

VEHICLE MILES TRAVELED (VMT) DETERMINATION TABLE

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
TRANSIT AND ACTIVE TRANSPORTATION											
Eastside Transit Corridor Phase 2	Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. In 2024, the Board approved the 9-mile Locally Preferred Alternative (LPA) and a 4.6-mile Initial Operating Segment (IOS) to Greenwood. The certified environmental study under the California Environmental Quality Act (CEQA) found that the Project would reduce daily regional VMT by approximately 34,500 miles relative to 2042 conditions without the Project.		X	X				X		X	
Sepulveda Transit Corridor	The Sepulveda Transit Corridor (STC) would create a high-quality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside. Five alternatives currently are under environmental evaluation. The STC project does not yet have an identified LPA and VMT determination is not available at this time. Since this is a regionally significant project providing a mass transit option through the congested Sepulveda Pass, it is anticipated to result in VMT reduction.		X		X			X		X	
Link Union Station	The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the Link Union Station Project (Link US Project) to address existing and future capacity constraints at Los Angeles Union Station (LAUS). The Project would transform LAUS from a stub-end terminal into a run-through station by extending ten platform tracks		X	X			X				X

ACRONYMS:

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ATTACHMENT C

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	from their current termini over U.S. Highway 101 (US-101) and adjacent local streets to connect with the mainline tracks along the west bank of the Los Angeles River. Additional Project elements include replacement of the existing pedestrian passageway beneath the platforms and tracks with a new, expanded passageway, as well as off-site railroad improvements at the Burlington Northern Santa Fe (BNSF) Railroad Malabar Yard in the City of Vernon. LAUS is Southern California's primary multimodal transportation hub, serving multiple counties with a combined population exceeding 20 million people. By 2040, weekday passenger activity at LAUS is forecast to increase from approximately 110,000 to more than 200,000 passenger trips. The Link US Project is proposed to increase regional and intercity rail capacity, improve transit connectivity, enable seamless one-seat rides across Southern California's rail network, and accommodate the planned California High-Speed Rail system at LAUS. By expanding high-capacity rail service and improving system efficiency, the Project would support reductions in per-capita vehicle miles traveled (VMT) through mode shift from single-occupancy vehicles to rail and transit, while improving travel-time reliability and regional mobility. The Project would also enhance passenger safety, accessibility, and comfort through modernized station amenities, positioning LAUS as a world-class transit and mobility hub and advancing state, regional, and local sustainability and climate goals.										
K Line Extension to Torrance	The C Line Extension to Torrance Project would extend Metro rail by 4.5 miles from the existing Metro Redondo Beach (Marine) Station to the new Torrance Transit Center. The project would travel through the		X	X					X	X	

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	cities of Lawndale, Redondo Beach and Torrance, and build two new light rail stations to connect the South Bay with the regional rail network. Analysis presented in the Draft EIR estimates that the Project will offset approximately 34,566 daily VMT.										
Vermont Transit Corridor	The Vermont Transit Corridor Bus Rapid Transit Project is a 12.4-mile, end-to-end side-running BRT service on Vermont Avenue from Sunset Boulevard to 120th Street. This is the County's busiest bus corridor with 38,000 weekday boardings today, expected to increase to 66,000 by 2025. Environmental analysis performed as part of the CEQA exemption found that the Project will result in a decrease of 85,000 daily VMT, due to mode shift from auto to transit.		X	X			X			X	
Rail to River Active Transportation Corridor (Segment B)	Segment B of the Rail to River Active Transportation (AT) Corridor will extend the nearly completed six-mile-long Segment A project – also referred to as Rail to Rail – with an additional four miles of AT improvements that will connect to the LA River bicycle path. This project is not expected to increase VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.		X	X					X	X	
Los Angeles River Path	The LA River Path Project proposes to close an 8-mile contiguous gap in the active transportation corridor along the LA River, connecting Elysian Valley and the City of Maywood through downtown Los Angeles and the City of Vernon. The Project would create a safe and accessible pathway for pedestrians, cyclists, and users of all ages and abilities, particularly for residents living within a 3-mile radius of the		X		X			X			X

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	corridor. This project is undergoing environmental analysis and is expected to reduce VMT by providing an active transportation option.										
Antelope Valley Line – East San Fernando/Pacoima Metrolink Station and Mobility Hub	The Project would provide a direct transfer between the Metrolink Antelope Valley Line and the East San Fernando Valley Light Rail Transit Project, plus bus connections, which saves travel time for transit riders. The Project also includes the development of a mobility hub for multimodal access. These improvements to multimodal mobility and connectivity thus reduce VMT and GHG emissions.		X		X			X			X
K Line Northern Extension	K Line Northern Extension Project will create a north-south rail connection for communities throughout LA County from the South Bay to Hollywood and connects with four Metro Rail lines and 6 of the top 10 busiest bus lines in LA County. This Project has a LPA contingent on identification and commitment of additional funding. The Draft EIR identifies annual VMT reductions between 46.5 and 49.5 million miles, depending on the alignment.		X		X			X		X	
COMPLETE STREETS AND HIGHWAYS											
I-605 Capital Multimodal Improvement Project (CMIP) from I-10 to I105	The Project is in the environmental phase; the study area encompasses nine jurisdictions and parts of unincorporated Los Angeles; and alternatives evaluated will include multimodal travel options, pedestrian enhancements, and corridor management strategies. The LPA will be selected after the environmental phase. VMT decreases or increases will be determined for the Project after an analysis is done.	X			X			X			X
I-605/Valley Boulevard	The Project is in the City of Industry and unincorporated Los Angeles County, and in the final design phase. The Project will reconfigure the	X		X			X				X

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Interchange Improvements Project	freeway on and off ramps; upgrade local arterials (Valley Boulevard and Temple Avenue), signals and the infrastructure; and provide railroad safety upgrades to reduce the potential for vehicle, train (passenger and cargo) and pedestrian conflicts. The start of construction is slated to begin at the end of the year (December 2026). The Project will likely increase VMT.										
I-405 ExpressLanes Project- Sepulveda Pass (ExpressLanes from I-10 to US 101)	I-405 is a major north–south interstate freeway in Los Angeles County that serves critical interregional travel and goods movement. The segment between I-10 and US-101 through the Sepulveda Pass is among the most congested corridors in the nation. The proposed project would convert existing high-occupancy vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes and may add a second managed lane in each direction. Given the substantial and recurring congestion on the I-405, implementation of ExpressLanes is expected to improve travel-time reliability, safety, and overall person throughput while supporting vehicle miles traveled (VMT) management objectives. ExpressLanes utilize dynamic tolling to manage demand, encourage higher vehicle occupancy, and support mode shift to transit, thereby reducing congestion-related inefficiencies and per-capita VMT. The ExpressLanes program also incorporates equity considerations by maintaining free or reduced-cost access for eligible low-income users, supporting enhanced transit services in the corridor, and reinvesting net toll revenues into transportation improvements that benefit disadvantaged and equity-priority communities.	X			X			X			X

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I-405 Improvements (I-110 to Wilmington Avenue)	The Project is in the City of Carson and in the environmental phase. The Project will construct four auxiliary lanes; increase access and connectivity; and provide complete streets improvements (high-visibility crosswalks, pedestrian flashing beacons, bicyclist signage and new transit/bus stops). The LPA will be selected after the environmental phase is completed in 2027. The project was determined to be exempt from a VMT analysis based on the draft VMT Screening Memorandum dated May 16, 2024, but will likely increase VMT due to the proposed roadway improvements.	X			X			X			X
SR-14 Improvements North Los Angeles County Safety & Mobility Improvements (Newhall Avenue Undercrossing to Agua Dulce Canyon Road)	The Project is in Antelope Valley and in the environmental phase. The Project will reconfigure the existing lanes, close the lane gaps, and implement TSM/TDM strategies. The LPA will be selected after the environmental phase is completed in 2028 and afterwards VMT increases will be determined for the Project.	X			X			X			X

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Complete Streets and Highways Projects- No Longer Being Reported

The following projects are no longer reported quarterly because the projects are being transitioned to the construction phase for implementation or the subregion elected to pause work on the project or terminate the project. Updates on the project development of Malibu projects are no longer requested by the Board. Notice of this change was reported during the July 2025 and October 2025 Planning & Programming Committee Meetings.

- I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)
- I-605/Beverly Boulevard Interchange Improvements Project
- Malibu PCH Trancas Canyon Road Intersection Improvements
- Malibu PCH and Las Floras/Rambla Pacifico Intersection Improvements
- PCH Median and Channelization Project (Webb Way to Puerco Canyon Road)
- PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard)
- SR-91 Westbound Improvements (Alondra Boulevard to Shoemaker Road)
- SR-91 Improvements (Central Avenue to Acacia Street)

To obtain the last Equity Assessment Baselines reported for the above referenced projects, please refer to the [April 2025 Countywide Planning Major Project Status Board Report \(2025-0140\)](#) -Attachment B.

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