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

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PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2026

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the 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. A refreshed set of baseline assessments were provided in the previous July 2026 quarter. 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. The VMT outcomes for each project in this report were provided in detail in the previous July 2026 quarter (https://boardagendas.metro.net/board-report/2026-0029/). There are no changes or updates to the VMT outcomes this quarter.

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

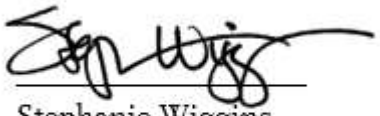
Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in February 2027.

ATTACHMENT

Attachment A - Project Status Report

Prepared by: P. Wong, Deputy Executive Officer, Shared Mobility
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Reviewed by: R. Sosa, Chief Planning Officer



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Major Capital Projects Update
Countywide Planning and Development

November 18, 2026
#2026-0799

Presented By

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Metro

Major Corridor Projects



Final Alignment TBD

Major Pillar Projects

A. Sepulveda Transit Corridor

B. Eastside Transit Corridor Phase 2

Other Projects in Planning

- Link Union Station
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- Antelope Valley Line - San Fernando Valley/Pacoima Metrolink Station and Mobility Hub

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Sepulveda Transit Corridor

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

Recent Activities

- Continued geotechnical investigations
- Advanced design refinements to reflect Locally Preferred Alternative (LPA) direction
- August: Published final federal Planning and Environmental Linkages Study
- October/November: National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) Scoping and Scoping Meetings (one virtual, four in-person) in Sherman Oaks, Culver City, Van Nuys and Westwood

Next Actions

- Concurrently advance CEQA/NEPA clearance focused on LPA, including publication of NEPA Notice of Intent (NOI) and CEQA Notice of Preparation (NOP)
- Advance LPA design to inform CEQA/NEPA clearance
- Update cost estimates to reflect LPA design and Initial Operating Segment (IOS)

Challenges

- Navigating federal process with P3 approach



Opportunities

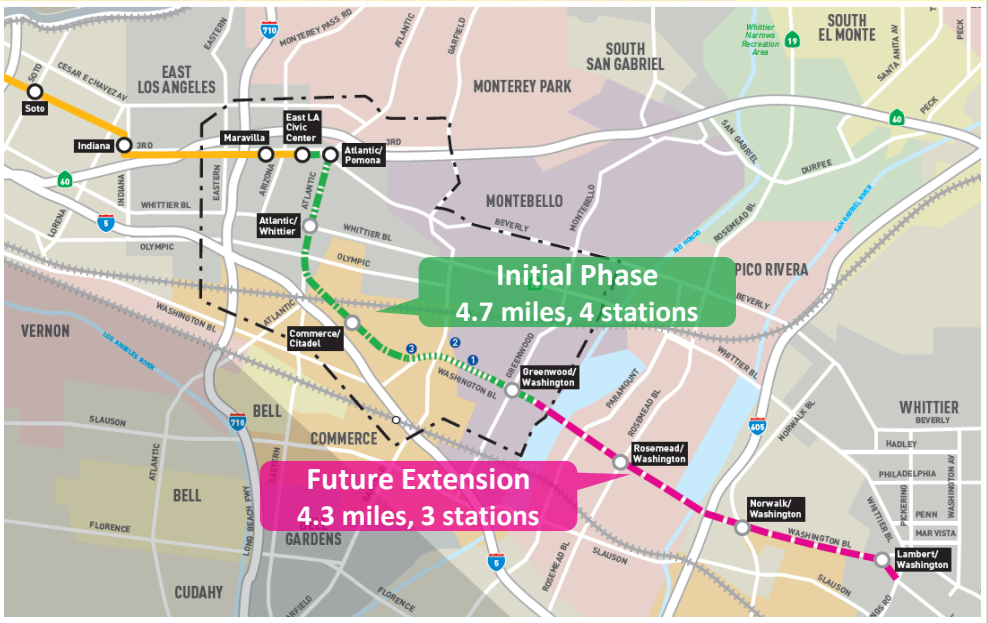
- Assess Public-Private Partnership (P3) as IOS delivery method

Eastside Transit Corridor Phase 2

Phase	Environmental Review (National Environmental Policy Act)

Recent Activities

- September/November 2026: Coordinated with the Federal Transit Administration (FTA) and State Historic Preservation Officer (SHPO) to finalize the federal NEPA decision document, with a Finding of No Significant Impact (FONSI).
- Coordinated with corridor cities and utility owners to finalize Preliminary Engineering (30% level of design)



Next Actions

- December 2026: Anticipate release of FONSI/NEPA pending FTA's approval
- Spring 2027: Advance Right-Of-Way (ROW)/utility coordination

Challenges

- Capital Investment Grants (CIG) Project Development (PD) phase requires completion within 2 years
- Identifying funding to complete the project is ongoing

Opportunities

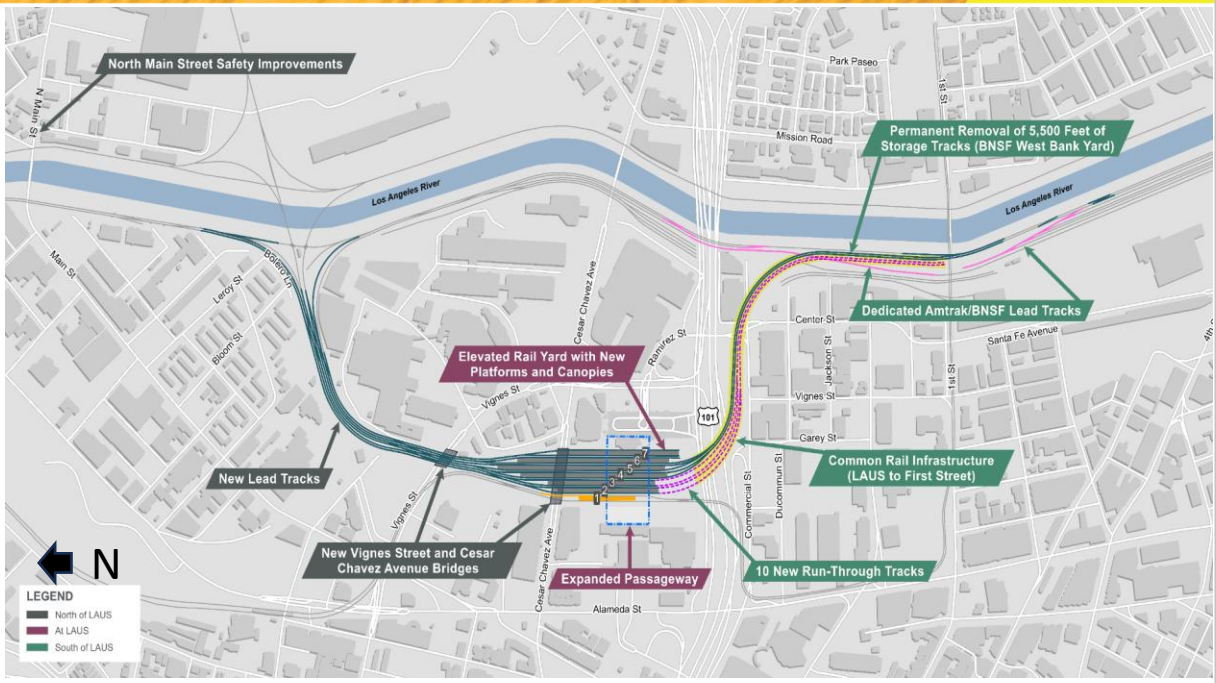
- Complete National Environmental Policy Act (NEPA) to support federal funding eligibility
- Advance project through CIG Project Development
- Coordinate with City of Pico Rivera/Caltrans on Rio Hondo Washington Blvd Bridge to accommodate future E Line extension to Whittier

Link Union Station

Phase	Design

Recent Activities

- Metro was not awarded the Federal Railroad Administration (FRA) Federal-State Partnership (FSP) for Intercity Passenger Rail grant; the project is applying for a Trade Corridor Enhancement Program (TCEP) Grant with the state in November 2026



Next Actions

- Continue preparation of the Administrative Record
- Submission of 100% Design of Phase 2 Supplemental is scheduled for December 2026
- PMO is evaluating LAUS early work improvements within funding streams

Challenges

- Litigation from City of Vernon
- Limited grant funding opportunities in the near future

Opportunities

- In light of the recently executed Confidentiality Agreement, a future meeting is on the horizon with BNSF and City of Vernon

Rail to River Active Transportation Corridor (Segment B)

Phase	Planning / Design

Recent Activities

- Developing new design for ramp connection to LA River to avoid Union Pacific Railroad (UPRR) right-of-way
- Assisting local jurisdictions with 3rd Party coordination - UPRR, US Army Corps of Engineers
- Cities recently completed 60% design



Next Actions

- Continue to assist local jurisdictions with 3rd Party coordination
- Cities anticipate completing 100% design by early 2027

Challenges

- Timely 3rd Party reviews
- UPRR requested unplanned improvements associated with the railroad bridge over the LA River, which will result in delays and/or changes in design

Opportunities

- Continue to monitor potential funding opportunities as needed

Los Angeles River Path

Phase	Environmental Review (California Environmental Quality Act)

Recent Activities

- Continued to review and respond to public comments received on Draft Environmental Impact Report (EIR)
- Finalization of Cost Benefit Analysis (CBA) to inform recommendation for Locally Preferred Alternative (LPA) and Initial Operating Segment (IOS)
- Met with City and County representatives to support scope, schedule and budget for LA River Governance Study

Next Actions

- Fall 2026: Staff recommendation to the Board on the LPA, delivery plan, and phased implementation



Challenges

- Multiple jurisdictions and adjacent projects requiring extensive 3rd party coordination

Opportunities

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

AVL – San Fernando/Pacoima Metrolink Station and Mobility Hub (formerly the ESFV Shared ROW Study)

Phase	Planning / Design

Recent Activities

- August 2026: Executed task order for conceptual planning, environmental clearance and preliminary engineering for the station and mobility hub
- September 2026: Held internal Metro project kick-off meeting and began coordination with key project stakeholders
- Scheduling of stakeholder kick-off meeting with external agencies



Next Actions

- Continue preliminary engineering on rail crossing safety improvements
- Advance conceptual planning for Metrolink Pacoima station, mobility hub, and trackwork
- Continue stakeholder and public engagement

Challenges

- Right of way coordination with Metrolink and the adjacent Brighton to Roxford double track project

Opportunities

- Delivery of early improvements to address safety needs

Quarterly Major Projects Report
Complete Streets & Highway Projects



Presented by Avital Barnea

Senior Executive Officer, Multimodal Integrated Planning

Metro

November 18, 2026

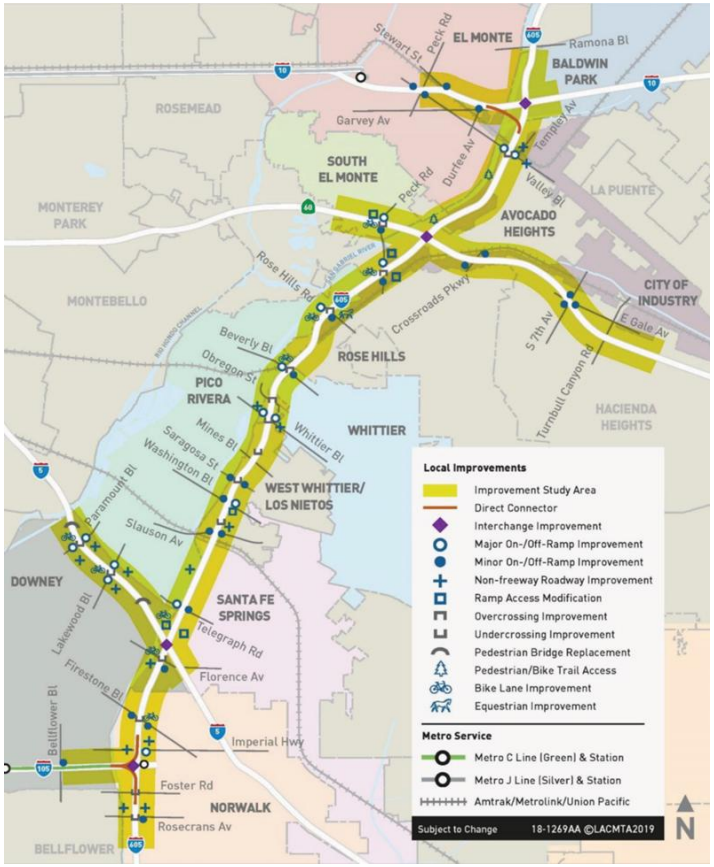
I-605 Corridor Multimodal Improvements Project (I-605 CMIP)
(I-10 to I-105)

Purpose and Need
- Address safety and operational deficiencies, lack of multimodal transportation options.
- 8,697 collisions within I-605 project limits from 2021 – 2024
  - 2,764 injuries and 31 fatalities during this period
  - I-605 collision rate is 27.2% higher than the statewide average in the northbound direction and 17.5% higher in the southbound direction.

Status/Schedule
- Current Phase: Environmental and engineering studies for Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) are underway.
- Coordination on local projects and complete street elements is ongoing with the Corridor Cities.
- Draft Communication Plan under review.
- Upcoming milestones: Data collection, preparation of engineering/environmental studies, and review of design packages with Caltrans will proceed through 2027/28 for the development of the initial Draft Project Reports and DEIR/DEIS in 2028/29.

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 Improvements (I-110 to Wilmington Avenue)

I-405 South Bay Curve Improvements

Purpose and Need

- Address 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.

Status/Schedule

- Current Phase: Environmental Phase- Project team is evaluating and drafting responses to comments received during public circulation
- Community Engagement: A 45-day public circulation of the Draft Environmental Document was from August 5th to September 21st. Two Public Hearings were held on August 20th and August 25th at the Carson Event Center.
- Next Major Milestone: Selection of Preferred Alternative

Multimodal Scope

- Build four auxiliary lanes (about 1 mile in each direction).
- New high-visibility crosswalks, pedestrian flashing beacons, cyclist signage, and new sidewalks
- 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

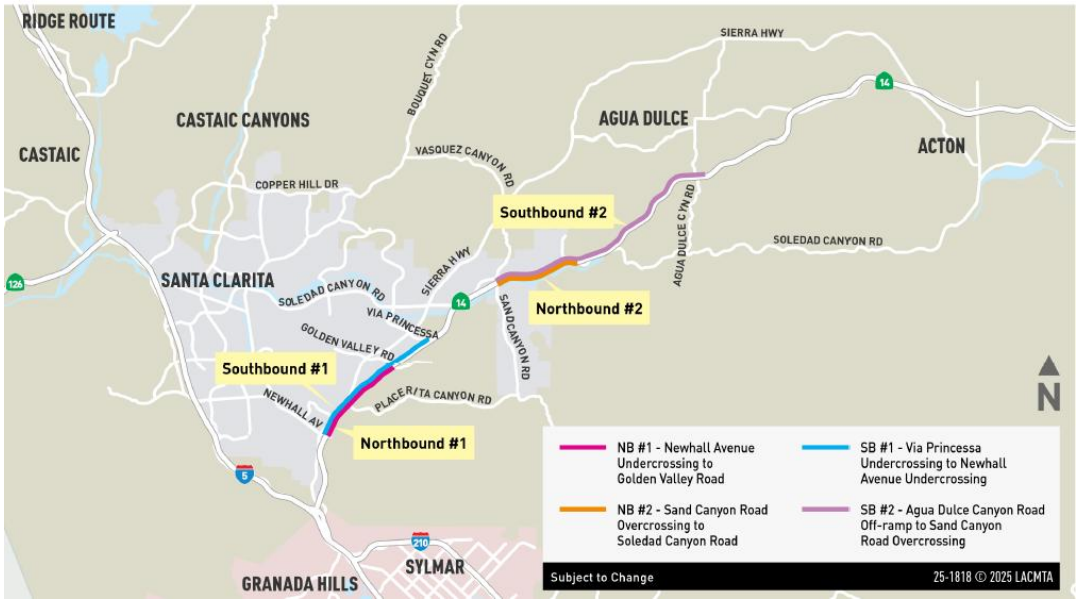
- Metro: Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

Metro

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

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



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.

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.

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I-405 ExpressLanes Project – Sepulveda Pass
(ExpressLanes from I-10 to US 101)

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.

Status/Schedule
- Current Phase: Environmental phase
- The release of the Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) starts on November 13, 2026, and ends on January 19, 2027.
- **3 Public Hearings to be Held:**
  - December 1, 2026 (Virtual)
  - December 2, 2026 (East Valley Adult Center)
  - January 12, 2027 (Westwood United Methodist Church)
- **3 Neighborhood Listening Sessions to be Held:**
  - January 9, 2027 (Newhall Farmers Market & Library)
  - January 10, 2027 (ONEgeneration Encino Farmers Market)
  - January 13, 2027 (Hawthorne Library)

Multimodal Scope
- Environmental document is evaluating potential multimodal elements.

Project Benefits
- Improve traffic flows, person throughput, and trip reliability.
- Incentivizes carpooling and transit
- Increases continuity of the planned regional ExpressLanes network



Challenges
- Construction not fully funded.

Metro

State Route 71 (SR-71)Gap Closure Project Phase 2
(Mission Boulevard to I-10)

Purpose and Need

- Close the last gap in SR-71. The project converts the final 2-mile expressway segment between Mission Blvd and I-10 into a full freeway, removing a major bottleneck and completing the regional HOV network.
- Strengthens a key goods movement link between I-10 and SR-60, In addition the rebuilt bridges give double-stacked freight trains room to pass underneath.
- Replacing aging, seismically deficient structures and adds soundwalls, landscaping and an ADA-compliant pedestrian crossing for Pomona residents.

Status/Schedule

- Current Phase: Design is at 100% PS&E. The ROW certification is scheduled to be completed by end of 2026.
- Community Engagement: Monthly coordination meetings with corridor stakeholders.
- Next Major Milestone: RTL in January 2027, with Construction expected to start in September 2027.

Multimodal Scope

- New HOV lanes in each direction close a gap in the regional HOV network
- A new ADA-compliant overcrossing at 9th Street gives pedestrians, cyclists and people with disabilities a safer way across the freeway.

Project Benefits

- Reduced congestion: shorter travel times for commuters, carpools, and transit.
- Improved freight movement: more reliable goods movement by truck and rail.
- Enhanced safety: modern, seismically sound bridges built to current standards.
- Cleaner, quieter communities: lower emissions, plus soundwalls and landscaping.



Challenges

- Lengthy utility and railroad reviews, UPRR coordination and constraints, and ROW activities could delay the start of construction

Metro & Caltrans Roles

- Metro: Funding, Measure M, TCEP, and INFRA grant
- Caltrans: Construction and CEQA/NEPA Lead.

Metro

I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Purpose and Need

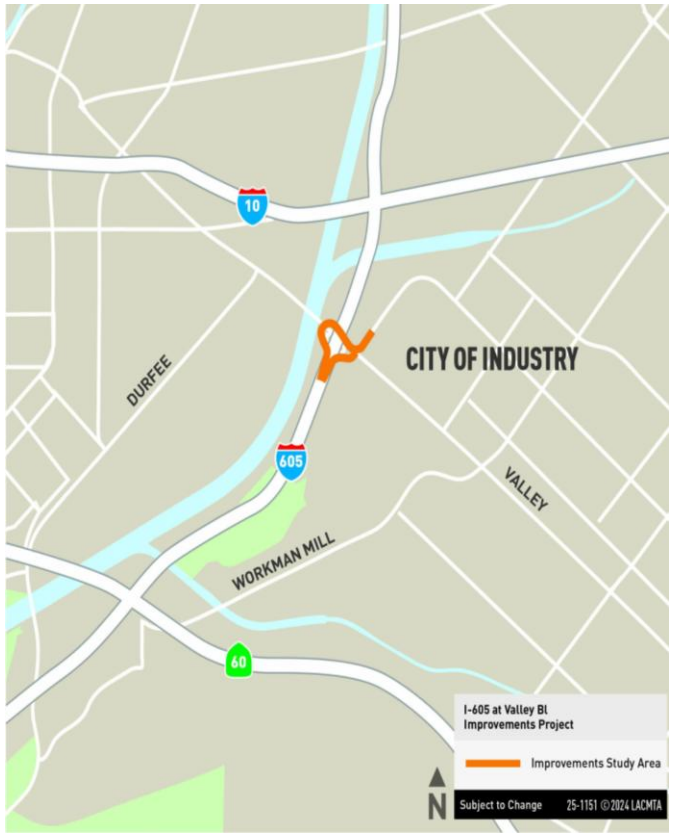
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion(1,126 collisions occurred within the project limits from 2016 to 2018).

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.

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.

Metro