

# LA Metro IJA Five-Year Implementation Plan

November 2022



Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

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### Purpose

The Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan (the Plan) provides a framework and evaluation process for the Los Angeles County Metropolitan Transportation Authority (Metro) and its partner agencies to prepare for Federal grant programs over the five-year IIJA authorization period.

As a large public transportation agency with a unique mission to plan, coordinate, design, build and operate services for over 10 million people in Los Angeles County, Metro has a wide range of projects that may be eligible for the programs authorized by the IIJA. As such, there is a need for a coordinated and strategic response to ensure that resources are being used most effectively.

This Plan focuses on grant planning efforts to ensure Metro’s readiness to respond to upcoming grant opportunities with its most competitive candidate projects. Applications for projects with an ill-defined scope, at an early stage of design or environmental clearance (where applicable), or for which there is not a full funding plan, are unlikely to be competitive for federal grants and present a risk to Metro’s credibility with federal agencies due to the potential for cost overruns and major scope changes.

By providing a framework to prioritize projects and match projects to grant programs, Metro will be in the best position to maximize funding outcomes over the five-year authorization period. Federal grant programs are highly competitive, and projects generally require committed local and state funding in order to be eligible to ensure they are fully funded if federal funds are awarded. This differs from state grant programs which may consider a project fully funded if funding is anticipated but not yet secured. Thus, Metro can first look to state funding for projects with significant funding gaps, and once received, leverage that funding as part of the non-federal funding commitment for IIJA grant applications. This Plan will ensure active communication with the Metro Board and project partners on funding opportunities and improve coordination and transparency.

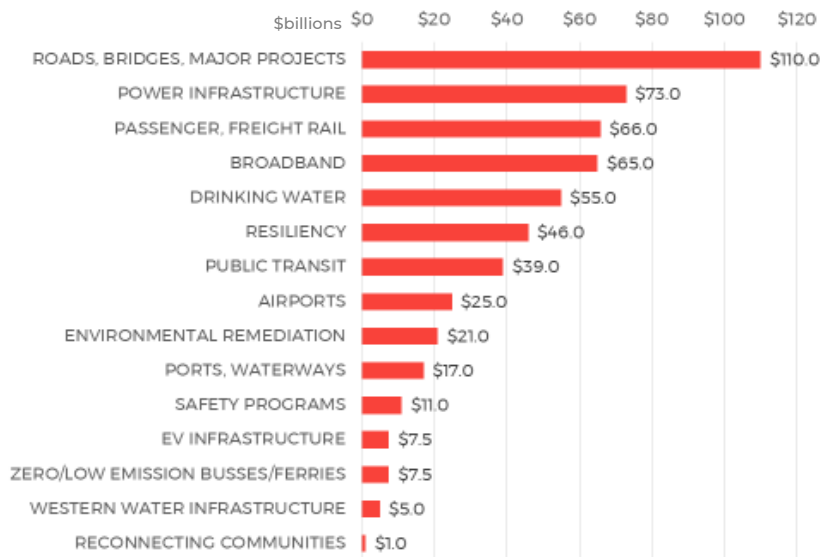
### Background

The IIJA, also referred to as the Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021, by President Joe Biden. “A once-in-a-generation investment in our nation’s infrastructure, competitiveness and communities,”<sup>1</sup> the IIJA authorizes \$1.2 trillion in federal spending, including \$550 billion of new funding for the transportation sector, over five years (FY22 to FY26) to over 100 distinct programs across more than a dozen federal departments and agencies. **Figure 1** shows the \$550 billion new funding by sector.

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<sup>1</sup> The White House, [https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA\\_FINAL.pdf](https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf).

Figure 1: New Funding for Infrastructure by Sector



The IIJA emphasizes investments in equity and measures to mitigate climate change, while safety remains a top priority for the US Department of Transportation (USDOT). Many of the investments in the IIJA will be used to meet the Justice40 goals of Executive Order 14008 which aims to deliver 40 percent of the overall benefits of federal investments to disadvantaged communities that are marginalized and overburdened by pollution.<sup>2</sup>

For transportation, the IIJA reauthorizes surface transportation programs for five years and provides the largest increase in federal highway, bridge, and transit funding in more than six decades. Several new surface transportation grant programs are established by the IIJA, and many existing programs have been renamed, received augmented funding, or seen modifications to funding requirements specific to federal match or eligibility criteria.

<sup>2</sup> Executive Order on Tackling the Climate Crisis at Home and Abroad, The White House, January 27, 2021 <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/>.

## Overview

The Plan is a living document that identifies current candidate projects for upcoming federal grant opportunities and will be subject to change as additional information becomes available, such as specific grant guidance, Notices of Funding Opportunity (NOFOs), when Metro adds new projects, and/or as the scope and status of candidate projects change. Updates to relevant new or announced programs or future legislation, such as the Inflation Reduction Act, will also be considered as part of this Plan.

The Plan comprises several documents:

- LA Metro IIJA Five-Year Implementation Plan (this document)
- Appendix A: IIJA Roadmap, an actionable working document that sets out grant programs and eligible Metro projects
- Appendix B: Grants Calendar, containing expected grant releases and preparation time
- Appendix C: Map of IIJA Implementation Plan Projects (Subregions)
- Appendix D: Map of IIJA Implementation Plan Projects (Equity Focus Communities)

The Plan supports the delivery of Metro’s “pillar” projects - West Santa Ana Branch Transit Corridor, Eastside Transit Corridor Phase 2, Sepulveda Transit Corridor, and Green (C) Line Extension to Torrance projects - and other priorities identified by the Metro Board of Directors and in the agency’s Long Range Transportation Plan (LRTP), including projects that can be implemented in time for the Los Angeles 2028 Olympic and Paralympic Games. The Plan also considers projects best implemented in partnership with other agencies, and support for partner agency projects in major programs such as freight and active transportation.

Metro’s strategy also considers candidate projects from Metro Board-adopted plans such as the Climate Hazard Mitigation Plan, Zero Emission Bus (ZEB) Transition, Climate Adaptation Plan, Goods Movement Strategic Plan, LA28 Mobility Concept Plan, InfrastructureLA collaboration, etc., where appropriate, based on the funding opportunity. Many federal grant programs require a non-federal funding match. Thus, the Plan reflects, among other measures, State of California, regional, and local funding sources.

This Plan is consistent with Metro’s existing Evaluative Criteria Framework (ECF), which is a primary process for matching Metro Board-committed projects to appropriate grant funding opportunities.

**Table 1** details ECF’s assessment parameters to identify candidate projects for grants.

**Table 1 Evaluative Criteria Framework<sup>3</sup>**

#	Parameter	Description
1	Sustain Measure M and other Pre-Measure M/LRTP Priorities and Schedules	With its passage in November 2016, Measure M encompasses Metro’s largest single policy objective over the next 40 years. In combination with \$52 billion in direct Measure M revenues, the expenditure plan identifies over \$40 billion in other local, state, and federal funds required to fully fund the major transit and highway capital projects along with the multiyear subregional capital programs. As Metro moves forward with the implementation of the Measure M program, staff is confident that these prior assumptions of other local, state, and federal revenues can effectively be realized; however, it is imperative that funding opportunities presented in the State of California SB1 grants and other federal discretionary programs be committed to do so.

<sup>3</sup> Adapted from Policy File #2017-0546, Agenda Item 40 from Board meeting on September 20, 2017.

## IIJA Implementation Plan

#	Parameter	Description
		The commitment of SB1 formula and discretionary grant funds will ensure Metro’s ability to sustain Measure M and the other pre-Measure M projects and schedules.
2	Match Competitiveness of Projects to New/Expanded Programs Criteria	As candidate projects are considered for new and expanded federal funding programs, it is important to recognize that other federal agencies adopt the guidelines that determine what projects will be eligible and ultimately most competitive for applications. While State programs will often provide a guidelines development process for stakeholders to engage state agencies on eligibility and deliverability criteria for projects, most federal programs will provide their guidance on project eligibility and competitive criteria through a Notice of Funding Opportunity (NOFO) without such an engagement process. Additionally, these NOFOs often provide a limited amount of time between initiating a call for projects and the application deadline. As program guidelines are released through a NOFO or other mechanism, Metro staff will need the opportunity to review application criteria to identify projects that are not only eligible but are highly competitive for funding programs that are typically oversubscribed.
3	Certainty (Formula) vs. Risk (Competitive/ Discretionary)	The difference in risk between investing formula funds and securing discretionary grant funds requires strategic decisions to support individual projects and overall program delivery. Metro has sought discretionary funds for competitive capital projects that can tolerate risk for delivery. This tolerance can include longer timelines to realize funding as a project progresses through project development. Metro has employed formula funds for projects that are not competitive or have delivery risk that is incompatible with uncertainty inherent in discretionary program awards. Examples of these projects and programs include operations, safety, and state of good repair activities as well as advanced project development activities for projects that are not ready for construction within the funding period of a discretionary program. These advanced project development activities can be important to develop a pipeline of projects to compete in future discretionary programs. For the purpose of this Plan, which focuses on discretionary grant programs, staff will consider this criterion if relevant.
4	Transportation Equity and Geographic Balance	One key policy development is the Equity Platform, along with the tools that have been developed to support it by assessing each area of Metro investment. To consider projects for a grant application, a project will be required to have an approved equity assessment or Equity Platform section of a Board report. Should the project have undergone scope or mitigation changes following the equity assessment or Board report, a new assessment will be required. This is an area where Metro’s equity policy is consistent with, and in fact, exceeds state and federal policies. Metro’s leadership, as demonstrated in our detailed equity assessments, will provide our projects with a competitive edge in equity evaluation as well as providing greater benefits for impacted LA County communities.  Additionally, Measure M created a structure for geographic balance in both total funding and the schedules of funding availability across the entire 40-year program including the establishment of subregional capital programming targets. The management of this geographic balance was further addressed through provisions to manage project cost increases within subregions and ensure no negative impacts to other project schedules if any project is accelerated before its identified funding availability schedule. As competitive funding is pursued through discretionary state and federal programs, geographic balance is not always achievable within each grant cycle or each grant program due to the status of individual projects or their competitiveness in individual grant programs. The geographic balance will be achieved over the entire program portfolio and over multiple discretionary program cycles within the context of transportation equity.
5	Consistency with Board	In addition to specific projects identified in Measure M, Measure R and the 2020 LRTP, the Metro Board has expressed or adopted plans and policies for other interests over

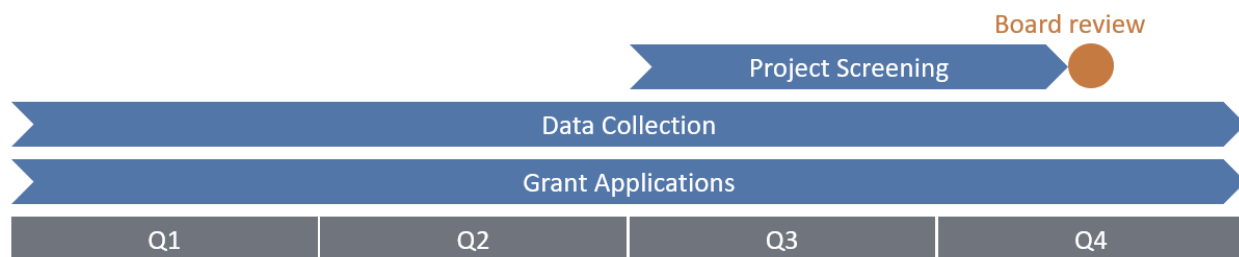
## IIJA Implementation Plan

#	Parameter	Description
	Policies and Directives	time. For example, the Board has adopted policies regarding first/last mile connections to transit stations and an ExpressLanes Strategic Plan, Multimodal Highway Investment Objectives, the 2021 LA County Goods Movement Strategic Plan, and an I-405 Comprehensive Multimodal Corridor Plan. Other future Board interests will include but not be limited to the LA28 Mobility Concept Plan, the Long Beach-East LA Corridor Mobility Investment Plan, and InfrastructureLA collaboration. Consistency with these types of Board interests and policies will be considered as staff brings forward candidate projects for eligible discretionary programs. .
6	Consistency with Metro Long Range Transportation Plan (LRTP) and SCAG Regional Transportation Plan (RTP)	Developed and adopted by the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization (MPO) for the six-county region, the Regional Transportation Plan (RTP) is a state- and federally-mandated planning document that substantiates the financial constraint, air quality conformity and greenhouse gas (GHG) emissions of individual projects at the regional program level. Consistency with the RTP has been a standard requirement for both formula and discretionary funding programs at the state and federal levels. This consistency is being expanded through SB1 to specifically include the Sustainable Communities Strategy which addresses the region’s ability to meet state mandated GHG emission reduction targets. SCAG updates the RTP every four years and provides periodic opportunities for amendments to add new or change existing projects. The Measure M expenditure plan is currently being amended into the 2024 RTP for new projects and delivery schedules as needed. As Metro’s long range planning document that feeds into the SCAG RTP, the 2020 LRTP – as updated to reflect all Metro Board-approved projects and programs – will also serve as a defining project assessment parameter to ensure that Metro’s effort to secure funding from state and federal programs fulfills the priorities committed through the Measure M Expenditure Plan and adopted by the Board.

## Methodology

The methodology used to develop the Plan involved identifying the schedule and criteria for the IIJA grant programs, compiling information on all the Metro Board-approved projects and those related to the Board-supported activities, and relating the projects to the IIJA programs using the Evaluative Criteria Framework. The information used for the Plan is highly dynamic, and the Plan documents will be updated on a regular basis, with support from project teams, grants teams, and other teams across the agency as relevant. The below frequencies and timings are aimed at balancing the need for significant data collection against readiness for upcoming grant programs. **Figure 2** shows the timeline of the IIJA Plan activities over a year.

**Figure 2 Timeline of IIJA Plan activities by calendar year**



The following sections will detail the proposed steps to update and maintain the Plan. The Grants Team will include appropriate staff from the Federal/State Policy and Programming, Strategic Financial Planning, and Grants Management teams (the Grants Team).

### Data Collection

<b>Frequency</b>	Continuous with annual major updates
<b>Staff</b>	<ul style="list-style-type: none"> <li>• Project managers</li> <li>• Grants Team</li> <li>• Partner agencies</li> </ul>
<b>Deliverable(s)</b>	<ul style="list-style-type: none"> <li>• Full Project List</li> <li>• Grants Calendar</li> </ul>

For the full project list, the Grants Team will gather detailed project data to allow further assessment of the project’s readiness and eligibility. This information will be entered into a dataset structure by project to allow for collection of information including project manager, project scope, subregion, cost, project phase information, primary project type, Board approval, budget status, funding plan (if any), LRTP financial forecast assumptions, and other relevant information.

The Grants Calendar will be used to inform Grant Applications and will enable Metro staff to view the most promising grant programs and allow for improved planning. Collected information will include details from prior cycles of the IIJA grant programs and guidance from federal agencies administering the grant programs authorized in the IIJA.

Project managers will be expected to regularly update this information and seek input from partner agencies as relevant. The list will be kept up to date, and new projects will be added as information becomes available. Metro’s Grants Team will be responsible for reviewing the available information and following up with project managers to clarify and review data as necessary.



## Project Screening

<b>Frequency</b>	Continuous
<b>Staff</b>	<ul style="list-style-type: none"> <li>• Grants Team</li> <li>• Working with Other Departments</li> </ul>
<b>Deliverable(s)</b>	<ul style="list-style-type: none"> <li>• IIJA Roadmap</li> </ul>

The full project list will be refined to a smaller priority list of candidate projects. At a minimum, this list of priority projects will include those that have been approved by the Metro Board, those projects led by Metro, and projects that are strongly aligned with Metro internal strategic goals and existing policies. Consideration will be given to whether state or local sources of funding are available as many IIJA grant programs will only fund projects that have non-federal funding sources. The priority list of projects will be prepared by the Grants Team and the priority project list will be modified through the agreement with other Metro departments.

In the IIJA Roadmap table, candidate project information will be entered into a set data structure sorted by grant program. This will include preliminary expert evaluation of the priority list of projects to match the projects to eligible grants, a review of projects for fit against Metro’s ECF, and relevant project screening information. As it is classified by grant program, projects may be listed multiple times under different grant programs. This approach allows for action as grant opportunities arise.

## Board Review

<b>Frequency</b>	Annual
<b>Staff</b>	<ul style="list-style-type: none"> <li>• Grants Team</li> <li>• Working with Other Departments</li> <li>• Metro Board</li> </ul>
<b>Deliverable(s)</b>	<ul style="list-style-type: none"> <li>• Board Endorsement of IIJA Roadmap</li> </ul>

Board review of the IIJA Roadmap will be sought on a regular basis, or on request from the Board. The Board-reviewed version will be used as the basis for grant preparation.

## Grant Applications

<b>Frequency</b>	Continuous based on Grants Calendar
<b>Staff</b>	<ul style="list-style-type: none"> <li>• Grants Team</li> </ul>
<b>Deliverable(s)</b>	<ul style="list-style-type: none"> <li>• Grant Applications</li> </ul>

The Board-reviewed IIJA Roadmap will be used as the basis for seeking Grant Applications. The Grants Team will work with necessary partners and go through Metro’s approved grant applications process to submit applications.

## Appendix A: IJA Roadmap

The following draft project list will be subject to additional review and input across Metro. Some projects have severable components allowing for projects lacking full funding to proceed on a phased basis.

### Legend:

- ☆ May be eligible
- ☆☆ May be competitive
- ☆☆☆ Competitive

Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
USDOT National Infrastructure Project Assistance (Mega)	<a href="#">West Santa Ana Branch Corridor</a>	Yes	☆☆☆ (#1 Priority under CIG. Applied in 2022. Awaiting results.)	<a href="#">Gateway Cities/Central LA</a>	<a href="#">Measure M, Measure R</a>	<a href="#">Light rail transit from Pioneer Artesia to Downtown Los Angeles Union Station. Segment 1 from Pioneer Station to Slauson Avenue (A Line).</a>	<a href="#">In project development for CIG; applying for TIRCP for first segment</a>	<a href="#">2023</a>	<a href="#">2023</a>	<a href="#">7,112</a>	<a href="#">\$2,614</a>	<a href="#">3,584</a>
	I-10 Extension ExpressLanes	Yes	☆	San Gabriel Valley	ExpressLanes Strategic Plan	Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line.	Environmental	2025	2025	356-TBD	50-TBD (Assumed future CMAQ, STBGP)	306
	I-105 ExpressLanes	Yes	☆	South Bay Cities/ Gateway Cities	Measure M	Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605.	In design; ROW/utility not commenced	Completed	Completed	701 - 862	\$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can reduce toll bonds.	50-211
	I-405 ExpressLanes (Sepulveda Pass)	Yes	☆☆	Westside Cities	Measure M	Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101.	Environmental	2024	2024	700 – 1,344	331 (Measure M)	369-1,306
	SR-71 (Segment 2)	Yes	☆☆	San Gabriel Valley	Measure M	Convert expressway to freeway	Construction in 2023	Completed	Completed	205-TBD	205	TBD

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	<a href="#">Sepulveda Transit Corridor, Phase 2, Valley to Westside</a>	Yes	☆☆☆	<a href="#">San Fernando Valley/Westside de Cities</a>	<a href="#">Measure R/M</a>	<a href="#">New high-capacity rail connection from San Fernando Valley to the D Line in Westside Los Angeles.</a>	<a href="#">Not ready- in early environmental. Also a CIG candidate. Using a PDA instead of design-bid-build. LPA in April 2024</a>	<a href="#">2026</a>	<a href="#">2026</a>	<a href="#">9,168-TBD</a>	<a href="#">5,403 (Prop A, Prop C, Measures R and M)</a>	<a href="#">765-TBD</a>
	<a href="#">West Santa Ana Branch Corridor</a>	Yes	☆☆☆ (#1 Priority under CIG. Applied in 2022. Awaiting results.)	<a href="#">Gateway Cities/Central LA</a>	<a href="#">Measure M, Measure R</a>	<a href="#">Light rail transit from Pioneer Artesia to Downtown Los Angeles Union Station. Segment 1 from Pioneer Station to Slauson Avenue (A Line).</a>	<a href="#">In project development for CIG; applying for TIRCP for first segment</a>	<a href="#">2023</a>	<a href="#">2023</a>	<a href="#">7,112</a>	<a href="#">\$2,614 Committed (Prop A, Prop C, Measure R, Measure M, Local Contributions, LPP, TIRCP); \$2.6B being requested from 5309 New Starts</a>	<a href="#">3,584</a>
USDOT Strengthening Mobility and Revolutionizing Transportation (SMART)	<a href="#">I-710 Integrated Corridor Management</a>	No	☆☆☆	<a href="#">Gateway Cities / San Gabriel Valley / Central LA</a>	<a href="#">Measure R</a>	<a href="#">Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60.</a>	<a href="#">Design</a>	<a href="#">2023</a>	<a href="#">2023</a>	<a href="#">40</a>	<a href="#">5</a>	<a href="#">35</a>
	<a href="#">Advanced Transportation Management System II (ATMS)</a>	Yes	☆☆	<a href="#">Countywide</a>	<a href="#">N/A</a>	<a href="#">Deploy Metro's 2nd generation ATMS using CAD/AVL technologies to manage its fixed-route bus, light rail vehicle, and heavy rail vehicle operations.</a>	<a href="#">Planning</a>	<a href="#">N/A</a>	<a href="#">N/A</a>	<a href="#">117</a>	<a href="#">TBD</a>	<a href="#">TBD</a>
	<a href="#">NextGen Cloud-Based Transit Signal Priority (TSP)</a>	Yes	☆	<a href="#">Countywide, Central LA</a>	<a href="#">Measure M</a>	<a href="#">Replacement of the existing Transit Signal Priority (TSP) system in partnership with LADOT with implementation of a wireless cloudbased TSP system to support the NextGen Transit First Bus Plan.</a>	<a href="#">Early Planning</a>	<a href="#">N/A</a>	<a href="#">N/A</a>	<a href="#">15</a>	<a href="#">TBD</a>	<a href="#">TBD</a>
USDOT Safe Streets and Roads for All (SS4A)	Metro is not currently eligible to apply for this program. After an eligible Action Plan is in place, the Grants Team will identify candidate projects for implementation grants.											
USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost Saving	The Grants Team will continue working with other departments to identify eligible projects for this program.											

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
Transportation (PROTECT)												
USDOT Nationally Significant Multimodal Freight & Highway Projects (INFRA)	I-10 Extension ExpressLanes	Yes	☆	San Gabriel Valley	ExpressLanes Strategic Plan	Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line.	Environmental	2025	2025	356-TBD	50-TBD (Assumed future CMAQ, STBGP)	306
	I-105 ExpressLanes	Yes	☆	South Bay Cities/ Gateway Cities	Measure M	Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605.	In design; ROW/utility not commenced	Completed	Completed	701 - 862	\$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can reduce toll bonds.	50-211
	I-405 ExpressLanes (Sepulveda Pass)	Yes	☆☆	Westside Cities	Measure M	Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101.	Environmental	2024	2024	700 – 1,344	331 (Measure M)	369-1,306
	SR-71 (Segment 2)	Yes	☆☆	San Gabriel Valley	Measure M	Convert expressway to freeway. Led by Caltrans. Comprised of two segments, one funded and the other to be determined.	Construction in 2023	Completed	Completed	205-TBD	205	TBD
	I-605 Hot Spot - I-605 / I-5 Interchange Improvements	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Environmental	TBD	TBD	339	18 (RIP) - TBD (Planned Measure R, Measure M and Prop C)	321
	I-605 Hot Spot - WB SR-91 Alondra Bl to Shoemaker Ave Aux Lane (Previously I-605 / Sr-91 Interchange Improvements)	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design	Completed	Completed	193	96 (TCEP) - TBD (Planned Measure R, Measure M and Prop C)	97
	I-605 Hot Spot - I-605 / Sr-60 Interchange Improvements	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Environmental	TBD	TBD	339	TBD (Planned Measure R, Measure M and Prop C)	339

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	I-605 Hot Spot - EB SR-91 Aux Lane - Atlantic to Cherry	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Construction in 2024	Completed	Completed	96	48 (TCEP) - TBD (Planned Measure R, Measure M and Prop C)	48
	I-605 Hot Spot - SR-91 Acacia to Central Improvement Project	Yes	☆☆☆	Gateway Cities	Measure M	Improvements to SR-91 between Central Ave and Acacia. This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design	Completed	TBD	175	TBD (Planned Measure R, Measure M and Prop C)	175
	I-605 Hot Spot - Early Action Beverly Blvd	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design; construction in 2024	Completed	Completed	29	TBD	29
	I-605 Hot Spot - EARLY ACTION SR-60 At 7th Ave Interchange	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Pre-Design	Completed	Completed	25	TBD	25
	I-605 Hot Spot - Early Action - Valley Blvd Interchange	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	PS&E	Completed	Completed	45	TBD	45
USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Clean Truck Infrastructure	No	☆	Countywide	Measure R/M	Install charging infrastructure throughout LA County for zero emissions trucks.	Planning	TBD	TBD	200	TBD	200
	Doran Street Grade Separations	No	☆☆ (pursuing single Doran Street crossing from Rail Crossing Elimination program)	Arroyo Verdugo	Measure R	Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings.	Design	Completed	Completed	180	TBD	180
	First/Last Mile Plan Projects	No	☆ (not competitive until specific projects are developed)	Various	Measure M	Metro is preparing a first last mile plan to improve walking and biking connection to the future Expo/Crenshaw Station.	Varies	Categorical Exclusion	Categorical Exclusion	Varies	Varies	Varies

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	I-710 Integrated Corridor Management	No	☆☆☆	Gateway Cities / San Gabriel Valley / Central LA	Measure R	Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60.	Design	2023	2023	40	5	35
	LA River Path	Yes	☆	Central LA	Measure M	Proposed walking/bicycling path to close an existing 8-mile gap in the active transportation network along the LA River.	Environmental	2024	2025	427-433	366	61-67
	LA River Path - San Fernando Valley	Yes	☆	San Fernando Valley	Measure M	Completion of Bike Path in San Fernando Valley. Project Alternative and Scope TBD	Environmental review; construction in 2023	Varies by segment	TBD	TBD	60	TBD
	LA Union Station Forecourt and Esplanade Improvements	No	☆	Central LA	LRTP	Reconstruct Alameda and Los Angeles Streets along the frontage of Union Station with widened sidewalks for pedestrian and bike paths.	Design	Completed; construction bid expected in 2023	Completed	20-TBD	18	2-TBD
	Rail to River (Segment B)	No	☆	Central LA/Gateway Cities	LRTP	Connection from future Rail to Rail biking and walking path to LA River biking and walking path	Early planning; approved preferred alignment Aug 2022	2024	2024	TBD	TBD	TBD

IJA Implementation Plan

Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	SR-71 (Segment 2)	Yes	☆☆	San Gabriel Valley	Measure M	Convert expressway to freeway. Led by Caltrans. Comprised of two segments, one funded and the other to be determined.	Construction in 2023	Completed	Completed	205-TBD	205	TBD
	Universal Station Mobility Hub	No	☆	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8
	I-605 Hot Spot - I-605 / I-5 Interchange Improvements	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Environmental	TBD	TBD	339	18 (RIP) - TBD (Planned Measure R, Measure M and Prop C)	321
	I-605 Hot Spot - WB SR-91 Alondra Bl to Shoemaker Ave Aux Lane (Previously I-605 / Sr-91 Interchange Improvements)	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design	Completed	Completed	193	96 (TCEP) - TBD (Planned Measure R, Measure M and Prop C)	97
	I-605 Hot Spot - I-605 / Sr-60 Interchange Improvements	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Environmental	TBD	TBD	339	TBD (Planned Measure R, Measure M and Prop C)	339
	I-605 Hot Spot - EB SR-91 Aux Lane - Atlantic to Cherry	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Construction in 2024	Completed	Completed	96	48 (TCEP) - TBD (Planned Measure R, Measure M and Prop C)	48
	I-605 Hot Spot - SR-91 Acacia to Central Improvement Project	Yes	☆☆	Gateway Cities	Measure R	Improvements to SR-91 between Central Ave and Acacia. This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design	Completed	TBD	175	TBD (Planned Measure R, Measure M and Prop C); (could be funded from Measure M at expense of other projects. Current state TCEP candidate.)	175

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	I-605 Hot Spot - Early Action Beverly Blvd	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design; construction in 2024	Completed	Completed	29	TBD	29
	I-605 Hot Spot - EARLY ACTION SR-60 At 7th Ave Interchange	Yes	☆☆	Gateway Cities	Measure R/M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Pre-Design	Completed	Completed	25	TBD	25
	I-605 Hot Spot - Early Action - Valley Blvd Interchange	Yes	☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	PS&E	Completed	Completed	45	TBD	45
	Washington Wye Junction Improvement	Yes	☆☆	San Gabriel Valley	Measure M	Restriction of certain traffic movements and limited redesign/modifications to the junction.	Planning	TBD	TBD	75	TBD	75
	Arts District/6th Street Station	No	☆☆	Central LA	N/A	New Metro rail station to serve the Arts District, Boyle Heights, and surrounding communities.	Environmental	2024	TBD	TBD	TBD; local match potentially from Mello-Roos and or EIFD	TBD
	Broadway BRT	Yes	☆ (needs further development and has significant funding gap)	Central LA	Measure M	New BRT service along Broadway consistent with Board-adopted standards and design guidelines, such as dedicated running ways and BRT stations.	Early planning (Planning beginning in fall 2023)	2025	2026	300-TBD	TBD; local match from comp. BRT MSP	300-TBD
	Link Union Station (Phase A)	No	☆	Central LA	Measure M	The Link US project proposes the integration of new run-through tracks on an elevated rail yard over the US-101 freeway to improve operational flexibility and expand capacity at Los Angeles Union Station (LAUS). The Link US Project also envisions a new concourse for shorter wait times and a better transfer experience. Link US will also prepare Union Station for the arrival of future high-speed rail service.	Design & Engineering; NEPA underway	Completed	2022	950-TBD	950	TBD



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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)	
	Universal City/ Studio City Station Improvements	No	☆	San Fernando Valley	N/A	Improve Universal City/Studio City Station area	Early planning	2026	2026	TBD	TBD	TBD	
	Atlantic BRT	No	☆	South Bay/Gateway Cities	N/A	New BRT service along Atlantic Blvd from East Los Angeles Gold Line terminus to Downtown Long Beach. It provides access to industrial jobs for lower-income workers, addressing Metro's equity goals.	Planning	TBD	TBD	Too Early	TBD	Too Early	
	Venice Blvd BRT	No	☆	Westside Cities/Central LA	N/A	New BRT service along Venice Blvd from Pacific Avenue in Venice via Flower Street to 7th/Metro Center. This corridor has pedestrian-friendly features along much of its distance with a strong mix of land uses oriented to the street	TBD	TBD	TBD	TBD	TBD	TBD	
	NextGen Cloud-Based Transit Signal Priority (TSP)	Yes	☆	Countywide, Central LA	L RTP	Replacement of the existing Transit Signal Priority (TSP) system in partnership with LADOT with implementation of a wireless cloudbased TSP system to support the NextGen Transit First Bus Plan.	Early Planning	N/A	N/A	15	TBD	TBD	
	Beverly Hills North Portal Project		☆	Westside Cities	Measure R	Assist the City of Beverly Hills in designing and constructing a new half-portal at the future Wilshire Rodeo Station of the Purple (D Line) Extension Section 2 Project.	Design	N/A	N/A	26-29	TBD	TBD	
FTA Capital Investment Grants (CIG)	<a href="#">Small Starts</a>	Broadway BRT	Yes	☆☆ (Would compete <a href="#">Requires Board ranking</a> against other Metro NS projects)	Central LA	Measure M	New BRT service along Broadway consistent with Board-adopted standards and design guidelines, such as dedicated running ways and BRT stations.	Early planning (Planning beginning in fall 2023)	2025	2026	300-TBD	TBD; local match from comp. BRT MSP	300-TBD
		Vermont BRT	Yes	☆ (Would compete <a href="#">Requires Board ranking</a> against other Metro CIGs)	Central LA	Measure M	New BRT Service that provides high-capacity, fast connection between Koreatown and South LA. BRT to supplement and not preclude future rail corridor.	Planning	2025	2026	450-525	190 (Prob C, TIRCP, Measure M) and 55 (Assumed future STBGP)	205-280

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	Atlantic BRT	No	☆	South Bay/Gateway Cities	N/A	New BRT service along Atlantic Blvd from East Los Angeles Gold Line terminus to Downtown Long Beach. It provides access to industrial jobs for lower-income workers, addressing Metro's equity goals.	Planning	TBD	TBD	Too Early	TBD	Too Early
	Venice Blvd BRT	No	☆	Westside Cities/Central LA	N/A	New BRT service along Venice Blvd from Pacific Avenue in Venice via Flower Street to 7th/Metro Center. This corridor has pedestrian-friendly features along much of its distance with a strong mix of land uses oriented to the street	TBD	TBD	TBD	TBD	TBD	TBD
	San Gabriel Valley Transit	Yes	☆	San Gabriel Valley	Measure M, Measure R	Depending on the result of the study, this assumes BRT service within the San Gabriel Valley to replace the Eastside Transit Corridor Route 60 Alternative.	Planning	TBD	TBD	TBD	TBD	TBD
<a href="#">EPD Pilot Program</a>	East San Fernando Valley Light Rail	Yes	☆☆☆ (# 1 priority for EPD and has Have-LOI for EPD Program)	San Fernando Valley	Measure M, Measure R	Metro's plan for better transit includes more rail service in the heart of the San Fernando Valley. The East San Fernando Valley Light Rail Project will improve connections and access to key destinations while connecting transit users to the growing network in the San Fernando Valley.	In ROW/utility relocation, final design expected 2025	Completed	Completed	3,575	\$1,560 (RIP/STIP, TCRP, Prop C, Measure R, Measure M); \$909m anticipated from EPD	1,106
<a href="#">New Starts</a>	Eastside Transit Corridor Phase 2	Yes	☆ ( <del>Would compete</del> Requires Board ranking against other Metro CIGs); still requires federal	San Gabriel Valley/Gateway Cities	Measure R/M	The Gold Line Extension will go further east from its current terminus at Pomona Blvd and Atlantic Blvd in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.	Environmental review; LPA in late 2022, construction in 2029	2023	2025	4,447-8,707	3,310	1,137-5,397

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)	
			clearance and LPA)										
	Sepulveda Transit Corridor, Phase 2, Valley to Westside	Yes	☆☆☆	San Fernando Valley/Westside de Cities	Measure R/M	New high capacity rail connection from San Fernando Valley to the D Line in Westside Los Angeles	Not ready - in early environmental, CIG candidate. Using PDA instead of design-bid-build. LPA in April 2024.	2026	2026	9,168-TBD	5,403 (Prop A, Prop C, Measure M, Measure R)	3,765-TBD	
	West Santa Ana Branch Corridor	Yes	☆☆☆ (Metro NS "Pillar Project")	Gateway Cities/Central LA	Measure M, Measure R	Light rail trans it from Pioneer Artesia to Downtown Los Angeles Union Station. Segment 1 from Pioneer Station to Slauson Avenue (A Line)	In project development for CIG; applying for TIRCP for first segment	2023	2023	7,112	\$2,614 Committed (Prop A, Prop C, Measure R, Measure M, Local Contributions, LPP, TIRCP); \$2.6B being requested from 5309 New Starts	3,584	
	Core Capacity	Metrolink SCORE Program	No	☆	Countywide	N/A	A series of projects to upgrade the Metrolink network including track work and additions, grade crossing, station and signal improvements. The goal is to achieve 30-minute, bi-directional service in peak periods on the lines.	Varies	Varies	Varies	10,000	TBD	TBD
		Washington Wye Junction Improvement	No	☆☆ (Evaluating as Core Capacity project)	Central LA	N/A	Restriction of certain traffic movements and limited redesign/modifications to the junction.	Planning	TBD	TBD	TBD	TBD	TBD
FTA Grants for Buses and Bus Facilities Competitive (5339b)	Broadway BRT	Yes	☆	Central LA	Measure M	New BRT service along Broadway consistent with Board-adopted standards and design guidelines, such as dedicated running ways and BRT stations.	Early planning (Planning beginning in fall 2023)	2025	2026	300-TBD	TBD; local match from comp. BRT MSP	300-TBD	
	San Gabriel Valley Transit	Yes	☆	San Gabriel Valley	Measure M, Measure R	Depending on the result of the study, this assumes BRT service within the San Gabriel Valley to replace the Eastside Transit Corridor Route 60 Alternative.	Planning	TBD	TBD	TBD	TBD	TBD	
	Vermont BRT	Yes	☆	Central LA	Measure M	New BRT Service that provides high-capacity, fast connection between Koreatown and South LA. BRT to	Planning	2025	2026	450-525	190 (Prob C, TIRCP, Measure M) and 55	205-280	

IJA Implementation Plan

Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
						supplement and not preclude future rail corridor.					(Assumed future STBGP)	
	Zero Emission Bus Master Plan - Phase 2	Yes	☆☆☆	Countywide	LRTP	Procurement of Zero Emission Bus vehicles for local, rapid, shuttle, and express routes. Conversion of "dependent" Divisions (Divisions 1, 2, 3, 5, 7, and 13) from CNG to battery charging.	Planning	TBD	TBD	1,250	TBD	1,250
	Bus Terminal Improvements	No	☆ (Requires greater project definition.)	Countywide	LRTP	Project requires approvals by LA City Council/No design yet. Project is scalable. Increases speed and reliability	Planning	TBD	TBD	TBD	TBD	TBD
	Systemwide Bus Layover Improvements	No	☆ (Requires greater project definition.)	Countywide	LRTP	Project is scalable. Increases speed and reliability Best submitted in combination with other Speed and Reliability projects.	Planning	TBD	TBD	TBD	TBD	TBD
	Atlantic BRT	No	☆	South Bay/Gateway Cities	N/A	New BRT service along Atlantic Blvd from East Los Angeles Gold Line terminus to Downtown Long Beach. It provides access to industrial jobs for lower-income workers, addressing Metro's equity goals.	Planning	TBD	TBD	Too Early	TBD	Too Early
	Venice Blvd BRT	No	☆	Westside Cities/ Central LA	N/A	New BRT service along Venice Blvd from Pacific Avenue in Venice via Flower Street to 7th/Metro Center. This corridor has pedestrian-friendly features along much of its distance with a strong mix of land uses oriented to the street	TBD	TBD	TBD	TBD	TBD	TBD
	Universal Station Mobility Hub	No	☆	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8
FTA Low or No Emission Vehicle Program (LoNo)	Zero Emission Bus Master Plan - Phase 2	Yes	☆☆☆	Countywide	LRTP	Procurement of Zero Emission Bus vehicles for local, rapid, shuttle, and express routes. Conversion of "dependent" Divisions (Divisions 1, 2, 3, 5, 7, and 13) from CNG to battery charging.	Planning	TBD	TBD	1,250	TBD	1,250
	Access Service Improvements	Yes	☆☆	Countywide	LRTP	Access Services provides paratransit service for LA County.	TBD	TBD	TBD	TBD	TBD	TBD

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	Bus Capital - Charging infrastructure for ZEB	Yes	☆☆☆	Countywide	L RTP	Infrastructure implementation for LA Metro Zero emission buses	Planning	N/A	N/A	1,326	459-TBD (Include CMAQ, Prop C, TIRCP)	867-TBD
FTA Innovative Coordinated Access and Mobility (ICAM)	Universal Station Mobility Hub	No	☆	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8
	Metro Micro	Yes	☆	Various	L RTP	Pilot Project providing microtransit service at various locations	Pilot Project In Operation	TBD	TBD	TBD	TBD	TBD
FRA Federal-State Partnership for Intercity Passenger Rail (FSP)	Brighton to Roxford Double Track	No	☆	San Fernando Valley	Measure R	Adding a second mainline track along the Valley Subdivision, new and upgraded traffic and pedestrian crossings between Hollywood Way in Burbank and Roxford Street in Sylmar.	Design	Categorical Exclusion	Categorical Exclusion	213	TBD	213
	Doran Street Grade Separations	No	☆ (pursuing single Doran Street crossing from Rail Crossing Elimination program)	Arroyo Verdugo	Measure R	Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings.	Design	Completed	Completed	180	TBD	180
	Link Union Station (Phase A)	No	☆	Central LA	Measure M	The Link US project proposes the integration of new run-through tracks on an elevated rail yard over the US-101 freeway to improve operational flexibility and expand capacity at Los Angeles Union Station (LAUS). The Link US Project also envisions a new concourse for shorter wait times and a better transfer experience. Link US will also prepare Union Station for the arrival of future high-speed rail service.	Design & Engineering; NEPA underway	Completed	2022	950-TBD	950	TBD
	High Desert Corridor	Yes	☆	North Los Angeles County	Measure M	The High Desert Corridor (HDC) project considers a new multi-modal link between State Route (SR)-14 in Los Angeles County and SR-18 in San Bernardino County.	Design	TBD	TBD	TBD	TBD	TBD
FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI)	Brighton to Roxford Double Track	No	☆☆	San Fernando Valley	Measure R	Adding a second mainline track along the Valley Subdivision, new and upgraded traffic and pedestrian crossings between Hollywood Way in Burbank and Roxford Street in Sylmar.	Design	Categorical Exclusion	Categorical Exclusion	213	TBD	213

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	Doran Street Grade Separations	No	☆☆ (pursuing single Doran Street crossing from Rail Crossing Elimination program)	Arroyo Verdugo	Measure R	Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings.	Design	Completed	Completed	180	TBD	180
	Metrolink SCORE Program	No	☆	Countywide	N/A	A series of projects to upgrade the Metrolink network including track work and additions, grade crossing, station and signal improvements. The goal is to achieve 30-minute, bi-directional service in peak periods on the lines.	Varies	Varies	Varies	10,000	TBD	TBD
	Lone Hill to White Double Track	No	☆☆	San Fernando Valley	Measure R	Second mainline track along a 4-mile segment between Lone Hill Avenue in San Dimas and White Avenue in La Verne along the San Gabriel Subdivision.	Design	Categorical Exclusion	Categorical Exclusion	153	TBD	153
	High Desert Corridor	Yes	☆	North Los Angeles County	Measure M	The High Desert Corridor (HDC) project considers a new multi-modal link between State Route (SR)-14 in Los Angeles County and SR-18 in San Bernardino County.	Design	TBD	TBD	TBD	TBD	TBD
Advanced Transportation Technology and Innovation (ATTAIN)	Camera Bus Lane Enforcement	No	☆	Countywide	N/A	Implement camera-based technology to enforce bus-only lane use along key BRT and bus-only lane corridors.	Planning	TBD	TBD	16	TBD	16
	Clean Truck Infrastructure	No	☆ (if project deploys advanced transportation technologies outlined in the NOFO)	Countywide	Measure M	Install charging infrastructure throughout LA County for zero emissions trucks.	Planning	TBD	TBD	200	TBD	200
	I-10 Extension ExpressLanes	Yes	☆	San Gabriel Valley	ExpressLanes Strategic Plan	Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line.	Environmental	2025	2025	356-TBD	50-TBD (Assumed future CMAQ, STBGP)	306
	I-105 ExpressLanes	Yes	☆	South Bay Cities/ Gateway Cities	Measure M	Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605.	In design; ROW/utility not commenced	Completed	Completed	701 - 862	\$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can	50-211

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
											reduce toll bonds.	
	I-405 ExpressLanes (Sepulveda Pass)	Yes	☆☆	Westside Cities	Measure M	Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101.	Environmental	2024	2024	700 – 1,344	331 (Measure M)	369-1,306
	I-710 Integrated Corridor Management	No	☆☆☆	Gateway Cities / San Gabriel Valley / Central LA	Measure R	Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60.	Design	2023	2023	40	5	35
	SR-71 (Segment 2)	Yes	☆☆	San Gabriel Valley		Convert expressway to freeway. Led by Caltrans. Comprised of two segments, one funded and the other to be determined.	Construction in 2023	Completed	Completed	205-TBD	205	TBD
	Open Loop Payment	No	☆ (Should be integrated with other ticketing/fare projects like universal fare. Could be beneficial if better defined. This is the closest grant match but difficult with grant programs available)	Countywide	N/A	Replace card scanners/readers with ones that are open loop in that they can accept payment from credit cards, debit cards, payment apps, etc.	TBD	TBD	TBD	TBD	TBD	TBD
	Universal Station Mobility Hub	No	☆	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8
FHWA (Primarily) Various EV Charging & Alternative Fueling Programs (e.g. Corridor Charging or Community Charging)	Clean Truck Infrastructure	No	☆☆	Countywide	Measure M	Install charging infrastructure throughout LA County for zero emissions trucks.	Planning	TBD	TBD	200	TBD	200
	Universal Station Mobility Hub	No	☆ (if EV charging and/or alternative fueling is part of this project)	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8

## Appendix B: Grants Calendar

The below excerpt shows the one-year look ahead and related information and is based on data provided by federal agencies during past grant cycles. This information is highly subject to change as new information becomes available and should only be used as a reference. The predicted dates and guidance may change at the discretion of the federal agencies administering each grant program.

**Legend:**

- Confirmed dates of cycles
- Predicted dates based on previous cycles

Competitive Funding Programs						2022			2023											
Grant Name	Agency	Eligible Activities	Max grant allowable <sup>4</sup>	Max previous award	Max fed share	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
RAISE - Rebuilding American Infrastructure with Sustainability and Equity	USDOT	Planning, Environmental & Design, Construction	\$25 million per grant	\$25 million (FY22)	80%															
MEGA - National Infrastructure Project Assistance	USDOT	Planning, Environmental & Design, Construction	No limit specified	N/A – new program	60% MEGA <sup>5</sup>															
INFRA - Nationally Significant Multimodal Freight & Highway Projects	USDOT	Environmental & Design, Construction	May be used for up to 60% of future eligible project costs	\$150 million (awarded to Caltrans in FY22)	83.57%															
BBF - 5339b - Bus and Bus Facilities	FTA	Construction / Implementation	No limit specified	\$22.85 million (awarded to Texas DOT in 2021)	80%															
LoNo - Low or No Emission Vehicle Program	FTA	Construction / Implementation	No limit specified	\$116 million (awarded to NY MTA and MBTA in 2022)	80-90% <sup>6</sup>															
SS4A - Safe Streets and Roads for All	USDOT	Planning, Environmental & Design, Construction / Implementation	<b>Implementation Plan Grants:</b> \$30 million <b>Action Plan Grants:</b> \$5 million for a MPO or a joint application \$1 million for a political subdivision of a State or a federally recognized Tribal government.	N/A - new program	80%															
BIP - Bridge Investment Program	FHWA	Planning, Environmental & Design, Construction	<b>Large Bridge Project:</b> 50% of total eligible projects cost <b>Bridge Project:</b> 80% of total eligible project cost <b>Planning grants:</b> No maximum	\$2.4 million (awarded to City of Seattle in 2022)	50% for “Large Bridge Projects” 80% for other BIP projects 90% for off-system bridges															
RCE - Railroad Crossing Elimination Grant Program	FRA	Planning, Environmental & Design, Construction	No maximum for individual awards (Max in a state: \$114,652,800)	New program	80%															
SMART - Strengthening Mobility and Revolutionizing Transportation	USDOT	Planning, Environmental & Design, Construction	\$2 million (for Stage 1) Geographic maximums: 40% for large communities, 30% for midsized communities, 30% for rural communities or regional partnerships	New program	Not required for stage 1															

<sup>4</sup> Based on last available grant guidance, including Notices of Funding Opportunity from previous cycles.

<sup>5</sup> With total federal share not to exceed 80%.

<sup>6</sup> Maximum of 80% for equipment and facilities not in compliance with the Clean Air Act, 85% for leasing or acquiring a transit bus, 90% for leasing or acquiring bus-related equipment and facilities in compliance with the Clean Air Act.



**IJA Implementation Plan**

Competitive Funding Programs						2022			2023											
Grant Name	Agency	Eligible Activities	Max grant allowable <sup>4</sup>	Max previous award	Max fed share	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
CRISI - Consolidated Rail Infrastructure and Safety Improvements	FRA	Planning, Environmental & Design, Construction	No maximum for individual awards	\$25 million (awarded to Alameda County Rail Safety Enhancement Program in 2021)	80%															
ATTIMD - Advanced Transportation Technologies & Innovative Mobility	FHWA	Planning (max 5% of funding), Construction / Implementation, Operations & Maintenance	\$12 million per entity	\$8.7 million in FY21	50%															
FSP - Federal-State Partnership for Intercity Passenger Rail	FRA	Planning, Environmental & Design, Construction	No limit specified	\$65 million in FY21	80%															
PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation	USDOT	Planning, Environmental & Design, Construction	No limit specified	New program	80% <sup>7</sup>															
Various EV Charging & Alternative Fueling Programs (e.g. Corridor Charging or Community Charging)	FHWA primarily	Construction, Operations & Maintenance (first 5 years after installation)	TBD	New programs																
CIG - Capital Investment Grants	FTA	Environmental & Design, Construction	Dependent on project type	\$2.63 billion (awarded to NYC LIRR East Side Access)	New Starts: 60% Small Starts: 80% Core Capacity: 80%				Multiyear process dependent on agreement with FTA											
ICAM - Innovative Coordinated Access and Mobility	FTA	Construction	No maximum for individual awards	\$2.8 million (awarded to Ohio DOT in FY21)	80%				TBC - potentially biennial program											

<sup>7</sup> Can increase by 7% if the State has developed a Resilience Improvement Plan and prioritized the project in that Plan and 3% if a State Resilience Improvement Plan is incorporated into the metropolitan transportation plan.

## Appendix C: IIJA Implementation Plan Projects (Subregions)

- 1 Arts District/6th Street Station
- 2 Brighton to Roxford Double Track
- 3 Broadway BRT
- 4 Doran Street Grade Separations
- 5 East San Fernando Valley Transit Corridor
- 6 Eastside Transit Corridor Phase 2
- 7 Foothill Gold Line Extension Phase 2B (Pomona)
- 8 High Desert Multi-purpose Corridor
- 9 I-10 Extension Express Lanes
- 10 I-105 Express Lanes
- 11 I-405 Express Lanes (Sepulveda Pass)
- 12 I-710 Integrated Corridor Management
- 13 LA River Path
- 14 LA River Path - San Fernando Valley
- 15 Link Union Station (Phase A)
- 16 Lone Hill to White Double Track
- 17 Orange Line (G) BRT Improvements
- 18 Rail to River (Segment B)
- 19 Sepulveda Transit Corridor
- 20 SR-71 (Segment 2)
- 21 SR-91 Atlantic to Cherry
- 22 SR-91 Central to Acacia
- 23 Universal City/Studio City Station Improvements
- 24 Vermont BRT
- 25 Westbound SR-91 Connector
- 26 West Santa Ana Branch Corridor

