within the project limits. This project will improve safety for all users and enhance the reliability of the movement of goods and people along SR-91, strengthening this crucial freight corridor.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Gateway Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. It will improve safety for drivers, pedestrians, bicyclists, and people accessing transit.

FINANCIAL IMPACT

In Fiscal Year (FY) 2026-27, $6.41 million is budgeted in Cost Center 0442 (Highway Subsidies) for the I-605 Corridor "Hot Spot" Interchange Improvements Program (Project 475509).

Upon approval of this action, staff will budget necessary funds to appropriate projects within Cost Center 4720. Since these are multi-year projects, the Cost Center and the Chief Planning Officer will be responsible for coordinating the programming and budgeting costs in future fiscal years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17%. These fund sources are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Gateway Cities Subregion consists of 27 cities and unincorporated communities in Los Angeles County. Forty-seven percent of census tracts in the subregion are designated as Equity Focused Communities (EFCs). Cities within the subregion where most census tracts are EFCs include Bell (85% designated as EFCs), Bell Gardens (89% designated as EFCs), Commerce (100% designated as EFCs), Compton (70% designated as EFCs), Cudahy (100% designated as EFCs), Huntington Park (100% designated as EFCs), Maywood (100% designated as EFCs), Paramount (72% designated as EFCs), and South Gate (86% designated as EFCs).

The Subregion's proposed modal connectivity and safety improvement projects offer a range of potential equity benefits for all roadway users, including pedestrian and crosswalk safety improvements, ADA compliance improvements, bicycle infrastructure improvements, and traffic calming measures. Efforts are ongoing to collaborate with the subregion to ensure that equity is considered in the prioritization and completion of projects. This update includes additional funding for projects within the EFCs of Compton and Pico Rivera.

VEHICLE MILES TRAVELED OUTCOME

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim

to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Gateway Cities Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Gateway Cities Subregion. This is not recommended, as the Gateway Cities Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures, and this may impact the competitiveness for grant opportunities.

NEXT STEPS

Metro staff will continue to work with the subregion to identify and deliver projects. Program/Project updates will be provided to the Board annually.

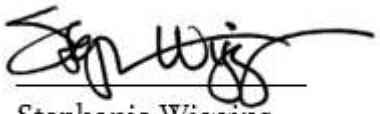
ATTACHMENTS

Attachment A - I-605 Corridor "Hot Spot" Interchange Improvements Program (Expenditure Line 61) Project List
Attachment B - SB I-605 Beverly Interchange Improvements Project Map
Attachment C - WB SR-91- Alondra Blvd to Shoemaker Ave Improvement Project Map
Attachment D - SR-91 Central Ave to Acacia Ct Improvement Project Map

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

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	Bellflower	MM5509.01	Lakewood Blvd Arterial Improvement Project	PS&E Construction	Closd	$ 1,507,041		$ 1,507,041	$ 1,507,041				
2	Bellflower	MM5509.08	Foster Road Traffic Signal Upgrades	PS&E Construction		850,000		850,000	850,000				
3	Cerritos	MM5509.02	Del Amo Blvd Bridge Replacement & Traffic Signal Synch Project	PAED PS&E Construction		3,800,000		3,800,000	3,800,000				
4	Downey/ Pico Rivera	MM5509.03	Telegraph Rd Traffic Safety Enhancements Phase II	PS&E Construction	Closd	350,000		350,000	350,000				
5	GCCOG	MM5509.00	Planning Activities for Measure M Multi-Year Subregional Programs ^	Planning		360,000		360,000	360,000				
6	LA County	MM5509.04	Carmenita Rd and Imperial Hwy Intersection Improvements	PS&E Construction	Compl	1,930,000		1,930,000	1,930,000				
7	Long Beach	MM5509.05	Studebaker Rd - Loynes Dr Complete Streets	PAED PS&E Construction		8,750,000		8,750,000	8,750,000				
8	Long Beach	MM5509.09	Artesia "Great" Street Project (CFP F7316/F9130 + MR312.70/MR315.70)	PS&E Construction	Compl	13,668,000		13,668,000	13,668,000				
9	Metro/ GCCOG	MM5509.11	Southbound I-605 Beverly Blvd Interchange Improvement Project (AE39064000)	Construction	New		11,506,099	11,506,099		11,506,099			
10	Metro/ GCCOG	MM5509.12	Westbound SR-91 Improvement Project - Alondra Blvd to Shoemaker Ave (MR315.74)	Construction	New		139,172,083	139,172,083			46,390,695	46,390,694	46,390,694
11	Metro/ GCCOG	MM5509.13	SR-91 Central Ave to Acacia Ct Improvement Project (MR315.76)	ROW Construction	New		71,955,000	71,955,000			40,000,000	30,000,000	1,955,000
12	Norwalk	MM5509.06	Firestone Blvd Widening Project, Phase I	Construction		18,284,900		18,284,900	18,284,900				
13	Pico Rivera	MM4302.01	Pico Rivera Regional Bikeway Project	PS&E Construction	Audit	2,697,000		2,697,000	2,697,000				
14	Pico Rivera	MM5509.10	Washington Blvd Bridge Reconstruction	PAED PS&E Construction		3,739,267		3,739,267	367,622	43,729	488,021	2,839,895	

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
15	Whittier	MM5509.07	Beverly Blvd at Norwalk Blvd Realignment Project	PAED PS&E ROW Construction		3,900,000		3,900,000	2,400,000	1,500,000			
			Total Programming Amount			**$59,836,208**	**$ 222,633,182**	**$282,469,390**	**$ 54,964,563**	**$13,049,828**	**$86,878,716**	**$79,230,589**	**$ 48,345,694**

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

I-605 at Beverly Bl Interchange Improvements Project

Study Area



Metro

Westbound SR-91 Improvement Project

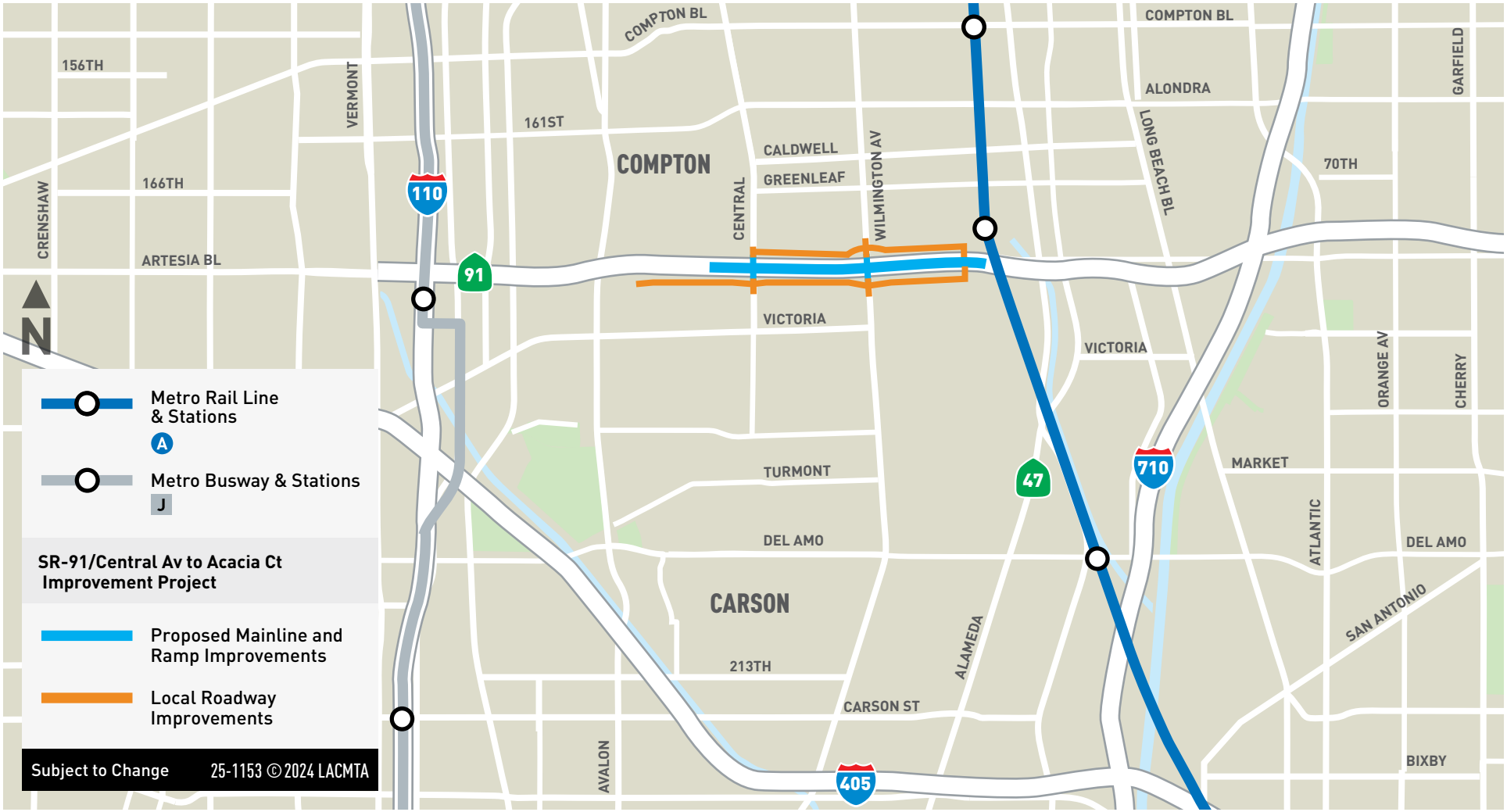
Study Area



Metro

SR-91/Central Av to Acacia Ct Improvement Project

Study Area



Metro

Measure M Multi-year Subregional Program Annual Update - Gateway Cities Subregion

Planning and Programming Committee
November 18, 2026

Metro

Gateway Cities Subregion

- One Multi-Year Subregional Program (MSP) available to Subregion
  - I-605 Corridor "Hot Spot" Interchange Improvements (expenditure line 61)
- Funds are limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date[1]	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion[2]	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Multi-Year Subregional Programs			1st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93	**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94	**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

November 2026 Recommendation

CONSIDER:

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B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

This update includes funding for three Multi-modal Highway projects.



Top left: SB I-605 Beverly Interchange Improvement Project

Bottom right: SR-91 Central Ave to Acacia Ct Improvements Project: E Artesia Blvd and Wilmington Ave Intersection Improvements



* Images are for illustrative purposes only.

Next Steps

- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates