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

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REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A1. APPROVING ~~$125,403,758~~ $104,403,758 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A, excluding the WB SR-91 Alondra Blvd to Shoemaker Ave Project;

A2. APPROVING $21,000,000 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs for the WB SR-91 Alondra Blvd to Shoemaker Ave Project, as shown in Attachment A;

B. APPROVING the deobligation of $8,573,383 in previously approved Measure R Multimodal Highway Subregional Program funds and re-allocation to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance, as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved projects.

ISSUE

The Measure R Multimodal Subregional Programs Semi-Annual Update reports on revised subregional project priorities and budgets that require modification. Projects within this Program include improvements related to traffic signals, roadways, and infrastructure to support pedestrians, bicyclists, and transit. This update also includes requests from implementing agencies to program more funds, reprogram funds, deobligate funds, and revise schedules, scopes and/or funding allocations for existing projects. These changes are reflected in Attachment A.

Board approval of the project information and updated list in Attachment A is required as it serves as the basis for Metro to enter into agreements with respective implementing agencies to initiate or continue the project development process.

BACKGROUND

The Measure R Expenditure Plan allocates funding to projects under the multimodal highway operational improvement subfund program, as listed in Attachment A. Metro staff works closely with the local jurisdictions and subregions to review the project eligibility of the proposed projects for this update. When staffing capacity at the local level is limited or at the request of local jurisdictions and subregions, staff will also lead or assist in developing the environmental and design phases of the projects within the subfund program for the Arroyo Verdugo, Gateway Cities, North Los Angeles County, San Gabriel Valley, and South Bay Cities subregions.

Local jurisdictions and subregions are responsible for prioritizing and developing projects that meet the eligibility criteria for the Measure R Program. At its June 2021 meeting, the Board approved expanding the funding eligibility for active transportation and complete streets projects within Measure R and Measure M guidelines. In addition, at its June 2022 meeting, the Board approved objectives that guide how Metro invests in highway systems that support the broader vision of mobility, sustainability, equity, economic vitality, and quality of life. To implement these policies, along with Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, staff encourage cities, subregions, and grant recipients to integrate eligible multi-modal elements at the discretion of the project sponsor. Projects are also further evaluated by Metro staff, to ensure the projects meet program guidelines and eligibility requirements.

Currently, 111 projects have been concluded (completed and/or deobligated) totaling $234 million. Projects that have deobligated funds will be closed out, reallocated to another locally prioritized project, or will be returned to the Measure R subregional fund balance. This funding supports a wide range of multimodal improvements, including traffic signal upgrades, pedestrian and bicycle facilities, transit supportive elements, and roadway operational enhancements throughout Los Angeles County. These initiatives align with Metro's Measure R objectives to improve multimodal mobility in Los Angeles County through investments in transit, highways, local streets, and active transportation improvements. In addition, each project involves a collaborative effort that includes coordination among multiple departments and jurisdictions during the early phases of implementation, whenever feasible and appropriate.

In March 2026 staff began to use the MyGrants Portal to streamline and modernize Metro's administration of funding for Measure R Subregional Highway projects. Key functions of the portal include the ability to monitor project expenditures and grant allocations at both the individual project and subregional/program levels, a streamlined invoicing and quarterly reporting process that enables agencies to upload invoices and supporting documents directly to the system (where Metro project managers can review and approve them), and various other project management tools. This platform reduces manual processes, improves data accuracy, and allows for fund utilization, ultimately enhancing accountability to the Board and the public. In addition to operational efficiencies, the portal provides a user-friendly interface for jurisdictions, making it easier to submit required documentation for invoices and to access important resources. To support adoption, staff conducted training

sessions and distributed user guides to project managers and city staff to ensure all stakeholders are informed, prepared, and able to successfully transition to the new system. Starting in Fiscal Year 2027, agencies will be required to submit their Measure R Quarterly Progress/Expenditure Reports through the MyGrants Portal.

DISCUSSION

To date, 353 projects have received Measure R Subregional Highway funding totaling $1.90 billion. Of that amount, $927.8 million has been expended by the subregions.
Nine projects have concluded in this update, including three completed projects and six cancelled projects, as described below. Several projects have been active since Measure R was first established and continue to advance. Cities have faced challenges including cost increases, right-of-way impacts, and scope changes, but each project is moving forward. Regular progress updates and ongoing expenditures confirm that cities continue to make progress toward completing their projects. Measure R includes a subfund category for highway-related projects intended to provide local funding toward the implementation of multimodal highway projects and subregional programs, as identified by local jurisdictions and subregional Councils of Governments. Metro staff assessed the eligibility of projects for funding and reconfirmed eligibility for any requested scope changes. The modifications to the Measure R Multimodal Subregional Program are described below and summarized in Attachment A.

Arroyo Verdugo Operational Improvements

To date, a total of $145.7 million has been programmed for a total of 64 projects in the Arroyo Verdugo subregion, of which $68.1 million (or 46%) has been spent. Currently, there are 48 active projects at various stages of development, and with 16 projects completed. This update includes funding adjustments (programming new funds or deobligating funds) for three existing projects described below.

Glendale

Deobligate $6,000,000 from MR310.25 - I-210 Soundwalls Project for a revised project budget of $2,020,000. This project was in the Plans, Specifications & Estimates (PS&E) phase. Upon further review, the city determined that the project is no longer financially feasible and requested that the funds for the project be deobligated.

Program $4,000,000 for MR310.66 HSIP Cycle 11 Local Match (Ped/Bike Improvements) Project in FY26-27 for a revised budget of $6,000,000 for the PS&E and Construction phases. The project is in the PS&E phase and funds are being programmed to fully fund the project through the construction phase. The project includes pedestrian/bike improvements at signalized intersections and along roadway segments, new raised medians on intersection approaches, and enhanced midblock/intersection crossings throughout the City of Glendale. The city now proposes to add the installation of a new traffic signal, while expanding Americans with Disabilities Act (ADA) compliant curb ramps/curb extensions, and additional traffic signal modifications, as well as updating the intersection improvement locations within the project limits. This project will likely decrease Vehicle Miles Traveled (VMT).

Program $5,000,000 for a new project MR310.71 - Citywide Smart City and Fiber Optic Infrastructure Expansion. Funds are to be programmed as follows: $750,000 in FY26-27, $4,000,000 in FY27-28 and $250,000 in FY28-29. The project is in the planning phase and funds are being programmed for planning PS&E and Construction. This project is primarily an enabling communications and operations project which will support multimodal outcomes by creating the backbone for transit-supportive signal operations and real-time information, safer signal operations for pedestrians and bicyclists, parking guidance that can reduce circulation and curbside conflicts, and integrated data-sharing to manage person-throughput. The project is best understood as an enabling safety project by giving Glendale the communications backbone needed for better signal timing and monitoring, faster incident detection and clearance, emergency response coordination, improved communication between the Traffic Management Center (TMC) and Police Regional Transit Information Center (RTIC), parking guidance to reduce circulation conflicts, and future deployment of pedestrian/bicycle detection and other safety technologies where crash risk is highest. This project will likely decrease VMT.

Highway Operational Improvements in Las Virgenes-Malibu Subregion

To date, a total of $173.6 million has been programed for a total of 31 projects in the Las Virgenes-Malibu Subregion of which $153.9 million (or 89%) has been spent. Currently, there are 22 active projects at various stages of development, and with 9 projects completed. This update includes funding adjustments (programming new funds or deobligating funds) for two existing projects described below.

Malibu

Program an additional $353,734 for MR311.27 - PCH Intersection Improvements Project in FY26-27 for a revised budget of $1,678,734. The city anticipates starting construction in the fall, and the funds are being programmed to fund the construction phase. This project includes traffic signal updates and the addition of a right-turn lane. This project will likely increase VMT.

Deobligate $353,734 for MR311.32 - Pacific Coast Highway and Big Rock Dr. Intersection Improvements at La Costa Area Pedestrian Improvements Project, for a revised budget of $596,266. The project is completed and the remaining funds will be reallocated to MR311.27.

South Bay Cities: I-405, I-110, I-105 & SR-91 Improvements

To date, a total of $458.8 million has been programmed for a total of 84 projects in the South Bay Cities subregion, of which $181.9 million (or 40%) has been spent. Currently, there are 52 active projects at various stages of development, and with 32 projects completed. This update includes funding adjustments (programming new funds, reprogramming existing funds or deobligating funds) for four existing projects described below.

Caltrans

Deobligate $150,000 for MR312.86 - I-105 Integrated Corridor Management (ICM) Caltrans

Independent Quality Assurance (IQA), for a revised budget of zero. Through the design process, it was determined that Caltrans IQA is no longer needed and therefore funds are being requested to be reallocated to Metro's MR312.84 - I-105 Integrated Corridor Management (ICM) Project.

Hawthorne

MR312.67 - Rosecrans Avenue Signal Improvements and Intersection Capacity Enhancements. The entry in Attachment A has been updated to match the previously approved funds programming from the June 2025 update. The project will likely increase VMT.

City of Los Angeles

Reprogram $17,481,330 for MR312.48 - Alameda St (South) Widening from Anaheim Street to Harry Bridges Blvd (Additional funding via MM5508.14). The funds are being reprogrammed as follows: $4,370,332 in FY27-28, $9,469,054 in FY28-29, and $3,641,944 in FY29-30. The budget remains the same at $17,481,330. The project is in the design phase, and funds are being reprogrammed due to the project being placed on hold while the Vincent Thomas Bridge Deck Replacement Project undergoes construction. The project includes widening and improvement of Alameda Street to a Modified Major Highway Class II Street from two lanes to three lanes in each direction between Harry Bridges Boulevard and Anaheim Street. The purpose of this project is to improve the freight line movement along Alameda Street due to the Port of Los Angeles Berth 200 Rail Yard expansion project and increased 18-wheeler truck traffic on the Alameda corridor. This project will likely increase VMT.

Los Angeles County

Program an additional $1,000,000 for MR312.52 - ITS: Improvements on South Bay Arterials (Call Match) F7310. The funds are being programmed as follows: $700,000 in FY26-27 and $300,000 in FY27-28 for a revised total project budget of $3,421,000. The project is in the construction phase, and the additional funds are needed to meet increased construction costs. This project will complete Transit Safety and Security Program (TSSP) improvements on Normandie Avenue between 92nd Street and El Segundo Boulevard, Manhattan Beach Boulevard between Manhattan Avenue and Van Ness Avenue, and Hawthorne Boulevard between Imperial Highway and Manhattan Beach Boulevard. Other improvements include systemwide coordination timing, Intelligent Transportation Systems (ITS) and intersection operational improvements. The TSSP component of the project will improve traffic signal operations along these routes by upgrading each traffic signal to federal and state standards, providing additional vehicle detection to enable operation as a fully traffic- actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination.

Metro

Program an additional $3,650,000 for MR312.84 - I-105 Integrated Corridor Management (ICM) Project. Of this additional amount, $150,000 will come from deobligated funds from project MR312.86. The updated funds are being programmed as follows: $3,650,000 in FY26-27 for a revised budget of $26,500,000. The project is in the construction phase, and additional funds are

needed to fully fund the construction and implementation phases due to rising construction costs and procurement of more than originally anticipated field elements. This project is likely to increase VMT.

Gateway Cities I-605 Corridor "Hot Spots" Interchange Improvements

To date, a total of $586 million has been programmed for a total of 78 projects in the Gateway Cities subregion, of which $245.4 million (or 51%) has been spent to date. Currently, there are 49 active projects in various stages of development, with 29 projects completed. This update includes funding adjustments (programming new funds, reprogramming existing funds or deobligating existing funds) for 11 existing projects described below.

Metro

Program an additional $78,804,000 for MR315.75 - SR-91 Atlantic to Cherry Eastbound Auxiliary Lane Project. The funds are being programed as follows: $30,000,000 in FY26-27, $25,000,000 in FY27-28, $20,000,000 in FY28-29, $3,700,000 in FY29-30 and $104,000 in FY30-31 for a revised budget of $125,855,000. The project is in the construction phase and funds are being programmed to align with the Life of Project Budget adopted by the Board in November 2023. The project consists of adding a 0.86-mile auxiliary lane in the eastbound direction between Atlantic Avenue on-ramp and Cherry Avenue off-ramp, along with modifications to on- and off-ramps, higher soundwalls, and new retaining walls within the 1.4-mile project limits. The project includes the accommodation of deeper freeway retaining walls that will provide additional usable space to assist the City of Long Beach in building the Hamilton Loop Community Park, partly within the project limits, to benefit the North Long Beach community. In addition, the project provides air filtration systems and filter replacements to residents and businesses within the City of Long Beach. Metro staff are coordinating with the City of Long Beach for the implementation of these items. These improvements will enhance safety by minimizing weaving, reducing traffic incidents, and improving traffic flow. For the area within this project, total crash rates range from 30% to 73% higher than the total statewide average, and fatality rates in this area exceed statewide averages by 35%, all highlighting the need for these safety-critical improvements. The safety improvements to the SR-91 Corridor are expected to avoid one fatality, 366 injuries, and 646 crashes over the 20-year study period. The project is likely to increase VMT.

Deobligate $300,000 for Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, Southern California Edison, Los Angeles County) for a revised budget of zero. These funds were not needed, and the savings are being returned to the subregion to fund other priority projects.

Program an additional $730,000 for MR315.73 - I-605 at Valley Boulevard Interchange Improvements Project. The funds will be programmed as follows: $365,000 in FY26-27 and $365,000 in FY27-28 for a revised budget of $9,861,700. The funds are needed for Design Support During Construction. The project includes various safety, operational and mobility improvements, such as reconfiguring and widening freeway ramps, constructing freeway retaining and soundwalls, upgrading and coordinating signals (traffic and railroad), reconstructing and widening adjacent local arterials (Valley Boulevard and Temple Avenue), and upgrading curb ramps, sidewalks, and other infrastructure to comply with ADA standards. This project will likely increase VMT.

Program an additional $21,000,000 for MR315.74 - Westbound SR-91 Alondra Boulevard to Shoemaker Ave Improvement Project. The funds are being programmed as follows: $10,500,000 in FY27-28 and $10,500,000 in FY28-29 for a revised budget of $78,505,000. The project is currently in the design phase, and funds are being programmed for the construction phase. The project will add a general-purpose lane, maintain auxiliary lanes, and reconfigure interchanges to reduce traffic weaving. Improvements include adding a one-lane I-605 southbound connector and a two-lane I-605 northbound connector, as well as new sound walls, retaining walls, and ramp modifications. The project also includes complete streets elements compliant with the ADA, including a Class II bicycle lane on Pioneer Boulevard, ADA-compliant sidewalks, pedestrian and bicycle signage, and LED lighting. Additional improvements will consist of sidewalks on both sides of the new Gridley Road OC and five-foot roadway shoulders. Since Metro began the Project Approval and Environmental Document (PA&ED) and PS&E phases in 2016, there have been 438 collisions recorded in the area, mainly rear-end and sideswipe collisions - typically caused by congestion and frequent lane weaving. The project will improve safety and operations by lengthening merging distances and reducing weaving. The project is likely to increase VMT.

Caltrans

Deobligate $60,000 for MR315.48 - I-605 Corridor "Hot Spots" Interchanges Program Development, I -605 Intersection Improvements for a revised budget of zero. The funds were not needed and the savings are being returned to the subregion to fund other priority projects.

Downey

Deobligate $20,676 for MR315.18 - Bellflower Boulevard - Imperial Highway Intersection Improvements for a revised budget of $2,719,768. The project is complete and improves mobility by adding turn lanes and reconstructing curb returns to make right turns easier for freight trucks. The project increases safety at the intersection by adding and improving median islands, relocating streetlights and other street furniture, and adding traffic signals, striping, pavement markings, and signage.
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Lakewood

Deobligate $22,732 for MR315.04 - Lakewood Blvd - Del Amo Boulevard Intersection Improvements for a revised budget of $5,981,568. The project is complete. The project improves mobility by adding turn lanes and reconstructing curb returns to make right turns easier for freight trucks. The project increases safety at the intersection by adding and improving median islands, relocating streetlights and other street furniture, and adding traffic signals, striping, pavement markings, and signage.

Long Beach

Deobligate $212,604 for MR315.69 - Park and Ride (Call Match) F9808 for a revised budget of zero. The project was cancelled as the Call For Project (CFP) funded projects were withdrawn by the City, eliminating the approved purpose and eligibility for the associated local match funds. The savings are being returned to the subregion to fund other priority projects.

Norwalk

Program an additional $4,484,027 for MR315.10 - Bloomfield Avenue at Imperial Highway Intersection Improvements Project in FY26-27 for a revised budget of $5,984,027. The project is in the design phase, and additional funds are needed to account for an updated project cost based on revised engineer's estimates following completion of the PA&ED phase. The project will include longer eastbound and westbound left turn lanes on Imperial Highway at the intersection with Bloomfield Avenue with modified traffic signal timings, as well as complete streets elements, such as ramp upgrades to meet current ADA standards, new crosswalk striping to improve pedestrian crossing safety, and enhancements to the existing bus stops at the intersection. The existing bike lanes on the east and west sides of Bloomfield Avenue will be maintained, and any deficiencies will be repaired. According to the Statewide Integrated Traffic Records System (SWITRS) there were a total of nine collisions at the intersection between January 1, 2019, and February 28, 2026. The extension of the left turn lanes and signal improvements will reduce conflict points and better define right-of-way at the intersection to increase the overall safety of the intersection. The project is likely to increase VMT.

Deobligate $1,453,637 for MR315.17 - Pioneer Boulevard at Imperial Highway Intersection Improvements Project for a revised budget of $55,363. During the project's environmental phase, right-of-way requirements were identified that would make the project unfeasible to construct. The remaining funds are being deobligated to fund other subregional priority projects.

Paramount

Program an additional $4,900,000 for MR315.20 - Alondra Boulevard Improvements in FY26-27 for a revised project budget of $9,500,000. In addition, reprogram $8,365,000 as follows, $1,135,000 in FY20-21 (Prior Years), $1,107,360 in FY25-26, $4,807,640 in FY26-27, and $2,450,000 in FY27-28. The project is currently in the design phase and identified cost savings will be used to help fund the construction phase. Funds are also being reprogrammed to account for the updated project schedule. The project adds a travel lane in each direction during peak hours along Alondra Boulevard from Hunsaker Avenue to Lakewood Boulevard and enhances landscaped medians to improve traffic flow. The project provides dual left turn pockets for northbound and southbound travel at Garfield Avenue and Alondra Boulevard. The project also includes resurfacing, signing, striping, and traffic signal improvements to nine intersections, provided additional funding is secured. Pedestrian improvements include constructing sidewalks, reconstructing curb ramps to meet ADA requirements, and new high-visibility crosswalks. Proximity to the I-605, SR-91, and I-710 freeways causes heavy truck traffic and queueing along Alondra Blvd. According to the SWITRS, a total of 87 collisions have occurred within the project limits since January 2023, with improper turns being the second-highest cause of collisions. Raised medians are a proven safety countermeasure that reduces the frequency and severity of collisions by physically separating opposing traffic and limiting uncontrolled left-turn movements. The project is likely to increase VMT.

Gateway Cities I-710 South Early Action Projects

To date, a total of $367 million has been programmed for a total of 75 projects in the Gateway Cities

subregion, of which, $186.7 million (or 51%) has been spent to date. Currently, there are 50 active projects in various stages of development, with 25 projects completed. This update includes funding adjustments (programming new funds, or reprogramming existing funds) for three existing projects described below.

Bell Gardens

Reprogram $4,448,707 for MR306.52 - Garfield Avenue & Eastern Avenue Intersection Improvement Project. The funds are being reprogrammed as follows: $4,448,707 in FY25-26, the budget remains the same at $5,085,000. The project is in the construction phase and funds are being reprogrammed to allow for the completion of the project. The project includes realignment of the existing "Y" intersection into a "T" intersection to improve operations and safety. This project will likely increase VMT.

Commerce

Program an additional $1,481,997 for MR306.64 - Slauson Corridor Improvements Project in FY26-27 for a revised budget of $15,744,797. In addition, reprogram $1,013,065 in FY26-27. The project is in the construction phase and funds are being reprogrammed to meet the updated project schedule and escalated project costs. The project includes improvements to street lighting along the corridor to enhance safety for drivers, cyclists, and pedestrians by installing high-visibility crosswalks, and enhanced bus shelters, benches, and trash cans where applicable. This project will likely increase VMT.

Downey

Reprogram $2,329,730.99 for MR306.49 - Paramount Boulevard at Imperial Highway Intersection Project. The funds are being reprogrammed as follows: $2,329,730.99 in FY25-26, the budget remains the same at $3,185,000. The project is in the Right-Of-Way (ROW) phase and funds are being reprogrammed to allow for the completion of the construction phase. The project includes double left-turn lanes, widening of the southerly leg of the intersection, reconstruction of intersection approaches, modification of the traffic signal, incidental striping, signing, and pavement markings. This project will likely increase VMT.

DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs aim to develop a transportation system that balances multimodal mobility options and safety improvements, allowing people to spend less time traveling.

FINANCIAL IMPACT

The highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for several LA County subregions. FY27 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay Cities subregion, FY27 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities subregion, FY27 funding for the I-605 Corridor “Hot Spots” Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and Account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, and 460351. I-710 South Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442.

The remaining funds are distributed from the Measure R 20% Highway Capital subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY27 budget under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Impact to Budget

This action will not impact the approved FY27 budget. Staff will rebalance the budget as needed to support the identified priorities and will evaluate budgetary requirements during the quarterly and mid -year adjustment processes, subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Capital Funds. This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

This semi-annual update provides funding for the next phases of the Board-approved Highway Subsidy grants, which align with Measure R guidelines and the Metro Objectives for Multimodal Highway Investments. These grants support transportation projects that enhance safety, accessibility, and efficiency, particularly in Equity Focus Communities (EFCs) in the cities of Bell Gardens, Commerce, Downey, Glendale, Los Angeles, Paramount, and Norwalk, as well as in unincorporated areas of Los Angeles County.

Metro’s Complete Streets and Highways staff provides technical assistance to jurisdictions across different subregions, assisting cities in determining Measure R funding eligibility and developing funding agreements that include project scope, cost, and schedules. Each city and/or agency, in collaboration with its subregion, conducts its own community engagement process tailored to the specific transportation improvements being developed. These locally determined and prioritized projects reflect the needs of the communities they serve.

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. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

Although this item may not directly contribute to achieving the Board-adopted VMT Reduction Targets, these 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 operates under 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 strategic plan goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County's transportation system.

Goal 2: Transform LA County through regional collaboration"

Goal 2.1. Metro will work closely with municipalities, Council of Governments, Caltrans to implement holistic strategies for advancing mobility goals.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendations described in Attachment A. This option is not recommended as it will delay the development of locally prioritized improvements. In addition, projects that are starting or already in the construction phase may incur cost implications due to delays in necessary funding agreements, amendments, and time extensions.

NEXT STEPS

Staff will continue working with the subregions to execute necessary agreements for Board-approved projects within the Measure R Multimodal Highway Subregional Program. Staff will also continue working with the various subregions and local jurisdictions to promote multimodal, safe, equitable, and sustainable investments within the Measure R Multimodal Highway Subregional

Programs.

ATTACHMENT

Attachment A - Measure R Multimodal Highway Subregional Programs - July 2026

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