

Major Capital Projects Update Countywide Planning and Development

July 15, 2026

#2026-0029

Presented By

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Major Corridor Projects



Major Pillar Projects

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

Other Projects in Planning

- Link Union Station
- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Southeast Gateway Line
- Los Angeles River Path
- Antelope Valley Line - San Fernando Valley/Pacoima Metrolink Station and Mobility Hub
- K Line Northern Extension

Eastside Transit Corridor Phase 2

Phase

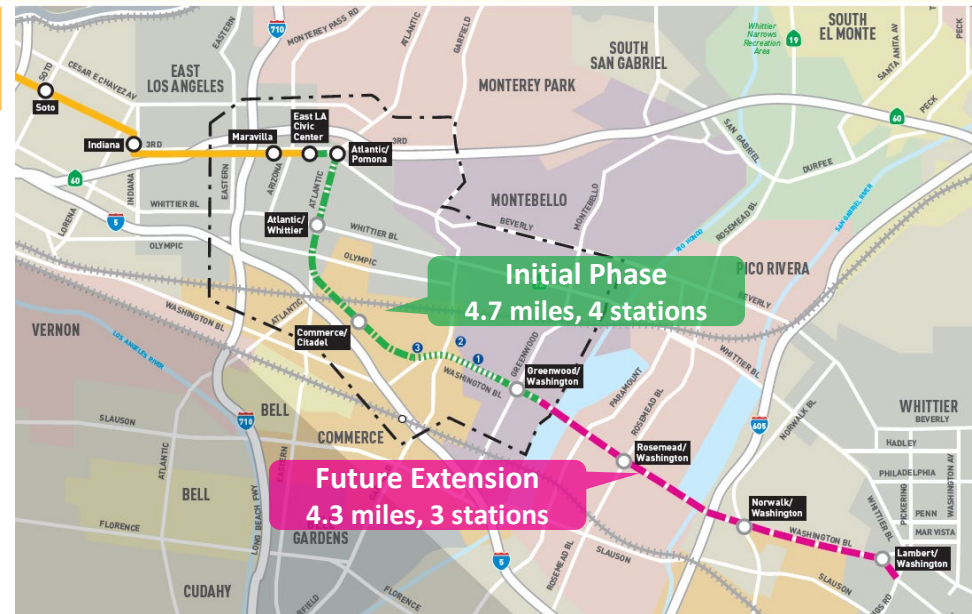
Environmental Review
(National Environmental Policy Act)

Recent Activities

- March: Secured funds of \$133.8M in State Transportation Improvement Program (STIP)
- March/April: Increased project visibility and Community Based Organization (CBO) engagement at local events
- May: Submitted state grant application to Transit and Intercity Rail Capital Program (TIRCP) Cycle 8
- May: Released Environmental Assessment (EA) for Initial Operating Segment (IOS); 30-day review ended June 26
 - Public hearings - one virtual and three in-person (East Los Angeles, Commerce, Montebello)
- June: Successful entry into Capital Investment Grants (CIG) Program's Project Development phase with Federal Transit Administration (FTA) approval

Challenges

- CIG Project Development phase requires completion within 2 years



Opportunities

- Preparation of NEPA document for federal funding eligibility
- Coordinating with City of Pico Rivera and Caltrans on Rio Hondo Washington Blvd Bridge improvements project designs to not preclude future E Line extension to Whittier

Next Actions

- Summer: Prepare responses to public comments, Board approval of Maintenance and Storage Facility site, prepare Findings of No Significant Impact (FONSI) for FTA approval
- Fall: Complete Preliminary Engineering

K Line Extension to Torrance

Phase

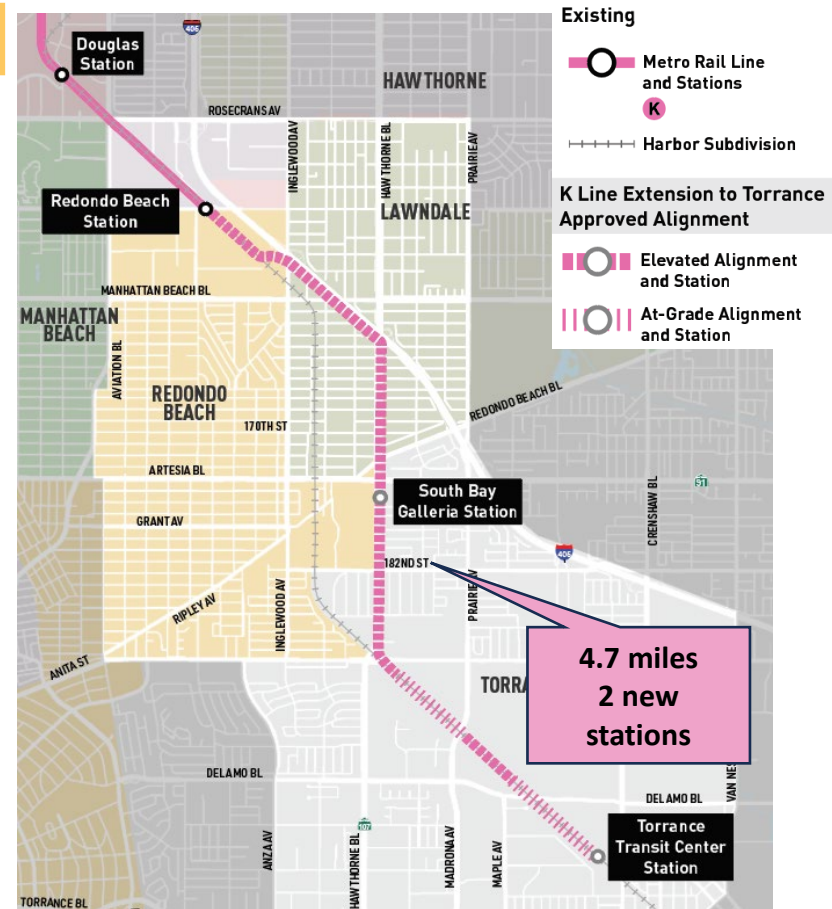
Pre-Construction

Recent Activities

- March: Program Management Support Services (PMSS) contract approved by Board
- May: Board approval of contract modification for Preliminary Engineering
- June: Kick-off meetings for next phase of design with cities, Caltrans, and third parties

Next Actions

- Initiate field investigations (survey, geotechnical, potholing) in summer, starting from south to north
- Continue coordination with third parties including design review, permits, and Master Cooperative Agreements
- Advance design to 30% engineering, conduct first/last mile planning, value engineering, evaluation of early works and phasing concepts to minimize risks and cost/schedule impacts
- Continue discussions with Caltrans and cities on Caltrans Transit Priority Policy and relinquishment of Hawthorne Blvd in Torrance and Redondo Beach, assumed prior to Project construction start



Challenges

- Third party design reviews and approvals

Opportunities

- Exploration of early works, construction phasing and streamlined federal review for I-405

Sepulveda Transit Corridor

Phase

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

Recent Activities

- April/May: Completed community meetings to provide project updates (one virtual, four in-person) in Sherman Oaks, Culver City, Van Nuys and Westwood
- Completed circulation of draft federal Planning and Environmental Linkages Study
- May: Board approved contract modifications to advance environmental clearance for the Locally Preferred Alternative (LPA) and support community engagement

Next Actions

- Design refinement to reflect LPA direction; update cost estimates to reflect updated design and Initial Operating Segment (IOS)
- Geotechnical investigations
- Concurrent advancement of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental clearance focused on LPA

Challenges

- Navigating federal process with P3 approach



Opportunities

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

Link Union Station

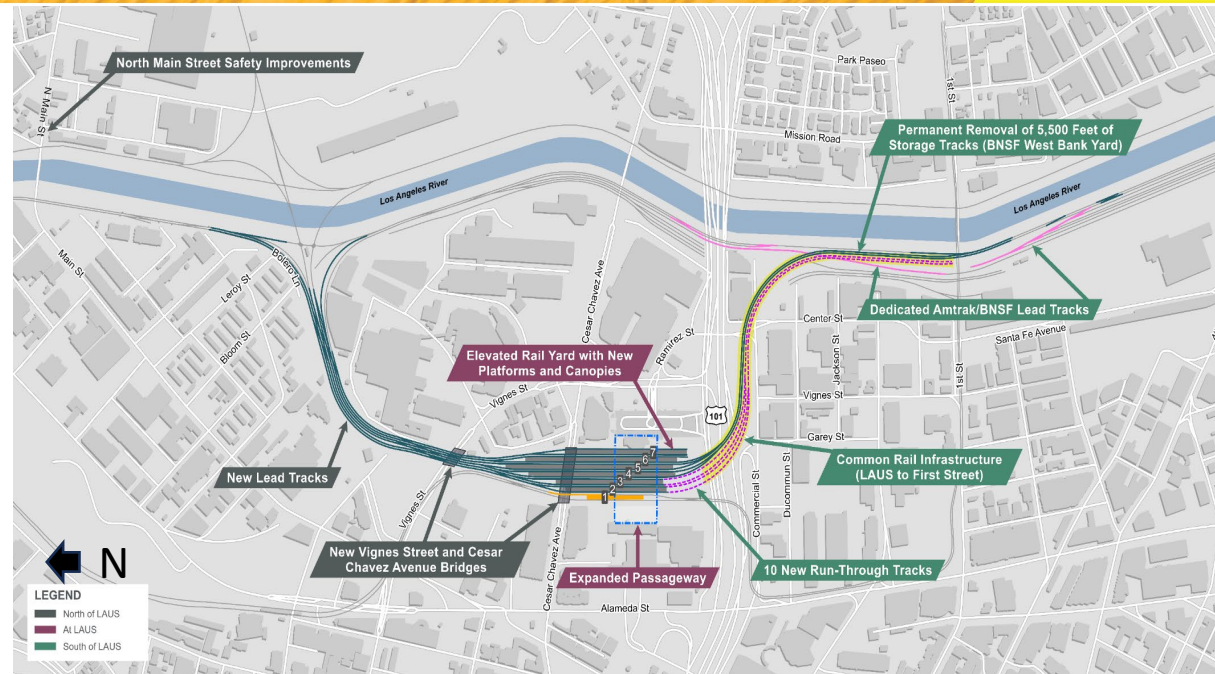
Phase Design

Recent Activities

- February: Board approval of preconstruction budget for early work
- February: Submitted grant application for the Federal Railroad Administration (FRA) Federal-State Partnership (FSP) for Intercity Passenger Rail program
- March: California High Speed Rail Authority certification of Final Environmental Impact Statement (EIS)
- California Transportation Commission allocation of \$115 million in State Transportation Improvement Program (STIP) and Transit and Intercity Rail Capital Program (TIRCP) grants for early work

Next Actions

- Continue preparation of the Administrative Record



Challenges

- Litigation from City of Vernon

Opportunities

- Funding applications submitted for the Federal Railroad Administration Federal-State Partnership (FSP) for Intercity Passenger Rail in February 2026; additional Interregional Transportation Improvement Program (ITIP), Trade Corridor Enhancement Program (TCEP), and Solutions for Congested Corridors Program (SCCP) Grants with the State

Vermont Transit Corridor

Phase	Final Design
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Recent Activities

- March: FTA Completed Risk Assessment
- May: Congress allocated full request of \$149.9 M in Small Starts funding
- Program Management progressing Final Design in coordination with City of Los Angeles, County of Los Angeles, Caltrans and utility providers
- Began Phase 1 (Pre-Construction Activities), including Geotech borings, potholing

Next Actions

- Anticipate executing Small Starts Grant Agreement Summer of 2026
- Continue coordination with Real Estate on Temporary Construction Easements (TCE)

Challenges

- Timely execution of funding agreements in order to be in operation by 2028 Games

Opportunities

- No permanent acquisitions required
- Vehicles to be assigned from current fleet



Rail to River Active Transportation Corridor (Segment B)

Phase Planning / Design

Recent Activities

- Continued coordination with City of Commerce (project lead) and local jurisdictions on the Randolph Corridor project (formerly Segment B)
- Evaluating potential alternatives to connect Segment A and Segment B as directed by the Metro Board
- Executed amendment to the Funding Agreement with project lead to include the Long Beach-East Los Angeles Corridor Mobility Investment Plan funds

Next Actions

- Continue coordination with cities/County, as well as the future Southeast Gateway Line



Challenges

- Timely 3rd Party reviews

Opportunities

- Continue to monitor potential funding opportunities as needed

Los Angeles River Path

Phase

Environmental Review (California Environmental Quality Act)

Recent Activities

- February: Closed public comment period (47 days) for Draft Environmental Impact Report (EIR)
- May: Board motion adopted, directing a governance study for delivery of project as part of 51-miles of LA River bicycle network

Next Actions

- Continue to review and respond to public comments received on Draft EIR
- Complete Cost Benefit Analysis
- Develop staff recommendation for Locally Preferred Alternative (LPA), delivery plan, phased implementation

Opportunities

- LA River Governance Study of 51-mile LA River Path as opportunity to identify lead agencies for LA River Path Project construction, operations and maintenance



Challenges

- Multiple jurisdictions and adjacent projects requiring extensive 3rd party coordination
- <1% of right of way is owned by Metro, thus efficient project delivery will depend on identifying lead agencies for construction, maintenance and operations

AVL – San Fernando/Pacoima Metrolink Station and Mobility Hub

(formerly the ESFV Shared ROW Study)

Phase	Alternatives Analysis

Recent Activities

- Continued to advance Board-adopted Scenario 2:
 - Early works safety improvements (6 at-grade rail crossings)
 - Metrolink infill station
 - Design of mobility hub
 - Multimodal integrated planning
- April 2026: Board authorization of contract for preliminary engineering for safety improvements at six rail crossings along the Antelope Valley Line

Challenges

- Right of way coordination with Metrolink

Opportunities

- Delivery of early improvements to address immediate safety needs

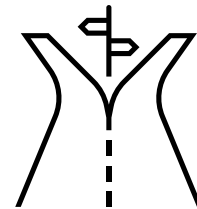
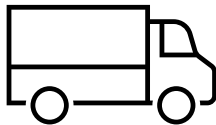


Next Actions

- July: Board programming of funds to advance station, mobility hub, and track work, and to develop environmental evaluations and conduct public and stakeholder engagement
- Continue preliminary engineering on rail crossing safety improvements
- Begin conceptual planning for Metrolink infill station, mobility hub, and track work
- Continue stakeholder and public engagement

Quarterly Major Projects Report

Complete Streets & Highway Projects



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Senior Executive Officer, Multimodal Integrated Planning

I-605 Corridor Multimodal Improvements Project (I-605 CMIP)

(I-10 to I-105)

Status/Schedule

- Current Phase: Environmental and engineering studies for Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) are underway.
- Held meetings in Summer 2025 with I-605 corridor cities to present multimodal & complete street framework and develop local multimodal project concepts
- Board approved contract modifications in April 2026 to restart and complete the DEIR/DEIS for the revised project alternatives.

Purpose and Need

- Safety and operational deficiencies, lack of multimodal transportation options.
- 4,335 collisions resulting in injury occurred within I-605 project limits (2019 - 2023).

Multimodal Scope

- Provide bicycle, pedestrian, and equestrian trail improvements.
- Provide roadway connections to transit stations.
- Include Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies.
- Provide managed lane improvements (High-Occupancy Vehicle lanes and/or ExpressLanes), interchange safety improvements, and direct connectors.

Project Benefits

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



Challenges

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

Metro & Caltrans Roles

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

I-405 ExpressLanes Project – Sepulveda Pass

(ExpressLanes from I-10 to US 101)

Status/Schedule

- Current Phase: Preparation of the environmental document is ongoing.

Purpose and Need

- Provide additional mobility options within the geographically constrained Project Corridor and provide resources to implement related projects and facilitate future improvements, including multi-modal options, within the Project Corridor.

Multimodal Scope

- Environmental document is evaluating potential multimodal elements (transit, bike, pedestrian improvements).

Project Benefits

- Improve traffic flows, person throughput, and reliability.

Challenges

- Caltrans approval of Vehicle Miles Traveled (VMT) analysis and potential mitigation required.



I-405 Improvements (I-110 to Wilmington Avenue)

I-405 South Bay Curve Improvements

Status/Schedule

- Current Phase: Environmental Phase- Caltrans is reviewing and approving the Draft Project Report and the Draft Environmental document.
- Community Engagement: Project briefings with stakeholders. are anticipated before Draft Environmental document circulation.
- Next Major Milestone: Circulation of Draft Environmental document anticipated in Summer 2026 after FIFA World Cup.

Purpose and Need

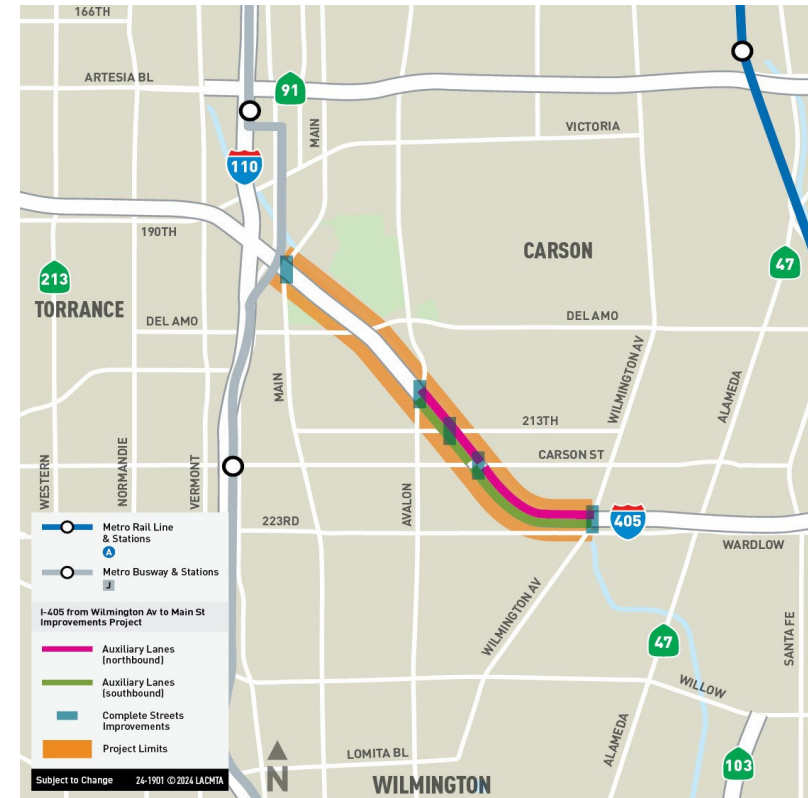
- Traffic safety and operational needs.
- From April 2020 to March 2023, 612 collisions (278 northbound and 334 southbound) occurred within the project limits, and of these, over 75% were rear-end and sideswipe, indicating congestion.

Multimodal Scope

- Build four auxiliary lanes (about 1 mile in each direction).
- New high-visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies.

Project Benefits

- Improve overall mobility and safety for pedestrians, cyclists, and vehicular travel.



Challenges

- Construction not fully funded.

Metro & Caltrans Roles

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

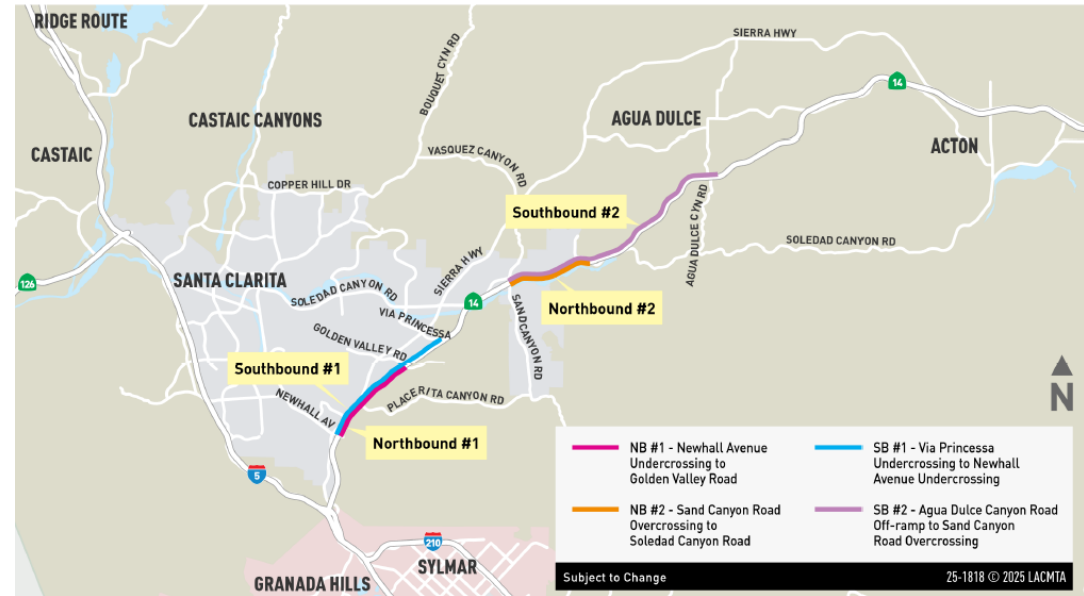
SR-14 North Los Angeles County Safety & Mobility Improvements (Interstate 5 to Agua Dulce Canyon Rd)

Status/Schedule

- Current Phase: Project Approval/ Environmental Documentation (PA/ED)- Caltrans is reviewing and approving technical studies to support DEIR/EA.
- Community Engagement: Quarterly coordination meetings with corridor stakeholders
- Next Major Milestone: Circulation of Draft Environmental Document expected in Summer 2027.

Purpose and Need

- Enhance safety, mobility, and multimodal transportation options
- Lane drops and changes in grades cause safety and operational challenges
- From 2020 to 2022, 774 reported collisions, 314 fatal and injury collisions for all four segments



Multimodal Scope

- Lane gap closures where there are lane drops, Transportation System and Demand Management elements, safety enhancements, complete streets, and wildlife connectivity improvements.

Project Benefits

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



Challenges

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

Metro & Caltrans Roles

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

I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- San Gabriel Valley Council of Governments (COG) is the construction lead.
- Caltrans issued Right of Way Certification & Encroachment Permit to Metro on April 17 and April 20, 2026, respectively.
- Allocation request for construction funds was approved by the California Transportation Commission (CTC) at their 6-26-2026 2026 meeting.
- Target begin construction is March 2027.
- Community Engagement: COG to convene pre-construction public meetings.

Purpose and Need

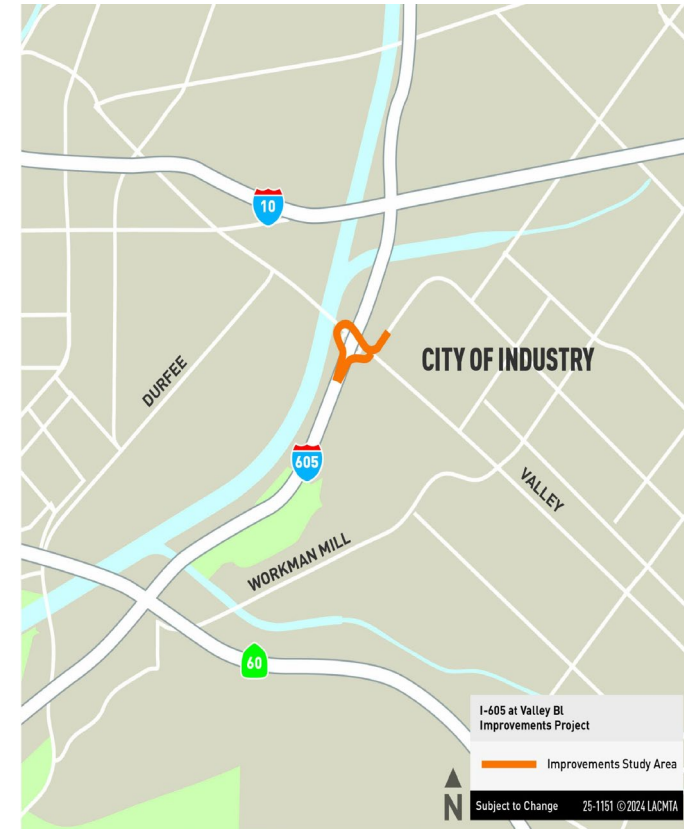
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion (1,126 collisions occurred within the project limits from 2016 to 2018).

Multimodal Scope

- Reconfigure ramps, upgrade and coordinate traffic/railroad signals.
- Upgrade Americans with Disabilities Act (ADA) infrastructure (curb ramps, sidewalks, and pedestrian pathways) and rehab adjacent local roads.
- Install pedestrian gates at railroad crossings, special signals, shorter crosswalk, and median island refuge.

Project Benefits

- Reduce collisions, congestion, weaving conflicts, and queuing.
- Enhance pedestrian access and safety.
- Provide better truck access/maneuverability along freeway ramps.
- Improved railroad safety to reduce the potential for pedestrian, vehicular, and train (freight and passenger) conflicts.



Challenge

- Timely execution of COG tasks leading to advertising, awarding and initiating the construction contract after CTC approval.

Metro, Caltrans & COG Roles

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